



**RIDGEFIELD PARKS BOARD
MEETING AGENDA**

**Wednesday, October 11, 2023
RACC - Columbia Assembly Room
510 Pioneer Street, Ridgefield, WA 98642**

I. GENERAL SESSION CALL TO ORDER - 6:30 PM

- 1. Flag Salute**
- 2. Roll Call**
- 3. Late changes to the agenda**

II. PUBLIC COMMENT

Anyone requesting to speak to the Board regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

III. CONSENT AGENDA

- 1. Approval of Minutes from the September 13, 2023 Meeting**

IV. BUSINESS

- 1. Meet and Greet with New Parks Manager - Corey Crownhart - Chuck Green, Public Works Director**
- 2. ADA Transition And Access/Mobility Plan Initiative - Chuck Green, Public Works Director**
- 3. RCO and Other Grant Opportunities - Chuck Green, Public Works Director**
- 4. Workplan 2023 Summary & Ideas for 2024 - Chuck Green, Public Works Director**

V. PRESENTATION

- 1. Travelog - Council/Planning Commission/Parks Board Tour - September 18, 2023**

VI. PUBLIC COMMENT

Anyone requesting to speak to the Board regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

VII. STAFF REPORTS

VIII. FROM THE BOARD

IX. ADJOURN

**CITY OF RIDGEFIELD
REQUEST FOR BOARD ACTION**

MEETING DATE: October 11, 2023

AGENDA ITEM NAME: Approval of Minutes from the September 13, 2023 Meeting

SUMMARY/BACKGROUND:

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. Parks Board Minutes 9.13.23



**CITY OF RIDGEFIELD, WASHINGTON
PARKS BOARD MEETING MINUTES
SEPTEMBER 13, 2023**

Regular Meeting - 6:30 PM

I. GENERAL SESSION CALL TO ORDER - 6:30 PM

1. Flag Salute

2. Roll Call

Present:

Board Member Brigid Taylor
Chair Rian Davis
Board Member Sandy Schill
Board Member Sarah Scott
Board Member Whitney Randall
Vice Chair Beth Bicknell
Board Member Alex Earl

Absent:

3. Late changes to the agenda

None.

4. Oath of Office with Alex Earl

II. PUBLIC COMMENT

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Comments received during public testimony can be heard on the City's website.

<https://ridgefieldwa.us/government/city-departments/boards-and-commissions/parks-board-meeting-audio-files/>

III. CONSENT AGENDA

1. Approval of Minutes from the August 23, 2023 Meeting

IV. PRESENTATION

1. Meet and Greet with AKS, Abrams Park Master Plan Consultant

Kirsti Hauswald and John Meier of AKS Engineering & Forestry, LLC and Audri Bomar of PointNorth Consulting for community engagement were introduced as the Abrams Park Master Plan Consultants to the Parks Board by Chuck Green. The board welcomed them and shared ideas of engagement and maintenance for Abrams Park design. Concepts will be shared after community engagement occurs.

2. PlayCreation - A Higher Level of Inclusive Play Presentation

Jill Moore, Inclusive Play Specialist of LSI, along with Chris Donahue and Conner Mullan of PlayCreation, Inc, gave a presentation highlighting the importance of accessible and inclusive play for Ridgefield's new playgrounds.

V. BUSINESS

1. Suggestions for Site Stops for Parks Board/Planning Commission City Development Tour with City Council on September 18, 2023 - Chuck Green, Public Works Director

Chuck Green asked for input on site stop suggestions for the upcoming Parks Board/Planning Commission City Development Tour with City Council. Waterfront Park, Corwin Trail construction, Clark College development, Pioneer Extension Project, Greeley Farms Park, Boyse Park, Paradise Pointe, and RORC were some of the given suggestions to add to the pending itinerary.

2. Review of City Trail System Plan - Chuck Green, Public Works Director

Chuck reviewed the City's Trail Plan that is interconnecting the trail system as part of City Development. A current project is designing how trails will connect with new projects such as Costco Union Ridge Town Center and YMCA to cross over Pioneer successfully.

3. Wayfinding Signage - Chuck Green, Public Works Director

Chuck shared a couple of examples of signage for the parks and wayfinding. The City is working with OTAK to design the posts.

VI. PUBLIC COMMENT

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Comments received during public testimony can be heard on the City's website.

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VII. STAFF REPORTS

1. Update on Parks Manager - Chuck Green, Public Works Director

Chuck announced Corey Crownhart as the new Parks Manager. He will start on October 4th, and he will attend the October Parks Board Meeting.

VIII. FROM THE BOARD

IX. ADJOURN

The meeting adjourned at 8:45 pm.

Kim Zurcher, Parks Board Clerk

Rian Davis, Chair

**CITY OF RIDGEFIELD
REQUEST FOR BOARD ACTION**

MEETING DATE: October 11, 2023

AGENDA ITEM NAME: Meet and Greet with New Parks Manager - Corey Crownhart

SUMMARY/BACKGROUND:

Introduction of our new Parks Manager - Corey Crownhart.

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. Corey Crownhart Bio



Corey Crownhart joined the City of Ridgefield team as Parks Manager on October 4th. He comes to us from the Idaho Alliance of Boys & Girls Clubs as the Alliance Director. Corey has over 10 years of small and large group facilitation experience in the nonprofit sector. Starting as an outdoor adventure guide and onward to experiential learning facilitation, he has instilled positive character with each group he leads. He is committed to fostering inclusive environments and driving social change through effective leadership and collaborative initiatives. Corey earned his Bachelor of Science, Political Science from Boise State University and his Masters of Science, Management and Leadership from Western Governors University.

He can be found traveling a foreign city as learning code on his back porch. He enjoys experiencing new things and constantly seeks out the latest music, art, or performances in his community. Whether engaging as an activist or energizing local community groups, he consistently brings a level of authenticity and spirit only matched by his true desire of empowerment.

We are happy that he is a part of our team!

**CITY OF RIDGEFIELD
REQUEST FOR BOARD ACTION**

MEETING DATE: October 11, 2023

AGENDA ITEM NAME: ADA Transition And Access/Mobility Plan Initiative

SUMMARY/BACKGROUND:

Discussion of the ADA Transition and Access/Mobility Plan Initiative.

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. ADA Transition and Mobility_Access Plan_Reconnecting Communities Planning App

The Ridgefield, Washington, Access Plan in Partnership with Clark County and the Cowlitz Indian Tribe

Project description: *The City of Ridgefield, Washington, in partnership with Clark County, Washington, and the Cowlitz Indian Tribe, seeks a \$56,000 planning grant (to be matched with \$14,000 in local funds) from the Department of Transportation's Reconnecting Communities: Regional Partnerships Challenge Grant. Working with members across the community, Ridgefield will create the **Ridgefield ADA Transition and Mobility/Access Plan** to address pervasive gaps in ADA accessibility to crucial services and community centers.*

Overview

The City of Ridgefield, located in Clark County, Washington, proposes the **Ridgefield Americans with Disabilities (ADA) Transition and Mobility/Access Plan** to address pervasive gaps in ADA access to crucial services across the community, including access to good-paying jobs for all workers and other vital community centers. This project will consist of surveying public streets for gaps and barriers to mobility for those with physical disabilities. The Ridgefield ADA Transition and Mobility/Access Plan will identify projects and priorities to make Ridgefield more accessible for all community members by creating a **6-year prioritized program of projects**. As the city develops its Transportation Capital Facilities Plan and annual budget in 2024, and its annual sidewalk repair program after that, it will have the Ridgefield ADA Transition and Mobility/Access Plan to guide its strategic implementation of creating safe mobility and connectivity for all to daily destinations. Multiple stakeholders, including community groups made up of members who have lived experience with physical disabilities, will participate in identifying existing problematic areas and recommending remediation strategies. Ridgefield is proud to partner with the **Cowlitz Indian Tribe** to specifically seek out tribal members for participation and input in the planning process. Additionally, the city will partner with **Clark County** through its **Commission on Aging** to ensure that older community members across the county have a voice in this project. Once the city has collected all data, Ridgefield and its partners will develop a prioritized list of projects and a funding strategy to address each gap.

The key deliverable will be a comprehensive plan that will incorporate best practices from the National Academy of Sciences' National Cooperative Highway Research Program's ADA Transition Plan,¹ the Federal Highway Administration's Guidance on Transition Plans,² and the Clark County Aging Readiness Plan.³ It will also fulfill the Federal Highway Administration's requirements for the city to be a recipient of federal funding. This plan will rely on insights from community organizations such as the Commission on Aging and the Accessible Transportation Coalition. The Ridgefield ADA Transition and Mobility/Access Plan will

¹ [https://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP20-07\(232\)_FR.pdf](https://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP20-07(232)_FR.pdf)

² <https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?id=32>

³ <https://clark.wa.gov/community-planning/aging-readiness-plan>

significantly enhance the quality of life for important groups within the community—ones that have too often been disconnected from the community due to access barriers. Citizens with physical disabilities and adults over 65 years of age who currently lack access to businesses, medical facilities, parks and trails, places of worship, and other community centers will not only gain access to essential facilities, but they will also experience greater connectivity with everyone in the community. The Clark County Commission on Aging’s *Aging Readiness Plan Update* states that “the ability to conveniently travel both within and outside of one’s own community is important for everyone in Clark County; however, getting around becomes more difficult for many people as they age due to changing abilities and needs . . . For this reason, a transportation system that supports the movement of goods and services to older adults is also important.”⁴

Better accessibility across the Ridgefield community will also allow our transportation to become more sustainable and to be a conduit for supporting more local businesses. As Secretary of Transportation Pete Buttigieg said in an interview with *Ability Magazine* last year, “One thing we’re trying to support is active transportation. We need to make sure that people are able to walk or bike or roll to wherever they need to be.” He went on to describe a similar project in South Bend, IN, that took “a road pattern that was almost hostile to any traffic besides vehicles” but was able to be made more accessible “and through that to [benefit] small business, too, because it became a more inviting place to have a cup of coffee or browse a store.”⁵

The Ridgefield ADA Transition and Mobility/Access Plan would answer Secretary Buttigieg’s call to support active transportation by inventorying gaps, barriers, and deficiencies in the condition of the City’s sidewalk and trail system as well as identifying corridors and areas where ADA deficiencies are a hinderance for the disabled and senior communities to participate in active transportation. Further, it will support the County’s Aging Readiness Plan by taking a holistic look at travel and destination needs for senior adults in Ridgefield.

