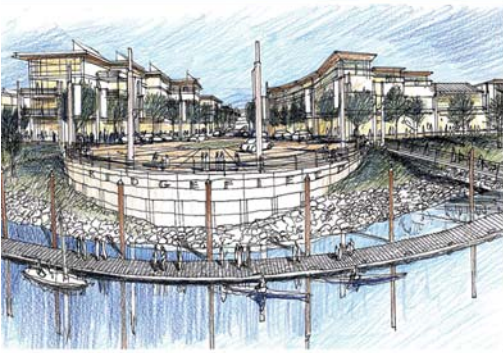


Ridgefield Downtown/Waterfront Integration Project

ACTION PLAN



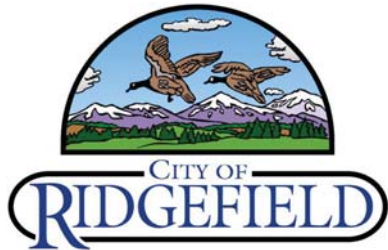
April 21, 2011

Ridgefield Downtown/Waterfront Integration Project

ACTION PLAN

April 21, 2011

Prepared For



City of Ridgefield, Washington



Port of Ridgefield, Washington

Prepared By



Normandeau Associates



**M A U L
F O S T E R
A L O N G I**

Maul Foster & Alongi, Inc.

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This plan represents a collaborative effort that has been supported by many committed community members in Ridgefield. We would like to particularly acknowledge the involvement of:

- Citizens of Ridgefield
- City of Ridgefield
- Port of Ridgefield
- Ridgefield Business Association
- US Fish and Wildlife Service
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EXECUTIVE SUMMARY

Project Overview

The citizens of Ridgefield are working to revitalize their historic downtown area and to clean and redevelop the community's waterfront. The primary purpose of the Integrated Planning Grant (IPG) project was to develop a shared vision along with a coordinated set of planning strategies,



priority actions, and projects for the downtown and waterfront areas. Additionally, the community wanted to encourage coordination, collaboration, and communication among the interested parties working in the area including elected officials and staff of the Port and City, business owners, property owners, and interested citizens. The plan is designed to promote the social, environmental and economic well being of Ridgefield through the revitalization of downtown and redevelopment of the waterfront. The citizens of Ridgefield endeavor to create a community where people of all ages can pursue their aspirations in ways that do not preclude future generations from doing the same.

The City of Ridgefield, Port of Ridgefield, and the Ridgefield community worked together to forge a partnership and develop consensus to create a unified vision and integrated planning strategy with guidelines to direct a multi-year downtown and waterfront area development initiative.

Before beginning the public process, representatives from the City and Port discussed the successes, challenges, and missteps other communities went through in the process of redeveloping/revitalizing their local waterfront. That information was folded into the Port's waterfront redevelopment plan for Miller's Landing.

Three public meetings and workshops were held in 2010 to develop a unified vision and to identify and prioritize catalyst projects that will help achieve that vision. Issues, concerns, and opportunities associated with the integrated planning project were identified, discussed and resolved. From those discussions and public input at community events, through the City of Ridgefield's website, and stakeholder interviews a clear executive action implementation plan was created.

Ridgefield, a community in transition from small town to regional center for innovative industry, creative residents, and excellent outdoor recreation opportunities, has an unprecedented opportunity to shape its future. This plan presents a vision for integrating long-term redevelopment of the Ridgefield waterfront with its historic downtown through community conversations and City and Port of Ridgefield planning. Ridgefield is an active community with a strong sense of its identity and the intrinsic values that make it a wonderful place to live, work, and play. This plan seeks to leverage its assets to foster sustainable economic and community development.

Unified Vision

Ridgefield is a regional employment and residential center that drives a local, robust economy. Ridgefield preserves and protects critical natural areas and is committed to community and environmental sustainability.

Ridgefield is a destination area for tourists and visitors – admired for its walkable downtown, "Main Street" feeling, and small town character. Ridgefield is pedestrian, bicycle, and transit friendly with strong connections between neighborhoods, the downtown-waterfront, and adjoining activity centers.

The Vision Statement is implemented through targeted community development strategies. These strategies provide focus on where the community will primarily target its resources and energy. Community building themes and economic strategies were reviewed and refined during the public involvement process. These strategies synthesize the community's inherent assets and its values to direct future marketing, development, and investment.



Recommendations

General Policies

- Capitalize on previous community successes
- Downtown businesses should be oriented toward services more than goods due to behavioral changes with demographic shifts
- Cleanup and redevelopment of downtown brownfield properties in core downtown area to create economic critical mass
- Improve Main Street as a focal point to assist in connecting the downtown and waterfront areas
- Support the vision with investment in necessary public infrastructure
- Provide for pedestrian friendly circulation and access
- Maintain the community's quality of life with development efforts
- Capitalize on proximity to the Refuge and Lake River

Land Use

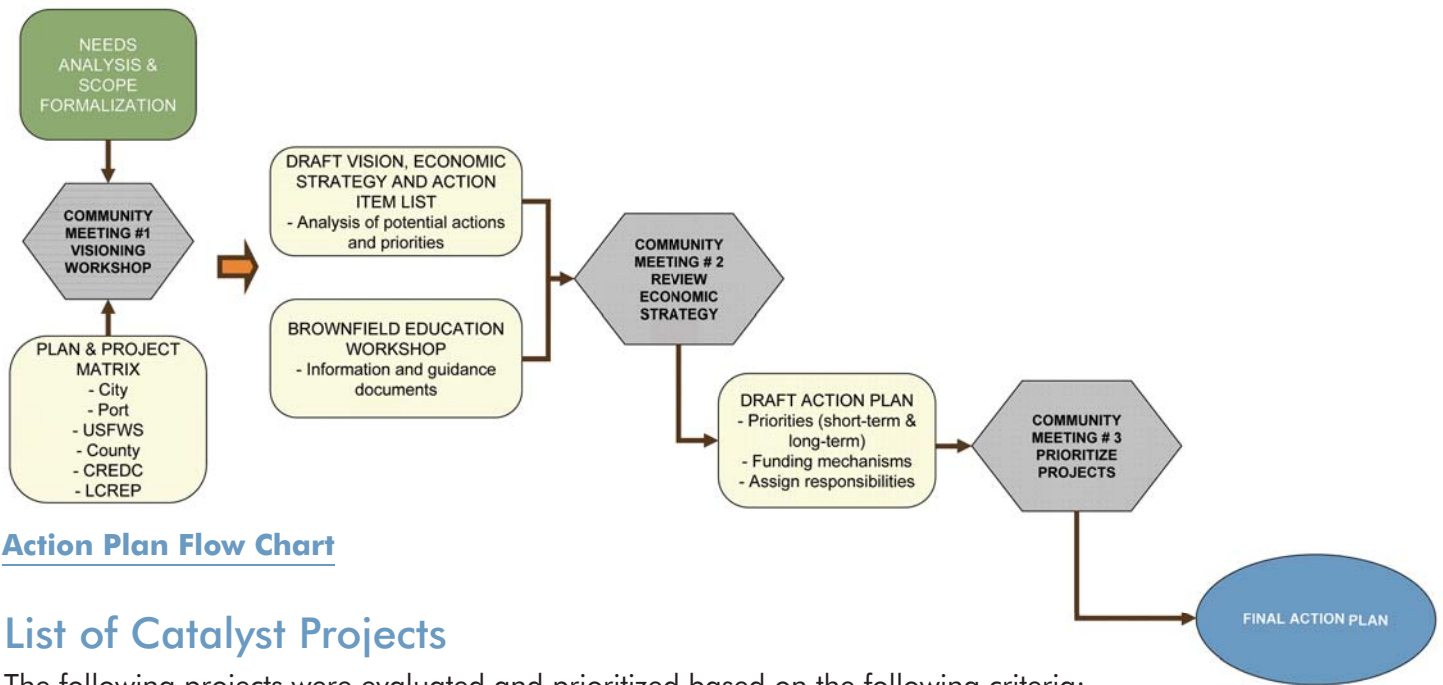
- Encourage upper story residential development in the downtown and waterfront for a 24/7 presence to support community and business vitality
- Focus development and redevelopment of the downtown areas between Main Avenue and 5th Avenue and Mill Street to Pioneer Street
- Encourage arts, cultural and institutional uses in the downtown core
- Implement the provisions contained in the International Building Code to allow for greater flexibility to utilize existing buildings when desired
- Protect view sheds to the waterfront through identified view protection corridors
- Provide for appropriate building heights in downtown to maintain the "small town feel"
- Implement design guidelines for the downtown area that will integrate guidelines identified in the 2004 Downtown Design Guidelines Plan
- Establish design guidelines for the waterfront to create consistency and connectivity to downtown while allowing for the waterfront to develop its own character and identity
- Downtown should remain the civic and cultural center for the community

Connections & Access

- Support the completion of the Pioneer Street Rail Overpass
- Support a second connection to the waterfront from the downtown to provide for looped pedestrian access
- Provide for public access opportunities to Lake River
- Connect downtown, waterfront, refuge and residential areas via land and water trails and pathways
- Prepare a Transportation Plan to assess impacts to the Pioneer Street Corridor
- Include design improvements for pedestrian mobility and create an iconic gateway for the downtown and waterfront



Port of Ridgefield: Miller's Landing



List of Catalyst Projects

The following projects were evaluated and prioritized based on the following criteria:

- ✓ Does the project promote integration?
- ✓ Was the project identified as a priority by the public?
- ✓ Is the project consistent with the existing plans?
- ✓ Is the project feasible?
- ✓ Does the project benefit the community?

Economic Development Projects

- Waterfront Cleanup and Redevelopment
- Facilitate the Recruitment of an Environmental Center on the Waterfront
- Facilitate Coordinated Branding, Marketing and Business Recruitment Program
- Public Events
- Comprehensive Way-Finding and Signage Program
- Government Civic Center

Public Amenity Projects

- Trails and Pathways
- Public Marina Feasibility Study
- Open Space Development and Improvement

Land Use Policy and Regulation Projects

- Complete Development Code Update
- Design Guidelines
- Local Financing Mechanisms

Infrastructure Projects

- Pioneer Street Rail Overpass
- Pioneer Street Corridor Transportation Plan
- Downtown Streetscapes and Uses

1. INTRODUCTION



Ridgefield, a community in transition from small town to regional center for innovative industry, creative residents, and excellent outdoor recreation opportunities, has an unprecedented opportunity to shape its future. This plan presents a vision for integrating long-term redevelopment of the Ridgefield waterfront with its historic downtown through community conversations and City and Port of Ridgefield planning. Ridgefield is an active community with a strong sense of its identity and the intrinsic values that make it a wonderful place to live, work, and play. This plan seeks to leverage its assets to foster sustainable economic and community development.

Integrating the development of the waterfront with revitalization and re-invention of the downtown will enhance Ridgefield's efforts to become a sustainable regional center where residents can live and work and visitors will be captivated by the natural and man-made attractions.

Prior to beginning the actual work of the Integrated Planning Grant (IPG), representatives and staff of the Port and City visited seven recently redeveloped northwest waterfront development areas. During the tour the group met with local leaders and development professionals who were involved in the redevelopment of different waterfronts in Bremerton, Kirkland/Carillon Point, Bellingham Washington, as well Granville Island, False Creek/Olympic Village, North Vancouver and Dockside Green/Victoria in British Columbia.

The tour group included Port Commissioners Melroy, Wiseman, and Hughes, Mayor Ron Onslow, and other key Port and City leadership. They had the opportunity to discuss the successes, challenges, and missteps other communities went through in the process of redeveloping/revitalizing their local waterfront. It was the intent of the Port and the City to learn as much as possible about how the various communities and project partners worked to vision, plan, design, implement, partner and manage successful waterfront redevelopment. The City and Port wanted to learn from the experience (good and bad) of others in order to increase the chances of a successful downtown and waterfront revitalization in Ridgefield.

Additionally, the tour was designed to establish a shared understanding between the City and Port regarding the opportunities, challenges, innovations, respective roles and forms of cooperation that can be expected as they move through the redevelopment and revitalization process.

In order for the Port of Ridgefield's planning for the waterfront development – a brownfield project – to be successful, it must be well integrated with the City of Ridgefield's downtown revitalization planning. Ridgefield's historic downtown traditionally depended on the mill jobs located on the waterfront. Today, the mill jobs are gone and the downtown is primarily dependent on the patronage of residents in the surrounding neighborhoods and some visitors to the area. Although Ridgefield is becoming more of a destination area for people wanting to experience the community's events and festivals, regional entertainment, wildlife viewing and other recreational activities, economic transition has been stagnant due, in part, to limited funding for creating a comprehensive vision for the historic downtown, and constrained access to and redevelopment of the waterfront.

This integrated planning effort was initiated by City of Ridgefield (City) and Port of Ridgefield (Port) leadership to coordinate redevelopment of the waterfront with revitalization of downtown (Figure



Figure 1-1. Aerial Photograph of Downtown and Waterfront Project Area

1-1). A major cleanup of the former wood treating facility on the waterfront is nearing completion. The Port is leading the effort to redevelop the 40-acre property into a community asset that provides economic, environmental, and community benefits. This joint planning effort through the City and the Port in conjunction with community members seeks to:

- Maximize mutual benefits and remove barriers to waterfront redevelopment and downtown revitalization
- Coordinate economic development efforts, land use policy and regulations, infrastructure development, and public amenity improvements
- Incorporate sustainable development principles into land use planning and facility development

1.1 PURPOSE

The primary purpose of the IPG project was to develop a shared vision along with a coordinated set of planning goals, priority actions and projects for the downtown and waterfront areas. In addition, the community wanted to encourage coordination, collaboration and communication among the interested parties working in the area which include elected officials and staff of the Port of Ridgefield and City of Ridgefield, business owners, property owners and interested citizens. The plan is designed to promote the social, environmental and economic wellbeing of Ridgefield through the revitalization of downtown and redevelopment of the waterfront. The citizens of Ridgefield endeavor to create a community where people of all ages can pursue their aspirations in ways that do not preclude future generations from doing the same.

Both the City and Port are interested in establishing a strong working relationship and strategic plan that can guide public decision making and investment for the twenty to thirty year redevelopment horizon. The Port and City recognize that in order to be successful, successions of civic leadership will be contributing to the implementation and updating of this plan. The parties also recognize that some of the component projects in the downtown and on the waterfront will require support and potentially investment by the Port and City.

