



**RIDGEFIELD PLANNING COMMISSION
MEETING AGENDA**

**Wednesday, August 5, 2026
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 Commission 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 7/1/2026 Meeting**

IV. BUSINESS

- 1. Presentation and Discussion: Envision Ridgefield 2045 Batch 2 Elements (Land Use, Housing, Transportation, and Climate) - Claire Lust, Community Development Director**

V. PUBLIC COMMENT

Anyone requesting to speak to the Commission 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.

VI. STAFF REPORTS

VII. FROM THE COMMISSION

VIII. ADJOURN

**CITY OF RIDGEFIELD
REQUEST FOR COMMISSION ACTION**

MEETING DATE: August 5, 2026

AGENDA ITEM NAME: Approval of Minutes from the 7/1/2026 Meeting

SUMMARY/BACKGROUND:

STAFF CONTACT:

ATTACHMENTS:

1. 07.01.2026 Minutes



**CITY OF RIDGEFIELD, WASHINGTON
PLANNING COMMISSION MEETING MINUTES
JULY 1, 2026**

Regular Meeting - 6:30 PM

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

- 1. Flag Salute**
- 2. Roll Call**

Present:

Vice Chair Patrick Flynn
Chair Mark Tyler
Commission Member Jeffrey
Borchardt
Commission Member Steven Moylan
Commission Member Heather Gordon

Commissioner Flynn moved to excuse Commissioner Raczak. Seconded by Commissioner Borchardt. Ayes all. Motion passed unanimously.

- 3. Late changes to the agenda**

No late changes to the agenda.

II. PUBLIC COMMENT

Anyone requesting to speak to the Commission 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.

Comments received during public testimony can be heard on the City's website under [Planning Commission | Ridgefield, WA \(ridgefieldwa.us\)](https://www.ridgefieldwa.us/planning-commission)

III. CONSENT AGENDA

- 1. Approval of Minutes from the 06/03/2026 Meeting**

Commissioner Borchardt moved to approve the minutes as presented. Seconded by Commissioner Gordon. Ayes all. Motion passed unanimously.

IV. BUSINESS

- 1. Presentation and Discussion: Envision Ridgefield 2045 Batch 1 Elements (Economic Development, Public Facilities, Parks & Recreation, and Arts, Culture, & History) - Claire Lust,**

Community Development Director

Claire Lust, Community Development Director, presented Envision Ridgefield 2045 Batch 1 Elements.

Discussion occurred regarding policy 5.2.3, Inventory Existing Infrastructure and Identify Improvement Plans.

Discussion occurred regarding policy 5.2.5, work with the Port of Ridgefield on the waterfront Master Development Plan.

Discussion occurred regarding policy 5.2.4, adding streetscape improvements.

Discussion occurred regarding the enhancement of remote work opportunities.

Discussion occurred regarding having a policy that allows small farms.

Discussion occurred regarding adding the term potable water.

Discussion occurred regarding infill development and concurrency requirements.

Discussion occurred regarding removing impermeable surfaces.

Discussion occurred regarding what a reasonably funded project means.

Discussion occurred regarding policy 6.4.3.

Discussion occurred regarding the Refuge Community Park.

Discussion occurred regarding Flume Creek Conservation Area.

Discussion occurred regarding artwork on utility boxes and tying artwork to heritage.

Discussion occurred regarding parking infrastructure downtown.

Discussion occurred regarding historic preservation.

Discussion occurred regarding golf cart only parking zones.

Discussion occurred regarding policy 10.2.3.

Discussion occurred regarding making public art a requirement of all new public improvement projects.

Discussion occurred regarding the timeline for the Comprehensive Plan to be finalized.

V. PUBLIC COMMENT

Anyone requesting to speak to the Commission 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.

Comments received during public testimony can be heard on the City's website under [Planning](#)

VI. STAFF REPORTS

Claire Lust, Community Development Director wished everyone a happy 4th of July.

VII. FROM THE COMMISSION

Vice Chair Flynn mentioned the city tour scheduled for July 2nd. He requested as much notice as possible if there will be two Planning Commission meetings per month. He thanked City staff for the thoughtful, well-prepared presentation.

Commissioner Borchardt thanked City staff for all the work on the Comprehensive Plan update. He thanked the members of the public for attending. He wished everyone a happy 4th of July.

Commissioner Gordon thanked City staff. She is grateful to the public for attending the meeting and sharing their views.

Commissioner Moylan is looking forward to the city tour. He appreciates the public attending the meeting.

Chair Tyler has enjoyed working on the Comprehensive Plan. He is thankful to the members of the public that attended and voiced their concerns. He is looking forward to the city tour. He thanked City staff.

VIII. ADJOURN

Trina Siebert, Planning Commission Clerk

Mark Tyler, Chair

**CITY OF RIDGEFIELD
REQUEST FOR COMMISSION ACTION**

MEETING DATE: August 5, 2026

AGENDA ITEM NAME: Presentation and Discussion: Envision Ridgefield 2045 Batch 2 Elements (Land Use, Housing, Transportation, and Climate)

SUMMARY/BACKGROUND:

Full drafts of the Envision 2045 Land Use, Housing, Transportation, and Climate chapters are attached. The purpose of this meeting is for Planning Commission to provide feedback to staff on the proposed goals and policies based on their review of these drafts. Feedback will be incorporated into updated draft chapters that will go before Council for a similar work session. Then, the chapters will be brought back to Planning Commission for a public hearing and formal recommendation to Council.

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Revised Draft_EnvisionRidgefield2045_CompPlan_Batch 2



2 Land Use

Ridgefield's Land Use

Ridgefield is a rapidly growing city in north Clark County, with a long history that exemplifies the historical development pattern for many small communities in the Pacific Northwest. Early settlers built a vibrant agricultural and forestry-based economy, followed by growth in the industrial and shipping sectors with the creation of the Interstate 5 (I-5) and Pioneer Street junction and the expansion of the Port of Ridgefield. Over the past few decades, the City has been discovered as a desirable residential community for families who enjoy a high quality of life and participate in the broader regional economy. It is now among the fastest growing communities in the state.

Historically and currently, State Route 501, also known as Pioneer Street, has acted as the primary transportation corridor connecting downtown and the I-5 junction. Land uses that have developed along the corridor reflect the developing local economy: Pioneer Street is anchored on the west by the historic downtown, and on the east by a growing industrial park, educational facilities, and other employment uses. The downtown includes a mix of residential, commercial and public uses such as City Hall, public library, and schools. Waterfront industrial uses along Lake River adjacent to downtown have been discontinued, including former brownfield sites poised for redevelopment by the Port of Ridgefield. In their place, a vibrant mix of small businesses will offer a variety of shopping, dining, and recreational opportunities for residents and visitors.

The area near the I-5/Pioneer Street junction, known as the Ridgefield Junction, has experienced recent growth and is planned for significant commercial and industrial development. Current land uses are predominately industrial on the east side of Ridgefield Junction, with a focus on warehousing and distribution centers that were drawn by the City's connections to I-5 and trade networks up and down the West Coast. The Ridgefield Junction on the west side also includes supporting commercial and personal services uses. With continued population growth in Ridgefield and in other communities in north Clark County, a Costco store and ancillary commercial uses have been recently constructed. These developments speak to the desirability and growth of Ridgefield, and in outlying areas.

Residential land use is clustered along Pioneer Street between downtown and the I-5 Junction, along North Royle Road and North 35th Avenue running north-south, and along South Hillhurst Road south of downtown. The oldest neighborhoods are located in downtown, extending north along North Main Avenue. There is a unique community of approximately 50 floating homes southwest of the historic downtown, along Lake River, accessed by McCuddy's Marina. The majority of residential development since 2000 has occurred in subdivisions to the east and south of downtown, primarily along Pioneer Street and South Hillhurst Road. Residential development slowed briefly during the Great Recession beginning in 2008, but development has since picked up and is expanding

outward from existing development, particularly with new homes north and south of Pioneer Street on North Royle Avenue, along the South Hillhurst Road corridor, and recent developments east of I-5. Almost all residential development has been single-family detached or attached product at 4 to 8 units per net acre. Single-family dwellings comprise approximately 80% of the city's recently constructed homes.

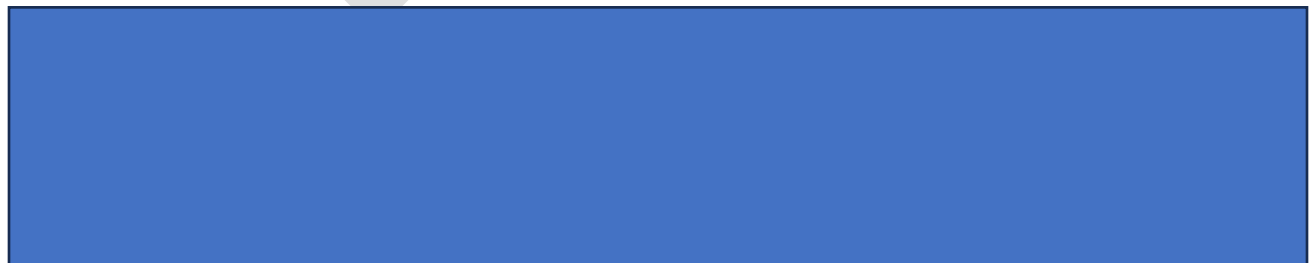
Environmental features have also shaped the development patterns in the city. Lake River limits expansion to the west. Abrams Park, to the north and east of downtown, has historically curbed urban growth, with subsequent development leapfrogging over the park and Gee Creek. Gee Creek runs diagonally across the city, from the northwest quadrant in a southeasterly direction and bisects Abrams Park. Development along South Hillhurst Road has expanded along the west side of the creek, with development at a lesser scale east side of the creek around the intersection of South 15th Street and South Royle Road.

Land Use Designations

Within the Ridgefield Urban Growth Area (RUGA), land will be classified according to land use designations and overlays, to implement the Envision Ridgefield 2045 land use planning priorities and provide adequate land for projected residential and employment growth. See Figure 2-1. Comprehensive Plan Map for the Comprehensive Plan Map. The land use designations correspond to and guide the application of more discrete zoning districts detailed in Ridgefield Municipal Code (RMC) 18.200 as shown in Table below. Changing zones within a plan designation, for example from Community Business (CCB) to Regional Business (CRB), requires a zone change. Changing from one plan designation to another, for example CCB to Waterfront Mixed Use (WMU), requires a comprehensive plan amendment, and must be consistent with the corresponding comprehensive plan designations. All zone changes and comprehensive plan amendments must be approved by City Council. By law, the City may only amend the comprehensive plan once a year; zone changes may be requested at any time.

Figure 2-1. Comprehensive Plan Map

[hold for Figure 2-1, updated comp plan map for preferred alternative]



The land use designations are intended to achieve the following objectives:

Urban Low Density Residential (UL): The UL designation includes one implementing zone: Residential Low Density (RLD-4, RLD-6, and RLD-8). This designation and zone allows for a range of low-density residential living between 4 and 8 dwelling units per acre (minimum 3 units per acre for Gee Creek Plateau Subarea), including single-family homes, attached and detached units, duplexes and triplexes, cottage housing, manufactured homes, accessory dwelling units (ADUs) and townhouses.

Urban Medium Density Residential (UM): The UM designation includes one implementing zone: Residential Medium Density (RMD-16). This designation and zone provides for a range of residential opportunities at higher densities between 8 and 24 dwelling units per acre, including limited single-family homes, ADUs, attached and detached units, cottage housing, duplexes and triplexes, townhouses, manufactured homes, and multifamily dwellings.

General Commercial (GC): The General Commercial (CG) designation includes two implementing zones: CCB and CRB. These designation and zones provide for business and commercial activities to meet local and regional demand.

Neighborhood Commercial (NC): The Neighborhood Commercial (NC) designation includes one implementing zone: Neighborhood Business (CNB). This designation and zone creates opportunity for low-intensity business and service uses to serve proximate residential neighborhoods.

Mixed Use (MU): The Mixed Use (MU) designation is implemented by three zones: Central Mixed Use (CMU), WMU, and Waterfront Low Scale (WLS). This designation and zone allows a mix of residential and commercial uses to create compact development patterns.