Ridgefield, consistently one of the fastest growing cities in the state of Washington for over a decade, is rapidly transforming from a small rural town to a complete community, where residents can work, live, shop, and play. Residents currently enjoy a small-town atmosphere in the setting of a stunning natural environment while benefitting from an increase in well-paying jobs, affordable housing, and improved transportation. Yet, a significant portion of the community still experiences barriers in accessing the great things Ridgefield has to offer. A planning grant from the Department of Transportation would allow Ridgefield to engage members of the community, including Cowlitz tribal members, in working together to create an excellent Ridgefield ADA Transition and Mobility/Access Plan that would support equitable access and inclusion for all community members regardless of their physical abilities.

After receiving DOT awarding, Ridgefield would engage with community members and complete the Ridgefield ADA Transition and Mobility/Access Plan in 2024 according to the timeline below:

⁴ <https://clark.wa.gov/sites/default/files/media/document/2023-08/PC%20Version%20Reduced2.pdf>

⁵ <https://abilitymagazine.com/pete-buttigieg-building-a-better-more-accessible-america/>

Ridgefield ADA Transition and Mobility/Access Plan Proposed Timeline	
Spring 2024	Secure funding; notify partners of grant award so they may begin outreach with their constituents; contract with consultants to carry out primary planning activities; begin planning for public engagement campaign.
Summer 2024	Public engagement, including townhalls, paper surveys, online surveys, community mapping through online tool, and outreach to partners and impacted stakeholders.
Fall 2024	Conclusion of public engagement campaign and analysis of data.
Winter 2024	Ridgefield ADA Transition and Mobility/Access Plan completed, approved by the City Council, and available for the city to use for future comprehensive planning and city budgets.

Project History

Ridgefield is located 10 miles north of Vancouver, Washington, and 20 miles north of Portland, Oregon. Settlement in this area can be traced back more than 1,000 years to the Native American town of Cathlapotle, which Lewis and Clark described as part of their 1804-1806 expedition. This history is honored in the replica Cathlapotle plank house, built by over 100 volunteers at the Ridgefield National Wildlife Refuge, and by the close working relationship the city of Ridgefield has maintained with Cowlitz Indian Tribe. After the Civil War, the area was settled by Union soldiers, and it became a trading center in the second half of the nineteenth century. Ridgefield, which was incorporated in 1909, remained rural for much of its history. When President George H.W. Bush signed the Americans with Disabilities Act of 1990, Ridgefield was a community of 1,297 citizens and had few resources to implement ADA-compliant retrofitting, particularly of the historic downtown, the location of many locally-owned businesses and community centers like schools, parks, the library, the police station, the post office, and places of worship.

Over the past decade, Ridgefield has experienced rapid growth in terms of both geography and population, due in part to its easy access to Interstate 5, proximity to population centers, and its maintenance of a small-town atmosphere. In 1979, the city was 0.65 square miles, and now Ridgefield is 7.18 square miles. In terms of population, Ridgefield has earned the designation of the fastest growing city in Washington state for at least six of the last ten years. Between 2020 and 2022, it grew by 38 percent, and this growth is projected to continue. By 2035, the city projects that it will have over 25,000 residents. City leaders are actively planning capital facilities to provide infrastructure to support this significant expansion.

According to 2022 U.S. Census Bureau's data, Ridgefield's need for ADA compliance is

apparent: of the city's current 14,251 residents, 11.2 percent are over the age of 65, and 4.9 percent of the city's residents are people living with a disability who are under the age of 65. Ridgefield is also the home of Native American citizens, including members of the Cowlitz Indian Tribe; according to U.S. Census data, a higher proportion of Native Americans live with disabilities than the general population. Additionally, Ridgefield is increasingly attracting families with young children: 8 percent of citizens are under the age of five, which is a higher proportion of young children than we find nationally (5.6 percent) or across Clark County (5.5 percent). While young children do not formally fall under the purview of the ADA, their caregivers may still struggle with accessibility to paths, sidewalks, and other facilities that are not stroller friendly. Taken together, this data shows that several thousand community members may lack access to essential services due to current accessibility gaps.

This project seeks to address this historical barrier and ensure that as Ridgefield continues to grow, it does so by including all its citizens. Though an attempt to create a list of problematic areas in terms of accessibility was started a few years ago, it was abandoned due to lack of resources. A Department of Transportation Reconnecting Communities grant would ensure that Ridgefield is able to complete this critical work by producing a comprehensive study that can be used in current and future planning. This deliverable will ensure community connectivity for generations to come.

Project Location

The Ridgefield ADA Transition and Mobility/Access Plan would assess the entire city of Ridgefield to understand current accessibility options as well as places where there are gaps that must be addressed to make Ridgefield multimodal for all residents and visitors. Currently, the city has a wide array of challenges and opportunities when it comes to ADA planning and accessibility. While much of the city is currently underdeveloped, reflecting Ridgefield's rural history, exceptional growth in the Ridgefield Junction, Downtown, and waterfront areas have required comprehensive development planning to provide multimodal travel options. Multimodal transportation ensures that residents and visitors of all ages and abilities can travel around the city in a safe and convenient manner. It also ensures that city planning anticipates continued growth and plans for a more sustainable future.

In 2015, Ridgefield adopted a Complete Streets Resolution. The resolution strengthens the City's commitment to creating an integrated, multi-modal transportation network. It states that both the infrastructure and the design of the transportation network must "allow safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, transporters of commercial goods, users and operators of public transportation, seniors, children, youth, and families." According to the *City of Ridgefield Multimodal Transportation Plan* (2016),⁶ the goal of this resolution is to create a balanced transportation system that accommodates all network users, including pedestrians, cyclists, and users of public transportation. There is also an emphasis placed on creating a safe environment

⁶ <https://www.ridgefieldwa.us/DocumentCenter/View/428/Multi-Modal-Plan-PDF?bidId=>

for children to walk and bicycle to and from school and on providing equitable transportation infrastructure in low- and moderate-income areas.

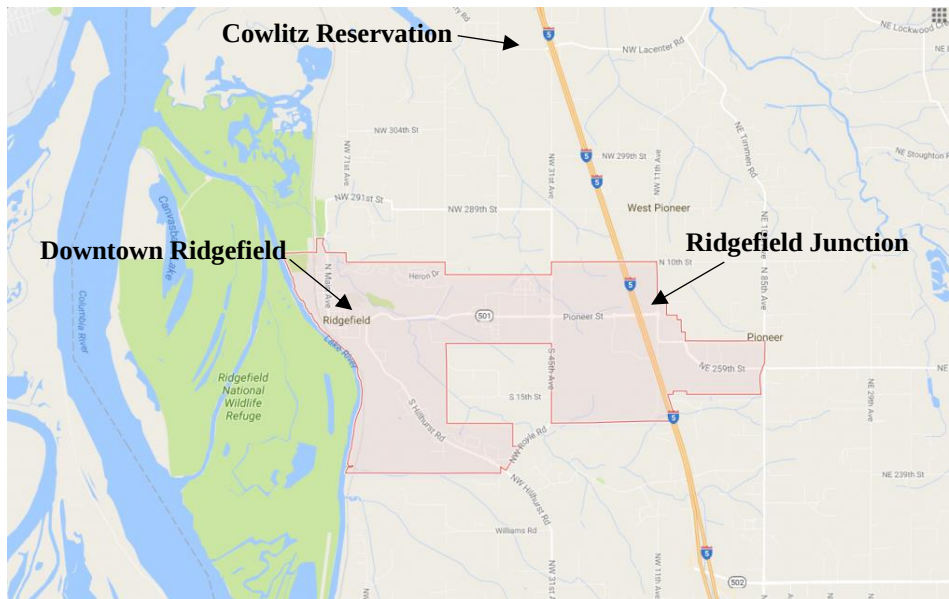


Image 1: To the West, Downtown Ridgefield Abuts the Ridgefield National Wildlife Refuge. To the East, Ridgefield Junction Abuts Interstate 5. Cowlitz Reservation is Approximately 3 Miles to the North Down Interstate 5.