To be successful in creating a vital, dynamic downtown and attractive, engaging waterfront, the community must:

- Integrate land use planning;
- Cooperate in project and amenity development;
- Coordinate public investments; and
- Attract private investment in the planning area.

This plan is designed to support a shared endeavor of the Port, City and people of Ridgefield. This plan must be a living document - it will need to evolve over time in order to address opportunities and challenges as they emerge. This plan is a starting point, community leadership should plan to regularly revisit this plan and amend it as necessary in order to ensure successful revitalization of the downtown area.

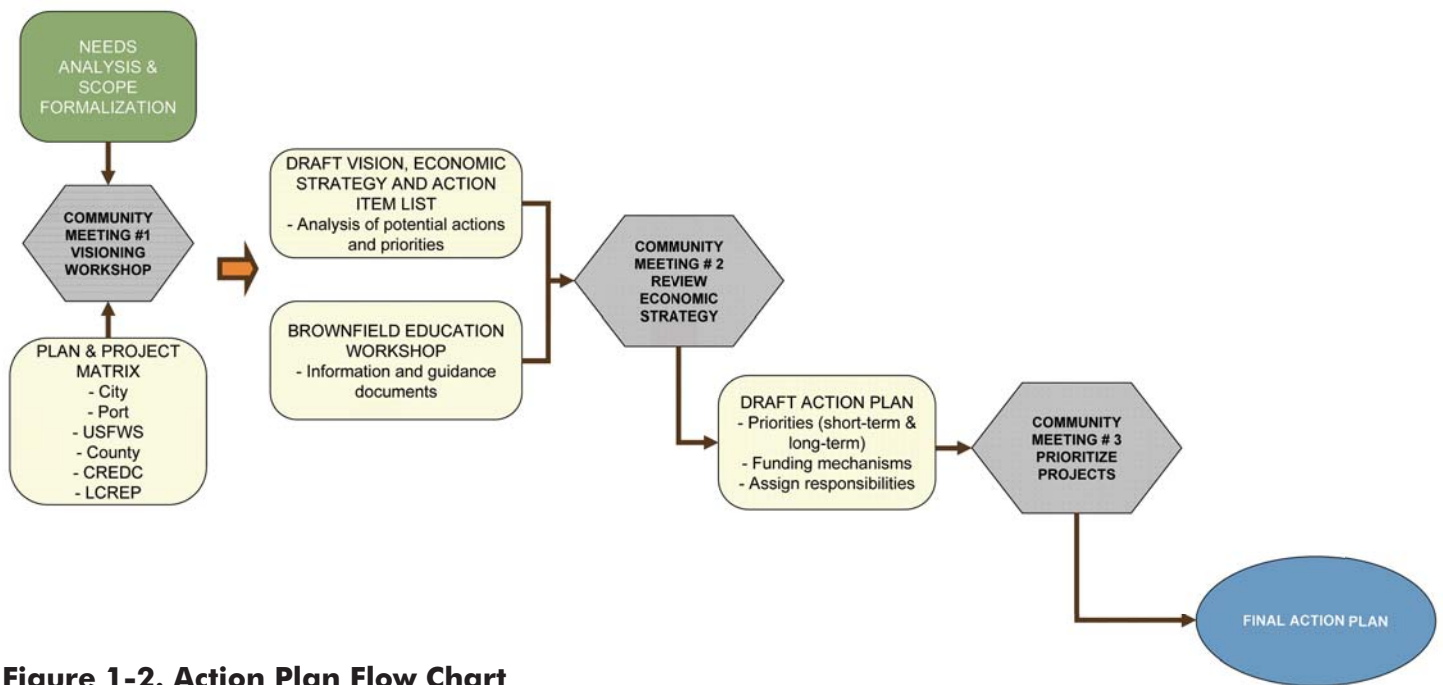


Figure 1-2. Action Plan Flow Chart

1.2 RELATIONSHIP TO EXISTING PLANS

The Port and City each have carefully prepared and planned for long-term development. The integrated planning effort builds on these existing plans including:

- Ridgefield Urban Area Comprehensive Plan (2004-2024)
- Port of Ridgefield Comprehensive Scheme of Harbor Improvements
- Downtown Ridgefield Planning Guidelines

The City and Port plans share common overarching principles of sustainability in their vision for future development:

Environment —maintain a healthy environment with abundant opportunities for outdoor recreation and public access to the waterfront

Economy —promote a robust local economy with regional connections

Community —maintain Ridgefield’s unique character and foster a high quality of life

Clark County, the Ridgefield School District, and the US Fish and Wildlife Service that manages the adjacent Ridgefield National Wildlife Refuge have also crafted land use and capital facilities plans that have important implications for the Ridgefield Community. A summary of the major projects and elements of these plans is presented in Appendix A.

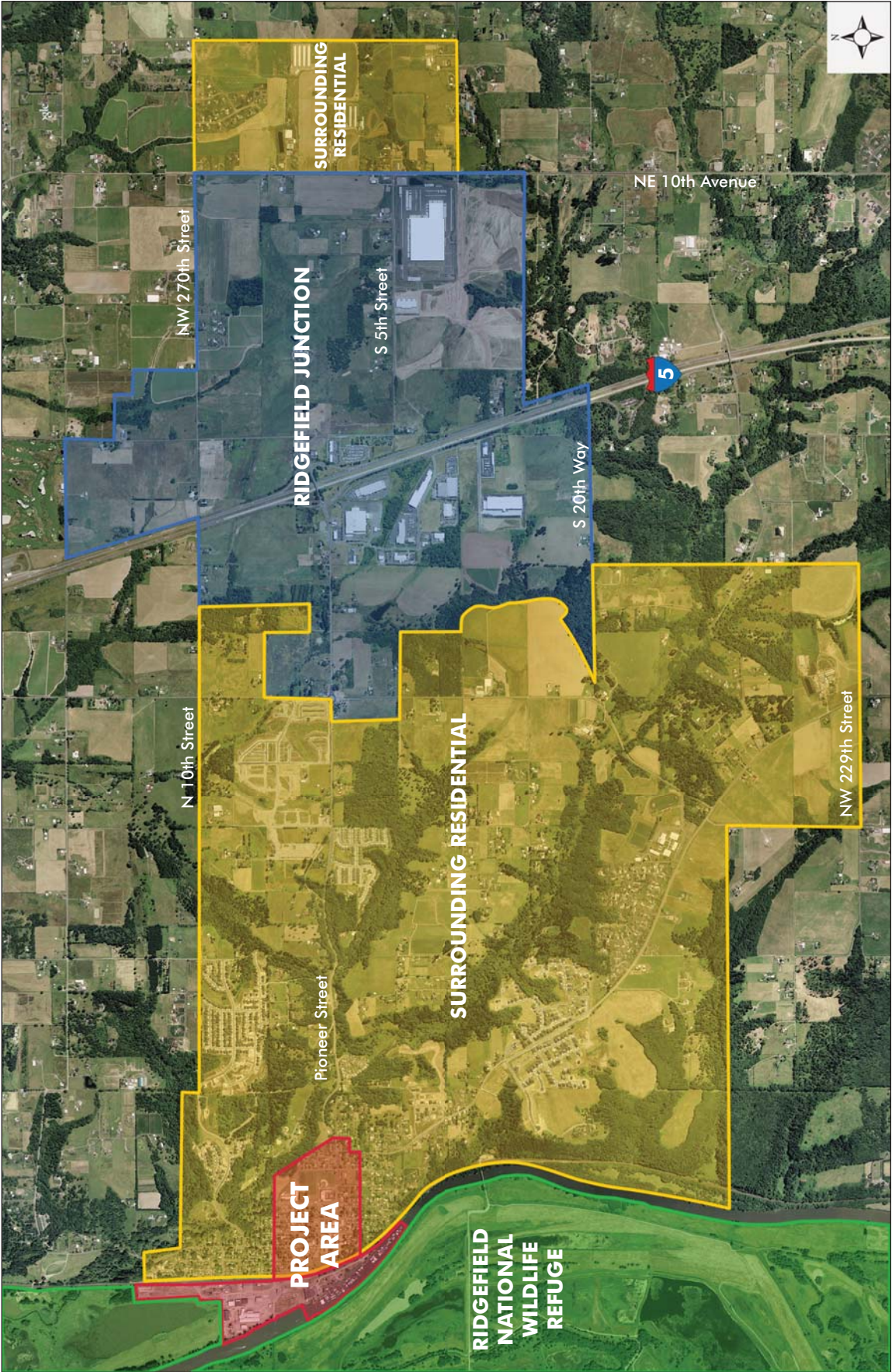


Figure 1-3. Aerial Photograph of Downtown and Waterfront Project Area, Surrounding Residential Areas, and Ridgefield Junction (from Ridgefield Comprehensive Plan Map)

1.3 PLANNING PROCESS

The Downtown/Waterfront Integration Action Plan was developed through a community-based planning process designed to engage residents, business owners, and City and Port leadership in a creative conversation about the future. The needs and priorities were identified largely by input from community members. Interviews with City and Port staff and community organizations were also essential to this effort and are available in a separate document.

Step 1: Analyze Community Needs and Existing Conditions

The planning process was initiated in the spring of 2010 with a comprehensive review of existing planning documents and meetings with City and Port staff. The objectives of these meetings were to identify the needs of the community and develop an understanding of the relationships between City and Port planning efforts. The findings of this analysis were presented at a community meeting on April 28, 2010. The community meeting included small group discussions to identify strengths, weaknesses and opportunities for the downtown and waterfront and to formulate a draft vision statement for the downtown and waterfront.

As this plan was drafted, the nation and Ridgefield are beginning to emerge from the great economic recession of 2008-9. We are now in the middle of a great national economic restructuring. For planning purposes, it is still too early to predict which economic sectors and technologies will emerge as front runners behind which we can form a set of specific, targeted economic development actions.

That said, Ridgefield must continue to prepare and position its community, its economic properties (i.e., the waterfront) and assets for future success - no matter which economic sector, activities and technologies form the basis of our restructured economy. Ridgefield can't pick winners and losers and risk being wrong and wasting public time and money. It needs its economic development planning (i.e., land use and infrastructure planning) and investments that prepare Ridgefield to be quick, nimble and responsive when a suitable employment creating opportunity/client is identified. To the extent that Ridgefield can prepare for economic success, it will be able to successfully out-compete other communities and win the prize of high-quality employers and good corporate citizens for the community - which is ultimately what will catalyze redevelopment of the waterfront and revitalization of the downtown.

This plan is structured around three strategic values (see below). These values, developed by the community through a comprehensive public process, are used to focus the plan and make it easier for the reader to understand how seemingly disparate components of the plan support attainment of the overall vision. The three strategic values are:

1. **Create a complete community in which one can live, work, and play** through community collaboration – Communication, coordination, and cooperation between elected leaders, public staff and other interested parties (business owners, property owners, citizens) will be critical to the successful attainment of the community's shared vision. No single entity can be expected to implement the plan and related projects. Collaboration is essential, without it this plan will fail.
2. **Capitalize on natural environmental assets through environmental care** – The cleanup of environmentally contaminated sites within the project area to protect human health and the environment is a key planning directive of the community. The citizens of Ridgefield clearly desire to protect, clean, enjoy and learn from their environment. Sustainability is a community value. Citizens want to see wise and efficient use/re-use of

natural resources and energy. Being good stewards of the environment will also translate into Ridgefield as an Eco-destination – The development and promotion of Ridgefield as a place to visit for outdoor recreation and appreciation of the area’s natural assets or to start or locate a business. Ridgefield will attract people (visitors, shoppers, entrepreneurs and investors) to the waterfront and downtown area that have the same values and connection to the environment and who will promote sustainable commerce and investment in downtown as well as in the greater Ridgefield area. Part of Ridgefield’s brand will be a center of Eco-tourism, where visitors are asked to preserve, protect, and observe wildlife and their habitats.

3. **Capitalize on Regional Innovation Economy** – Economists foresee the coming of the “innovation economy”. Ridgefield is the heart of the Discovery Corridor - an area suited for innovation-based companies including technology-based companies, medical services, research and development companies and education facilities. The downtown and waterfront area can serve to attract entrepreneurs, startup businesses and private sector investment by providing employment space, entertainment, social venues, recreation opportunities, etc. A business friendly, business savvy regulatory environment coupled with an attractive, dynamic, thriving downtown business district will attract and retain innovators – all key components to regaining and sustaining the area’s economic health.

Step 2: Formulating a Vision and Strategy

Based on the findings of Step 1, the project team drafted a vision statement (see page 19) for the downtown and waterfront and options for strategies to implement that vision. The vision and strategies were shared with the community in a town hall meeting on June 22, 2010. A meeting was also held with members from the Ridgefield Business Association (RBA) to gather input on community building themes and economic strategies. Additional public input and feedback were received during the City of Ridgefield’s National Night Out and the Port of Ridgefield’s Annual Picnic during the month of August 2010. The vision statement, community building themes and economic strategies were revised based on community input received at those events.



April 28 Town Hall Meeting

Step 3: Prioritizing Actions

A large list of potential projects to promote downtown/waterfront integration and development was generated from existing plans and input from the community. The project team evaluated the feasibility, benefits, and community support for each project and prioritized them based on those criteria. The project list is discussed in Section 4 (Action Items). In a community meeting on October 19, 2010, the public identified “catalyst projects” that would have the greatest potential to move Ridgefield’s downtown and waterfront toward the vision for the future.

Comments from community meetings, presentations, and exhibits can be found in a separate document.

Step 4: Drafting Action Plan

The Action Plan synthesizes the findings and input of the planning process and identifies implementation steps to guide the community to achieving the downtown/waterfront vision.

1.4 KEY FINDINGS

The planning process revealed a number of key findings that must be considered to successfully achieve sustainable development and integration of the Ridgefield downtown and waterfront. This study focuses on the waterfront and downtown, but their development is inherently connected to commercial development at the I-5 Junction, residential development in Ridgefield, and proximity to the Ridgefield National Wildlife Refuge. The challenges and opportunities of each of these areas need to be considered in planning for the future of downtown and the waterfront and the community as a whole.



United Natural Foods, Inc. Facility

I-5 Junction — A growing commercial, medical, and light industrial complex is developing at the Junction. These businesses operate on a different business model than downtown shops or future waterfront enterprises. Businesses located at the junction capitalize on the freeway traffic and greater access to the metropolitan region. There is a potential for these three geographic concentrations (I-5 Junction, Downtown, Waterfront) of economic development to complement one another, but there are tensions inherent in their different needs.