Employment (EM): The Employment (EM) designation is implemented by one zone: Employment (E). This designation and zone provides for industrial and office uses serving regional market areas that create significant regional employment opportunities.

Public Facilities (PF): The Public Facilities (PF) designation is implemented by one zone: Public Facilities (PF). This designation and zone provides for essential public uses such as education, medical and infrastructure facilities necessary to serve City or regional residents.

Park/Open Space (P/OS): The Park/Open Space (P/OS) designation is implemented by one zone: Park/Open Space (P/OS). This designation and zone preserves open land for recreational use and environmental protection.

Table 2-1. Comprehensive Plan Designations and Implementing Zones

Plan Designation	Implementing Zones
<i>Residential</i>	
Residential/Urban Low (UL)	Residential Low Density (RLD-4, RLD-6, RLD-8)
Residential/Urban Medium (UM)	Residential Medium Density (RMD-16)
<i>Commercial and Mixed-Use</i>	
General Commercial (GC)	Community Business (CCB) Regional Business (CRB)
Neighborhood Commercial (NC)	Neighborhood Business (CNB)
Mixed Use (MU)	Central Mixed Use (CMU) Waterfront Mixed Use (WMU) Waterfront Low Scale (WLS)
<i>Employment</i>	
Employment (EM)	Employment (E)
<i>Public</i>	
Public Facilities (PF)	Public Facilities (PF)
Park/Open Space (P/OS)	Park/Open Space (P/OS)

Special Overlay Districts

In addition to the land use designations and implementing zones listed above, the City implements Special Overlay Districts that support the base land use designation and are intended to achieve the following objectives:

Lake River View Protection (LRVP): Preserve and capitalize upon the views from the downtown heights over the waterfront area and onto the wildlife refuge.

Urban Holding (UH-10): Limit development until the area can be adequately served by public infrastructure.

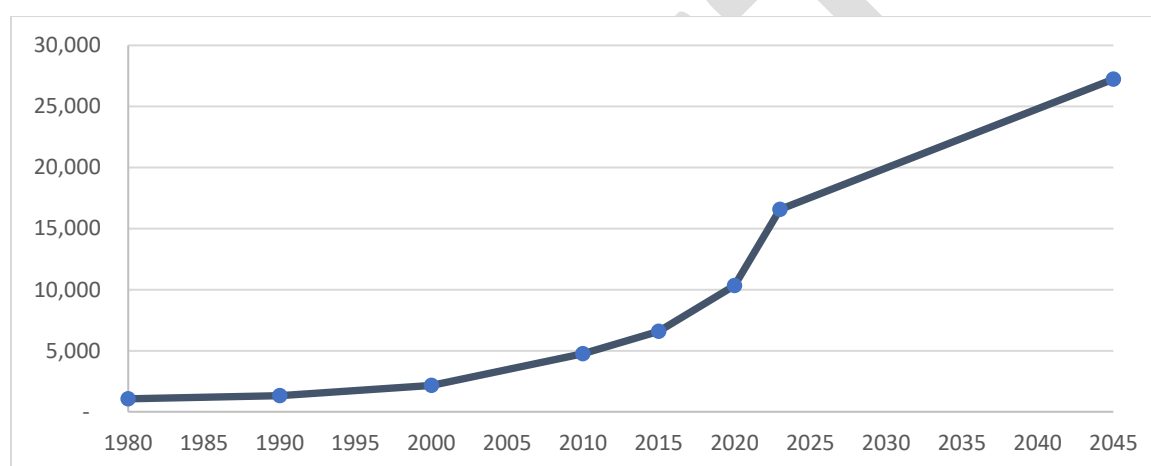
Employment Mixed Use Overlay (EMUO): Provide for a mix of compatible light industrial, service, office, retail and residential uses. This overlay will be utilized to implemented targeted mixed-use hubs across the city, specifically for areas with E base zoning.

Residential Mixed Use Overlay (RMUO): Provide for a mix of housing types at a variety of income levels, up to 24 dwelling units per acre, to occur across zones that the RMOU is allowed. This overlay will be utilized to implement targeted mixed-use hubs across the city.

Direction for the Future

Ridgefield is expected to experience substantial growth over the 20-year planning period, with its population increasing from approximately 16,290 residents in 2025 to more than 27,230 by 2045. To support this growth, the City is planning for a full range of housing, employment, commercial, and public services that will help create a balanced and complete community. Since 2010, the City has grown at an average annual rate of 8.9 percent, significantly outpacing statewide (1.3 percent) and countywide (1.9 percent) growth rates. As Washington's fastest-growing city on a per-capita basis in recent years, Ridgefield is expected to continue its rapid growth trajectory.

Figure 2-2. Historic and projected population growth, Ridgefield 1980 - 2045



Development Capacity

The RUGA contains undeveloped and underutilized lands that are expected to develop, to some degree, over the 20-year planning horizon to accommodate projected growth. By 2045, the RUGA is planned to support a population of approximately 27,230 residents, 5,815 housing units, and 9,375 jobs. The employment forecast includes job categories that do not require additional employment land, such as construction and government jobs, as well as an allowance for remote and work-from-home employment. Collectively, these categories account for approximately 1,200 jobs. Consequently, the City must provide sufficient land capacity to accommodate the remaining 8,175 jobs that are anticipated to require employment land within the RUGA.

Table 2-2 shows the housing and employment assumptions used to determine development capacity within the RUGA implementing zones and the land use map. The residential and commercial/mixed-use zones generate the majority of Ridgefield's housing capacity, whereas the employment/industrial zones generate most of the job capacity.

Table 2-2. RUGA Zoning Assumptions

Zone	Development Potential, Housing Units and Jobs	Housing Units	Jobs
Residential			
RLD-4	4 units/acre	1,881	0
RLD-6	5 units/acre	968	0
RLD-8	7 units/acre	411	0
RMD-16	16 units/acre	1,677	0
RMD-16 + RMUO ¹	24 units/acre 20 jobs/acre	318	105
R1-6 (County)	5.2 units/acre	9	0
R1-7.5 (County)	5.2 units/acre	4	0
R1-10 (County)	5.2 units/acre	4	0
Subtotal		4,973	105
Commercial/Mixed-Use			
CCB	20 jobs/acre	0	281
CCB + RMUO	24 units/acre 20 jobs/acre	223	279
CRB	20 jobs/acre	0	1678
CRB + RMUO	24 units/acre 20 jobs/acre	846	1057
CNB ²	20 jobs/acre	0	300
CMU	16 units/acre 20 jobs/acre	25	21
WMU	24 units/acre 20 jobs/acre	351	195
NC (County)	20 jobs/acre	0	91
Subtotal		1,445	3,902
Employment/Industrial			
E	9 jobs/acre	0	2,777
E + RMUO ³	24 units/acre 16 jobs/acre	777	1,209
BP (County)	9 jobs/acre	0	369
Subtotal		777	4,355
Total		7,194	8,363

¹Includes Maul property where it is split 50/50 between RMD-16 + RMUO and PF.

²Includes both incorporated and unincorporated lands zoned CNB.

³Inclusive of all lands in the North Industrial Urban Growth Expansion Area.

As shown in Table 2-3 below, the RUGA includes sufficient residential land to accommodate the 5,815 total housing units by 2045 and as dispersed among various income segments as

further discussed in Chapter 4, Housing. The RUGA also has sufficient employment land to accommodate the projected 8,175 net new jobs and has a projected capacity surplus of jobs.

Table 2-3. RUGA Capacity

	2045 Allocation	2025 RUGA Capacity	Surplus/Deficit
Housing Units, Overall	5,815	7,194	+1,379
<i>Housing Units, <80% AMI</i>	4,136	4,217	+81
<i>Housing Units, >80% AMI</i>	1,679	2,977	+1,298
Jobs	8,175	8,363	+188

Land Use Goals and Policies

Goal 2.1 Provide an adequate supply of land designated for residential, commercial, employment, recreational, and other purposes to meet the needs of the community, accommodate a variety of housing options, and provide jobs and economic activity to support the local workforce.

Policy 2.1.1 Establish land supplies and density allowances that are sufficient but not excessive to accommodate long-term population, housing, public facilities, and employment forecasts.

Policy 2.1.2 Align with the Clark County Planning Policies during Comprehensive Plan amendments. Provide input on population and employment projections, land capacity analysis, and comprehensive plan map designations during Clark County's vacant buildable lands and periodic Growth Management updates.

Policy 2.1.3 Maintain consistency in land use and capital facilities plans by reevaluating Ridgefield's land use plan when necessary to secure funding for public facilities and services to implement the plan.

Policy 2.1.4 Encourage efficient urban land use by facilitating infill and redevelopment of smaller properties.

Policy 2.1.5 Promote and support a targeted expansion of the RUGA to address historically overlooked properties, stimulate employment growth, and create opportunities for affordable housing in proximity to developed areas near the I-5 junction.



Goal 2.2 **Ensure sustainable development within the RUGA by balancing property owners' rights with public policy objectives.**

Policy 2.2.1 Adopt clear and objective zoning, environmental and land division standards and regulations that ensure development is consistent with the goals and policies of this plan.

Policy 2.2.2 Allow property owners within the RUGA to use their property in a way that is consistent with public policy and ensure that critical areas regulations allow reasonable use of their property. City land use decisions must maintain owners' reasonable investment-backed expectations in their property and avoid unconstitutional 'taking' of private property.

Policy 2.2.3 City, County, and special district regulations shall be consistent with provisions of Envision Ridgefield 2045. Amend the development code on a regular basis to ensure it reflects evolving city priorities and development trends.

Goal 2.3 **Designate land uses and implement zones to integrate development with surrounding land, and where adequate public services, facilities, and infrastructure can be provided to support long-term growth.**

Policy 2.3.1 Implement targeted mixed-use hubs throughout the city that are supported with proximity to arterial and collector transportation and transit corridors, accessibility to essential services, supporting infrastructure, and employment centers.



Policy 2.3.2 Promote denser development in areas well-served by schools, transportation, transit services and employment to reduce vehicle miles traveled and maximize pedestrian travel. Locate complementary land uses near one another to maximize opportunities for people to work, shop, or play near where they live.

Policy 2.3.3 Facilitate development that minimizes adverse impacts on adjacent areas, including reducing environmental health disparities.



Policy 2.3.4 Encourage and regulate light industrial development near the I-5 interchange to maximize job creation while minimizing impacts on adjacent properties.

Policy 2.3.5 Maintain consistency with the Public Facilities Element and effectively plan for land use to help safeguard and enhance the quality and quantity of groundwater resources and critical aquifer recharge areas for public water supplies.



Policy 2.3.6 Consider adopting the Wildland Urban Interface Code developed by the International Code Council to mitigate wildfire risks.

Goal 2.4 Create vibrant and well-connected neighborhoods that offer a diverse mix of housing and are designed to enhance pedestrian safety and promote a high quality of life for all residents.

Policy 2.4.1 Maintain and facilitate development of stable, mixed-use neighborhoods with a compatible mix of housing, jobs, commercial and retail, services, and public spaces in a safe pedestrian environment.

Policy 2.4.2 Implement design standards for new residential developments to enhance architectural differentiation, street orientation, and integration with adjacent buildings; improve pedestrian connections; enhance neighborhood identity; and integrate parks, trails, and open spaces with continuity to surrounding developments.

Goal 2.5 Promote community identity and enhance compatibility to foster a sense of place and connection in Ridgefield.

Policy 2.5.1 Require commercial development to include human-scale elements to encourage pedestrian interaction, such as pedestrian access, window placement, street-front commercial activity, low to mid-range building elevation, and architectural variety at the street level.

Policy 2.5.2 Provide incentives and establish regulations for a range of commercial uses that meet residents' needs. Ensure that the appropriate mix of uses and scale of development in each distinct commercial area is based on surrounding land uses and development potential.



Policy 2.5.3 Implement design standards for new commercial and industrial developments to increase architectural interest and variety, prioritize pedestrian, bicycle, and bus access, minimize vehicle dominance, incorporate landscaping and green building practices, and provide a clear, predictable master planning process for large developments.

Policy 2.5.4 Preserve Downtown's small-town charm with pedestrian-scale and ground-floor commercial uses, promote special events and inclusive public spaces, and encourage a mix of uses to increase utilization.