Pioneer Street, which is also State Route 501, acts as the primary transportation corridor connecting downtown Ridgefield and the Interstate 5 junction. Land uses that have developed along the corridor reflect the diversifying local economy: Pioneer Street is anchored on the western end by Ridgefield's historic downtown, and on the eastern

end by Ridgefield Junction, a growing industrial park and employment center (Image 1). The downtown includes a mix of residential, commercial, and community centers such as City Hall, the Ridgefield Library, parks, and several schools. The Junction straddles the 1-5 interchange at Pioneer Street. The Cowlitz Reservation is approximately three miles further north on Interstate 5. **Previous investments in the area include \$19 million in federal funding for re-construction of the 1-5/Pioneer Street Interchange with roundabouts completed in 2012.**

The Junction is a mixed-use destination that provides an attractive, distinctive gateway to Ridgefield and serves as an important employment and commerce center. The Junction is home to multiple wholesale trade and manufacturing businesses such as United Natural Foods, Inc. (specialty food distribution), Dollar Tree Stores (warehousing and distribution), Elkhart Plastics, Inc. (industrial plastics), and PepsiCo. (commercial beverages).

Ridgefield is significantly expanding this area with a \$30 million project to widen Pioneer Street in 2024 to create space for new business development and industrial employment. **This is part of a larger, \$95.5 million Tax Increment Area (TIA)-funded project that will result in Ridgefield Junction becoming a regional employment center for Clark County and Southwest Washington that provides a wealth of living-wage employment opportunities for residents.** Over the course of the next five years (2024-2028) the total estimated economic impacts (direct, indirect, and induced) from the construction phase are roughly 9,374 FTE positions and \$552.7 million in labor income (2023 dollars). Following development, the completed structures are expected to provide for ongoing benefits to the local and regional economy. Employees at the office and retail spaces are expected to generate income that would

circulate in the local economy, supporting additional employment opportunities. This project is estimated to result in 2,370 long term positions when completed and tenanted.

Additionally, Clark College, the only community college in the county, is currently building an

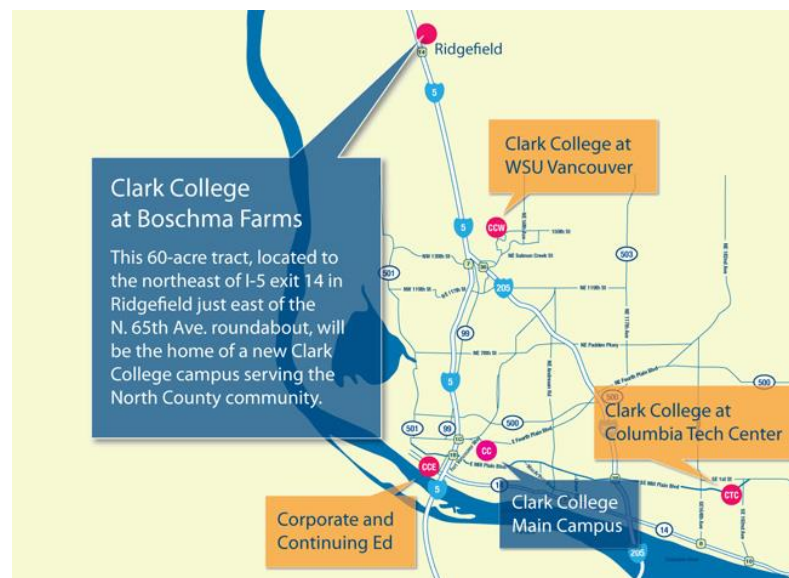


Image 2: Map Showing the New Clark College at Boschma Farms Campus in Ridgefield in Relation to Interstate 5 and the Rest of the Clark College Network of Campuses.

extension campus in Ridgefield called Clark College at Boschma Farms (Image 2). This campus will initially consist of a 70,000 square-foot, state-funded building with up to five more buildings constructed over the next three decades. **The first phase of the project is the college's new Advanced Manufacturing Center, paid for in part by a \$1.5 million federal award to acquire technology and equipment used to train students for careers in subtractive manufacturing, additive manufacturing, robotics, clean energy, and material science.** Clark College

is the second largest single-campus provider of for-credit classes in Washington's community and technical college system. Clark College at Boschma Farms is expected to be a boon for the region and represents a long-term visionary chapter for the college. At full build-out, the campus is planned to include over 420,000 square feet of instructional space in addition to office, commercial, and recreational space. This long-term investment is likely to catalyze additional commercial, office, and industrial development in Ridgefield as well as expand access to higher education for Ridgefield residents.

Despite these exciting developments, significant areas of the city still lack the ADA accessibility that would allow citizens to walk or roll to their destinations rather than drive. As demonstrated in the map of Ridgefield's Parks and Trails (Image 3), many city streets lack sidewalks completely. Other areas have sidewalks, but they are uneven and in disrepair, rendering them unusable for those with limited mobility or who use wheelchairs. Yet, the city has been unable to complete an accessibility survey of Ridgefield and its adjacent communities, including connections to the Cowlitz Reservation and the Ridgefield Natural Wildlife Refuge, due to the lack of resources to complete the project. **Ridgefield and its partners are requesting \$56,000, to be matched with \$14,000 from city funds, from the Department of Transportation's Reconnecting Communities: Regional Partnership Challenge that would allow Ridgefield to work with the Cowlitz Indian Tribe and interested groups from across Clark County to plan for a more equitable, sustainable, and connected future.**

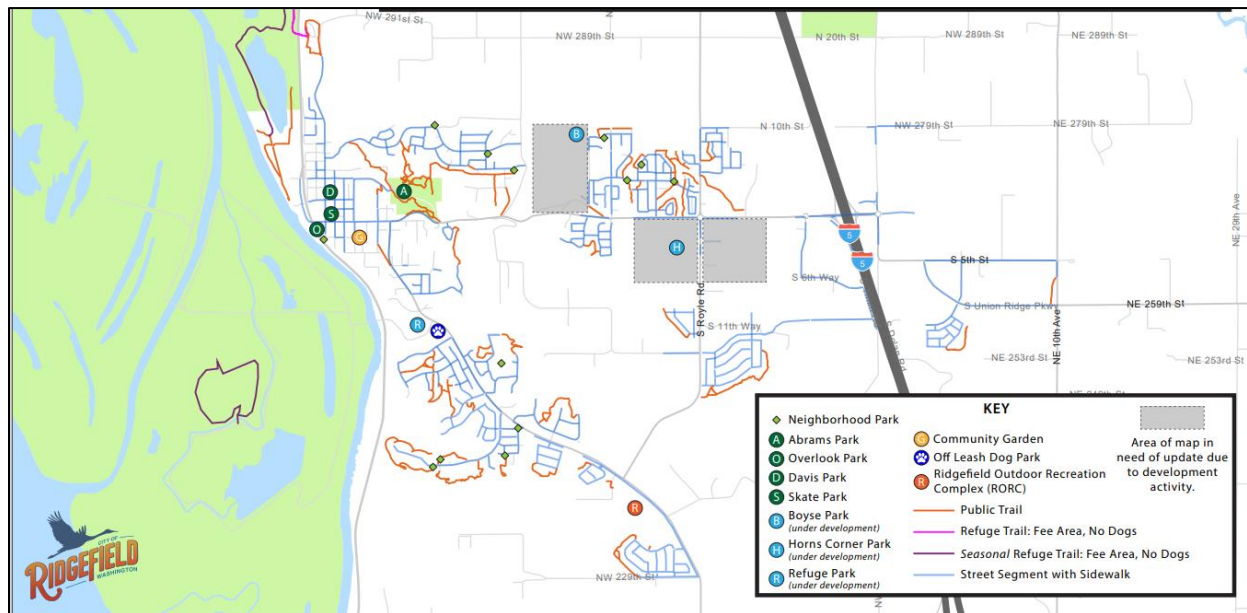


Image 3: Map Showing the Parks and Trails System Throughout the City of Ridgefield. Streets Shown in Gray Lack Sidewalks. Many Other Sidewalks are Uneven or Otherwise Unsuitable for ADA Access.

Response to Merit Criteria

#1: Equity and Environmental Justice

Historically, people with disabilities have been excluded from city infrastructure, including transportation, due to “long-standing neglect.” Legal scholar Robin Paul Malloy has argued that “in order to be a full participant in one’s community,” disabled individuals “must be able to enjoy reasonable access to the spaces and places that make up civic life,” but many cities have failed to provide this reasonable access. The ADA has helped resolve issues with individual buildings, particularly as new construction goes in that is ADA compliant, yet, as law professor Sarah Schindler explains, “many examples of architectural exclusion occur at a citywide, infrastructural scale.” Since the ADA places the greatest burdens on new construction, cities with older downtown areas, like Ridgefield, may suffer from “widespread non-compliance with the retrofitting provisions of the ADA.”⁷

In the U.S., there has been significant improvement in ADA compliance since 1990, such as increasing numbers of curb ramps and accessible sidewalks, but much of this progress in public access has been the result of lawsuits and forced settlement agreements.⁸ Ridgefield values every member of the community and seeks to be proactive in taking measures to include everyone in community life rather than relying on litigation to be the primary strategy for compliance.

⁷ <https://www.yalelawjournal.org/article/architectural-exclusion>

⁸ <https://www.sciencedirect.com/science/article/pii/S0264275119302501>

In alignment with SW Washington Regional Transportation Council’s *Regional Active Transportation Plan for Clark County* (2021),⁹ Ridgefield believes that the “promotion of active transportation modes can reduce burdens on residents of Clark County without access to a motor vehicle. This population relies on safe access to bicycle, pedestrian, and transit facilities to access employment, basic amenities, and to be engaged members of society.” According to this plan, active transportation plans, which include ADA accessibility, are a key part of equitable city planning because auto-centric development “can pose a financial burden on lower-income communities, increasing barriers to employment, reducing their ability to partake in the local economy and accrue wealth.” Members of the community who are lower-income and who also need ADA accommodations in transportation may be particularly cut off from economic opportunities and community growth.