Residential Neighborhoods — There has been a recent boom in residential development in Ridgefield. The newly developed residential properties are primarily single-family dwelling units. The average cost of new housing in Ridgefield is priced above the cost of housing in other north Clark County communities including La Center and Battle Ground. While this growth has slowed with the national recession, the population growth in the community has important implications for infrastructure, schools, transportation, and economic development.

Downtown — The primary assets of downtown are its small town charm and walkable scale. Supporting the small businesses in downtown is an important goal for the community. There is limited information on shoppers at these businesses, but it appears there is great potential to market to the growing residential neighborhoods within Ridgefield city limits and adjacent areas. An emerging trend in successful small downtowns is for consumers to frequent these areas for services, such as restaurants and cafes more than for goods, which are typically purchased at larger retail stores or on the internet.

Businesses and public buildings are clustered on a three block section of Pioneer Street and three blocks along Main Avenue. While this is a limited area, successful downtowns are built on a critical mass of businesses, so the community should focus on filling in this area, rather than expanding it.

Cleanup and redevelopment of potentially contaminated properties (brownfields) can also play a key role in creating more developable land within this downtown core. However, finding funding assistance for property owners to clean up smaller, individual properties is difficult.

Waterfront — The primary assets associated with the waterfront include public access to the waterfront; proximity to natural resources including the water, Refuge and wildlife; and the business and economic benefit potential associated with the redevelopment of the waterfront properties.

The cleanup of contamination at the former wood treating facility on the Port's waterfront property is nearing completion. The completion of this cleanup effort will provide the opportunity to redevelop approximately 40 acres of waterfront property in the core of the community of Ridgefield.

This site has historically been the traditional employment center for Ridgefield. The redevelopment of this property will be for a mixed-use waterfront employment center that is intended to provide for a diversity of job types and wages. The redevelopment of this area will also provide for increased public access to the waterfront and recreational opportunities.

The waterfront development needs to lead development in the downtown/waterfront area. Retail never leads in development. Downtown's growth will be dependent on the development, growth, and success of the waterfront. The waterfront will be a major attraction for visitors, residents, and business people who might not leave or explore beyond the junction area. Downtown will benefit from the increased traffic to the waterfront and should support and promote that development. Waterfront developers should reach out to the entire community to ensure that when built out, Ridgefield is still a place in which people still want to live, work, and play.

The waterfront area also contains property currently built with a floating home development known as the McCuddy Marina. In 2010, McCuddy secured a new 25-year lease from the Department of Natural Resources. It is important to everyone's future that the Port, City and McCuddy work together to improve the waterfront.

Ridgefield National Wildlife Refuge — According to information contained in the Ridgefield National Wildlife Refuge Draft Comprehensive Conservation Plan and Environmental Assessment, the Refuge draws approximately 90,000 visitors each year and tourism is expected to grow. With close proximity to over 2 million residents in the Portland/Vancouver Metropolitan area, the Refuge is considered an "urban" refuge. Visitation at the Refuge has increased 8-fold since the 1980s and is expected to continue to increase.

The current perception of Ridgefield residents and business owners is that visitors largely bypass downtown Ridgefield and if they do come into downtown, they spend little money in the community. There is a great opportunity for local businesses to profit from eco-tourism. Eco-tourism is tourism in often threatened, natural environments, especially to support conservation efforts and observe wildlife. Keys to capturing that opportunity include: creating physical linkages that encourage Refuge tourists to stop in downtown, improving way-finding and signage to lead tourists to local businesses, and developing partnerships between the Refuge, City, Port and local businesses to leverage investment, tourism, and achieving the vision set forth by the community.



1.5 DOWNTOWN ASSESSMENT

1.5.1 Downtown Assessment

The boundary of the downtown project area is shown in Figure 1-4.



Ridgefield is a growing community with a great deal to offer residents, businesses, and visitors. With the picturesque Ridgefield National Wildlife Refuge as its backyard, Ridgefield's rolling hills, tranquil setting, and old-fashioned downtown evoke a welcoming "Main Street America" charm and character.

So, what is "Main Street America"? The phrase has been used to describe everything from our nostalgic past to our current economic woes, but when we talk about Main Street America, we are thinking of real places doing real work to revitalize economies and preserve their character. Ridgefield wants to preserve the small, hometown feel that brings to mind a safe, walkable downtown with tree lined streets - a place you are likely to meet and greet your neighbors.

With sweeping views of the Wildlife Refuge, downtown Ridgefield's tree-lined streets are the perfect place to enjoy a number of unique shops and charming restaurants. A pleasant walk along Main and Pioneer streets will take you past a salon, coffee house, antiques store, art gallery, gift boutique, tea house, and more. Downtown Ridgefield is also the City's civic center with City Hall, the post office, community library, community center, and police station.

1.5.2 Setting the Stage

In the mid-1990s, Ridgefield expanded its city limits from the downtown area to include the area surrounding the I-5 interchange. This expansion opened a significant amount of land for employment-based development. For example, Southwest Washington Health System (PeaceHealth) purchased a 75-acre development east of the interchange for a future medical campus. The opportunity for new jobs and a base for local, regional, and national businesses will allow Ridgefield to continue to be a well-balanced, vibrant community.

Downtown Ridgefield has been the historic business core of Ridgefield. The expanded city limits offer both opportunities and challenges for downtown. Growth in population and businesses in Ridgefield will bring people and business prospects to downtown. Development of the I-5 Junction and waterfront will bring challenges, especially if downtown tries to compete with, rather than complement, uses at the I-5 Junction and waterfront.

Strategic planning is about creating shared vision and action - identifying needs, priorities, partners, actions and funding sources allows us to work forward. We plan in order to be prepared and as we have seen repeatedly, being ready to act attracts funding partners - preparation is the key to success. Now is the time to be planning for economic recovery. Ridgefield has been fortunate to have funding support for planning during slow economic times. The IPG allowed Ridgefield to take stock, to assess its needs and priorities and determine its best path forward.

Periodic strategic planning has brought over \$75 million to Ridgefield projects in the past ten years. These projects have addressed the most pressing community priorities - environmental clean-up and protection; transportation safety and efficiency; waste-water treatment, yet important community projects remain. Therefore the present round of strategic planning was undertaken.



Figure 1-4. Current Boundary of Downtown Project Area

1.5.3 Building on Current Assets

Currently, downtown is underutilized by residents, businesses, and visitors, making it difficult for existing businesses to succeed. Retail and office space is limited. Residents go elsewhere to shop



BirdFest

because shopping choices are inadequate in downtown. Businesses are challenged to bring new interest into downtown. Downtown has the Refuge, BirdFest, community events and community commitment for economic growth and expansion from which to draw. In the short term, business and property owners in downtown should expand on these opportunities to encourage visitors, and ultimately, investors to downtown.

One consistent theme and overriding value in the unified vision for downtown/waterfront integration is “keeping the hometown feel” of Ridgefield. Downtown will be the cornerstone for ensuring that Ridgefield’s “hometown feel” is carried through to the future. Downtown should provide services for locals and visitors alike, as well as enhancements for the waterfront experience.

Downtown should acknowledge the community’s history and

complement the new development of the waterfront and I-5 Junction.

1.5.4 For Residents and Visitors Alike

People attracted to Ridgefield embody the casual, outdoor, Northwest lifestyle. Local residents need services to include, but certainly not limited to, dry cleaners, salons, a specialty paper store, and high-end pet supplies. Downtown should also remain the civic and cultural center for the community.

In the future, visitors may enjoy additional cafes, gift stores, art galleries, coffee shops and specialty shops geared to a clientele exploring the natural environment. Downtown’s growth will be tied to the success and type of development that occurs at the I-5 Junction and waterfront.

1.5.5 Accent on Access

Downtown’s future will also be impacted by the extension of Pioneer Street to the waterfront. Keeping downtown friendly to walkers may be affected by changes in traffic that accesses the waterfront; Pioneer Street will be the direct connection for boaters, visitors, and employment. Pioneer Street, east of Main Avenue, will see more vehicular traffic than Main Avenue. This is not to say that Pioneer Street will not be walker friendly. Rather, street design should consider more vehicles sharing the streetscape as the waterfront develops.

Main Avenue will, more likely be, the strollable “avenue” for downtown Ridgefield. Anchored by Overlook Park, Davis Park, the Library and Community Center — and serving as the gateway to the waterfront — Main Avenue will grow into the “meet and greet” spine of Ridgefield for local residents and visitors alike. Lined with specialty stores and eateries, Main Avenue will set the pace for a classic Northwest experience – urbane yet connected to the surrounding environment, accessible to economic resources like airports and cultural activities without having to bear the brunt of their direct impacts like noise, traffic, or competing uses. Development and implementation of design standards and policy will ensure that Main Avenue is the downtown showcase that anchors local and visiting commerce.

The intersection at Pioneer Street and Main Avenue will literally and figuratively be the gateway to the waterfront. That intersection is the pivot point for the Ridgefield “menu” – east of the intersection is the civic leg of downtown and the connection to the Junction: west of the intersection is the newly developed waterfront, public access to the water, and views of the Refuge: and north and south of the intersection connects the strollable downtown shops and activities with the residences and views of the Refuge. It will be the crossroads for the type of experience the community is looking for in Ridgefield. Ridgefield has the opportunity to make this intersection an iconic entrance to the waterfront – a visual representation of what Ridgefield is at its core.



1.5.6 Strategies for Growth

Downtown development needs to look at short-, medium- and long-term strategies for growth. In the short term, the business community, residents, school district, City, and Port of Ridgefield should form a task force to work through strengths, weaknesses, opportunities, and challenges to downtown development. Out of this effort a road map with timelines, roles and responsibilities, and partners for downtown development should be identified for implementation. The community should begin a downtown master plan process to identify uses and pedestrian and transportation flow. It should also include planning for clean up and economic use of the brownfields in the downtown area. It is important the planning process include downtown development experts from outside Ridgefield. They will have the experience and know-how that can help avoid unnecessary pitfalls.

Also in the short term, downtown leaders should increase participation in key events that already have a strong following. BirdFest is at the forefront of this effort. Downtown should actively look for ways to tap into BirdFest-like events that will draw people specifically into downtown. Ridgefield should also look for ways to work with the school district to enhance opportunities to combine education with downtown and waterfront discovery.

In the mid term, the City should work with the Port to develop a recruitment agenda for downtown. The Port has a long, successful history in economic development and will already have recruitment efforts underway for the waterfront. Working together, and indirectly working with recruitment at the I-5 Junction, the City can more easily identify the niche downtown will play in the regional economy. Historically, downtown areas serve as business incubators that will help fledgling business grow and expand through support from an overall master plan, with planning, policies and incentives, for downtown businesses.

The City of Ridgefield should apply for economic development grants and work with regional developers on devising incentives for in-fill development. Using the Master Plan and connecting the transportation improvements, Ridgefield would compete well for funding sources that focus on economic development, downtown development, and transportation/sustainability.

1.5.7 Gateway to Opportunity

Long term, downtown Ridgefield can be the “Gateway” to the waterfront and the Refuge. It can be a great place to walk and bike. Development of downtown to accommodate the needs of its residents and business owners, as well as visitors, to find services and enjoy a Northwest experience in a charming, “Main Street” town that looks to the future while honoring its past and the environment.

1.6 WATERFRONT ASSESSMENT

The waterfront properties adjacent to the downtown area of Ridgefield consist of the Port owned waterfront property, the City of Ridgefield Wastewater Treatment Plant, Union Pacific Railroad property and private property currently owned by McCuddy’s Marina. The Port-owned property is in the process of obtaining land use entitlement permits for the redevelopment while the privately owned property is operated as a private marina. The Port property consists of over 40 acres of waterfront property and includes the existing public boat and kayak launches. McCuddy’s Marina property is approximately 14 acres in size and contains a floating home community, boat moorage facility and commercial uses such as Ridgefield Kayak.

1.6.1 Waterfront Redevelopment

The Port is currently nearing completion of a major environmental clean up effort and intends to redevelop the waterfront property. The clean up effort began in 1995 when the Port and the Washington State Department of Ecology reached an agreement to begin cleaning the site. The site has been the traditional employment center for the community. Historically, the site was utilized by industrial businesses. The Port has been preparing for the redevelopment of this property and has included the guiding vision, goals, and design factors for the project in the Port of Ridgefield Comprehensive Scheme for Harbor Improvements (current revision adopted by the Port Commissioners in 2008).

The Port is currently obtaining the necessary land use and environmental permits from local, state and federal agencies to redevelop the property. The proposed zoning for the waterfront property provides for an opportunity of mixed uses including employment and light industrial uses; in-water uses and structures, upper-level residential; office and professional uses; retail and service uses; accompanied by open spaces and public waterfront access. Considerations to allow for the continued use of adjacent waterfront properties for floating home and private boat moorage and additional commercial uses have also been addressed.

1.6.2 Access

In 2006, planning began for a rail overpass to provide a new, direct road access to the Lake River waterfront from downtown Ridgefield. Following a feasibility study of alignments, the selected alignment will extend Pioneer Street to the west via a curving overpass that will land near the base of Mill Street. The project provides for safe and efficient access to the waterfront and allows for the closure of the at-grade rail crossings at Mill Street and Division Street. Preliminary planning on the overpass project has been started and preliminary design work is currently being completed. The planning and construction of the overpass is part of the redevelopment plan for the waterfront. Completion of the rail overpass is critical to the redevelopment of the waterfront area. Inclusion of aesthetic design details at the intersection of Pioneer Street and Main Avenue and on the façade of the overpass should be considered and included to provide for design integration of the downtown and waterfront areas.

Pedestrian and trail connections between downtown and the waterfront are critical to the overall integration of these two areas. The community has expressed a strong desire to increase pedestrian, bicycle and water linkages between the downtown and waterfront areas. The Ridgefield community also wants to be an active part of the county pedestrian, bike, and water trails so that Ridgefield can be part of the larger Clark County recreation plan for trails and the promotion and marketing that serves the plan. Construction of the rail overpass project should provide for appealing pedestrian access provisions that provide adequate separation from vehicular traffic as well as areas to stop and enjoy the view of the natural waterfront amenities.