Policy 2.5.5 Support a vibrant waterfront district along Lake River by promoting a mix of ground-floor commercial, office, recreational, and residential uses, and orienting buildings toward the Lake River shoreline to maximize opportunities unique to the waterfront and connection to downtown.



Denotes that the policy supports Climate element goals and policies.



3 Transportation

Ridgefield's Transportation System

The city's transportation system supports daily travel, goods movement, and access to jobs, services, and recreation. Ridgefield's transportation system includes interstate highways (managed by Washington State Department of Transportation [WSDOT]), local streets, sidewalks, bike facilities, transit (C-TRAN), and pedestrian trails. Regional coordination and consistency are integral to Ridgefield's transportation program. The City maintains regional partnerships with Clark County, Southwest Washington Regional Transportation Council (RTC), C-TRAN, WSDOT, Port of Ridgefield, and other cities in Clark County. These relationships are formalized through participation in the RTC, the region's federally designated Metropolitan Planning Organization and state-designated Regional Transportation Planning Organization (RTPO). The RTC maintains and runs the traffic modeling for all jurisdictions in Clark County, based on a common land use geographic information system, to ensure consistency in land use and transportation planning among neighboring jurisdictions.

Current Conditions

Before a local government can adequately plan for its future, it must assess the capability of its existing transportation system to serve current demand. It is, therefore, necessary to determine existing levels of service (LOS) and to identify existing deficiencies of the transportation system. The 2025 to 2045 Transportation Capital Facilities Plan includes a detailed analysis of the existing conditions and projected needs of Ridgefield's transportation system.

Roadway Function Classification

Functional classification defines a roadway's role within the transportation network and the balance between mobility and access it provides for all travel modes. Rather than operating independently, streets function as an interconnected system serving local and regional travel needs. Ridgefield's roadways are classified as arterials, collectors, and local streets. Higher-classification roadways prioritize efficient traffic movement and generally limit property access, while lower-classification roadways provide greater driveway and intersection access for local trips. Functional classifications and associated design standards are coordinated between the City and Clark County to ensure a consistent, connected transportation network. Applicable design standards are provided in the City of Ridgefield Engineering Standards, Chapter 2 – Streets.

Designated principal arterials, such as Pioneer Street, serve regional trips and provide the main routes of access into and out of the city. Minor arterials, such as N Main Avenue and Royle Road, serve trips within the region and connect to the principal arterial system. No

direct land access is permitted onto major or minor arterials, unless no other access is available. The collector roadways have been grouped in the following subcategories:

- » Standard collectors provide primary access to commercial and residential areas. Examples include N 35th Avenue and S 15th Street.
- » Scenic collectors are narrower roadway sections with lower design speeds than standard collectors. Examples include Reiman Road, Gee Creek Plateau, and Carty Road.
- » Commercial/industrial collectors primarily serve employment and retail areas and will be designed to accommodate freight hauling and truck movements. Examples include S 56th Place, N 10th Street, and S 74th Place.

All remaining roadways in the RUGA are classified as local streets, which provide mobility within neighborhoods and other less intense land uses.

Roadway Inventory

An inventory of the existing arterial and collector street system was compiled using information from the City, Clark County, and field investigations. The current street network primarily consists of two-lane roadways, except for the four-lane segments on Pioneer Street and Union Ridge Parkway. Traffic control is managed through posted stop signs or roundabouts. The City owns and operates traffic signals at the intersections of South Hillhurst Road and South Royle Road, as well as South Union Ridge Parkway and South Fifth Street. Additionally, WSDOT operates traffic signals at the northbound and southbound I-5 ramp terminal intersections along Pioneer Street.

Traffic Capacity

Traffic operations during the evening peak hour were evaluated at study intersections using the RTC travel demand model to determine whether the transportation network can accommodate projected growth through 2045. The analysis compares existing conditions in 2025 to forecast conditions in 2045 by translating planned land uses into travel demand, estimating mode choice, and assigning vehicle trips to the roadway network. This process supports identification of future transportation needs and potential system improvements. Model results indicate that the highest traffic volumes are observed along Pioneer Street between 65th Avenue and Royle Road.

Level of Service (LOS) Standards

Ridgefield uses mobility targets and Level of Service (LOS) standards to evaluate transportation system performance and determine improvements needed to support growth. LOS rates intersection operations from A to F based on vehicle delay, with A–C indicating good operations, D–E reflecting increasing congestion, and F indicating conditions that exceed capacity. The City's standard is LOS D, except at certain unsignalized

intersections where LOS E applies. WSDOT requires LOS E or better on Regionally Significant State Highways in urban areas¹. The volume/capacity ratio, listed in Table 3-1, measures traffic demand relative to a roadway's capacity (the maximum traffic volume a roadway segment can accommodate). A lower volume/capacity ratio indicates a smoother flow of traffic while a higher ratio indicates an oversaturated system.

Table 3-1. Level of Service Categories

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

Table 3-2 summarizes the LOS for existing conditions (2024) and projected future conditions (2045). The LOS and delay are shown for the worst major/minor street movements. During the PM peak hours, all study intersections operate within the adopted mobility standards described above.

Table 3-2. Intersection Level of Service Summary (PM Peak)

Intersection	2024 PM Peak		2045 PM Peak	
	LOS	Delay (seconds per vehicle)	LOS	Delay (seconds per vehicle)
Pioneer Street/Main Avenue	A / A	8 / 10	A / A	9 / 10
Pioneer Street/Hillhurst Road	C / A	16 / 11	B / B	11 / 10
Pioneer Street/Reiman Road	A / C	9 / 21	A / E	9 / 46
Pioneer Street/35th Avenue	B / B	12 / 12	B / B	13 / 14
Pioneer Street/Royle Road	C / B	23 / 19	D / F	31 / 156
Pioneer Street/51st Avenue	-	-	B / B	13 / 19
Pioneer Street/56th Place	F / F	48 / > 300	E / F	19 / > 300
Pioneer Street/I-5 Southbound Ramps	C	21	D	37
Pioneer Street/I-5 Northbound Ramps	C	29	F	88
Pioneer Street/65th Avenue	B / B	11 / 13	B / B	15 / 12
Fifth Street/Union Ridge Parkway	B	14	B	15
Union Ridge Parkway/85th Avenue	B / C	16 / 19	B / B	16 / 12
Fifth Street/85th Avenue	B / B	12 / 11	B / A	21 / 12
Hillhurst Road/Royle Road	B / A	13 / 10	C	21
South Hillhurst Road/NW Carty Road	C / B	16 / 15	E / F	-

¹ Level of Service Standards for Washington State Highways, WSDOT, January 1, 2010.

Collision History

Analysis of five years of collision data (2019–2023) found that more than half of Ridgefield’s 413 reported crashes occurred on I-5 and Pioneer Street, as indicated below in Table 3-3. The intersections of Royle Road/Pioneer Street, Pioneer Street/56th Place, and Pioneer Street/I-5 northbound ramps recorded the highest crash totals, indicating critical locations for ongoing safety monitoring and investment.

Table 3-3. Collision History, 2019 - 2023

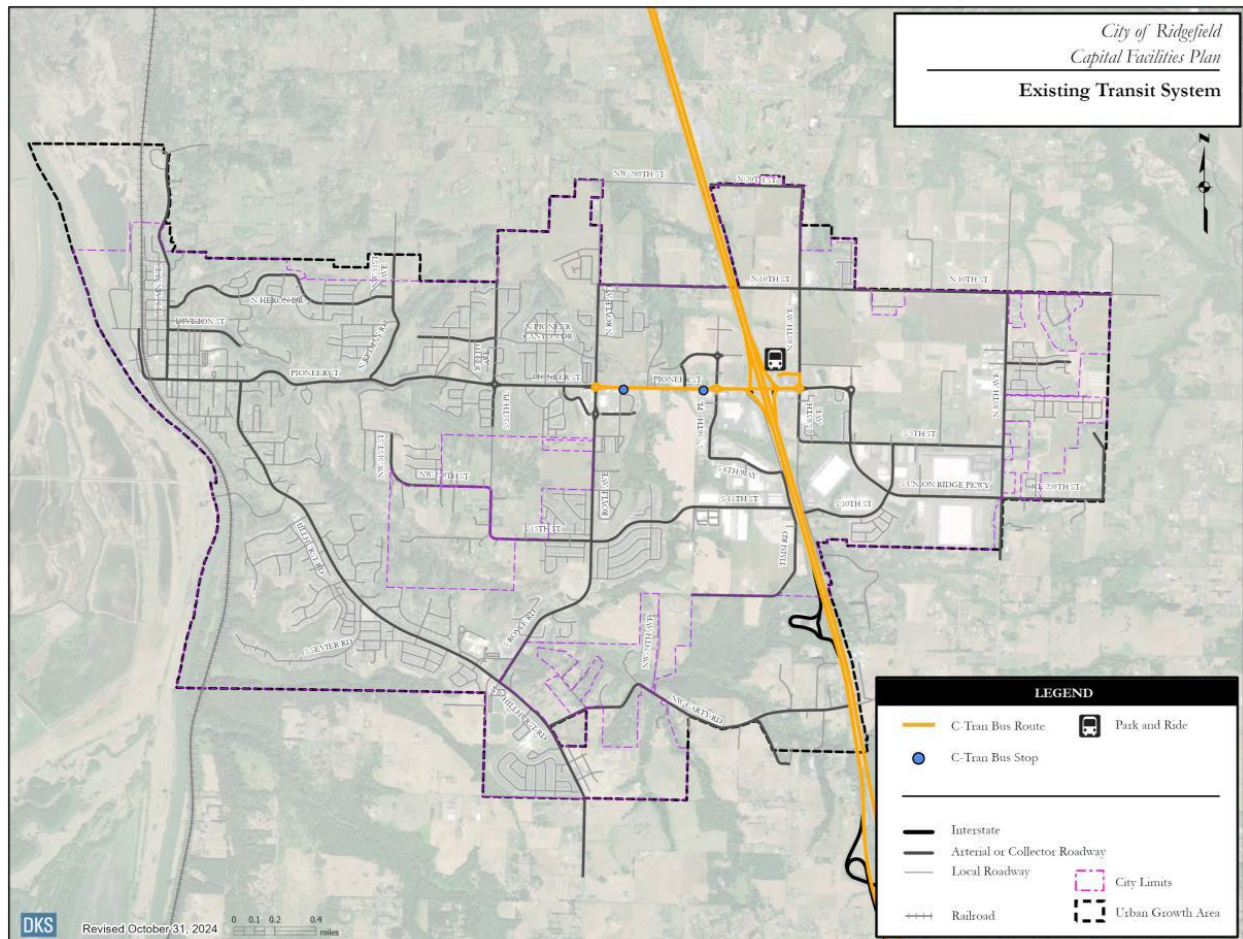
Intersection	Number of Crashes
Pioneer Street/Main Avenue	0
Pioneer Street/Hillhurst Road	2
Pioneer Street/Reiman Road	2
Pioneer Street/35th Avenue	6
Pioneer Street/Royle Road	26
Pioneer Street/56th Place	14
Pioneer Street/I-5 Southbound Ramps	4
Pioneer Street/I-5 Northbound Ramps	13
Pioneer Street/65th Avenue	4
Fifth Street/Union Ridge Parkway	0
Union Ridge Parkway/85th Avenue	6
Fifth Street/85th Avenue	2
10th Street/65th Avenue	1
10th Street/85th Avenue	2
North 15th Street/Royle Road	3
Hillhurst Road/Royle Road	3
South 15th Street/Royle Road	3

Transit

Transit service for Ridgefield is provided by C-TRAN's Route 48 service (see). This fixed route connects from Ridgefield to the 99th Street Transit Center in Vancouver. Route 48 buses provide southbound service before noon and northbound service after noon. A park-and-ride facility is located near the North 65th Avenue/North First Circle intersection. Transit service is also available through C-TRAN's The Current, an on-demand rideshare providing door-to-door accessible service.

Figure 3-1). This fixed route connects from Ridgefield to the 99th Street Transit Center in Vancouver. Route 48 buses provide southbound service before noon and northbound service after noon. A park-and-ride facility is located near the North 65th Avenue/North First Circle intersection. Transit service is also available through C-TRAN's The Current, an on-demand rideshare providing door-to-door accessible service.