Unfortunately, as Ridgefield transforms from a rural town to a growing city, non-motorized transportation access has lagged behind other indicators of progression and equity. According to USDOT’s Equitable Transportation Community (ETC) Explorer, Ridgefield is a disadvantaged community in the category of Transportation Insecurity due to a 78 percent score on lack of Transportation Access. As described by USDOT, Transportation Insecurity “occurs when people are unable to get to where they need to go to meet the needs of their daily life regularly, reliably, and safely.”

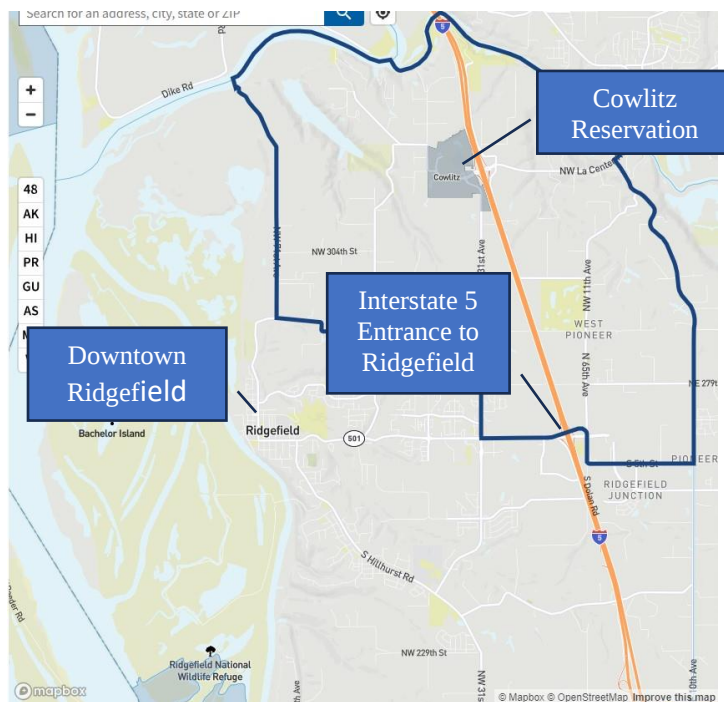


Image 4: A Map from the Climate and Economic Screening Tool Showing Tract 53011040301, which Includes the Cowlitz Reservation, Demonstrating its Proximity to Ridgefield, WA.

Further, Ridgefield is the home of approximately three hundred Native Americans, including members of the Cowlitz Indian Tribe, whose nearby lands are considered disadvantaged according to the DOT’s Climate and Economic Justice Screening Tool (Image 4). The Cowlitz were federally acknowledged as an official tribe in 2000, and they secured a 152-acre property in Clark County between Ridgefield and the neighboring city of La Center in order to have their own reservation within their ancestral lands. The Cowlitz Tribe’s casino, Ilani, opened in 2017. Ilani is on the Cowlitz Reservation and its proximity to Ridgefield is evidenced by its Ridgefield address. It employs nearly 1,500 people in a facility that is 400,000 square feet.

⁹ <https://www.rtc.wa.gov/programs/rtp/clark/current/>

This planning project's partnership with the Cowlitz demonstrates the city of Ridgefield's acknowledgement of the importance its Native American community members and its continued cooperation with the governing Cowlitz Tribal Council (see appended Partnership Letter A). This project seeks to address the lack of access community members in Ridgefield and the surrounding areas face, with a particular emphasis on ensuring that disabled and/or older members of the community are no longer excluded from places of work, worship, education, medical care, and other critical parts of daily life.

#2: Access

Accessibility is the driving motivation and key deliverable of this project. The Ridgefield ADA Transition and Mobility/Access Plan will identify projects and priorities to make Ridgefield more accessible for all community members by creating a 6-year prioritized program of projects. As the city develops its Transportation Capital Facilities Plan, due out in 2024, and annual budget, it will have the Ridgefield ADA Transition and Mobility/Access Plan to guide its strategic implementation of creating safe mobility and connectivity for all to daily destinations.

The *Ridgefield Urban Area Comprehensive Plan 2016-2035*¹⁰ lays out five guiding principles for the city's growth and development over the next 20 years. One of those principles is that Ridgefield is a "complete community," with distinct commercial and mixed-use nodes that provide complementary services to live, work, shop, and play. Ridgefield's downtown will remain the traditional town center, providing a vibrant mix of retail and service opportunities in a historic setting and bolstered by community events. The Port of Ridgefield's waterfront development will bring employment and commercial uses to a unique, environmentally reclaimed site along Lake River. High-quality design and a thoughtful mix of uses that create a sense of place will be required by the City's Development Codes. A multimodal transportation system, including a trail network, will provide circulation within subareas and connections to adjacent neighborhoods.



Image 5: A Bird Watching Tour Led by the Fish and Wildlife Service along the Kiwa Hiking Trail at the Ridgefield Wildlife Refuge Uses an Unpaved Trail.

The Ridgefield ADA Transition and Mobility/Access Plan will ease over-reliance on automobiles by providing better accessibility options for those who walk or roll across city streets, trails, and paths. It will also proactively avoid causing any environmental burden. Maintaining and enhancing the natural environment and community members' access to natural areas like parks, rivers, canyons, and the Ridgefield National Wildlife Refuge will be a critical priority for city planners and community partners. Ridgefield currently has thirteen neighborhood parks, four

¹⁰ <https://ridgefieldwa.us/DocumentCenter/View/179/Comprehensive-Plan-2016-PDF?bidId=>

community parks, a community garden, an outdoor recreation complex, a dog park, and three community parks under construction. Additionally, there are many trails throughout the city, including trails into the adjoining Ridgefield National Wildlife Refuge (Image 5).

The city of Ridgefield has made a priority of helping its citizens connect to parks and trails



Image 6: Gee Creek Trail, the Backbone of Ridgefield's Trail Network, is Now Flat and Paved for Better Accessibility.

whenever current resources have allowed. Ridgefield recently completed a **\$100,000 Washington State Department of Transportation grant project in the Transportation Alternatives Program** to renovate the Gee Creek Trail (Image 6), a 0.13-mile segment that connects the Ridgefield National Wildlife Refuge with downtown Ridgefield through Abrams Park, a 40-acre public park that features amenities such as playgrounds, a picnic shelter, disc golf, and more. The project ensured that the new trail would be ADA compliant, including ADA accessible ramps to enter and exit the

trail segment, to provide community members with disabilities equal recreational opportunities in this area and the ability to experience Gee Creek Trail safely. This is an important start, but there is much more work to be done in terms of accessibility to natural areas in and around Ridgefield. The Ridgefield ADA Transition and Mobility/Access Plan will ensure that the natural beauty of Ridgefield is available for all to enjoy.

#3: Facility Suitability

The pedestrian environment, which includes all areas people walk/roll on to move throughout the community, consists of sidewalks and paths, curb ramps, crosswalks, intersections, and traffic signals that people use to cross streets. For most cities, pedestrian infrastructure was not built to be accessible for people with disabilities, which results in exclusion from community life and presents a significant environmental barrier for many citizens. Community members who need ADA accessibility in the pedestrian environment may be forced to over-rely on automobiles because they cannot otherwise navigate through their community. They may also be forced to limit their interactions with the community because they have too much difficulty navigating such barriers as broken, uneven, or missing sidewalks; intersections with poor walking signals; unsafe crosswalks; missing or too steep curb ramps; or fast-moving traffic being too close to

pedestrian areas.¹¹ Identifying such barriers with the goal of remediating them will be a significant step toward reconnecting all members of the Ridgefield community regardless of their respective physical abilities.

In addition to helping those who are physically disabled under the age of 65, the Ridgefield ADA Transition and Mobility/Access Plan will help those over the age of 65 continue to have strong community presence and connectivity. In many cases, older adults can face environmental challenges—including stairs or terrain that is too sloped—that limit their mobility in their communities. Research shows that having access to transportation, particularly alternatives to driving, helps older adults participate more frequently in social activities. Such activities are proven to have positive physical and mental health outcomes for this population.¹² Older adults in Ridgefield have experienced issues with unsafe sidewalks that have unfortunately led to falls and injuries (Image 7). Identifying such fall risks so that they can be prioritized for city remediation will allow all members of the Ridgefield community to feel fully involved in community life without fear of harm.



Image 7: Response Crew from the Fire Department Helps an Older Adult who Fell at a Ridgefield Community Event Due to Uneven Sidewalks, Injuring Her Mouth, Chin, and Wrist, in September 2023.

Ridgefield has an active community engagement program which includes musical concerts in parks, coffee connection meetings with the Chamber of Commerce for local business leaders, trivia nights, group Meals on Wheels lunches for older adults, and Meet Me on Wednesdays, which brings adults to downtown Ridgefield to enjoy exercise, experience the natural beauty and history of the downtown area, and appreciate and patronize local businesses. Meet Me on Wednesdays is advertised for “people of all abilities” to “walk, run, pedal, [or] roll,” as Ridgefield actively seeks to include everyone who wants to participate. The reality, however, is that many routes in the downtown area lack sidewalks, forcing those who cannot manage uneven terrain to walk or roll in the street itself (Image 8). The Ridgefield ADA Transition and Mobility/Access Plan would allow the city to identify all such problematic areas and then, with community input, prioritize how to address them.