1.6.3 Design and Character

The natural environment and the adjacent Wildlife Refuge should be reflected in the design and character of the waterfront redevelopment. Downtown has approved design guidelines that can be adopted or waterfront design guidelines can be proposed to the City Council. Zoning provisions have been adopted that include providing for the protection of view sheds to Lake River and the Refuge, and limiting the height of structures adjacent to the Refuge and floating home development by allowing for increased heights in the center of the Port redevelopment site. It is recommended that building and site design standards be adopted to guide the overall development of the waterfront and provide design integration provisions with the downtown and surrounding environment.

1.7 INTEGRATION OF DOWNTOWN AND WATERFRONT

1.7.1 Physical

The two major barriers to physical connectivity between downtown and the waterfront are topography and the rail corridor. The topographic distinction can be approached as an asset. The top of the ridge east of the rail corridor affords expansive views over Lake River and the Ridgefield National Wildlife Refuge. These views from downtown are an amenity for individual properties and for the community. The development of Overlook Park takes advantage of these views and has the potential to be a focal point linking downtown, the waterfront, and the Refuge. The low lying elevation of the waterfront also provides an opportunity for development of buildings of greater height than existing buildings in downtown without impacting views or architectural cohesiveness.

The rail corridor serves as a backbone for moving freight and passengers on the west coast. Plans are underway to support high-speed rail transportation along this line. The railroad overpass is being designed to provide safe, unobstructed, and direct vehicle and pedestrian access to the Ridgefield waterfront, as well as to the “Carty” unit (and potentially the “River S” unit via a future bridge spanning Lake River) of the Ridgefield National Wildlife Refuge. At present, safety and access to the waterfront by emergency vehicles, cars, trucks, and pedestrians are considered deficient because of the at-grade rail crossings and inadequate emergency access. The Pioneer Street rail overpass has the potential to be a landmark architectural gateway; drawing people to downtown and the waterfront as well as a critical element of the transportation infrastructure.



There is also great potential for walking and bicycle trails to connect downtown, the waterfront, the Refuge, and residential neighborhoods. There is strong support in the community for such a trail system and the City Parks Capital Facilities Plan identifies potential routes for new trails.

1.7.2 Economic

There is potential for both competition and synergy between businesses in the downtown and waterfront districts. The types of businesses that currently thrive in downtown are mostly food and drink establishments, niche retail, and entertainment. These businesses all benefit from the character and scale of the downtown. Plans for redevelopment on the waterfront can promote businesses that complement rather than compete with existing shops. Such businesses could include research and development, professional services, and high tech companies. Downtown will be more boutique type shops that are family owned. The Waterfront will attract specialty stores looking for a regional presence. They will be destinations for those seeking a recreational, Northwest experience.

It is recommended that the Port of Ridgefield implement its waterfront master plan. The Port's plans for redevelopment on the waterfront include restaurants, a hotel, and retail stores. While these new businesses will, to a degree, compete with existing downtown businesses, they may also raise the cache of Ridgefield as a destination and attract more consumers to the entire area. Both downtown and the waterfront mutually benefit from increasing the critical mass of amenities and businesses that draw people to Ridgefield.

1.7.3 Land Use Policy

The City of Ridgefield's Comprehensive Plan updated in 2010 identified the need to adopt clear and objective zoning, environmental, and land division standards and regulations to ensure consistency with the goals and policies contained in the plan.

The Planning Commission completed a review of the entire Uniform Development Code and prepared recommended changes to the City Council in January 2009. As part of the Integrated Planning Grant process, a stakeholder committee was established to review the recommendations of the Planning Commission to ensure adequate vetting and public review of the proposed changes occurred prior to adopting changes to the development code. Several recommendations by the stakeholder committee were applicable to the downtown and waterfront areas and have been forwarded to the City for consideration. These recommendations include:

- Preparing separate mixed-use districts for the downtown and waterfront areas. The separate zones are intended to recognize that although the areas are tied together by geography, proximity to Lake River, transportation and infrastructure; they each have distinct characteristics. The separate mixed-use zones are intended to protect and enhance the character of each area while ensuring overall integration of the downtown and waterfront areas.
- Dividing the waterfront area into two zoning districts; a waterfront mixed-use district for the Port property and a mixed-use commercial and residential district for the McCuddy Marina property. These separate waterfront districts are intended to recognize that the Port has vested land use entitlement permits to develop the waterfront property and that the adjacent McCuddy property has recently secured the necessary permits to continue using

the property for a floating home community but to also allow limited commercial use of the property.

- Adopt a zoning map consistent with the Comprehensive Plan map. The zoning map that is contained in the Comprehensive Plan is intended to be implemented upon the adoption of revised development regulations. State law requires that the zoning map and the land use designation map contained in the Comprehensive Plan are coordinated and consistent with each other. (Completed in December 2010)
- Adopt the boundary for the downtown mixed-use zone as designated on the adopted Comprehensive Plan map. Recommend that the City review this boundary to allow for the expansion of the boundary to allow for future growth of the downtown area.
- Include the 14 Essential Guidelines for Downtown Ridgefield by integrating the guidelines into the downtown mixed-use zoning district.
- Review possible standards to evaluate the inclusion of a Lake River View Protection Overlay District in the development code to maintain and enhance the beneficial effects of preserving views of Lake River and the Ridgefield National Wildlife Refuge.

2. DOWNTOWN/WATERFRONT VISION

Early in the process, the project team crafted a draft unified vision from existing vision statements contained in the City and Port's Comprehensive Plans. A draft vision statement was presented as a starting point for community input and refinement at the first community meeting. Public comment was taken throughout the public involvement process and the vision statement was refined. The following is the final unified vision:



Ridgefield is a regional employment and residential center that drives a local, robust economy. Ridgefield preserves and protects critical natural areas and is committed to community and environmental sustainability. Ridgefield is a destination area for tourists and visitors – admired for its walkable downtown, “Main Street” feeling, and small town character. Ridgefield is pedestrian, bicycle, and transit friendly with strong connections between neighborhoods, the downtown-waterfront, and adjoining activity centers.

This vision identifies the values most important to the community. When asked what they would like the waterfront and downtown to be like in ten years, the most common responses from community members were:

Green* – with open space, access to Lake River and other natural assets, and green jobs all connected by trails and pathways, roads and rail

Vibrant – with community activities, outdoor recreation, gathering spaces for families and neighbors, jobs, entrepreneurial spirit

Thriving Local Business Community – with independent shops and businesses in downtown, the waterfront, and I-5 Junction that complement each other and take advantage of the unique assets of each location, known for its quality workforce, and employment opportunities

Destination – an attractive town for residents and tourists known for its small-town character, natural assets, and water recreation, shopping, quaint business district: regional employment center

Complete Community – where people can live, work and play

The vision formulated by the community is for Ridgefield to be recognized for its livability, natural environment and innovative local economy. The vision statement is the framework from which the general policy recommendations and revitalization and integration strategies for the downtown and waterfront were crafted.

*“Green” is defined in 2011 as using environmentally friendly, sustainable materials and practices in new development and redevelopment.

The overarching general policy recommendations for the Plan that were crafted from the vision statement and community input and are the basis from which the community development strategies formulated are:

General Policy Recommendations

- Capitalize on previous community successes
- Downtown businesses should be oriented toward services more than goods due to behavioral changes with demographic shifts
- Cleanup and redevelopment of downtown brownfield properties in core downtown area to create economic critical mass
- Improve Main Street as a focal point to assist in connecting the downtown and waterfront areas
- Support the vision with investment in necessary public infrastructure
- Provide for pedestrian friendly circulation and access
- Maintain the community's quality of life with development efforts
- Capitalize on proximity to the Refuge and Lake River

Land Use Recommendations

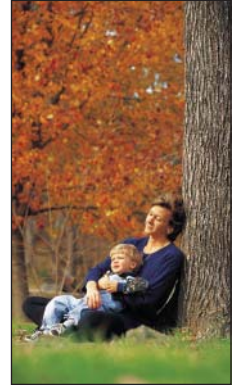
- Encourage upper story residential development in the downtown and waterfront for a 24/7 presence to support community and business vitality
- Focus development and redevelopment (new and infill) of the downtown areas between Main Avenue and 5th Avenue and Mill Street to Pioneer Street
- Encourage arts, cultural and institutional uses in the downtown core
- Implement the provisions contained in the International Building Code to allow for greater flexibility to utilize existing buildings when desired
- Protect view sheds to the waterfront through identified view protection corridors
- Provide for appropriate building heights in downtown to maintain the "small town feel"
- Implement design guidelines for the downtown area that will integrate guidelines identified in the 2004 Downtown Design Guidelines Plan
- Establish design guidelines for the waterfront to create consistency and connectivity to downtown while allowing for the waterfront to develop its own character and identity
- Downtown should remain the civic and cultural center for the community

Connections & Access Recommendations

- Support the completion of the Pioneer Street Rail Overpass
- Support a second connection to the waterfront from the downtown to provide for looped pedestrian access
- Provide for public access opportunities to Lake River
- Connect downtown, waterfront, refuge and residential areas via land and water trails and pathways
- Prepare a Transportation Plan to assess impacts to the Pioneer Street Corridor
- Include design improvements for pedestrian mobility and create an iconic gateway for the downtown and waterfront

3. COMMUNITY DEVELOPMENT STRATEGIES

The vision statement is implemented through targeted community development strategies. These strategies provide focus on where the community will primarily target its resources and energy. Community building themes and economic strategies were reviewed and refined during the public involvement process. These strategies synthesize the community's inherent assets and its values to direct future marketing, development, and investment (See Figure 3-1. Community Development Strategies). Successful communities often achieve their goals by persistent focus on a small number of key strategies. Based on the strategies, specific projects and policies can be prioritized. It is important to note the three economic strategies proposed are mutually supportive rather than mutually exclusive. The identified strategies are described below.



3.1 CAPITALIZE ON NATURAL ASSETS – *Eco-Recreation Destination*

There is strong community interest in branding Ridgefield as a destination for outdoor recreation based on the assets of Lake River, which also provides access to Vancouver Lake and the Columbia River, the Ridgefield National Wildlife Refuge, and a regional network of land and water trails. Catalyst project priorities, timeframes, and lead agencies to implement strategies are addressed in Chapter 4.

Implementation of this economic strategy focuses on:

- Investing in **public amenities** to enhance outdoor experiences, such as trails, a nature education center, and public marina
- Promoting, recruiting, and expanding existing **food, drink, and lodging services**
- **Marketing and branding** Ridgefield as a destination for outdoor recreation

3.2 COMPLETE COMMUNITY – *Live, Work, and Play in Ridgefield*

The traditional small-town layout of Ridgefield with residences in walking distance to businesses provides the urban form for a community where people can live, work, and play in one area. With rising gasoline prices and traffic congestion, many people and businesses are seeking to locate in such communities. The natural assets of Ridgefield make it all the more attractive. Redevelopment of the waterfront expands the opportunities for businesses to grow in close proximity to residential neighborhoods and a beautiful environment. Businesses in the technology, research, and professional services fields have the ability to locate outside metropolitan areas and away from highways, and often base their location decisions greatly on quality of life.

Implementation of this economic strategy focuses on:

- Continuing **targeted business recruitment** efforts
- Supporting **development of needed office space** with public infrastructure
- Investing in **high speed communication** and fiber optic capacity
- Committing community resources to **excellent schools**

- Promoting development of a **range of desirable housing options**
- Investing in **public amenities** to enhance outdoor experiences, such as trails, a nature education center, and public marina
- Promoting, recruiting, and expanding existing **food, drink, and lodging services**
- Promoting the development of a **downtown Civic Center** Master Plan

3.3 CAPITALIZE ON A REGIONAL INNOVATION ECONOMY – *Clean & Green Technology*

The Portland/Vancouver metropolitan area is home to many high-tech companies that thrive on innovation and creativity. The Port and other agencies have been actively promoting the I-5 corridor in North Clark County as the “Discovery Corridor,” an ideal location for these types of businesses. Redevelopment of the waterfront creates an opportunity to build a cluster of technology-based businesses, such as alternative energy or software development.

Implementation of this economic strategy focuses on:

- Continuing **targeted business recruitment** efforts
- Supporting **development of needed office space** with public infrastructure
- Investing in **high speed communication** and fiber optic capacity
- Promoting, recruiting, and expanding existing **food, drink, and lodging services**
- Encouraging the use of “green” design in new construction and reconstruction through use of **sustainable products and materials** with low environmental impact

Momentum and Success

Over nearly two decades, the Port of Ridgefield and City of Ridgefield have successfully worked together on developing and implementing a plan to meet the needs of the growing community, plan for the future and establish Ridgefield as a destination for commerce and livability. The Port and City realized that working together, they could improve Ridgefield’s standing with elected officials and prospective funders. The following illustrates the significant success and momentum accomplished:

1995 – Environmental “Emergency Action” Declared on Waterfront

In 1995, the Department of Ecology declared an, “Emergency Action” was necessary to protect Carty Lake and Lake River from pending impacts of PWT contamination. The Port and City are liable parties but have no financial means to fund the clean-up. Strategic environmental remediation planning begins. The Port begins to seek funding support and forms political relationships necessary to respond to the crisis.

2001 – Environmental Funding Agreement Reached

In 2001 the Port and Ecology reach a landmark funding agreement whereby Ecology would finance the clean-up of the PWT site and the Port would manage the physical work. The value of this funding package today is nearly \$80 million; by 2010 \$60 million had been received.

2001 – Port of Ridgefield coins the term, “Discovery Corridor”

Acting on the belief that the economic potential of North County and the Port District was under imagined, the Port set out to rebrand the area as a home for technology-based companies. The Port promotes the concept with state, federal and local elected officials.

2002 – “Defining the Discovery Corridor” Published

The Port prepared and published a vision and strategic action plan promoting the I-5 Corridor and North County as a future home for technology, education and knowledge based employers. Community transportation infrastructure was identified as a potential limiting factor.

2003 – Discovery Corridor Transportation Visioning

A small group of citizens met to discuss transportation needs and policies of North County. The map and policies became talking points during meetings with Clark County and WSDOT. New Ridgefield Interchange contemplated.

2004 – Ridgefield Interchange Sketch

Community members sketched a redesigned Ridgefield Interchange and presented the concept to WSDOT staff. Work began to put the project on transportation plans.

2005 – Ridgefield Rail Overpass \$1 million Planning Grant

The Port submits a funding request for planning the rail overpass project. Freight mobility and safety were driving concerns and helped gain outside support for the project.