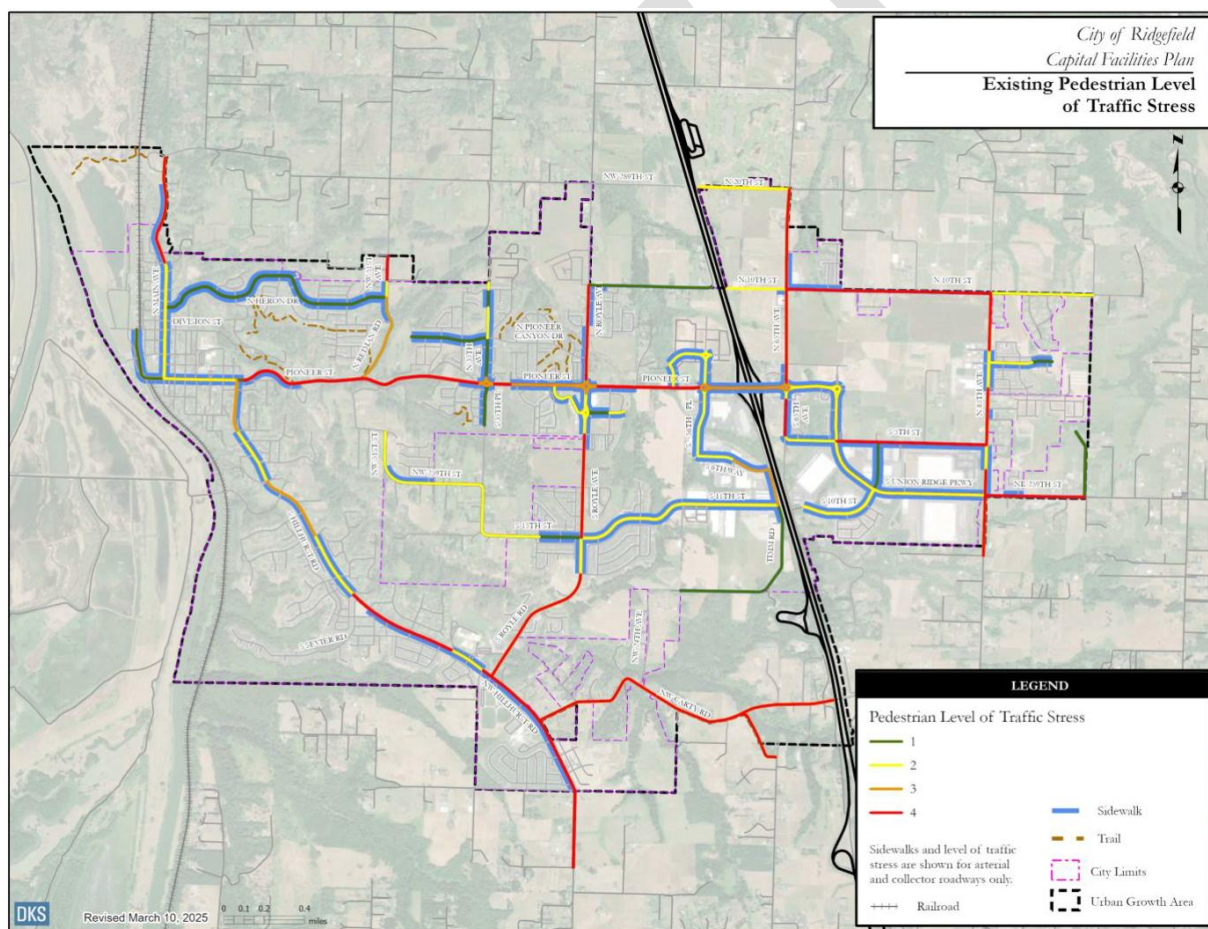
Figure 3-1. Existing Transit System



Pedestrian and Bicycle Facilities

As part of a multimodal system, pedestrian and bicycle facilities were inventoried along arterial and collector roadways in the city and are shown in Figure 3-2 and Figure 3-3, where a Level of Traffic Stress (LTS)² model is used. The City's Engineering Standards identify the requirements for non-motorized uses on streets, such as sidewalks, trails, and bikeways. Intermittent sidewalks exist along segments of Pioneer Street, Hillhurst Road, Reiman Road, 35th Avenue, Royle Road, South 56th Place, Union Ridge Parkway, and 85th Avenue. Sidewalks are also being included in all new developments. Additionally, several other trails extend through the city, including in Abrams Park and along Gee Creek.

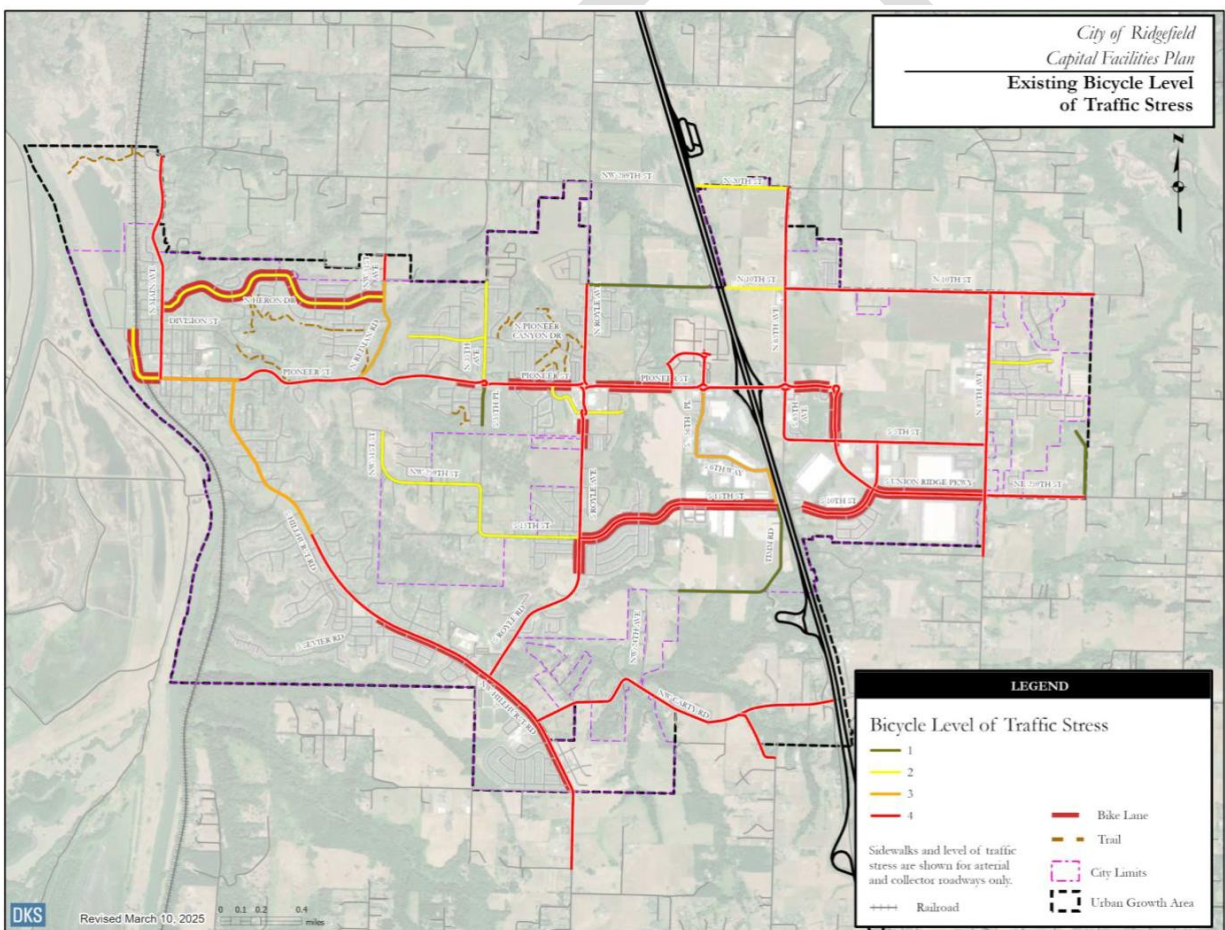
Figure 3-2. Existing Pedestrian System with Level of Traffic Stress



² Level of Traffic Stress (LTS) is a rating system used in transportation planning to measure how uncomfortable or stressful it is for people walking, biking, or rolling on a roadway segment or crossing. It's designed to guide the design of safe, comfortable facilities for non-motorized users.

As shown in Figure 3-3, on-street bike lanes currently exist along segments of Pioneer Street, between Royle Road and 35th Avenue and between Royle Road and 56th Place, and along segments of Heron Drive, Reiman Road, South Fifth Street, Union Ridge Parkway, South 11th Street, and North 85th Avenue. Recent City and developer projects have added bicycle and pedestrian facilities on the Royle Road corridor from South 19th Street to north of Pioneer Street and on Pioneer Street east of 65th Avenue. Additionally, there are segments with a designated buffer for bike facilities throughout the city. On other roadways within the city, bicycle users use designated buffers, shoulders, or share the roadway with motorized traffic. Gaps in the bike lanes remain throughout the city and create higher levels of traffic stress, particularly along streets with higher posted speed limits.

Figure 3-3. Existing Bicycle System with Level of Traffic Stress

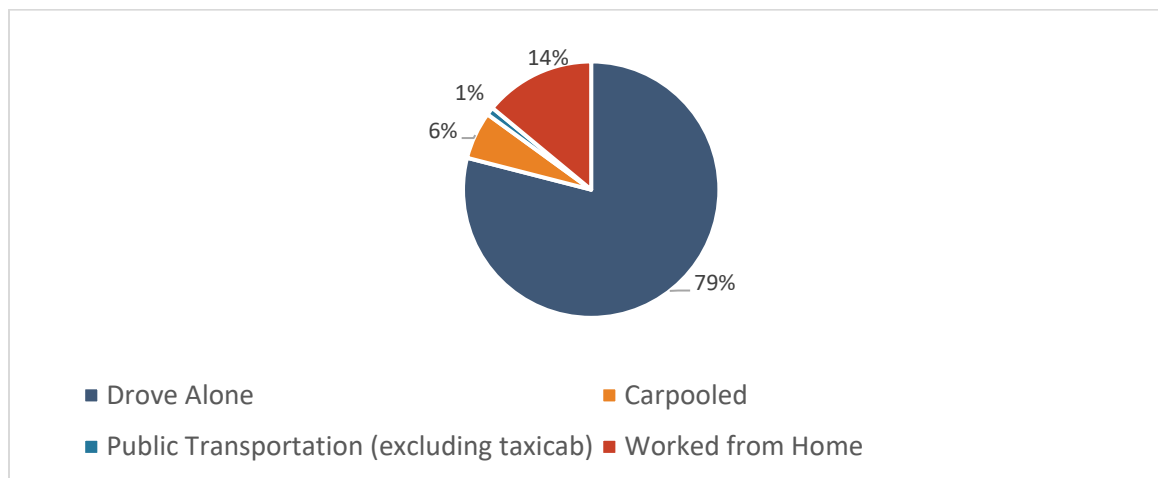


Commute Patterns

According to census employment data, shown in Figure 3-4 below, 79 percent of Ridgefield's workforce travel to their places of employment by driving alone. This statistic

indicates a significant dependence on single-occupancy vehicles for daily commutes within the local workforce. In contrast, alternative modes of transportation—such as carpooling and public transit—are used by a considerably smaller segment of workers.

Figure 3-4. Employment Commute Data, 2022³



Direction for the Future

Basic transportation access to obtain goods and services and engage in social activities is an essential need that must be met. Motorists, pedestrians, bicyclists, and transit riders should be able to use the transportation system in a safe, efficient, reliable, and uniform way. Streets should be viewed as part of a dynamic, integrated land use and transportation system. Street treatments—paving type, sidewalks, lighting, street trees, signs, and furniture, such as benches and trash cans—should address the needs of regular users and the surrounding area. Through coordination with Clark County, C-TRAN, and RTC, Ridgefield will develop a multimodal transportation system that safely, attractively, and efficiently serves planned land uses within the RUGA.