Image 8: Residents Participate in Meet Me on Wednesdays by Walking on the Street Because of the Lack of Sidewalks in Downtown Ridgefield.

¹¹ <https://www.sciencedirect.com/science/article/pii/S0264275119302501>

¹² <https://pubmed.ncbi.nlm.nih.gov/25689194/>

#4: Community Engagement and Community-based Stewardship, Management, and Partnerships

Ridgefield takes seriously the imperative found throughout the literature on disability empowerment to involve people with disabilities in all city planning efforts, a principle characterized in the phrase “nothing about us without us.”¹³ The city of Ridgefield is committed to engaging a wide range of individuals, organizations, and businesses in planning, managing, and completing the Ridgefield ADA Transition and Mobility/Access Plan through a **Community Participation Plan**. The participatory nature of this planning project is reflected in the decision to submit this grant application as a Partnership Challenge Grant: Ridgefield is committed to a fully collaborative process to ensure that the Ridgefield ADA Transition and Mobility/Access Plan is representative of the full community.

The Ridgefield ADA Transition and Mobility/Access Plan will identify gaps and barriers to accessible mobility for target groups, including community members with disabilities and community members over the age of 65. Through the Community Participation Plan, city planners will identify projects and priorities in conversation with local community partners. For years, Ridgefield has successfully worked with the Washington Department of Transportation (WSDOT), C-TRAN (the local transit agency), the Commission on Aging (a county-wide citizen advisory committee), the Columbia River Economic Development Council (CREDC), the Ridgefield Chamber of Commerce, and the Accessible Transportation Coalition. The city has already begun early talks with these organizations regarding the creation of the Ridgefield ADA Transition and Mobility/Access Plan. All these groups will continue to partner with city planners in executing all phases of the proposed project.

In particular, Clark County’s Commission on Aging will work closely with Ridgefield to simultaneously gather community input for the Ridgefield ADA Transition and Mobility/Access Plan and the Clark County Aging Readiness Plan (see appended Partnership Letter B). The most recent version of the Aging Readiness Plan was completed in 2012, and the Commission on Aging is currently updating the plan to reflect the subsequent changes in the county in terms of infrastructure and the growing number of senior citizens in the population. These two plans will be completed in tandem, ensuring that older adults living in Ridgefield and across the county remain fully connected to their community.

As part of the Community Participation Plan, the city will utilize the Ridgefield Roundtable,¹⁴ which is an online tool designed to make it easy for residents to get involved in the community by providing feedback and ideas on a variety of topics. The city will use the Ridgefield Roundtable to solicit input from the entire community through ongoing surveys and conversational forums regarding the Ridgefield ADA Transition and Mobility/Access Plan. Paper surveys will also be included with water bills for citizens who are more comfortable

¹³ <https://www.sciencedirect.com/science/article/pii/S0264275119302501>

¹⁴ <https://ridgefieldroundtable.org/>

responding in this way. The Ridgefield ADA Transition and Mobility/Access Plan will also be presented to citizens in townhall meetings and city newsletters.

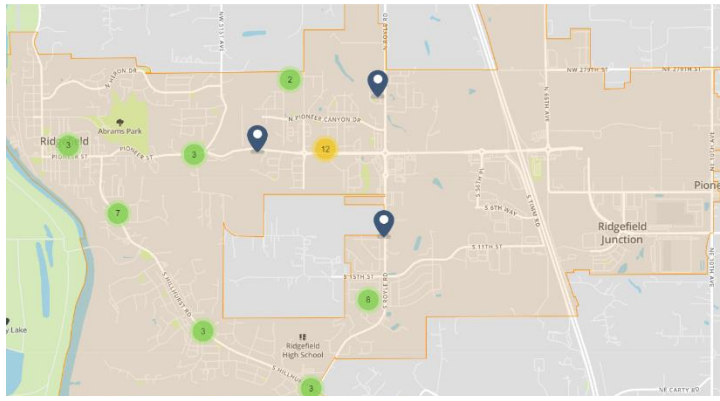


Image 9: Example of the Ridgefield Roundtable's Online Mapping Tool, Which Allows Community Members to Pinpoint Problematic Transportation Areas for Further Discussion and Review.

In addition to general community input, the city will be purposeful in seeking out hard-to-access community members who are the most impacted by this project. Through the Ridgefield Roundtable, community members can work collectively to create a map with dropped pins of problematic areas, allowing all members of the community to engage in a geographic survey of ADA accessibility even if they are unable to physically navigate the city's terrain (Image 9).

As one of Ridgefield's partners in this project, the Cowlitz Indian Tribe will specifically engage with tribal members who make Ridgefield and its surrounding areas their home (see Partnership Letter A). According to the National Congress of American Indians (NCAI), a disproportionate number of Native Americans have a disability, creating an urgency for tribes to support disabled citizens in becoming self-sufficient and fully active members of the community.¹⁵ The U.S. Census shows that 24 percent of American Indians have a disability, compared to 19 percent of the general U.S. population. Yet, the NCAI reports that many Native Americans with disabilities are unserved or underserved due to many issues, including lack of coordination among agencies, lack of consultation with tribes, and problems identifying persons eligible for services. Mindful of these pressing concerns, Ridgefield and Cowlitz tribal leaders will coordinate their efforts to reach out to tribal members and answer the NCAI's call to empower Native Americans with disabilities to lead independent, active, and connected lives in their communities.

City leaders have consulted and will continue to meaningfully engage with volunteers who are wheelchair users to aid in assessing ADA accessibility. These volunteers, in conjunction with the groups listed above such as the city's HOAs, the Chamber of Commerce, the Accessible Transportation Coalition, the Commission on Aging, and the Cowlitz Indian Tribe, will provide access to the citizens most impacted by gaps in ADA accessibility. Not only will these critical community members and organizations have important input, but they will help project leaders include and amplify citizens whose voices have historically been silenced.

#5: Equitable Development

As part of its rapid growth, Ridgefield, in conjunction with the 2016 Clark County Growth Management Plan,¹⁶ is continuously addressing capital planning to celebrate its local history

¹⁵ <https://www.ncai.org/policy-issues/education-health-human-services/disabilities>

¹⁶ <https://clark.wa.gov/community-planning/2016-plan-update>

while providing more opportunities for affordable housing, mixed use development, and other community wealth building activities. The Growth Management Plan's goals, among other priorities, is to encourage urban growth, reduce low-density development, provide a variety of affordable housing options, encourage economic development consistent with resources and facilities throughout the state, and encourage efficient, multimodal transportation.

One example of putting such goals into action occurred last year when Ridgefield held public discussions on inclusionary zoning, which resulted in Ridgefield's Planning and Zoning Commission creating a new resolution to require all developers of four or more housing units to make 15 percent of those affordable by state requirements and incentivize those willing to incorporate affordable housing at a percentage above the mandatory minimum. Ridgefield hopes that such measures will allow Ridgefield to develop as a more fully inclusive community that is welcoming to a variety of residents.

The upcoming development at Ridgefield Junction is anticipated to have a substantial impact on affordable and low-income housing in the region. While the construction within the TIA is expected to primarily consist of commercial land uses, two projects will provide housing options for Ridgefield residents, including older adults. The Kirkland Senior Living development (expected to open in 2025) is anticipated to include 148 age-restricted multifamily units, and the Lahti Mixed-Use development will include 54 single-family townhomes (expected to open in 2027). These new developments could help improve housing affordability in the region by increasing the supply of available housing and thereby reducing price pressure on the local housing market. Additionally, planners anticipate that the economic impacts generated by the new development will lead to increases in household incomes, which will in turn help support regional housing affordability.

Throughout these new development projects and in considering retrogrades for existing areas around the city, the Ridgefield ADA Transition and Mobility/Access Plan will support the *Ridgefield Comprehensive Plan 2016-2035*¹⁷ to ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right of way are compliant with the ADA and meet the needs of people with different types of disabilities. It also supports Clark County's Transit Implementation Goals, laid out in the *Clark County, Washington, 20 Year Comprehensive Growth Management Plan, 2015-2035*¹⁸ to "endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users," and to "incorporate adequate checklists into the development and project review process to ensure that accessibility for the elderly and physically challenged is provided, through the construction of curbs and ramps, designation of parking spaces, etc." The inclusion of parks and trails in the Mobility Access Plan also supports the County's policy to "ensure equity and access to parks and trails and facilities for a healthy community," which includes following ADA guidelines "to ensure equal and maximum accessibility for all [parks and trails] users."

¹⁷ <https://ridgefieldwa.us/DocumentCenter/View/179/Comprehensive-Plan-2016-PDF?bidId=>

¹⁸ https://clark.wa.gov/sites/default/files/media/document/2023-01/2015-2035%20Comprehensive%20Plan-ORD.%202022-07-01%20AR_Dockets.pdf

The Ridgefield ADA Transition and Mobility/Access Plan also supports the Washington State's Office of Equity's Pledge, which includes an acknowledgement that "equity requires developing, strengthening, and supporting policies and procedures that distribute and prioritize resources to people in identity groups who have historically been and currently are marginalized," "the elimination of systemic barriers" that have been sources of inequality, and the achievement of outcomes that promote "dignity, honor, and respect for all people."¹⁹ In line with this Equity Pledge, Ridgefield envisions a future city that is fully accessible for all.