2005 – Ridgefield I-5 Interchange Funding

Together the Port and City approached state and federal legislators and requested funding for interchange planning and reconstruction. That year, the City receives \$9 million in federal SAFETEA-LU funding and \$12 million in Washington State “Transportation Package” and CTED grant funding. Over the following few years, the City ultimately receives over \$32 million in State and federal funding, allowing the project to proceed with construction.

2009 – Regional Sewer Plan Completed & MOU Signed

Based in large part on the job creation potential of Ridgefield, the area receives \$4 million in grant funds to support regional sewer planning and development. Policies and cooperative planning result in a regional plan and an agreement of local jurisdictions to work toward a regional sewer system. The regional approach allows Ridgefield to plan and develop cost-effective sewer treatment for its citizenry and businesses.

2009 – Stimulus Funding & Interchange Construction

Based on project planning and preparation the City of Ridgefield was successful in getting federal stimulus funding for the interchange. Construction gets underway. Excavated material is brought to the Port to be used to cap the site and protect human health and the environment.

2010 – \$100,000 Integrated Planning Grant Received

Working together the Port and City of Ridgefield received a grant from Washington State Department of Ecology to fund strategic coordinated planning to support revitalization of downtown Ridgefield and the waterfront. The planning goal is to create a shared roadmap to a vibrant, healthy community, economy and natural environment.

2010 – Second Rail Overpass Planning Grant Received

The Port received a second \$1 million grant. Funds will be used to complete overpass engineering to 90% level. Project permitting and entitlement work begins. Project is prepared for construction prior to next federal transportation funding bill. The estimated funding request for construction is \$9.5 million.

In a time of economic woes, Ridgefield has managed to continue to attract funding for key infrastructure projects to prepare Ridgefield for the future. The IPG provides the vision and roadmap to continue the tradition of success.



Figure 3-1. Community Development Strategies

4. ACTION ITEMS - IMPLEMENTATION

The development and improvement of communities can be a long-term endeavor. The unified vision for integration of downtown and the waterfront will be achieved over time through an incremental approach. Consultants can provide analysis and guidance, but it will be the hard work of agency staff, local entrepreneurs, elected officials and community volunteers that make the unified vision a reality.

Integration will be achieved step by step over time through implementation of specific projects, initiatives, and policies. Dedication and commitment of City, Port, and the community business and property owners and residents to the long-term vision and community development strategies is critical to success.



This set of specific action items has been developed to implement the community's shared vision and community development strategies. (Action Item List, page 42). These action items have been compiled and vetted through multiple community meetings, review of existing City and Port planning documents, and professional experience of the consulting team. The Action Items are organized into four categories:

1. Economic Development
2. Public Amenities
3. Land Use Policy and Regulations
4. Infrastructure

The Action Items were evaluated and prioritized based on the following criteria:

Does the Item Promote Integration? — refers to physical and economic connectivity between the waterfront and downtown

Was the Item Identified as Priority by the Public? — based on comments and surveys in the community meetings hosted as part of this planning process

Is the Item Consistent with Existing Plans? — refers to City and Port Comprehensive Plans and related planning documents

Is the Item Feasible? — based on assessment of availability of funding, organizational capacity, and whether an action is within the influence of local organizations that will implement the Action Plan

Does the Item Benefit the Community? — based on the three criteria that emerge from the community's vision for the future of downtown and the waterfront: improves the economy, protects and integrates nature, and preserves, promotes, and enhances the character of Ridgefield

4.1 CATALYST PROJECTS

Based on the evaluation of the identified Action Items utilizing the review criteria, public input and the consultant's recommendation, priority catalyst projects were identified. Catalyst is a word from chemistry for a compound that causes a reaction to occur more quickly and vigorously. These projects have been identified as the most important for catalyzing revitalization and integration of the downtown and waterfront. These Catalyst Projects should be considered high priorities for allocation of public and private resources and necessary to achieve the community vision. Many of the Catalyst Projects represent a bundle of related Actions on the list (see Priority Action Items table on page 42).

Many of the projects, taken from existing documents and plans, have a set lead agency and time-frame. Other projects that emerged from the community process were added to the action list and have also been summarized.

The lead agency and timeframe are noted with the projects. Short term is defined as one to three years; Mid term is defined as three to 10 years; Long term is defined as 10 to 20 years or longer.



QUICK REFERENCE

Priority Action Items (Catalyst Projects)

Projects	Lead Agency	Timeframe
Economic Development Catalysts		
Waterfront Cleanup and Redevelopment	Port of Ridgefield	Cleanup - short term Redevelopment - mid to long term
Recruit Environmental Center on the Waterfront	Port of Ridgefield/City of Ridgefield	Mid to Long Term
Coordinated Marketing and Recruitment Program	Facilitated by City of Ridgefield	Short to mid term
Public Events	City of Ridgefield (Assisted by Port of Ridgefield, Ridgefield Business Assoc., and Friends of the Refuge)	Short to long term
Comprehensive Way-Finding and Signage Program	City of Ridgefield (assisted by WSDOT and Clark County)	Mid Term
Government Civic Center	City of Ridgefield (Assisted by Ridgefield School District, US Postal Service, Fort Vancouver Regional Library, Clark County Fire and Rescue)	Long Term
Public Amenity Catalysts		
Trails and Pathways	City of Ridgefield (Assisted by Clark County, US Fish and Wildlife Service, Port of Ridgefield, Friends of the Refuge)	Short to Long Term
Public Marina Feasibility Study	Port of Ridgefield (Assisted by the City of Ridgefield)	Long Term
Open Space Development and Improvement	City of Ridgefield (downtown) and Port of Ridgefield (waterfront)	Short to Long Term
Land Use Policy and Regulation		
Complete Development Code Update for Downtown and Waterfront	City of Ridgefield (Assisted by the Port of Ridgefield)	Short Term
Design Guidelines	City of Ridgefield/Port of Ridgefield	Short to Mid Term
Local Financing Mechanisms	City of Ridgefield/Port of Ridgefield	Short Term
Infrastructure		
Pioneer Street Rail Overpass	Port of Ridgefield (Assisted by the City of Ridgefield)	Short to Long Term
Pioneer Street Corridor Transportation Plan	City of Ridgefield	Short to Mid Term
Downtown Streetscapes and Uses	City of Ridgefield	Mid to Long Term

4.1.1 Economic Development Catalysts

Waterfront Cleanup and Redevelopment

The cleanup and redevelopment of the 40-acre Port property on the Ridgefield waterfront is a transformative project for the community. After years of dedicated effort, the clean-up phase of the project is nearing completion. The Port has developed a conceptual plan for redevelopment of the property as a mixed-use waterfront with a promenade along Lake River, open space, and flexible development pads for retail, office, and hospitality uses.

Considerations

- Cleanup action effectiveness for supporting future use
- Integration of cleanup with redevelopment (example: placing protective soil cap over site and creating final grade for property)
- Pedestrian, vehicular, and bicycle connections with downtown, Refuge, and neighborhoods
- Positioning physical and marketing redevelopment efforts to mutually benefit waterfront and downtown development
- Implications for on- and off-site transportation infrastructure and utilities
- Plans for Rail Overpass/Pioneer Street Extension
- Bridge over Lake River to Ridgefield National Wildlife Refuge

Implementation Steps

1. Complete cleanup action in coordination with redevelopment
2. Entitle property — Federal, state, and local environmental and land use permitting
3. Marketing and targeted business recruitment
4. Construction of public amenities and infrastructure
5. Building construction through Port reviewed and recommended development agreements

Lead Agency

- Port of Ridgefield

Timeframe

- Clean Up: Short Term
- Redevelopment: Mid to Long Term

Recruit Environmental Center on the Waterfront

One of the most compelling ideas for attracting visitors to the Ridgefield National Wildlife Refuge, downtown and the waterfront is to establish a dynamic, interactive environmental research and education center on the waterfront. This potential center could function as the official visitor center to the Refuge or be affiliated with a university or non-profit organization. This concept has been articulated as part of the Confluence Project, a regional art and cultural collaboration along the Columbia River. While the City and Port would take the lead in recruiting an Environmental Center, the ultimate decision will be at the state or federal level (i.e., WSU or Department of Interior). Economic feasibility has yet to be determined.

Considerations

- Compatibility between the research and learning center and potential future businesses on the waterfront
- Potential for US Fish and Wildlife Service presence to move or change their plan to non-federally owned property

Implementation Steps

1. Complete a market demand and feasibility analysis
2. Develop partnerships with academic institutions and/or other organizations to support, develop and operate the center
3. Develop conceptual plans for physical development and operation
4. Pursue funding sources for development

Lead Agency

- Port of Ridgefield/ City of Ridgefield

Timeframe

- Mid to Long Term

Facilitate Coordinated Branding, Marketing and Business Recruitment Program

The City, Port, and Ridgefield Business Association actively market the community. Marketing is a perpetual effort and can always be improved. Current marketing efforts could be expanded to include branding identification and awareness, collection of data on consumer spending, targeted recruitment and expansion of desired businesses including food and drink establishments, lodging and accommodations, outdoor recreation, and high-tech firms. With the large population growth in the City of Ridgefield and surrounding area, a “buy local” marketing effort targeting area residents could also be potentially very successful for downtown businesses. Additionally, expanding into the regional “Land Here, Live Here” marketing effort would improve and enhance efforts to recruit entrepreneurs, businesses and visitors from outside the area. Downtown businesses will be part of an economic restructuring based on needs in today’s market and not the historic business mix.

Considerations

- Coordination and collaboration between businesses in downtown, the waterfront and the I-5 Junction
- Developing a brand for Ridgefield used by all organizations promoting the community (Both the City and Port have recently participated in the “Land Here, Live Here” marketing effort led by Identity Clark County but that effort does not specifically “brand” Ridgefield)

Implementation Steps

1. Form Downtown Revitalization Task Force with representatives from, but not limited to, the City, Port, Ridgefield Business Association, School District, Friends of the Refuge, and the arts community to focus on downtown design and recruitment priorities, timelines, and resources (after the transportation plan is completed)
2. Build capacity in the existing Ridgefield Business Association (the Main Street Program model has been successful in communities across Washington and the country)
3. Collect data on consumers in Ridgefield including where they live, what they buy, how much they spend, and other goods and services they would like to see in Ridgefield
4. Establish a list of properties in downtown and the waterfront available for redevelopment
5. Take appropriate steps to position available properties for redevelopment (such as addressing potential environmental issues or infrastructure needs)
6. Develop a marketing strategy coordinated with the Port, City and Ridgefield Business Association
7. Develop and provide additional resources to priority marketing efforts

Lead Agency

- Facilitated by the City of Ridgefield (ultimately, the RBA will lead this effort)

Timeframe

- Short to Mid Term

Public Events

Events like the 4th of July Parade, BirdFest, Heritage Days, Hometown Celebration and First Friday create energy and vitality in communities by bringing people together in public spaces and advance economic development. They also drive consumers to local businesses. Programming many events throughout the year is a proven strategy for promoting downtown districts. The redevelopment of the waterfront increases the potential for events that draw people to both downtown and the river.



Considerations

- Filling in gaps during the year when there are few public events in the community
- Coordinating between regional events like the Clark County Fair, events on the Refuge, events in downtown and the waterfront
- Develop capacity to create and host additional events to attract visitors and customers to the Downtown and Waterfront

Implementation Steps

1. Continue to support existing regular events
2. When possible, hire an events coordinator
3. Expand BirdFest to make it a sustainable, annual event – seek counsel with other large events to gain insight on how to take the event to the next level
4. Coordinate between City, Port, Ridgefield Business Association and Refuge to create new events that fit the vision of the community
5. Develop events strategy to create events that promote business (i.e., Sidewalk sales, Holiday shopping events)

Lead Agency

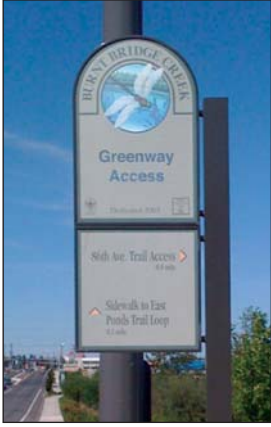
- City of Ridgefield (assisted by Port of Ridgefield, Ridgefield Business Association, Friends of the Refuge)

Timeframe

- Short to Long Term (Ongoing)

Comprehensive Way-Finding and Signage Program

A signage program provides visitors with direction to the amenities of the community including downtown, the waterfront, and the Refuge. Currently, there are signs on I-5 identifying the exit for the Ridgefield National Wildlife Refuge and along Pioneer Street welcoming people to Old Town Ridgefield. Plans for Overlook Park include an information kiosk to advertise events and activities. A way-finding and signage program could improve the existing signs by creating a uniform design that identifies Ridgefield, directing residents and visitors to different amenities, and signifying arrival at different destinations.



Example Way-Finding Sign

Considerations

- Coordination with Washington State Department of Transportation on additional signage on I-5
- Maintenance and updating of information
- Signage should be consistent with developing and promotion of Ridgefield Brand

Implementation Steps

1. Identify key locations for additional signage
2. Utilize a uniform design for signs
3. Select fabricator to construct signs
4. Install and maintain signage

Lead Agency

- City of Ridgefield (assisted by WSDOT and Clark County)

Timeframe

- Mid Term

Government Civic Center

A large portion of existing downtown and waterfront office space is occupied by government offices including City Hall, the Port administration building, library, post office, and police station. These civic uses act as anchor tenants that identify these areas as centers of the community and draw in people during weekdays when many tourists and residents are at work.

Considerations

- Maintenance and upgrading of civic buildings to accommodate current and future use
- Need for a long-term plan for centralizing a Civic Center as part of the downtown revitalization plans

Implementation Steps

1. Continue to operate existing government services from locations in downtown and the waterfront
2. Include centralizing a Civic Center in downtown as part of the work of the Downtown Revitalization Task Force recommended in coordinated branding, marketing, and business recruitment catalyst project

Lead Agency

- City of Ridgefield (Assisted by Ridgefield School District, US Postal Service, Fort Vancouver Regional Library, Clark County Fire and Rescue)

Timeframe

- Long Term

4.1.2 Public Amenity Catalysts



Trails and Pathways

The Ridgefield community is close to nature both physically and culturally. The walkability of downtown and the extensive trail system in the Refuge are great assets to be enhanced and promoted. At the community meetings, there was strong consensus and desire for more pedestrian and bicycle connections between the residential neighborhoods, downtown, waterfront, and the Refuge. Staff from City, Port, Clark County, LCREP, water trails, and the Ridgefield National Wildlife Refuge have all begun to coordinate plans to develop these trail and pathway connections, including water trails.