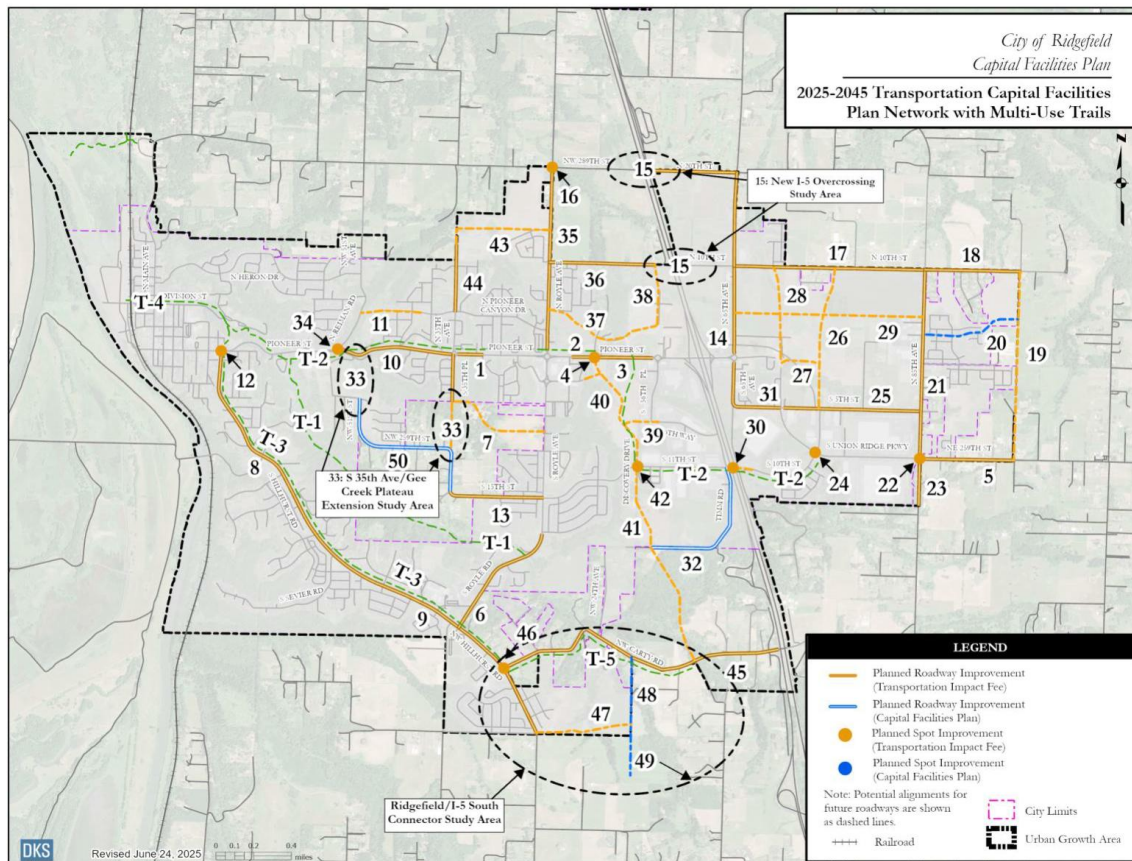
Connected, continuous street systems make daily activities easier to accomplish. Ridgefield's early development was based on a grid street system. As development moved out, a grid based on major corridors was established, but many of the connections have not been completed. In many areas, connectivity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

The City's roadway system will be improved to serve development within these new urban areas and infill development. The proposed Transportation Capital Improvements, with

³ Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S0801)

locations shown in Figure 3-5, illustrate planned capital project improvements throughout the city.

Figure 3-5. Transportation Capital Facilities Projects



Land Use and Transportation Linkage

The RTC travel demand model serves as the main tool for estimating future traffic volumes in Ridgefield and the surrounding region. The model predicts travel patterns based on anticipated changes in land use and transportation scenarios. Forecasted growth for the preferred land use alternative was assessed using 2025 as the base year and 2045 as the planning horizon. The effects on study intersections resulting from this modeling are presented in Table 3-2 above.

The transportation planning model connects travel demand, as determined by land use, to the performance of the transportation system (i.e., LOS). The model is used to analyze future development scenarios and their effects on traffic. To achieve this, it incorporates trip generation based on land use characteristics, enabling the assessment of various development levels and distributions. The model provides peak period roadway traffic volumes for specific land use scenarios. The model also included a 10 percent reduction to

the gross number of trips generated to account for pass-by trips and trip-linking that is assumed where there are mixed-uses.

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

RTC provided a special sensitivity model run of the Ridgefield area, which included the preferred land use scenario for the Ridgefield area, as shown in the Land Use element. The growth forecast for the planning horizon year within the Ridgefield Comprehensive Plan study area is summarized in Table 3-4.

Table 3-4. RUGA Growth and Trip Generation Estimates⁴

	Number of Units	Weekday Trips per Unit	Gross Trip Generation	Net Trip (with 10% reduction)
Households > 80% AMI	3,952	9.4/dwelling unit	37,267	33,500
Households ≤ 80% AMI	4,779	7/dwelling unit	32,683	29,400
Employment	2,156	20/employee ⁵	43,120	38,800
Total Trips			113,070	101,700

Required Transportation Facilities

With the existing transportation system, deficiencies are expected at several intersections, including:

- » *Pioneer Street and Reiman Road (southbound approach);*
- » *Pioneer Street and Royle Road (southbound approach);*
- » *Pioneer Street and 56th Place;*
- » *Pioneer Street and I-5 Southbound and Northbound Ramps; and*
- » *South Hillhurst Road and NW Carty Road.*

To maintain the current plan's LOS minimum standard for the anticipated growth, the City needs to construct new roads and intersection improvements, as shown in Figure 3-5 above. Planning-level cost estimates were developed for the new facilities based on the improvement needed, as adopted in the 2025 Transportation Capital Facility Plan. The new roads and improvements are estimated to cost approximately \$400 million.

To maintain a balance between roadway improvement costs and the affordability of Ridgefield's Transportation Impact Fee (TIF) rate per trip, TIF-eligible projects include the

⁴ Source: RTC Travel Demand Model

⁵ Source: Institute of Transportation Engineers' 11th Edition of the Trip Generation Manual

“curb-to-curb” roadway section, which covers travel lanes, stormwater management, right-of-way, bike lanes, and environmental impact mitigation expenses. Capital projects that are not eligible for TIF may be constructed by private developers to meet City street standards, or they may be funded as part of public projects.

Travel Demand and Trip Reduction

To comply with recent legislation, Ridgefield must address climate change considerations in the development of transportation plans. Rather than provide new roadway capacity to mitigate the impacts of urban growth, there are also strategies for reducing the number of new trips that are generated. These include strategies to reduce greenhouse gas (GHG) emissions, reduce vehicle miles traveled (VMT), and evaluate impacts on human health and safety. As noted in Chapter 9, the Highway Performance Monitoring System (HPMS) supplies comprehensive data regarding the extent, condition, performance, use, and operational characteristics of the nation’s highway network. RTC staff provided estimated travel shares for each city under its jurisdiction, using figures derived from the 2020 base year regional travel model. These travel shares were then applied to the HPMS average daily VMT for Clark County to estimate VMT at smaller geographic scales. Table 3-5 summarizes the resulting VMT estimates for Ridgefield (see also Table 9-1).

Table 3-5. Estimated Baseline VMT, 2024⁶

Geography	VMT per Capita
Unincorporated Clark County – urban areas	12.7
Unincorporated Clark County – rural areas	22.6
Ridgefield	9.3

Targeted mixed-use hubs, as outlined in the Land Use element, designate mixed-use zones in strategic areas of the city where master planning will be included in future development proposals. Targeted mixed-use hubs provide options for the City to support multimodal transportation infrastructure as a strategy to reduce overall VMT.

Located in the SW portion of Ridgefield, the *Maul area* will include dedicated bicycle and pedestrian facilities along Carty Road and South Hillhurst Road. Future developments in this area should incorporate safe and direct bicycle and pedestrian connections to facilitate multimodal transportation.

The *North Industrial expansion area* includes a new I-5 overcrossing with a multimodal trail. As a targeted mixed-use hub, future master plans should promote active and non-

⁶ Source: Parametrix analysis using Federal Highway Administration Highway Performance Monitoring System (2024), RTC regional travel model trip share by geography, and U.S. Census Bureau population data.

vehicular travel within and around this area. With the C-TRAN route on North Royle Road and NW 31st Avenue, master planning should ensure safe, direct pedestrian and bicycle access to transit stops, especially between the RUGA and Ilani Casino to facilitate economic opportunities. Connections to the Union Ridge Town Center to the south, as well as Paradise Pointe and nearby residential areas to the west, should include plans for an interconnected bike and pedestrian trail system, implemented as development occurs.

Given the frequent use of local schools and recreation areas that often operate during evenings and on weekends, the plan should ensure a connected multimodal trail system with enhanced safety features for access to the planned elementary school and future Clark College campus.

Complete Streets

Ridgefield has established a vision for its transportation system that fosters healthy, active lifestyles, broadens transportation choices and independent mobility, enhances community safety, mitigates environmental impact, and strengthens social engagement and community identity. To support this vision, the City adopted a Complete Streets Resolution requiring transportation facilities to safely accommodate users of all ages, abilities, and travel modes, including walking, bicycling, transit, and driving. The resolution also prioritizes safe routes to schools and equitable transportation investments in low- and moderate-income neighborhoods, while aligning with the Washington State Complete Streets Act and associated grant opportunities, thereby qualifying Ridgefield to receive funding from the associated grant program.

The City's 2016 Multimodal Transportation Plan guides the development of pedestrian, bicycle, and golf cart facilities and incorporates the trail network identified in the 2025 Comprehensive Park and Recreation Plan. Together, these plans establish a hierarchy of regional and local trail connections and support expanded sidewalks and bicycle facilities along key corridors, improving access to schools, transit, downtown, and other destinations.

Transportation Goals and Policies

Goal 3.1 Invest in and improve efficiency of the transportation system through strategic investments in multimodal design, advanced traffic management and operations technologies, demand management strategies, and transit service.



Policy 3.1.1 Develop and maintain a multimodal transportation system with interconnected roadways, sidewalks, pedestrian walkways, bicycle facilities, and transit service. Support this system through traffic operations, demand management, neighborhood traffic management, and the regional trails program.



Policy 3.1.2 Design streets to manage vehicular traffic while providing safe routes for walking, bicycling, and public transportation. Encourage the use of alternative modes of transportation and festival streets (streets intermittently closed for pedestrian-only use), where appropriate, to reduce VMT and GHG emissions per capita.

Policy 3.1.3 Coordinate with partners to increase and expand transit services within the RUGA as the city develops. Assist in developing a transit master plan for long-term transit routes and support facilities, integrating future transit into roadway and site design requirements, and develop standards for major developments to encourage transit use.



Policy 3.1.4 Plan and build pedestrian facilities for transportation and recreation by providing sidewalks on both sides for all streets, where feasible. Require sidewalks for new and infill development, unless burdensome to critical areas. Identify and schedule improvements for gaps in the existing sidewalk network.



Policy 3.1.5 Plan and build bicycle facilities that serve transportation and recreation needs through the following:

- » *Identifying a priority bicycle network, inventorying gaps, and scheduling improvements.*
- » *Providing bicycle lanes on arterial and collector streets, requiring them on new streets, and retrofitting existing streets where possible.*
- » *Exploring innovative bicycle infrastructure treatments like sharrows, neighborhood greenways, buffered bike lanes, and protected bike lanes.*

Policy 3.1.6 Ensure major investments in the transportation system to facilitate efficient freight mobility and access to employment centers. Coordinate with the Port of Ridgefield, rail companies, and the County to provide adequate

transportation facilities, and manage freight operations near downtown and the Pioneer Street/I-5 interchange.

Goal 3.2 Create a safe and accessible transportation network that prioritizes the well-being of all users.

Policy 3.2.1 Ensure high safety standards for all road users through development and capital improvement processes. Allocate City resources to high-risk and collision locations.

Policy 3.2.2 Engage residents in traffic management and safety initiatives. Encourage educational programs that teach youth safe walking and bicycling behaviors and encourage parents and drivers in the community about the importance of safe driving.

Policy 3.2.3 Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right-of-way are compliant with the Americans with Disabilities Act and meet the needs of people with different types of disabilities.

Policy 3.2.4 Develop neighborhood streets to enhance connectivity and safety. Protect and improve existing neighborhoods with programs focused on safety, traffic calming, education, and law enforcement.