#6: Climate and Environment

According to the Washington State Department of Health's *Washington Tracking Network: A Source for Environmental Public Health Data*,²⁰ Transportation Affordability is a key aspect of socioeconomic conditions that can impact the social health and well-being of individuals and communities. Further, "this indicator may influence the effect of exposure to environmental pollution" because "those who experience a transportation burden may be at greater risk of living in areas of environmental degradation and increased levels of air pollution." This data tool puts the Ridgefield community at moderately high risk in the category of Transportation Affordability, with Ridgefield scoring 8 out of 10, with 10 being the highest risk level. With the same data tool, Ridgefield also scores 8 out of 10 in the category of Proximity to Heavy Traffic Roadways, which can "affect communities through noise pollution, the development of smog . . . increased pedestrian injuries," as well as an increase of air pollution. Such pollution can have negative impacts on the human body, including "infant mortality, poor birth outcomes, cardiovascular disease, and cancers."

Populations who are particularly vulnerable to the negative impact of air pollution are the elderly and individuals with preexisting health conditions, which are the primary groups for whom the Ridgefield ADA Transition and Mobility/Access Plan seeks to provide equitable transportation solutions. The Ridgefield ADA Transition and Mobility/Access Plan will specifically address these concerns by studying how Ridgefield can make transportation more accessible, particularly regarding the capability of people with disabilities and senior citizens to walk or roll to their destinations rather than over-rely on automobiles for their transportation needs.

Accessibility planning should help individuals with their health in addition to reducing greenhouse gas emissions and air pollution. Research has shown that providing sustainable transportation alternatives to driving can "encourage physical activity and reduce local traffic-related pollution, both known to be associated with cardiovascular and other chronic diseases."²¹ Additionally, according to the Environmental Protection Agency's *Inventory of Greenhouse Gas Emissions and Sinks*,²² the transportation sector represented the largest source of carbon dioxide emissions from fossil fuel combustion, with 17 percent of U.S. greenhouse gas emissions coming

¹⁹ <https://equity.wa.gov/us-plus/office/our-pledge>

²⁰ <https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn#:~:text=Welcome%20to%20WTN%2C%20a%20Washington%20State%20Department%20of,for%20download%20and%20exploration%20using%20our%20five%20tools.>

²¹ <https://pubmed.ncbi.nlm.nih.gov/25689194/>

²² <https://www.epa.gov/sites/default/files/2019-04/documents/us-ghg-inventory-2019-main-text.pdf>

from cars and light-duty trucks. However, the EPA’s research has shown that integrated transportation, which gives people more choices for getting around their communities via bicycle, walking/rolling, or public transit, lowers greenhouse gas emissions and helps reduce carbon monoxide, sulfur dioxide, particulate matter, and other pollutants that are emitted by cars and trucks. **Since Ridgefield is at moderately high risk in terms of Transportation Access and Transportation Affordability, it is vitally important for Ridgefield’s future to include more sustainable transportation options, including ADA accessible sidewalks, trails, and other roadways.**

One of Ridgefield’s partners in this project, Clark County, has a transportation plan that specifically addresses active transportation and its link to sustainability and responsiveness to environmental concerns. The SW Washington Regional Transportation Council’s *Regional Active Transportation Plan for Clark County, WA* (2021) describes how active transportation not only reduces carbon emissions, but it also can have “the potential to link fragmented habitats and restore or create new habitats for plants and animals.”²³ Further, when active transportation provides accessibility to the outdoors, it can “spur interest in environmental stewardship and increase awareness of the area’s natural endowment.” Ridgefield has already begun creating these types of links for community members with their surrounding environment with the new Gee Creek Trail segment that is ADA accessible, as described above, and this planning project will continue to support such work.

Reducing reliance on automobiles is in alignment with Washington State’s Department of Natural Resources (DNR)’s *Plan for Climate Resilience* (2020).²⁴ One of its key goals for reducing Washington State Emissions is “supporting affordable urban housing and transit-orientated communities that allow people to live in closer proximity to work and reduce emissions associated with commuting and reliance upon automobiles.” The DNR’s plan also emphasizes empowering communities to plan for climate change and propose local, community-based solutions. By engaging closely with those who need ADA accessibility throughout Ridgefield, the Ridgefield ADA Transition and Mobility/Access Plan would follow the DNR’s call to “involve and empower those in the community who are most affected by climate-related changes or most affected by the proposed or existing actions taken in response to climate impacts.”

#7: Workforce Development and Economic Opportunity

As Ridgefield’s population has expanded, so too has its economic opportunities for its residents. New construction projects at Ridgefield Junction will translate into an estimated 6,402 direct FTE jobs between 2024-2028. These construction jobs will give workers access to joining a union and will pay an estimated average of roughly \$62,700 per FTE for wages and benefits. Ridgefield will be applying apprenticeship requirements on public projects of \$1 million or more.²⁵ These new requirements as well as the city’s work with such organizations as the

²³ <https://old.rtc.wa.gov/reports/atp/RAPT2021-Report.pdf>

²⁴ https://www.dnr.wa.gov/publications/em_climateresilienceplan_feb2020.pdf

²⁵ Washington State House Bill 1050 (2023), <https://lawfilesexternal.wa.gov/biennium/2023-24/Pdf/Bills/House%20Passed%20Legislature/1050-S.PL.pdf?q=20230925105240>

Southwest Washington Labor Roundtable and Workforce Southwest Washington will help contribute to good-paying union and family wage jobs in Ridgefield. Because the development period is estimated to extend over multiple years, the direct construction jobs projected would likely represent some of the same employees, employed throughout the project lifecycle over multiple buildings/phases. Additionally, each direct construction job would support approximately 0.46 indirect and induced jobs during the construction period. This translates into roughly 2,972 FTE jobs and a labor income of \$151.4 million during the construction period.

After the construction period is over, the new businesses that are scheduled to move into this development are expected to accommodate nearly 1,900 employees, with a direct labor income of \$64.1 million and \$216.7 million in economic output. The associated ancillary indirect and induced impacts are estimated to create 480 jobs, associated with \$23.9 in labor income. All told, this exciting work at Ridgefield Junction would have the long term total annual impact of 2,370 FTE jobs with an annual labor income of \$85 million in 2023 dollars.

Alongside all the new development, the city of Ridgefield recognizes the importance of its small businesses, many of which are located in the historic downtown. Many of the businesses in Ridgefield are locally owned. The non-profit Ridgefield Main Street Program²⁶ is an organization dedicated to preserving the cultural heritage of Downtown Ridgefield, while advocating for its future through economic development, community events, public and private partnerships, and unified branding and marketing of downtown. The Ridgefield Main Street Program utilizes best practices from the National Main Street Center and the Washington Main Street Program to offer a comprehensive commercial district revitalization strategy that has been widely successful in towns and cities nationwide. Part of this important work is to strengthen a community's existing economic assets while expanding and diversifying the economic base, creating a commercial district that responds to consumers' needs. Small businesses who are part of Ridgefield Main Street put on annual events like Main Street Day, Oktoberfest, and Small Business Saturday, which helps bring the community into the downtown hub to support connectivity and local entrepreneurship.

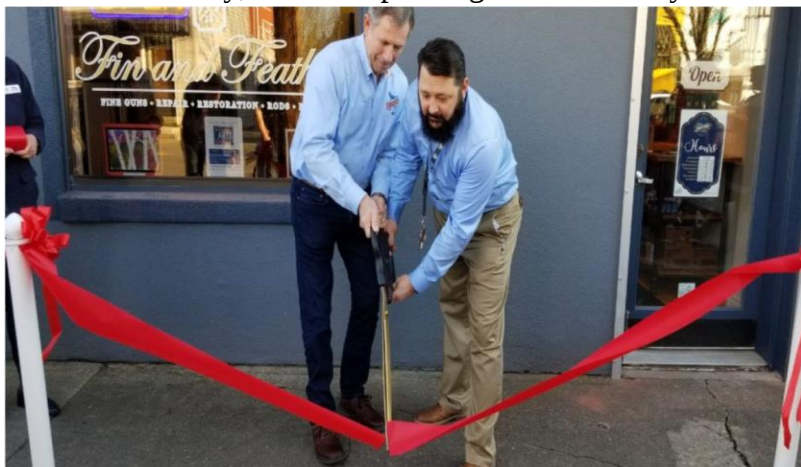


Image 10: The 2020 Grand Opening of Fin and Feather, a Small Business in Downtown Ridgefield, Showing Cracks and Tripping Hazards in the Entrance Sidewalk.

Entrepreneurs are often drawn to Ridgefield as a place to start their business because of the downtown's walkability, or as Ridgefield resident Channy Roeder explained to Ridgefield Main Street, "Downtown Ridgefield reminds me of simpler times where you escape the hustle and bustle of city life. The buildings and homes are historic with painted murals,

²⁶ <https://ridgefieldmainstreet.com/>

making this small town even more charming. Our family’s favorite thing to do is walk down the hill with the family-shop at the corner store for some ice cream.” Similarly, another Ridgefield resident, Vikki Nguyen, explained that her family enjoys “being able to grab some food and drinks” at a downtown restaurant and then being able to “walk to Overlook Park and have a picnic [because] the grassy area is perfect for the little ones to run and play.” Residents who need ADA accessible facilities, however, have a harder time navigating the downtown, patronizing local businesses, and feeling connected to this smalltown charm. Due to missing sidewalks, cracks and unevenness in existing sidewalks, and other accessibility issues, entrepreneurs in this older part of town may especially suffer from residents not having the ability to shop, eat, or gather at their businesses (Images 10 and 11).