Considerations

- Connecting City, County, and Refuge trail planning efforts
- Pedestrian and bicyclist safety
- Waterfront Access

Implementation Steps

1. Identify priority trail and pathway projects
2. Identify gaps/opportunities to increase connectivity.
3. Continue coordination between agencies
4. Identify funding sources to implement trail projects
5. Construct and maintain trails and pathways

Lead Agency

- City of Ridgefield (assisted by Clark County, US Fish and Wildlife Service, Port of Ridgefield, Friends of the Refuge)

Timeframe

- Short to Long Term

Public Marina Feasibility Study

The cleanup of the former wood treatment facility on the waterfront creates a historic opportunity to create more public access to the water. In addition to McCuddy's Marina and the public boat launch facilities, there is potential to expand boating opportunities and visitors on Lake River and the Columbia River by creating a public marina on Port property. The proximity to the Columbia River and the distance between existing marinas drive the economic potential to brand Ridgefield as a boating destination. The economic and financial feasibility of construction and operation of a public marina should be studied.

Considerations

- Cost of dredging Lake River to create a boat basin
- Environmental conditions - potential that sediments have been contaminated by the former wood treatment facility
- Financial balance of revenues from slip fees and other sources with costs of construction, operation and maintenance of marina
- Availability of grant funding to support construction of a marina

Implementation Steps

1. Conduct market assessment of demand for marina facilities, including optimal mix of slip sizes
2. Develop financial pro forma of marina costs and revenues

Lead Agency

- Port of Ridgefield (assisted by City of Ridgefield)

Timeframe

- Long Term



Open Space Development and Improvement

Several major park projects are planned including renovation of Abrams Park, development of Overlook Park, and public green spaces on the redeveloped waterfront. These green spaces are important elements of the community that provide recreation opportunities and bring nature into the city. Parks are also economic assets that can enhance the character of a town, raise property values, and attract residents and tourists who in turn spend money at local businesses.

Considerations

- Competition for limited space downtown between parks and private businesses
- Balance of public open space and business opportunities on the redeveloped waterfront
- Maintenance of park facilities

Implementation Steps

1. Complete design of Overlook Park and construct using grant funds
2. Consider changes to consolidate Davis Park and Ridgefield Community Park as recommended in the Ridgefield Comprehensive Park and Recreation Plan
3. Implement City's Parks Plan

Lead Agency

- City of Ridgefield (downtown) and Port of Ridgefield (waterfront)

Timeframe

- Short to Long Term

4.1.3 Land Use Policy and Regulation

Complete Development Code Update for Downtown and Waterfront

The City is updating the Municipal Code that regulates land development within the City limits. The Development Code addresses important issues including zoning standards, subdivision requirements, and permit review processes. The update of the Development Code is especially important for downtown and the waterfront because it will provide the framework to ensure future development aligns with the community vision for the future.

Considerations

- Scale and intensity of development that should be allowed in downtown and the waterfront
- Size and extent of the downtown commercial area
- Types of uses that should be allowed in downtown and the waterfront
- A view protection overlay area for residential properties between downtown and the waterfront that facilitates the protection of views to Lake River
- Creation of a subarea plan and zone for the McCuddy's Marina property to consider redevelopment and code compliance consistent with the unified vision for the IPG

Implementation Steps

1. Complete work of the stakeholder committee to revise the code
2. Approval of updated code by Planning Commission
3. Adoption of updated code by City Council

Lead Agency

- City of Ridgefield (assisted by Port of Ridgefield)

Timeframe

- Short Term

Design Guidelines

Design guidelines establish a framework to promote quality development that fits the character of an area. The City developed design guidelines for downtown in 2004 (Downtown Ridgefield Planning Guide). The community meetings for this public involvement effort reinforced the findings of previous community planning processes in Ridgefield – that maintaining the character of downtown is a priority. Currently, there are no design guidelines for the waterfront beyond the standards in the Development Code. Design guidelines are a useful tool for achieving that objective.

Considerations

- Applicability of the downtown design guidelines to the waterfront
- Development on the waterfront could be required to meet a minimum number of the specific design guidelines for downtown to create architectural consistency while allowing it to develop a distinct character and identity
- The waterfront and downtown design should include bird safe standards and encouragement of sustainable building practices and energy efficiency

Implementation Steps

1. Develop a form of design guidelines for the waterfront in conjunction with the Port of Ridgefield
2. Approval of waterfront design guidelines by planning commission which were created by the City and Port
3. Adoption of waterfront design guidelines by the City Council

Lead Agency

- City of Ridgefield/Port of Ridgefield

Timeframe

- Short to Mid Term

Local Financing Mechanisms

Many of the projects identified to promote sustainable development and integration of the downtown and waterfront require investment of public funds. Over time, these projects will spur economic development and increase local tax revenues through higher property values and greater sales. In the short term, there is a need to develop financing plans for specific projects in the downtown and waterfront areas.

In most states, such revitalization efforts are supported by tax increment financing (TIF) districts. In Washington state, the ability to utilize TIF is limited by legal constraints. Modified versions of TIF are being explored as pilot projects in several communities across the state. State and federal grants for infrastructure, economic development, and open space and public recreation can play a significant role in financing public projects.

The establishment of a public development authority (PDA) is another effective redevelopment financing mechanism. A PDA is a public corporation created by a city or county to fulfill a particular public purpose or perform a public function pursuant to Revised Code of Washington Chapter 35.21.730. PDAs are typically created to manage the development and operation of a single project or revitalization of a neighborhood, which the city or county determines is best managed outside of its traditional bureaucracy and lines of authority. The particular project may be entrepreneurial in nature and may intersect with the private sector in ways that would strain public resources and personnel.

The Port of Ridgefield is a type of PDA and is working to redevelop the waterfront as well as other projects in the community.

Combination of the brownfield properties in Downtown might be a candidate to consolidate as a PDA. It will take creative thinking to underwrite such a project. By appearing larger, and as a key component of downtown revitalization, there may be some unforeseen opportunities that could be attractive to potential public project funders.

Considerations

- Partnerships are strong benefits for competitiveness of grant applications (Joint Port and City applications should be attractive to funding agencies, especially if other partners are supportive)
- The community's vision for sustainable development aligns with the priorities of many federal and state grant programs

Implementation Steps

1. Identify state and federal grant programs to support Catalyst Projects
2. Develop a systematic plan for obtaining grant funding for Catalyst Projects over time (as projects are implemented, momentum will grow, and the community will find itself in an increasingly better position to obtain future grants)
3. Consider establishing a PDA to promote revitalization of downtown
4. Combine downtown brownfields into a single project – include in Downtown Revitalization Task Force agenda
5. Work with private sector developers to form partnerships to promote redevelopment and reinvestment in downtown and waterfront areas.

Lead Agency

- City of Ridgefield/Port of Ridgefield

Timeframe

- Short Term

4.1.4 Infrastructure

Pioneer Street Rail Overpass

A grade-separated rail crossing is critical to redevelopment of the waterfront. The Pioneer Street Rail Overpass is intended to provide safe, unobstructed, and direct access to the waterfront, as well as to the “Carty” unit (and potentially the “River S” unit) of the Ridgefield National Wildlife Refuge. At present, safety and access to the waterfront by emergency vehicles, cars, trucks, and pedestrians are considered deficient because of the at-grade rail crossings and inadequate emergency access. The Port is leading the effort to construct the overpass. Preliminary design has been completed and funding is being assembled for the project.



In addition to being an important infrastructure investment for Ridgefield, the Pioneer Street Rail Overpass will visually and physically connect downtown and the waterfront. The intersection at Pioneer Street/Main Avenue will also be the visual connection to the Refuge. An iconic design that signifies the Ridgefield brand and vision should be part of the finished project.

Considerations

- The overpass has the potential to be an iconic gateway for the waterfront and Refuge. Attractive architectural design will be essential to making the overpass a landmark.
- Transportation patterns and parking availability will be altered by the project, and the needs of nearby businesses and property owners need to be considered.

Implementation Steps

1. Proceed through project engineering and design to address considerations
2. Ensure final design of the Pioneer Street/Main Avenue intersection includes the appropriate consideration for the place where downtown meets the waterfront
3. Obtain remaining funding to construct the overpass
4. Construct the overpass

Lead Agency

- Port of Ridgefield (assisted by City of Ridgefield)

Timeframe

- Short to Long Term (depending on funding)

Pioneer Street Corridor Transportation Plan

Increased development and activity in the waterfront and downtown will result in increased traffic in this area. Redevelopment of the waterfront is projected to generate over 1200 pm peak hour trips through downtown. The Pioneer Street Overpass will also alter traffic patterns through downtown. The Refuge draws approximately 90,000 visitors per year and tourism is expected to grow. The cumulative effects of these changes should be addressed through a comprehensive transportation plan for the downtown and waterfront area. The plan should at a minimum address Pioneer Street from Main Avenue to 9th Avenue (to the barn).

Considerations

- Increased traffic through downtown and the waterfront is a sign of economic activity, but will also likely be considered a nuisance by some community members
- Integration of walking and biking with vehicle traffic is important to the community
- Changes in traffic patterns in downtown in the vicinity of Pioneer Street and Main Avenue will affect the type of business that will be successful – Main Avenue will be much more “strollable” than Pioneer Street
- The transportation plan must include bridge connections between downtown and the waterfront, pedestrian, bicycle, and water connectivity
- Second access point in addition to recommended access at the northern end of the waterfront property

Implementation Steps

1. In the short term, identify funding support from the City, Port, USFWS, private or state grants, as part of the development program
2. Hire a transportation planning firm to update the transportation analysis of the City’s Transportation Capital Facilities Plan and develop a plan for efficient circulation, parking, and multi-modal access.
3. Draft the transportation plan update prior to forming the Downtown Revitalization Task Force

Lead Agency

- City of Ridgefield (although, the plan will be development dependent)

Timeframe

- Short to Mid Term

Downtown Streetscapes and Uses

The downtown street design should include buffers between sidewalks and the roadway and consider the level of bike access needed. Buffers, like landscaping or some kind of street amenity like benches, provide real and perceived separation between traffic and walkers. Generally, because of the anticipated high volume of vehicular traffic, local services will be located on Pioneer Street, complementing the services provided at the Junction. Alleyways north and south of Pioneer Street should be developed for increased walkability and access to an expanded commercial center. Developing alley access can also add another layer of interest and opportunity for downtown retail development and ensure that business enterprises located off Pioneer Street and Main Avenue attract clientele.

Considerations

- Shared use of the streets and sidewalks
- Changes and increase in traffic on Pioneer Street
- Underutilized alley system that could improve pedestrian and bike connections

Implementation Steps

1. Include downtown circulation, including alleys, in the transportation plan
2. Include outcomes of the plan in information supplied to the Downtown Revitalization Task Force

Lead Agency

- City of Ridgefield

Timeframe

- Mid to Long Term

APPENDIX A

Plan Matrix & Project Matrix

Plan Matrix

	City Comprehensive Plan	Port Comprehensive Scheme of Harbor Improvements	Downtown Guidelines
Vision	Vision based on four principles: Preserve and protect critical natural areas and commitment to community and environmental sustainability; a local, robust economy; destination area for tourists and visitors; maintaining “Main Street” feeling and small town character; pedestrian, bicycle, and transit friendly with strong connections between neighborhoods, the downtown/ waterfront and adjoining activity centers.	Our shared vision is for our communities to be recognized for their livability, healthy environment and contributions to a robust local economy. Our communities want to be vibrant, clean, safe, enjoyable and productive places where citizens work together to manage the implications of their social, economic and environmental actions so as to not compromise the ability of future generations to do the same.	Concentrate on what we have, a quaint walkable downtown, the Wildlife Refuge, the Refuge plank house, archeological resources, and Lewis and Clark connections.
Community	Ensure that the existing strengths of Downtown Ridgefield and the Waterfront areas are maintained: <ul style="list-style-type: none"> • Orientation and access to the Lake River shoreline • Comfortable, “Main Street” feeling • Pedestrian, bicycle and bus access • Continued use of Floating Homes along Lake River 	The waterfront property is owned by the citizens of the Port District; it is the intent and strong desire of the Port Commission and citizens that the site accommodate a variety of activities and amenities. Public access, spaces and facilities where family and friends can gather, socialize, relax and recreate will be important attributes of the site. The site is close to nature and presents wonderful opportunities for people to enjoy the outdoors, natural landscape and nearby wildlife.	Downtown Ridgefield has always been the traditional heart of the community. Downtown is the social, commercial, governmental and crossroads of old Ridgefield. However, this central position is likely to be challenged as the community and region focus upon the development of the regional, industrial and commercial property and infrastructure at the I-5 Junction.

(continued on next page)

	City Comprehensive Plan	Port Comprehensive Scheme of Harbor Improvements	Downtown Guidelines
Economy	Build a robust economy that provides a wealth of living wage employment opportunities for residents. A healthy downtown that provides a setting for mutually supportive businesses and community events is essential to a livable community. In addition to efforts to revitalize downtown, the City will continue to work with developers to create efficient and attractive development in all areas of the city. Ridgefield will support existing businesses and encourage them to expand by providing information resources and completing economic development oriented public projects.	The waterfront will again become a place for industrious people to generate value in products & services. We can imagine productive work areas supporting uses such as research and development, education, and professional offices. Retail commerce and the exchange of value and ideas can also re-emerge on the waterfront. A mix of retail shops catering to the needs of workers, residents and visitors is encouraged.	Create a destination area for downtown Ridgefield that provides quality merchandise, service, and activities within an ambience that is unique to Ridgefield and not readily available elsewhere.
Environment	By integrating the natural and built environments, Ridgefield will create a sustainable urban environment with clean air and water, habitat for fish and wildlife, and comfortable and secure places for people to live and work.	The Lake River site is located in an environmentally sensitive area. Past uses of the site have degraded and damaged the quality of the site. As the Port redevelops the site, it will be simultaneously working to clean and environmentally secure the site. Redevelopment will be guided by the Port's commitment to community and environmental sustainability.	Ridgefield has abundant resources to draw upon including its small town character and charm, the natural surroundings, such as the rolling hills, the Lake River waterfront, and the Ridgefield National Wildlife Refuge, its attraction to artisans, its rich Native American archaeological history, and its association with the Lewis and Clark Expedition.