Policy 3.2.5 Downtown is a high need area for bicycle and pedestrian facilities. Promote a safe pedestrian-oriented character in downtown Ridgefield as follows:

- » *Implement coordinated urban design for new and remodeled development, which encourages and supports alternative means of travel.*
- » *Construct sidewalks to fill in missing gaps within downtown and to link downtown to residential neighborhoods.*
- » *Develop attractive streetscapes in downtown by adding street furniture, planting street trees where adequate right-of-way exists, and requiring pedestrian-scaled building façade design. Encourage festival streets (limited street closures for pedestrian-only use) in appropriate locations.*
- » *Develop bicycle facilities, including shared streets, off-street bicycle paths in open-space corridors, and on-street bicycle lanes within downtown to link downtown to residential neighborhoods. Provide for bicycle parking conveniently located in downtown.*
- » *Partner with the transit agency to provide attractive, functional bus stops.*
- » *Develop parking strategies, such as establishing a downtown parking district to provide attractive and functional public parking, revising off-*

street parking requirements for individual businesses, and managing on-street parking.



Policy 3.2.6 Develop recreational trails as an off-street transportation alternative for pedestrian and bicycle use that connect neighborhoods and provide public access to the Ridgefield National Wildlife Refuge, Gee Creek, and Allen Creek Basins.

Policy 3.2.7 Increase traffic safety and visibility by maximizing the distance between and minimizing the number of curb cuts. Develop an access management plan to minimize new direct access to arterial streets and encourage access to local streets.

Goal 3.3 **Develop a transportation system that integrates sustainable land use patterns and mixed-use hubs that support public transit and active transportation, thereby minimizing environmental impacts and GHG emissions.**



Policy 3.3.1 Create and apply innovative transportation investments, designs, and programs to support the urban environment envisioned by the Comprehensive Plan. Ensure that land use decisions promote safe and convenient walking, biking, and public transit options for residents.



Policy 3.3.2 Develop a transportation grid with reasonable block lengths that support access between land uses and activity centers, provides multiple travel routes, accommodates emergency vehicle access, reduces arterial congestions “out-of-direction” travel, and prioritizes pedestrian connectivity where vehicle connections are not feasible. When economically feasible, implement transportation and land use measures to maintain or reduce single-occupant VMT per capita to increase system efficiency and reduce environmental impacts.

- » *Encourage mixed land uses within easy walking distance of transit stops.*
- » *Provide higher density residential development near employment centers and major transportation routes.*
- » *Provide a range of multimodal alternatives, including pedestrian and bicycle routes and transit.*
- » *Work with major employers, Clark County, transit providers, and other jurisdictions to establish traffic demand reduction management programs to reduce number and length of single-occupant motor vehicle commute trips.*



Policy 3.3.3 Pursue innovative alternative transportation options, including infrastructure to support electric vehicles.

Goal 3.4 Enhance the overall transportation infrastructure and traffic management in Ridgefield to ensure efficiency and seamless connectivity for all modes of transportation and prioritize projects that are informed through community engagement.

Policy 3.4.1 Maintain LOS D at all intersections, except unsignalized ones where LOS E is planned. For Pioneer Street, maintain LOS D or a mutually agreed upon LOS between the City and WSDOT.

Policy 3.4.2 Consider establishing transit, bicycle, and pedestrian LOS standards at all intersections.

Policy 3.4.3 Encourage the use of innovative traffic management strategies, such as roundabouts, road diets, center turn lanes, raised medians, physical separations between vehicular traffic and other users, or other strategies where prudent, feasible, and cost-effective.

Policy 3.4.4 Adopt standards for on-street and off-street parking to maintain neighborhood integrity, promote efficient usage of limited land, and support desired economic development and growth.

Policy 3.4.5 Coordinate Ridgefield's transportation plans, policies, and programs with other jurisdictions serving the Clark County area to ensure a seamless transportation system, including regional bicycle and recreational systems.

Goal 3.5 Secure diverse funding mechanisms to sustain a comprehensive transportation system.

Policy 3.5.1 Develop consistent funding streams for a complete transportation program, including capital improvements, operations, and maintenance. Leverage local funding with innovative finance strategies, such as partnerships, grants, efficient debt, Traffic Impact Fees, and state and federal support.

Policy 3.5.2 Identify additional funding streams for Complete Streets projects (e.g., Washington State Complete Streets Grant Program) and retrofit existing streets to include Complete Streets infrastructure.

Policy 3.5.3 Work with the Ridgefield School District and other advocates to obtain Safe Routes to School funding for educational programs and capital improvements.

Policy 3.5.4 Allocate resources using a cost-benefit approach to improve the transportation system. Benefits should consider safety improvements and street design features that promote safe and comfortable travel by all modes of transportation.

Policy 3.5.5 Identify potential private investments to help fund the transportation system.

Policy 3.5.6 Coordinate with transit service providers and partner agencies to identify, pursue, and support sustainable funding sources for transit operations, service expansions, and amenities that improve access, reliability, and connectivity.



Denotes that the policy supports Climate element goals and policies.





4 Housing

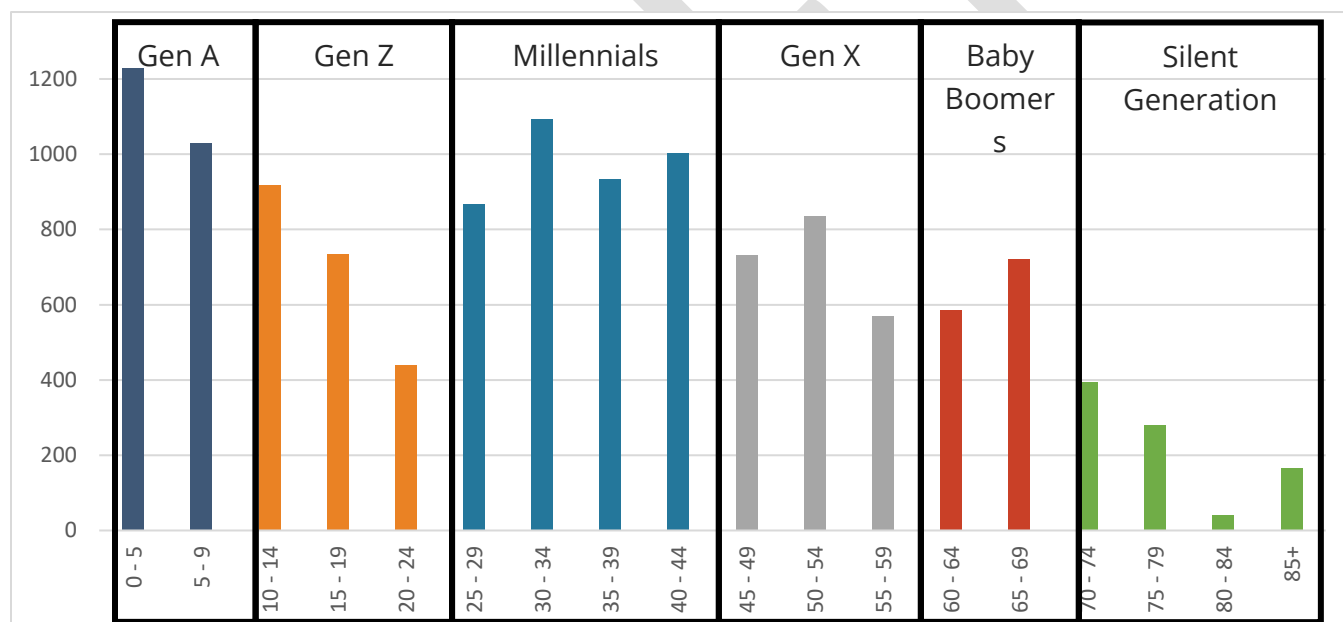
Ridgefield's Housing

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

Population and Household Characteristics

Ridgefield has undergone significant growth, with its population growing by 13,000 residents between 2000 and 2023 — an average annual increase of 8.9 percent. This rate of growth greatly exceeds both the statewide average of 1.3 percent and the countywide average of 1.9 percent for the same period. As shown in Figure 4-1, Ridgefield is a relatively younger city, with 65 percent of the population identified as Millennial or younger.

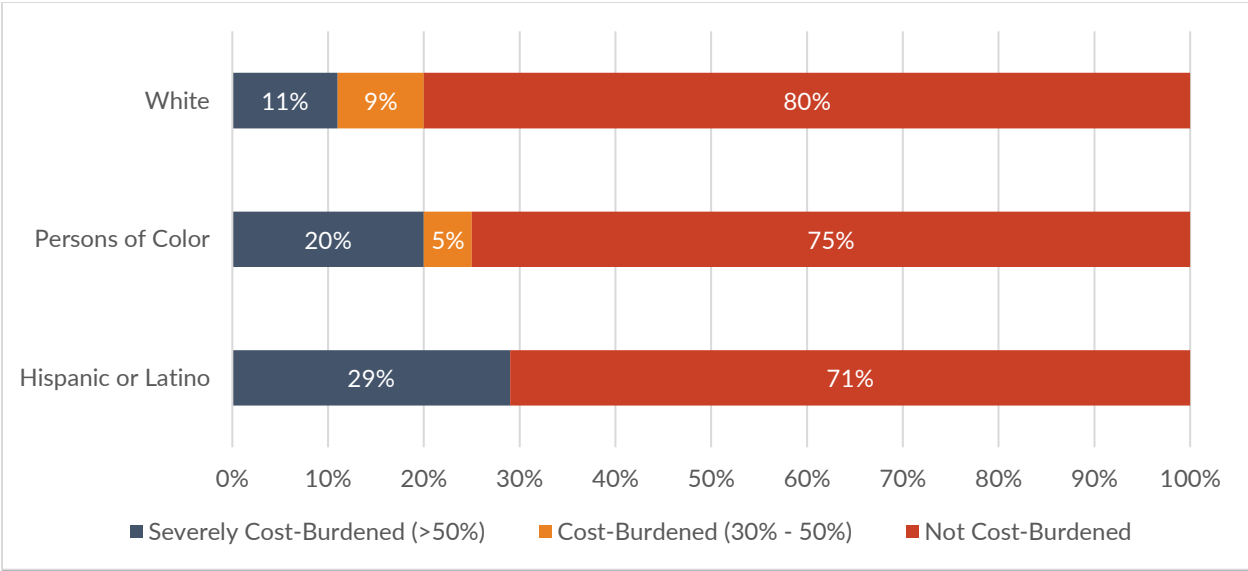
Figure 4-1. Ridgefield Population by Generation and Age, 2022⁷



Ridgefield has experienced an increase in diversity, with non-white residents comprising 20 percent of its population in 2022, compared to 9 percent in 2010. Data shown in Figure 4-2 also indicate that non-white residents are disproportionately affected by housing cost burden, defined as households that spend more than 30% or more of their gross income toward rent or mortgage payments.

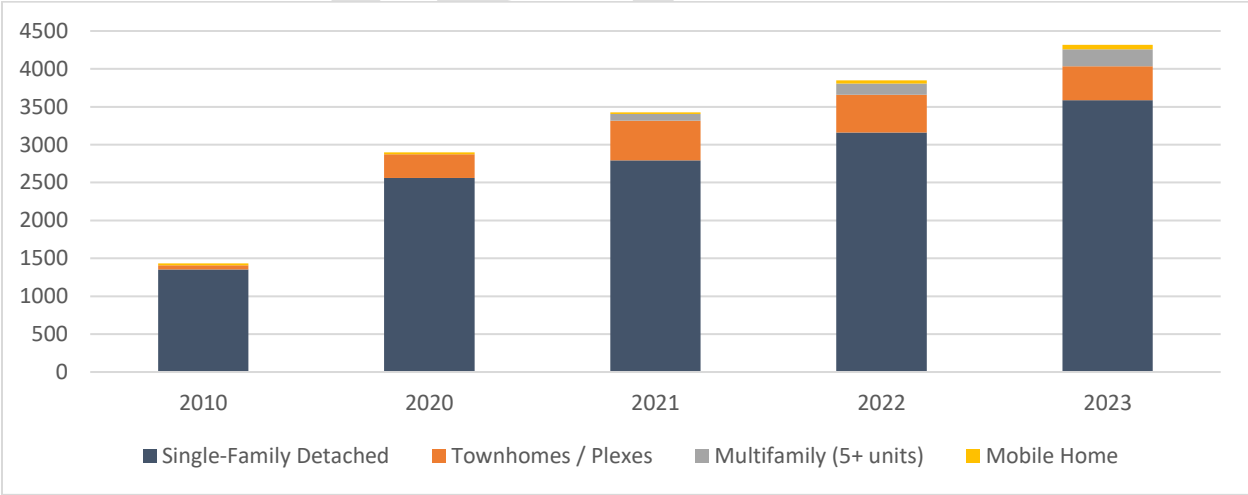
⁷Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S0101)

Figure 4-2. Cost Burden by Race, Ridgefield⁸



The average household size in the city was 2.98 persons per household in 2022, much larger than households in the state (2.53) and county (2.65). Housing stock in the city is largely single-family detached, owner occupied, as shown in Figure 4-3 below. There were 3,946 housing units in Ridgefield in 2022, 82% of which were single family detached and 13% of which were townhomes or plexes (e.g. duplex, triplex, fourplex, etc.).