Figure 11: A Cracked Sidewalk in Downtown Ridgefield.

Ridgefield Main Street works on the physical condition of the downtown area through initiatives like the Façade Enhancement Grant Program, which gives downtown businesses and property owners funding to improve the exterior of their properties. Ridgefield Main Street, however, does not have the resources to conduct an ADA study of the downtown area and must rely on the city to ensure accessibility to local sites like The Olde Library Inn, Myrtle’s Tea House & Home Décor, and the Ridgefield Mercantile, all women-owned small businesses in the downtown area. The Ridgefield ADA Transition and Mobility/Access Plan would allow city leaders to identify which businesses and city routes currently lack ADA accessibility and then prioritize remediation efforts as part of the larger city budget and city capital improvement plan. One of the benefits of the Ridgefield ADA Transition and Mobility/Access Plan is that it will involve both business owners and local business patrons in the planning of this project so that decisions can be made based on what would best serve and connect the community.

Conclusion

The Ridgefield ADA Transition and Mobility/Access Plan will support immediate and long-term accessibility planning in one of the fastest growing cities in the state of Washington. With many impacted volunteers and community partners involved, especially the Cowlitz Indian Tribe and Clark County, Ridgefield will be able to produce a plan that is environmentally beneficial, supports entrepreneurship, ensures access to critical community centers and well-paying jobs, addresses transportation barriers, and reconnects historically excluded community members to Ridgefield, Cowlitz lands, the Ridgefield National Wildlife Refuge, and the greater Clark County area. We hope that DOT will be one of our partners as well by providing the much-needed resources to create our community-centered and community-created plan. Thank you for your consideration!

**CITY OF RIDGEFIELD
REQUEST FOR BOARD ACTION**

MEETING DATE: October 11, 2023

AGENDA ITEM NAME: RCO and Other Grant Opportunities

SUMMARY/BACKGROUND:

Discussion of RCO and other grant opportunities available.

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

None

**CITY OF RIDGEFIELD
REQUEST FOR BOARD ACTION**

MEETING DATE: October 11, 2023

AGENDA ITEM NAME: Workplan 2023 Summary & Ideas for 2024

SUMMARY/BACKGROUND:

Discussion of workplan 2023 summary & ideas for 2024

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. Ridgefield Parks Board 2023 Work Plan

Ridgefield Parks Board 2023 Work Plan

Updated 10/05/2023

The plan for 2023 involves being intentional and strategic. Our goal is to focus on fewer items and see more tasks completed.

Item	Description	Lead
Parks, Recreation and Open Space Plan	Work with staff on updating the 2020 plan for council review and approval. Part of Comp Plan/CFP Update scheduled for 2024	Chuck Green Corey Crownhart
Policy review	Annually review park rules, regulations, codes, bylaws, etc.	Rian Davis Corey Crownhart
Parks tour	Conduct an annual parks tour with the board and partners (as needed, not mandatory)	Rian Davis
Trail Connectivity	Develop a workgroup to unpack this council and city priority	Rian Davis Corey Crownhart
Parks and trails Capital projects	Review projects and make recommendations to council (new) • Boyse Property: Council approved; Phase 1 design in-process • Overlook Park Splash Pad – nearly complete • Horns Corner Park Council approved; Phase 1 design in-process • Gee Creek Trail, North – finalizing contracting with Mackay and Sposito and WSDOT, to begin fall 2023 • Mayor’s Meadow Trail – PBS developing concept level design for grant applications • Skate Park analysis - Completed • Refuge Park – Dog Park opened in June 2023 • Onslow Nature Play –2024 budget request for concept plan • Teal Crest-Taverner Trail – deferred, awaiting funding • Waterfront Park – Consultant RFQ underway, expected to select consultant November 2023 • Corwin Trail – under construction, expected fall 2023	Corey Crownhart Chuck Green

Item	Description	Lead
	• Abrams Park MP (2023-2024) – negotiations with AKS underway, contract expected mid October • Hillhurst Trail (funding TBD) likely Safe Routes to School application 2024	
Parks standards	Review best practices. • Inclusive Playgrounds • ADA • Historic Preservation • Legacy Lands - County presentation August 2023 meeting • Further unpack this body of work in the park plan • Develop processes for HOAs	Corey Crownhart
Parks Inventory	Involve park board members in mapping of the current inventory Further unpack this body of work in the park plan 2025/2026	Corey Crownhart
Parks and trails signage	• Wayfinding sign plan for Ridgefield (Sun River) – design and phase 1 deployment at Abrams awaiting new Parks Manager • Recommend: five priority parks 1. Abrams 2. Davis 3. Hayden 4. Mayor's Meadow 5. Overlook	Corey Crownhart
Collaborations/Partnerships	• Continue working with local community in development of parks/trails and recreational programs. • Support partnership with organizations for the purpose of outreach, volunteering, and funding. • Specific focus on HOAs with public parks and trails.	Corey Crownhart
Parks Board Bylaws	• Likely 2024 work plan item	Corey Crownhart Chuck Green

**CITY OF RIDGEFIELD
REQUEST FOR BOARD ACTION**

MEETING DATE: October 11, 2023

AGENDA ITEM NAME: Travelog - Council/Planning Commission/Parks Board Tour - September 18, 2023

SUMMARY/BACKGROUND:

STAFF CONTACT:

ATTACHMENTS:

1. City Tour with pics 2023

City Tour 2023

Photo Guide



DEVELOPMENT TOUR

Monday, September 18

1:00PM = (Stop 1) Bus arrives at the Ridgefield Administrative and Civic Center (510 Pioneer Street)

1:15PM – Bus departs the Ridgefield Administrative and Civic Center (510 Pioneer Street)

- Travel to the East Side: (Stop 2) Greely Acres Park and Watershed Alliance Project (8818 N 1st CIR, Ridgefield WA)

1:40PM - Bus leaves Greely Acres Park

1:45PM – (Stop 3) Clark College at Boschma Farms and Pioneer East Extension (stop at east end of Pioneer Street where construction is occurring on new roundabout)

2:05PM – Bus leaves Clark College at Boschma Farms

2:10PM – (Stop 4) Costco/URTC/YMCA/Pioneer Widening (park at 101 N 50th Place)

2:45PM – Bus leaves Costco etc.

2:50PM – (Stop 5) Royle Road future plans (park by Royle Road in front of Legacy Trails Apartment Complex, 536 S Royle Road)

3:10PM – Bus leaves Royle Road

3:15PM – (Stop 6) RORC Lighting (park at northern RORC parking lot at 3101 S Hillhurst, bathroom break)

3:30PM – Bus leaves RORC

3:40PM – Bus stops at (Stop 7) Davis Park (301 N 3rd Avenue) to discuss skate park, cleanup sites, old police station, food carts

4:10PM – Bus leaves Davis Park

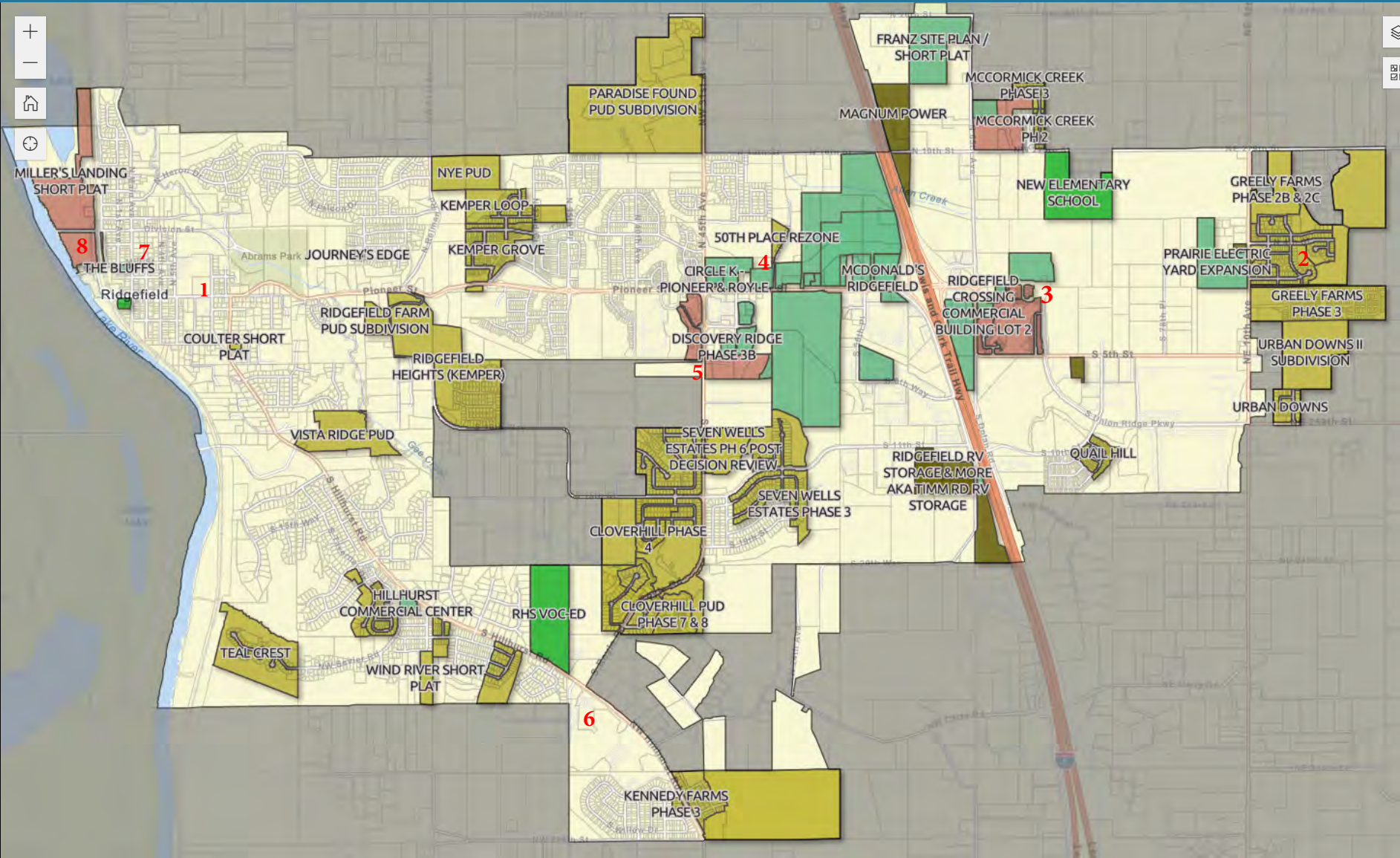
4:15PM – Bus drives west on Pioneer Street to the waterfront, with (Stop 8) at boat launch (3 W Mill Street) for discussion of waterfront development