Project Matrix

Category	Project Name	Project Description	Location	Lead Entity	Project Status	Status Group
1	Downtown Design Guidelines	The guidelines define, describe and illustrate the 14 essential characteristics that contribute to the physical form of Ridgefield. These essential design guidelines are intended to ensure that new development builds upon these strengths by preserving and adding to them.	Throughout Downtown	City	Completed in 2004	Completed
1	Eliminate, reduce or waive impact fees for Old Town	The planning commission should consider amendments to the Capital Facility Plan and the Impact Fee code to allow for reductions in impact fees in the Old Town study area. Consider impact fee credits for physical improvements made to public streets and rights-of-way in Old Town.	Throughout Downtown	City	Park and school impact fees are not required for non-residential development and, therefore, do not impact downtown business development. The City has implemented the option for waiver of traffic impact fees for downtown businesses (RMC 18.070.140.C); no application for waiver of traffic impact fees has been made since adoption of the waiver option (2004).	Completed
1	Development Code Update	Revision of draft development code. The intent of the code update is to enhance the quality of future development.	Entire City	City	Initiated and expected to be completed in 2010.	In progress
1	Historic Preservation Projects			City	City completed an assessment in 2010 of downtown buildings that may be eligible for historic preservation status. The City has applied for a grant to develop interpretive signage for these buildings identified during the assessment.	In progress

KEY		
1 = land use policy and regulation 2 = economic / marketing	3 = building construction / renovation 4 = parks & trails	5 = roads 6 = utilities

Category	Project Name	Project Description	Location	Lead Entity	Project Status	Status Group
1	Prohibit ground floor residential uses	Make the moratorium on ground floor residential uses in the Old Town area permanent.	Throughout Downtown	City	The Planning Commission has recommended for approval the draft development code, which enhances mixed use opportunities in the downtown business district.	In progress
1	Rezoning commercial to residential	The planning commission should work with property owners who wish to take land out of commercial zoning and place it into residential zoning.	Throughout Downtown	City	The Planning Commission will be reviewing the boundary for downtown commercial zoning during 2011.	In progress
1	Dedicated account for downtown improvements	Dedicate sales tax revenue generated by Junction businesses to downtown improvements such as streetlights, benches, flowers, kiosk or other amenities. Create a dedicated account, funded by sales tax, that will provide long term funding for public improvements in the Old Town area.	Throughout Downtown	City	To be completed.	To be completed
1	Eliminate or reduce water and sewer connection fees for Old Town	The planning commission and public works should evaluate ways to reduce connection fees on the Old Town study area since water and sewer service is already available downtown.	Throughout Downtown	City	To be completed.	To be completed

KEY		
1 = land use policy and regulation 2 = economic / marketing	3 = building construction / renovation 4 = parks & trails	5 = roads 6 = utilities

Category	Project Name	Project Description	Location	Lead Entity	Project Status	Status Group
1	Waive, reduce or phase City fees in consideration of building designed to blend into downtown	The Planning Commission should create a task force to begin work to blend into downtown. on building and landscaping design guidelines for downtown. The commission should consider incentives as well as regulatory mechanism to encourage new buildings to blend into rather than overpower the character of Old Town Ridgefield.	Throughout Downtown	City	To be completed.	To be completed
2	Historic Walking Tour	Create and publish a walking tour and/or historic sites tour of the Old Town.	Throughout Downtown	Centennial Committee	The Centennial Committee created a historic sites tour map in 2009. Using the Historic Promotion Grant the City recently obtained through Clark County, the map is planned to be refined/improved in 2010.	Completed
2	Information Centers	Create other information centers such as, the Community Center, the Tri-Mountain RV Park, restaurants and coffee houses. Create a 'bulletin board' downtown where flyers advertising events and activities can be posted.	Multiple locations	Ridgefield Business Association	The Library and Post Office both have information centers for posting of information or display of informational flyers. Other downtown businesses regularly post information on upcoming events.	Completed
2	Map of activities in Ridgefield area	Create or revise a map and informational piece describing opportunities for activities in the Ridgefield area.	Downtown/ Waterfront/ Refuge	Ridgefield Business Association	The Ridgefield Business Association has created a map that includes both businesses and tourist opportunities in Ridgefield.	Completed

KEY		
1 = land use policy and regulation 2 = economic / marketing	3 = building construction / renovation 4 = parks & trails	5 = roads 6 = utilities

Category	Project Name	Project Description	Location	Lead Entity	Project Status	Status Group
2	Marketing and Business Recruitment Program	Develop a program to promote downtown and actively recruit businesses to locate in downtown.	Throughout Downtown	City/Port/Ridgefield Business Association	The City and Port teamed with the cities of La Center and Battle Ground in 2008 to host a Business Opportunities Expo encouraging businesses to locate in North Clark County.	In progress
2	Marketing efforts aimed at smaller high-tech or biotech companies	The City and Port, in collaboration with the Columbia River Economic Development Council market the City for new job growth. The City has approached professional firms and governmental agencies in relocating to the downtown and the Port continues to plan for professional office space within its waterfront redevelopment project.	Waterfront & Downtown	City/Port/Ridgefield Business Association	Ongoing efforts by the City, Port and CREDC to market high-tech and biotech companies. In addition, the City and Port teamed with the cities of La Center and Battle Ground in 2008 to host a Business Opportunities Expo encouraging businesses to locate in North Clark County.	In progress
2	Marketing to government agencies	Marketing efforts to encourage government agency investment in downtown housing, offices and services.	Downtown	City/Port/Ridgefield Business Association	There is an on-going effort. Various pamphlets and brochures have been created by the Port, City and Ridgefield Business Association that encourage investment in Ridgefield.	In progress
2	Tourist / Visitation Data	Collect basic data about visitation before building plans supported only by assumptions.	Downtown/Waterfront/Refuge	Ridgefield Business Association	Some downtown businesses have collected information from customers (Ridgefield Kayak via liability forms and Seasons Coffee during specific events).	In progress
2	Informational Signs	Place Lewis & Clark informational signs on I-5 directing visitors to Ridgefield. Place informational signs along Pioneer Street at I-5 junction directing visitors to 'Old Town Ridgefield.'	I-5 Freeway Interchange at SR 501		To be completed.	To be completed

KEY		
1 = land use policy and regulation 2 = economic / marketing	3 = building construction / renovation 4 = parks & trails	5 = roads 6 = utilities

Category	Project Name	Project Description	Location	Lead Entity	Project Status	Status Group
2	Welcome Center Kiosk	Place an informational sign at the welcome center site to let people know what is coming.	Overlook Park - Downtown	Friends of the Ridgefield NWR	In Design Process	In progress
2	Linkages to WSU campus and County amphitheater	Promote the linkage between downtown and the college campus at WSU or to the new County amphitheater being built along I-5.	South of City, in Clark County		No known action, no specific tasks identified.	To be completed
3	Tree Plan for Downtown	The planning commission should create a task force to work with a local specialist to revise the tree planting plan for Old Town. Trees should not obscure the buildings or business signs and should be easier to maintain.	Throughout Downtown	City	The City formed a Street Tree Committee in 2007 to address ongoing concerns of businesses and residents associated with street trees in the downtown. The outcome of the Committee's review was recommendation of the Dwarf Capital Pear as the downtown street tree with ongoing funding in each annual budget for replacement of trees that are diseased, interfering with overhead lines, or buckling sidewalks.	Completed
3	Lake River Industrial Site Cleanup	Cleanup of contamination from former wood treating facility on the waterfront.	Ridgefield waterfront	Port	The project is nearing completion and final cleanup remedy will be integrated with redevelopment.	In progress

KEY		
1 = land use policy and regulation 2 = economic / marketing	3 = building construction / renovation 4 = parks & trails	5 = roads 6 = utilities

Category	Project Name	Project Description	Location	Lead Entity	Project Status	Status Group
3	Miller's Landing Development	Redevelopment of the Lake River Industrial Site. Development is planned for seven phases over 20-30 years. The first phase calls for 130,000 sf of new office, retail, and hotel building space and 344 parking spaces. Full build out is planned for up to 820,000 sf of office, retail, and hotel space. Development will also include waterfront trails and connections to the Refuge.	Ridgefield waterfront	Port	Master planning is completed and grading of site may occur as early as 2010-11.	In progress
3	Refuge Visitor Center	New visitor center on Carty Unit to replace existing modular building. Visitor Center designed to accommodate Refuge staff and visitor services / education displays. Approximately 11,000 square feet.	Refuge, Carty Unit	USFWS	Planning, environmental assessment, and fundraising in progress.	In progress
3	Streetscape amenities	Develop a selection of the types of amenities appropriate in downtown, e.g., benches, streetlights, flower baskets, etc.	Throughout Downtown	City	The 14 Essential Guidelines for Downtown Ridgefield developed in 2004 provides recommendations for business fronts (facades, colors, etc.). These recommendations are in the downtown zoning revisions. Public streetscape amenities are being discussed by the Planning Commission in cooperation with the Ridgefield Business Association for the downtown area.	In Process
3	New City Hall Planning & Design	Develop space needs analysis and initiate design of a future City Hall.	Pioneer Street	City	To be initiated.	To be completed

KEY		
1 = land use policy and regulation 2 = economic / marketing	3 = building construction / renovation 4 = parks & trails	5 = roads 6 = utilities

Category	Project Name	Project Description	Location	Lead Entity	Project Status	Status Group
3	Portable Buildings Purchase	Purchase stand-alone portables for future City staff space.		City	Purchased Community Development Building.	Completed
4	Abrams Park Improvements	Extensive improvements to sports fields, concessions, maintenance facilities, parking, entrance, trails, memorial garden, and natural areas.	Abrams Park	City	Master Plan has been completed and grants applied for. City's 2011 budget has \$180,000 allocated towards improvements.	In progress
4	Downtown Pathways	Sidewalk and bicycle lane along Main Avenue, Division Street, Mill Street, and Pioneer Street (to 5th Avenue) to provide connections through downtown to parks and the waterfront.	The length Main Avenue, Division Street (between Abrams Park and Pioneer), Mill Street, and Pioneer Street (to 5th Avenue)	City	Pathways have been identified in City Parks and Recreation plans. Pedestrian and bicycle access is incorporated in plans for the Pioneer Street rail overpass project.	In progress
4	Connections to regional trails	Coordinate planning for trails among City, Port, Refuge, and Vancouver-Clark Parks.	Multiple locations	City/Port/Refuge	The Vancouver-Clark Parks District completed a County Trails Plan in 2010. In addition, routes to Ridgefield are included on the Clark County cycling map.	Completed
4	Lake River Water Trail	Develop a program of routes for non-motorized watercraft on Lake River and connected waterways. Launch points and routes should be indicated on maps that also provide information on waterfront facilities and points of interest.	Access points on waterfront	City	The City has jointed Vancouver-Clark Parks and other county municipalities in application fo a water trails grant.	Unknown

KEY		
1 = land use policy and regulation 2 = economic / marketing	3 = building construction / renovation 4 = parks & trails	5 = roads 6 = utilities

Category	Project Name	Project Description	Location	Lead Entity	Project Status	Status Group
4	Overlook Park	Overlook Park is envisioned to anchor the Refuge to Ridgefield's downtown and enhance the connection of the community with the Refuge. The plaza will provide facilities for orientation of visitors to the City and the Refuge with brochures and guidebooks. Overlook Park will also form a future hub for a system of walking and cycling trails throughout the City, and ultimately, Clark County.	Southwest corner of Pioneer and Main Street	City	The City has received a grant to complete the design and contraction of the park.	In progress
4	Davis Park	City Parks Comprehensive Plan recommends that Davis Park be redesigned to accommodate the amenities currently at Ridgefield Community Park, because the current location of Ridgefield Community Park could be a key development opportunity site in future downtown revitalization efforts.	Main Street and Mill Street	City	Upgrades to Davis Park in 2008.	In Progress
4	Special Use Waterfront Park	Urban waterfront park with walk-in non-motorized boat access.	Near existing boat launch.	Port	Identified by Port as future improvement area.	Not completed
4	Wildlife Refuge Connector & Gee Creek Trail	Trail connecting downtown Ridgefield with Refuge along Gee Creek.	Gee Creek	City	Under Conceptual Design.	In progress

KEY		
1 = land use policy and regulation 2 = economic / marketing	3 = building construction / renovation 4 = parks & trails	5 = roads 6 = utilities

Category	Project Name	Project Description	Location	Lead Entity	Project Status	Status Group
5	Public Parking Lot at I-5 Junction	Create a central parking area at the Junction and shuttle people into Ridgefield, especially during festival times. The existing Park & Ride, which is leased by the Department of Transportation from the private property owner, is scheduled to be closed when the property develops.	I-5 Freeway Interchange at SR 501	City	The City is working with C-TRAN, WSDOT and the Port on future locations of a Park & Ride/ transit station at the Junction.	In progress
5	Pioneer Street Rail Overpass	Purpose provide safe, unobstructed, and direct access on to the redeveloped Ridgefield waterfront. Elevated roadway over railroad tracks to improve access to waterfront. Overpass will remove at grade crossings, which will in turn mitigate train horns in the downtown and waterfront areas.	Downtown, Pioneer Street	Port	Preliminary planning is completed and fundraising is in progress.	In progress
5	Ridgefield Interchange Project	Replace the current interchange at I-5 and SR 501 in Ridgefield with a new interchange; widen SR 501 through the interchange to four travel lanes; add turn lanes, bike lanes and sidewalks for pedestrian travel; and make improvements to the SR 501/56th Place and Pioneer Street/65th Avenue intersections.	I-5 Freeway Interchange at SR 501	WSDOT	Phase 1 (construction of new overpass) is in progress. Phase 2 (Intersection improvements at SR 501 & 56th Place and SR 501 & 65th Avenue) pending funding.	In progress

KEY		
1 = land use policy and regulation 2 = economic / marketing	3 = building construction / renovation 4 = parks & trails	5 = roads 6 = utilities