Figure 4-3. Housing Units by Type⁹

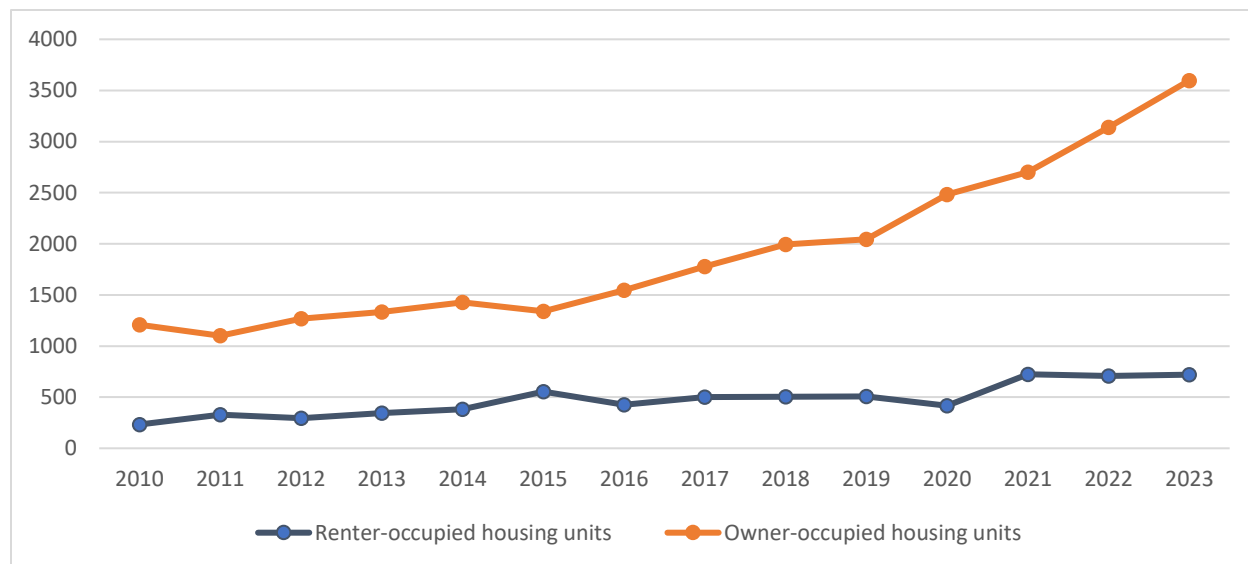


⁸ Source: Washington Department of Commerce

⁹ Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table B25032)

As shown in Figure 4-4, the majority of Ridgefield's housing stock is owner-occupied, a trend that has continued as the local housing supply has grown. Owner-occupied units accounted for over 80 percent (80%) of all housing units in the city by 2022.

Figure 4-4. Housing Tenure, 2010 – 2023



Direction for the Future

The City developed its 2045 land use map through extensive public and stakeholder engagement, including community workshops, surveys, online outreach through the Ridgefield Roundtable platform, and ongoing coordination with County staff, the Planning Commission, and City Council. The land use map reflects key planning assumptions related to housing and employment densities, protection of critical and natural areas, mixed-use development, strategic rezoning, and future annexation. Using Clark County's 2023 Vacant Buildable Lands Model, the 2045 land use map demonstrates sufficient capacity to accommodate Ridgefield's adopted 2045 housing and employment growth allocations, including affordable housing needs consistent with GMA as discussed below.

The Clark County housing allocations for cities indicate that Ridgefield must plan to accommodate 4,136 affordable dwelling units for households earning less than 80 percent of Area Median Income (AMI)¹⁰ and 1,679 residential units affordable to households earning greater than 80 percent of AMI in the city limits and RUGA by 2045. The total projected net new housing demand (5,815 dwelling units) is slightly under the calculated residential capacity of the RUGA (7,194 dwelling units). The Housing for All Planning Tool

¹⁰ In 2023, Clark County AMI was \$114,400 (U.S. Housing and Urban Development).

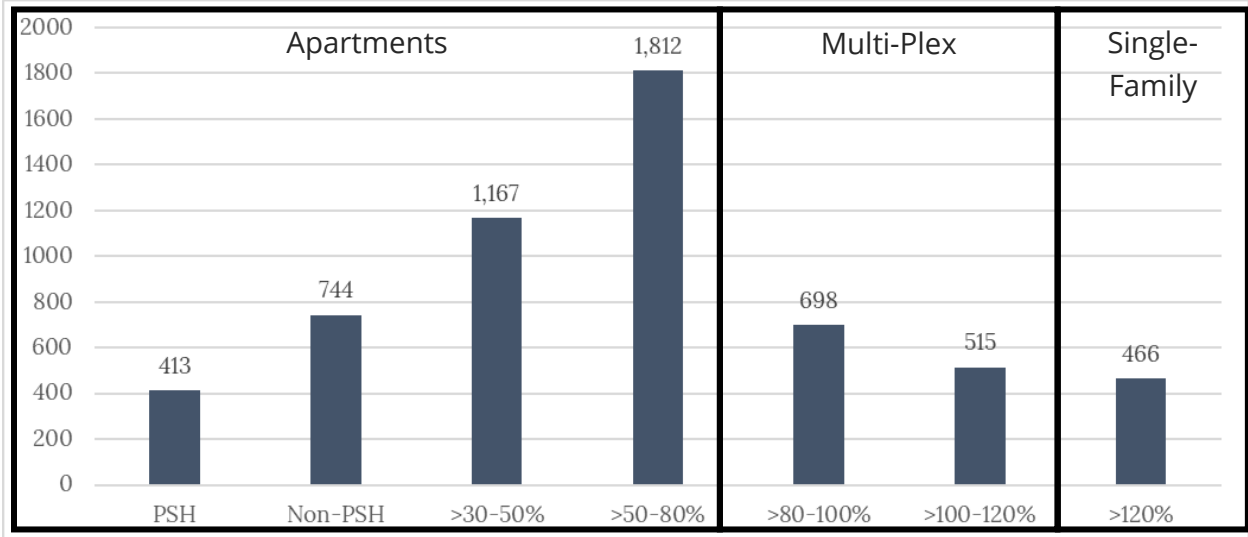
estimate by Clark County also identifies 219 emergency shelter beds will be needed in Ridgefield.

Table 4-1: Ridgefield 2045 Housing Allocation by Income Segment

Income Segment	Number of Units	Number of Units, Aggregated
Extremely Low (0% to 30% AMI), Permanent Supportive Housing (PSH)	413	4,136
Extremely Low (0% to 30% AMI), Non-PSH Housing	744	
Very Low (30% to 50% AMI)	1,167	
Low (50% to 80% AMI)	1,812	
Market (80% to 100% AMI)	698	1,679
High (100% to 120% AMI)	515	
Very High (120%+ AMI)	466	

Additionally, per House Bill 1345, accessory dwelling units (ADUs), are allowed in zones that allow for single-family zoning, adding to the overall housing supply. Senate Bill 5529 would incentivize property owners to rent ADUs affordable to low-income households. While overall housing capacity targets can be achieved under current zoning assumptions, new housing policies and land use amendments (See Chapter 2 - Land Use) are needed to ensure that adequate housing is provided for lower-income residents – particularly households that earn 80% or below the AMI.

Figure 4-5. Projected Housing Unit Needs by Income, Ridgefield, 2024 – 2045^{11, 12}



- » Housing capacity was analyzed for housing types across the City, including assumptions made about which housing types are most likely to correspond to household income levels and land use zoning category. This analysis also included the role of subsidies to meet the need of all household income levels, as provided in Table 4-2.

Table 4-2: Ridgefield Zone Categories by Income Served

Zone Category	Housing Types Allowed	Market Rate Affordability	Affordability with Subsidies	Income Served
Low Density (RLD-4, RLD-6, RLD-8)	Single-Family Detached, Plexes, Townhomes, ADUs	80% to 120%+ AMI	Not Typically Feasible at Scale	80% to 120%+ AMI
Medium Density (RMD-16, CMU, WMU, RMUO/EMUO overlay)	Plexes, Townhomes, Multifamily, ADUs	50% to 80% AMI	0% to 50% AMI	0% to 80% AMI

As required by GMA, the City must address and overcome barriers to increase the production of affordable housing, including utilizing all available tools to achieve housing

¹¹ Source: Clark County Comprehensive Plan Updated Planning Commission Recommendation, 6/24/2024

¹² PSH: permanent supportive housing

goals. Alongside development and zoning regulation updates, permitting fee reductions, and process improvements, the City will support affordable housing development through various programs and funding sources, such as linkage fees for affordable housing, impact fee waivers, and federal and State grants.

Housing Goals and Policies

To address the primary conclusions discussed above it is recommended that the City consider the following goals and policies:

Goal 4.1 Support a variety of housing types to ensure equitable housing opportunities.



Policy 4.1.1 Implement targeted mixed-use hubs and increase residential density to facilitate horizontal and vertical mixed-use development in targeted areas of the City that are served by transit and multi-modal facilities.

Policy 4.1.2 Encourage a mix of housing development types such as single-family residences, townhomes, apartments, plexes, cottage homes, and accessory dwelling units (ADUs).

Policy 4.1.3 Regulate manufactured housing in the same manner as traditional stick-built housing and allow in all zones where single-family detached housing is allowed.

Policy 4.1.4 Allow two ADUs per residential lot, including attached, detached, or a combination of both if two ADUs occur on one lot.

Policy 4.1.5 Develop and enforce regulations for floating homes to maintain unique waterfront residential options and minimizes environmental impacts.



Policy 4.1.6 Prioritize the preservation and weatherization of housing in overburdened communities to reduce greenhouse gas emissions and increase climate resilience, and prioritize existing tenants from becoming at risk of displacement.

Goal 4.2 Encourage innovative housing policies, regulations and practices to provide affordable housing and avoid displacement and exclusion. Identify secure funding mechanisms and programs for housing targeted at households below the area median income.

Policy 4.2.1 Review and adopt development regulations that protect critical areas while also considering the financial impact to property values and the need to support housing for all income bands within the community.

Policy 4.2.2 Fully utilize federal and state housing programs to meet the needs of low- and moderate-income households, and the special needs populations that cannot be served solely by the private sector.

- Policy 4.2.3 Evaluate revenue sources to support affordable housing such as an affordable housing property tax levy or linkage fee and the use of housing land trusts aimed at lower income households.
- Policy 4.2.4 Consider providing incentives for affordable housing such as impact fee waivers or deferrals and/or density bonuses.
- Policy 4.2.5 Consider regulating short-term rentals, being sensitive to increasing costs unnecessarily.
- Policy 4.2.6 Conduct a regular analysis of housing outcomes by demographics to track cost burden displacement risk, housing tenure, and access to housing types.
- Policy 4.2.7 Identify and begin to undo local policies, regulations, and public investment practices that result in racially disparate impacts, displacement, and exclusion in housing, including zoning patterns, infrastructure decisions, and development standards that may have discriminatory effects or limit access to housing opportunities for protected and historically marginalized populations

Goal 4.3 Support housing for all Ridgefield residents, and encourage self-determination and independence among individuals with special needs and the senior community.