4:45 – Head back to RACC

City of Ridgefield Development Activity Map

Click a feature on the map or use the search bar above to search by project name, permit number, address, or parcel number.

Zoom in on map to see project names.



Filter by project type (select one or multiple)

Commercial

Employment

Mixed Use

Public Facilities

Residential

STATUS DETAILS

CITY CONTACTS

J:\stair\2003\8100\170\170E-Engineering\Sheets\0170.e-CPT.dwg
M:\MicroStation\8100\170\170E-Engineering\Sheets\0170.e-CPT.dwg

**Greely Park
Ribbon Cutting**
March 25th, 10:00AM
Free parking on the east end of
N. 4th Street





Clark College at Boschma Farms/ Pioneer East - Union Ridge Parkway Extension Project



Clark College Advanced Manufacturing Center

Pioneer East and Union Ridge Parkway Extension Project



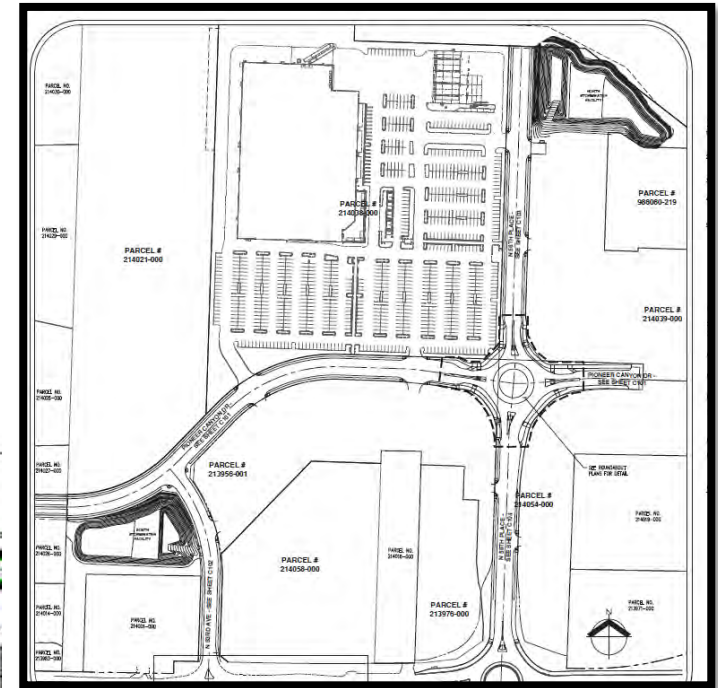




Costco – Union Ridge Town Center – YMCA – Pioneer Widening and 50th Avenue Project

Costco/
Union Ridge Town Center

YMCA



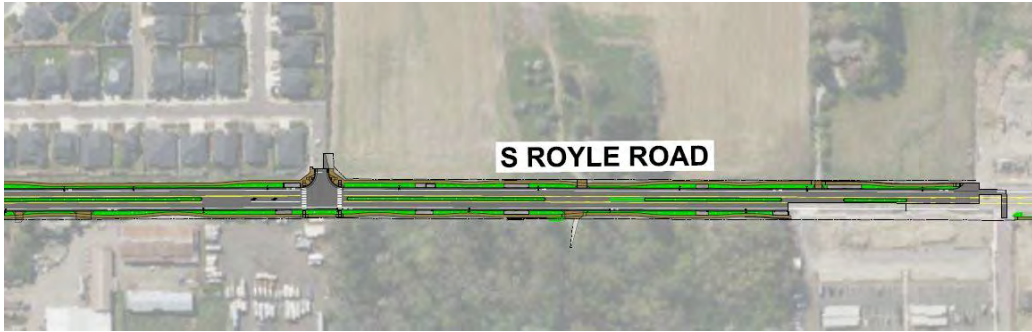
Pioneer Widening Project







Royle Road Future Plans



North: starts fall 2023



Central: complete
Summer 2023



South: design & permitting 2024
Construction: 2025-2026

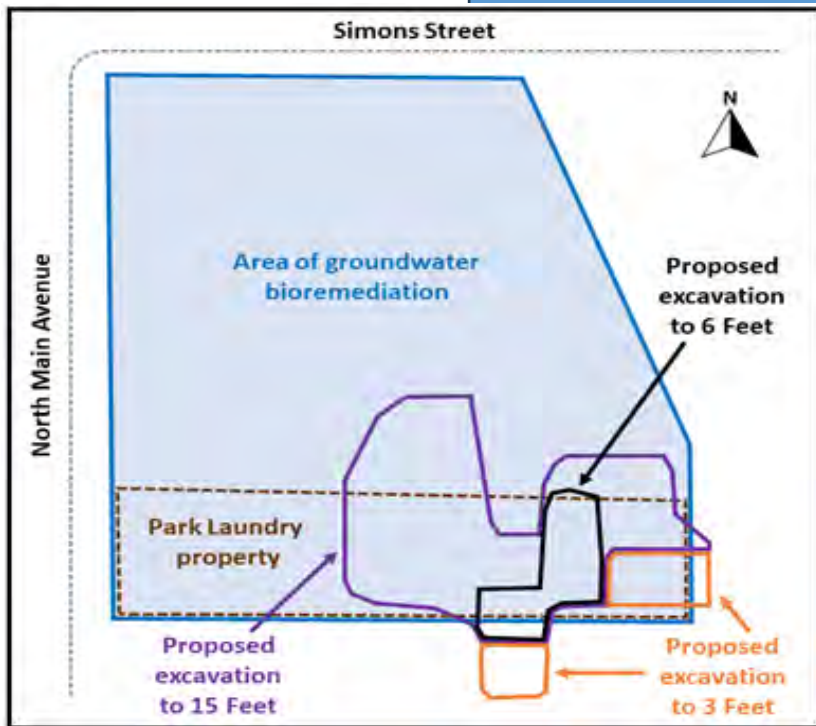
Ridgefield Outdoor Recreation Complex
– Field 4/5 Lighting



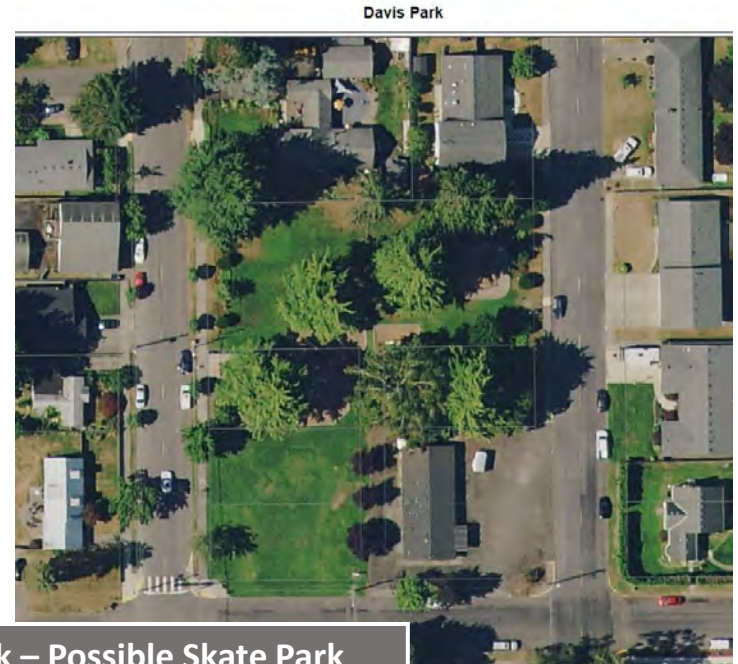




Downtown Remediation



Davis Park – Skate Park







Waterfront – Development, Park



Port's Waterfront

- Visioning: Underway
- Developer Requests for Interest: late 2023 or early 2024



Waterfront Park Master Plan

- Consultant procurement October 2023
- Community Engagement begins late 2023
- Initial concept(s) due spring 2024