Category	Project Name	Project Description	Location	Lead Entity	Project Status	Status Group
5	USFWS Bridge to National Wildlife Refuge	Construct a bridge connecting the waterfront and National Wildlife Refuge.	Ridgefield National Wildlife Refuge	Port and USFWS	Under consideration.	To be completed
5	Downtown Municipal Parking Lot	Create a parking lot in downtown to provide additional capacity.	Not determined	City	The City conducted an analysis of street and public parking spaces in downtown. Based on the data obtained the Planning Commission decided not to pursue further at this time.	Completed
5	Re-route traffic off of Pioneer Avenue	Reroute traffic on N. 5th Avenue from the school and Abrams Park to relieve congestion on Pioneer and bring traffic out on Main Avenue or 3rd Avenue.	Pioneer Street	City	With the preferred location of the Rail Overcrossing identified as Pioneer Street, the Capital Facility Plan was revised in 2008 to reflect continued use of Pioneer Street at the primary route into downtown.	To be completed
5	Pioneer Street/ SR 501 and 9th Avenue Intersection	Signal or intersection improvement.	Pioneer Street and 9th Avenue	City	To be completed once traffic conditions warrant - development driven.	To be completed
5	Pioneer Street/ SR 501 from Reiman Road to I-5	Widening and construction of additional roundabouts at 35th Avenue and 51st Avenue.	Pioneer Street/SR 501 east of downtown	City	To be completed once traffic conditions warrant - development driven.	To be completed

KEY		
1 = land use policy and regulation 2 = economic / marketing	3 = building construction / renovation 4 = parks & trails	5 = roads 6 = utilities

Category	Project Name	Project Description	Location	Lead Entity	Project Status	Status Group
6	Put downtown electric lines underground	Evaluate burying the electric lines in Old Town.	Throughout Downtown	City	Preliminary discussions with Clark Public Utilities indicate this task would be cost prohibitive (CPU estimates the cost of converting overhead lines to underground on a backbone system such as Pioneer Street to be \$200 per lineal foot – or roughly \$380,000 from 9th Avenue to Main Avenue).	To be completed
6	New Water Wells Near Railroad	Drill two new wells near rail line between Division and Mill streets.	West of rail line between Division and Mill streets	City	The City is revising its water system plan. This item is likely to be removed and water sources looked for elsewhere.	To be competed
6	Sewer Collection System Improvements	Numerous collection system improvements are proposed to meet the demands of future development.	Throughout UGA outside of historic downtown	City	Assessment of System - Maple Street Collection System and Downtown Area.	In progress, as needed
6	Wastewater Treatment Plant Expansion	The current City Capital Facility Plan projects that future development will require additional wastewater treatment by 2015 and provides a plan for phased expansion.	WWTP located on waterfront at foot of Cook Street	City	Upgrades completed in 2008. Designed to 1,000,000 a day capacity in 2009. Regional Sewer Study is currently being studied.	In Progress
6	Water Capacity/ Water Rights	The current City Capital Facility Plan projects that future development will require additional water capacity by 2015 and provides a plan for phased expansion.	UGA-wide	City	Pursuing water right applications.	In progress

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Category	Project Name	Project Description	Location	Lead Entity	Project Status	Status Group
6	Water Distribution Improvement - 4th Avenue, from Pioneer to Sargent Street	Improvement to water distribution system to meet required minimum pressure while providing the required fire flows.	Distribution Improvement - 4th Avenue, from Pioneer to Sargent Street	City	To be completed.	To be completed
6	Water Distribution Improvement - Mill Street, Main to 5th avenues	Improvement to water distribution system to meet required minimum pressure while providing the required fire flows.	Mill Street, from Main to 5th avenues	City	To be completed.	To be completed
6	Water Distribution Improvement - Sargent Street from 4th to 5th avenues	Improvement to water distribution system to meet required minimum pressure while providing the required fire flows.	Distribution Improvement - Sargent Street from 4th to 5th avenues	City	To be completed.	To be completed

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APPENDIX B

Action Item List

Action Items List

ACTION	DESCRIPTION	PROMOTES INTEGRATION	IDENTIFIED AS PRIORITY BY THE PUBLIC	CONSISTENT WITH EXISTING PLANS	FEASIBILITY	BENEFIT	IN PROGRESS
ECONOMIC DEVELOPMENT							
WATERFRONT REDEVELOPMENT	Redevelop waterfront with mixed land uses and including public open space, waterfront promenade and enhanced river access.	●	●	●	2.5	3	Y
WATERFRONT CLEANUP	Complete the cleanup of contamination from the former wood treating facility on the waterfront	●	●	●	3	2.5	Y
REFUGE VISITOR CENTER – ON WATERFRONT	Construct the new visitor center proposed by the US Fish and Wildlife Service on the waterfront.	●	◐	●	2.5	3	Y
COORDINATED MARKETING PROGRAM	Develop partnership between Port, City and Ridgefield Business Association to develop and implement a marketing program to promote shopping, tourism, and business investment in Ridgefield.	●	●	●	2	3	Y
PUBLIC EVENTS	Continue and support regular events to draw people to downtown and the waterfront throughout the year	●	○	●	2.5	3	Y
COMPREHENSIVE WAY-FINDING & SIGNAGE SYSTEM	Develop and implement comprehensive way finding and signage program from I-5 through downtown and the waterfront to the Refuge.	●	◐	●	2.5	2.5	Y
CONFLUENCE PROJECT	Explore opportunity to develop environmental and cultural research and public education center on waterfront through partnership with Washington State University and the Confluence Project non-profit organization.	●	●	●	1.5	3	N
BUSINESS RECRUITMENT PROGRAM	Continue efforts to recruit businesses to waterfront and downtown. Targeted businesses should complement existing downtown shops. Particular businesses to target include: professional services, high tech and research companies, boutique hotel, restaurants, winery and brewery.	◐	◐	●	3	2.5	Y
CIVIC BUILDING PRESENCE	Maintain City and Port administrative service offices in downtown and waterfront and encourage other government investment in downtown housing, offices and services.	●	○	●	3	2.5	Y
BOATING DESTINATION	Promote Ridgefield as a destination for recreation boating. Improve and expand boating and kayak facilities and associated amenities such as the proposed waterfront promenade to attract more boaters. See physical projects under 'Public Amenities'	●	●	●	2	2	N
SUSTAINABLE BUSINESS PROGRAM	Establish a business sustainability program focused on techniques to reduce environmental impacts and operating costs such as waste reduction and energy efficiency. The program could include promotion activities such as window stickers, advertising, and events.	◐	◐	●	2	3	N
BUY LOCAL PROGRAM	Promotion initiative (tied to green + local) to educate consumers about benefits of shopping locally. This program could be modeled on efforts in other cities and include mailings to residents, newspaper advertisements, and events	◐	◐	●	2.5	2	N
FOOD & DRINK ESTABLISHMENTS	Promote and recruit restaurants, breweries and wineries.	●	●	●	2	1.5	N

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ACTION	DESCRIPTION	PROMOTES INTEGRATION	IDENTIFIED AS PRIORITY BY THE PUBLIC	CONSISTENT WITH EXISTING PLANS	FEASIBILITY	BENEFIT	IN PROGRESS
PROMOTE SMALL & LOCAL BUSINESSES	Promote and support existing and new small and local businesses	●	●	●	2	2	N
ADDITIONAL PUBLIC EVENTS	Host additional new events to celebrate both the downtown and waterfront and draw consumers to the area.	●	○	●	1.5	3	N
WALKING MALL	Limit vehicle access in an area to create a pedestrian only shopping location.	●	●	●	1.5	2	N
REFUGE VISITOR CENTER – ON CARTY UNIT	Construct the new visitor center proposed by the US Fish and Wildlife Service on the Carty Unit near the location of the existing visitor facility.	○	○	●	2.5	2	Y
LODGING / ACCOMMODATIONS	Promote and recruit boutique hotels or bed and breakfasts to Ridgefield.	●	●	●	2	1.5	N
CONSUMER SURVEY	Survey consumers and local residents to better understand market and demand.	●	○	●	2.5	1	N
TOURIST / VISITATION DATA	Collect data on number of visitors to Ridgefield downtown and waterfront and reasons they are drawn to Ridgefield.	●	○	●	2.5	1	N
TRACK IMPACT OF EVENTS	Track sales impacts of events to local businesses to evaluate success and use for marketing and pursuing sponsorship of events.	○	○	●	2.5	1	N
AVAILABLE PROPERTY INVENTORY	Create and maintain a list or database of vacant and buildable commercial sites. Create profiles of these properties to promote their redevelopment.	●	○	●	2	1	N
PREPARE AVAILABLE PROPERTIES FOR MARKET	Identify constraints and challenges to redevelopment of priority properties in the buildable site database. Create an annual work program to address those issues.	●	○	●	2	1	N

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ACTION	DESCRIPTION	PROMOTES INTEGRATION	IDENTIFIED AS PRIORITY BY THE PUBLIC	CONSISTENT WITH EXISTING PLANS	FEASIBILITY	BENEFIT	IN PROGRESS
LAND USE POLICY AND REGULATIONS							
UPDATE DEVELOPMENT CODE	A draft update of the uniform development code has been developed. The draft code is currently being reviewed and revised. The objectives of the code update are to conform with the City Comprehensive Plan 2008 Update and to promote quality development.	●	◐	●	3	3	Y
SMALL TOWN FEEL & ARCHITECTURAL CHARACTER	Manage future development to preserve the small town feel and unique architectural character of Ridgefield.	●	●	●	2.5	2	N
LOCAL FINANCING MECHANISMS	Explore local financing mechanisms such as local improvement district to support downtown and waterfront development.	●	●	●	2	2.5	N
MIXED USE DEVELOPMENT	Promote mix of retail, professional, residential and open space uses in downtown and waterfront.	●	●	●	2	2.5	Y
GREEN BUILDING	Promote green building techniques in future development and redevelopment projects.	◐	◐	◐	1.5	3	N
REDUCE WATER AND SEWER FEES FOR DOWNTOWN DEVELOPMENT	Examine opportunities to reduce water and sewer connection fees for downtown businesses	◐	◐	◐	2	2	N
REDUCE PERMITTING FEES FOR DOWNTOWN DEVELOPMENT	Examine reduction in permitting fees for buildings designed to match the character of downtown.	◐	◐	◐	2	2	N
OFFSET REVENUE LOSS FROM FEE REDUCTION	Explore opportunities to generate revenue to offset reductions in fees.	◐	◐	◐	2	2	N
HISTORIC PRESERVATION	Address preservation of historic buildings in downtown	◐	◐	◐	2	1.5	Y

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ACTION	DESCRIPTION	PROMOTES INTEGRATION	IDENTIFIED AS PRIORITY BY THE PUBLIC	CONSISTENT WITH EXISTING PLANS	FEASIBILITY	BENEFIT	IN PROGRESS
INFRASTRUCTURE							
PIONEER STREET RAIL OVERPASS	Obtain funding to construct Pioneer Street rail overpass to improve access to the waterfront. Design of the overpass should incorporate pedestrians and bicycles and be an attractive gateway to the waterfront.	●	◐	●	2.5	2	Y
TRANSPORTATION PLAN	Conduct an analysis of transportation impacts of future development and develop a plan to accommodate increases.	●	◐	●	2.5	2	N
BRIDGE TO REFUGE	Construct a bridge connecting the waterfront and the National Wildlife Refuge.	●	●	◐	2	2	N
WATER SYSTEM IMPROVEMENTS	Develop water system improvements described in Capital Facility plan including obtaining additional water rights and developing new wells as needed to support population growth	●	○	●	2.5	2	Y
SEWER SYSTEM IMPROVEMENTS	Develop sewer system improvements described in Capital Facility Plan to support population growth. Continue discussions on regional sewer facility.	●	○	●	2.5	2	Y
GREEN INFRASTRUCTURE	Review planned stormwater management project to assess potential to utilize low impact development techniques that take advantage of natural soils and vegetation to manage runoff while creating more greenspace in Ridgefield	◐	◐	◐	2	2.5	N
TRAIN STATION	Explore potential to create a train station in Ridgefield to promote multi-modal transportation opportunities.	◐	◐	◐	1.5	2	N
PARKING	Evaluate need and potential location for additional parking in downtown.	○	◐	●	2	1	N

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ACTION	DESCRIPTION	PROMOTES INTEGRATION	IDENTIFIED AS PRIORITY BY THE PUBLIC	CONSISTENT WITH EXISTING PLANS	FEASIBILITY	BENEFIT	IN PROGRESS
PUBLIC AMENITIES							
OVERLOOK PARK	Construct Overlook Park as a public gathering space, tourist information center, and opportunity to bring the Refuge into downtown.	●	●	●	2.5	2.5	Y
LOCAL TRAIL CONNECTIONS	Develop walkway and trail system connecting waterfront, downtown, refuge, and neighborhoods. This includes trail connecting City and Refuge along Gee Creek Corridor and trail along Port waterfront property connecting to Refuge	●	●	●	2.5	2.5	Y
PUBLIC MARINA	Explore the feasibility of constructing a public marina at the Port waterfront property	●	●	●	2.5	2	N
BOATING AMENITY IMPROVEMENTS	Explore opportunities to improve existing boat launch and provide additional facilities for boaters including concession stands and showers.	●	●	●	2.5	2	N
ABRAMS PARK IMPROVEMENTS	Complete Abrams Park improvements as described in Master Plan for the park. Plan includes extensive improvements to sports fields, concessions, maintenance facilities, parking, entrance, trails, memorial garden, and natural areas.	◐	◐	●	2.5	2.5	Y
REGIONAL TRAIL CONNECTIONS	Coordinate planning for trails among City, Port, Refuge, and Clark County-Vancouver Parks to connect Ridgefield with multi-purpose trail system around Clark County and Portland metropolitan area.	●	◐	●	2	2	Y
LAKE RIVER WATER TRAIL	Develop a program of routes for non-motorized watercraft on Lake River and connected waterways. Launch points and routes should be indicated on maps that also provide information on waterfront facilities and points of interest.	●	◐	●	2	2	N
RIDGEFIELD COMMUNITY PARK AND DAVIS PARK IMPROVEMENTS	City Parks Comprehensive Plan recommends that Davis Park be redesigned to accommodate the amenities currently at Ridgefield Community Park, because the current location of Ridgefield Community Park could be a key development opportunity site in future downtown revitalization efforts	◐	○	●	2.5	2	N
BACKYARD HABITAT PROGRAM	Explore establishing a program for Refuge staff to educate property owners on landscaping to create habitat for local wildlife. Potentially certify individual properties and City as 'wildlife friendly' to promote connection with Refuge.	●	○	●	2.5	1.5	Y

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