- Policy 4.3.1 Ensure that city development regulations treat households that house people with special needs equally to those households without people with special needs.
- Policy 4.3.2 Ensure that land use regulations address only land use impacts (traffic, noise, appearance, etc.) of housing for people with special needs, without consideration for the unique circumstances of special needs households.
- Policy 4.3.3 Preserve existing ADUs and promote Universal Design and senior living communities to maintain and expand a housing stock that supports all abilities, allows aging in place, and accommodates multi-generational living.
- Policy 4.3.4 Review development regulations to address types of housing options allowed and permitting requirements for new construction and accessibility modifications to existing development.



- Policy 4.3.5 Ensure that residents of Ridgefield have an equal and fair opportunity to obtain and remain in adequate, safe, climate resilient and sanitary housing suitable to their needs and financial resources regardless of race, religion, gender, sexual orientation, gender identity, age, national origin, family status, income, or disability.



Denotes that the policy supports Climate element goals and policies.



9 Climate Change and Resiliency

Climate Resiliency in Ridgefield

Consistent with new State requirements (House Bill 1181, signed into law in 2023), the City of Ridgefield developed this climate change and resiliency element of the comprehensive plan. The purpose of the bill is to proactively protect Washington's social, economic, and environmental sectors and systems, which face serious risks from the changing climate. The bill integrates climate planning into the GMA. In the context of this chapter, “climate” refers to the usual weather of Ridgefield, and “climate change” refers to current and predicted changes in the usual weather, such as more frequent or severe weather events (also referred to as “natural hazards”), like drought and extreme heat.

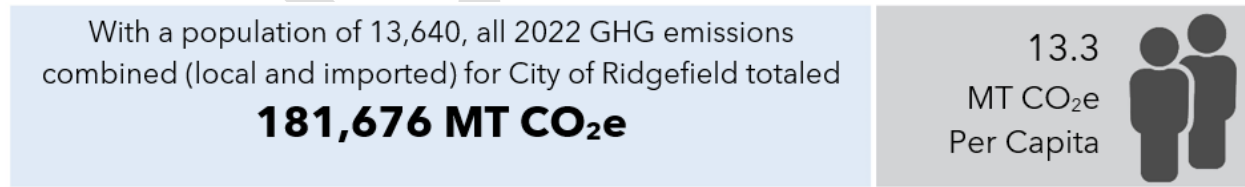
The purpose of this element is (1) to reduce greenhouse gas (GHG) emissions that are contributing to global climate change and (2) to improve the resiliency of the Ridgefield community to natural hazards that are created or aggravated by climate change, which are projected to become more severe and more frequent over the 20-year planning horizon (and beyond).

Current Conditions

Greenhouse Gas Emissions

The GHG reduction subelement identifies actions the City will take to reduce overall GHG emissions and per capita VMT. Clark County’s Countywide Planning Policies establish requirements for cities to reach net-zero emissions by 2050 (Policy 14.1.2) in alignment with statewide GHG emission reductions (RCW 70A.45.020(1)) and set interim (five-year) objectives or targets (Policy 14.1.4). To inform GHG reduction strategies, a community GHG inventory was prepared. The inventory estimates Ridgefield’s carbon footprint from local GHG emissions (building energy, transportation, solid waste and wastewater, and industrial process and product use) and imported emissions (consumption of goods). Figure 9-1 shows the total and per capita GHG emissions in Ridgefield.

Figure 9-1. Ridgefield GHG Emissions, 2022



Local emissions are sector-based emissions that are generated within the geographic boundary of Ridgefield. Imported emissions are generated outside of Ridgefield to produce and provide the imported goods, food, services, air travel, and production and transport of fuels consumed by local households.

Figure 9-2 breaks down the sources of local and imported emissions. Most of the local emissions in Ridgefield are from **building energy** and **transportation**, which account for 92 percent of local emissions. Compared to imported emissions, local emissions are more directly under the control of the City and community and are, therefore, the focus of the GHG reduction goals and policies.

Additionally, wildfires have become one of the largest sources of carbon emissions in Washington state. From 2014 to 2018, wildfires in the state generated 39,200,000 MT CO₂e.

Another aspect of the GHG subelement is to reduce per capita Vehicle Miles Travelled (VMT). Similar to the region, state, and nation, transportation is a major contributor to Clark County's and Ridgefield's GHG emissions. Ridgefield must meet all GHG emissions reduction requirements by reducing its per capita VMT without increasing GHG emissions elsewhere in the state. A VMT analysis and travel market assessment were performed for Ridgefield to inform VMT reduction strategies.

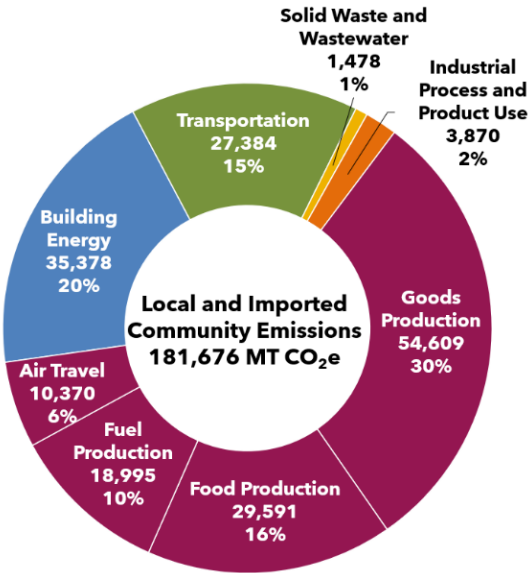
The analysis used two data sources: The Highway Performance Monitoring System (HPMS) and location-based services (LBS). HPMS data provides estimated trip counts for roadways, identified at the countywide level. The Southwest Washington Regional Transportation Council provided an estimated travel share of each studied jurisdiction within the County using a 2020 base year from the regional travel mode. The identified travel share was then applied to HPMS average daily VMT for the County to estimate VMT for Ridgefield, shown in Table 9-1.

Table 9-1. Estimated Baseline VMT¹⁴

Geography	VMT per capita
Unincorporated Clark County – urban areas	12.7
Unincorporated Clark County – rural areas	22.6
Ridgefield	9.3

StreetLight, a private data provider of LBS data, was a second data source analyzed to estimate Ridgefield's VMT. The StreetLight data provided home-based VMT per resident and home-based work VMT per employee. County-level VMT estimates based on StreetLight data are shown in

Figure 9-2. Local and Imported Emissions, 2022



¹⁴ Source: Highway Performance Monitoring System, 2024

Table 9-2. Home-based VMT per resident represents vehicle-miles driven per person living in the county to and from their homes each day and includes all trips. Home-based work VMT per employee represents vehicle-miles driven per person living in the county to and from work each day.

Table 9-2. Estimated Baseline Daily VMT¹⁵

Geography	Home-based VMT per Resident	Home-based Work VMT per Employee
Clark County	22.8	14.4

The second component of the VMT analysis assessed the travel market by identifying key destinations in Ridgefield that could shift to alternative modes of transportation. The evaluation included short trips (3 miles or shorter) as these are most likely to shift from driving to another mode of transportation. The key destinations identified in Ridgefield are:

- » Port of Ridgefield
- » Dollar Tree Distribution Center
- » UNFI – Ridgefield Distribution Center
- » Costco
- » Vancouver Clinic – Ridgefield
- » Ridgefield High School

¹⁵ Source: Streetlight data, 2024

In addition to the key destinations, transportation infrastructure that serves non-auto trips were identified, such as transit lines, bike facilities, and trails. Reviewing non-auto trip data with the map of key destinations can identify potential mode shifts from driving to support VMT reductions. These analyses will help inform a regional target for VMT, which will be established outside the climate element and Comprehensive Plan framework.

Areas that have existing infrastructure provide opportunities for policies and programs to encourage mode shift away from driving single-occupancy vehicles, as shown in Table 9-3 for key places in Ridgefield. Areas with high-travel rates and destinations that do not have infrastructure to support non-auto travel options provide a different set of future investment opportunities. As shown in 9-3 and Figure 9-4, most vehicle trips in Ridgefield end in the proximity of downtown and the waterfront area, but there is no clear trend toward elevated multimodal travel within city limits. While there is an extensive trail network in several areas of the city, Ridgefield has limited bike and other pedestrian facilities, and even more limited transit service. To reduce per capita VMT, the City should explore programmatic options that support carpooling and investments to build a connected network of biking and walking infrastructure.

Table 9-3: Key Places in Ridgefield (9-3 and Figure 9-4)

Number	Place
14	Discovery Ridge Commercial Center
15	Pioneer Village Commercial Center
16	Ridgefield Waterfront
17	Ridgefield Outdoor Recreation Complex
18	Dollar Tree Distribution Center
19	UNFI—Ridgefield Distribution Center
20	Costco
21	Rosauers Supermarkets
22	Vancouver Clinic Ridgefield
23	Clark College Advanced Manufacturing Center
24	Ridgefield High School

Legend:

- Transit Stops (Orange dot)
- Places of Interest (Yellow triangle)
- Bike Facilities (Blue line)
- Trails (Green line)
- Transit Routes (Orange line)
- City Limits (Black dashed line)
- County Boundary (Black solid line)
- Water (Blue area)
- Destination Trips (Automobile) (Orange line with black border)
- Block Group (Color-coded areas)

Block Group Ranges:

- 1671 - 2698 (Light Blue)
- 2699 - 4834 (Medium Blue)
- 4835 - 10345 (Dark Blue)

Map Labels:

- Streets: NW 304th St, NW 51st Ave, NW 289th St, NW 31st Ave, NW 11th Ave, NW Spencer Rd, NE Timpani Rd, NE 10th Ave, NE 259th St, NW 209th St, NW 41st Ave, NW 199th St, NE 199th St, NW Krieger Rd, S Hillhurst Rd, S 45th Ave, S 5th St, S 10th St, S 15th St, S 20th St, S 25th St, S 30th St, S 35th St, S 40th St, S 45th St, S 50th St, S 55th St, S 60th St, S 65th St, S 70th St, S 75th St, S 80th St, S 85th St, S 90th St, S 95th St, S 100th St, S 105th St, S 110th St, S 115th St, S 120th St, S 125th St, S 130th St, S 135th St, S 140th St, S 145th St, S 150th St, S 155th St, S 160th St, S 165th St, S 170th St, S 175th St, S 180th St, S 185th St, S 190th St, S 195th St, S 200th St, S 205th St, S 210th St, S 215th St, S 220th St, S 225th St, S 230th St, S 235th St, S 240th St, S 245th St, S 250th St, S 255th St, S 260th St, S 265th St, S 270th St, S 275th St, S 280th St, S 285th St, S 290th St, S 295th St, S 300th St, S 305th St, S 310th St, S 315th St, S 320th St, S 325th St, S 330th St, S 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S 1925th St, S 1930th St, S 1935th St, S 1940th St, S 1945th St, S 1950th St, S 1955th St, S 1960th St, S 1965th St, S 1970th St, S 1975th St, S 1980th St, S 1985th St, S 1990th St, S 1995th St, S 2000th St, S 2005th St, S 2010th St, S 2015th St, S 2020th St, S 2025th St, S 2030th St, S 2035th St, S 2040th St, S 2045th St, S 2050th St, S 2055th St, S 2060th St, S 2065th St, S 2070th St, S 2075th St, S 2080th St,

Legend:

- Transit Stops (Orange circle)
- Places of Interest (Yellow triangle)
- Bike Facilities (Blue line)
- Trails (Green line)
- Transit Routes (Orange line)
- City Limits (Black dashed line)
- County Boundary (Black solid line)
- Water (Blue area)
- Destination Trips by Walking, Bicycle and Transit (Shaded areas)
- Block Group (Numbered areas)

Block Groups:

- 267 - 546
- 547 - 1016
- 1017 - 1882
- 1883 - 3030
- 46 - 266

Map Labels:

- NW 304th St
- NW 51st Ave
- NW 289th St
- NW 31st Ave
- NW 11th Ave
- NW Spencer Rd
- NE Timmer Rd
- N 65th Ave
- NE 10th Ave
- NE 29th St
- S 5th St
- S Hillhurst Rd
- S 43rd Ave
- NW 29th St
- NW 199th St
- NW 41st Ave
- NW 31st Ave
- NW 209th St
- NE 199th St
- NE 10th Ave
- NW Carty Rd
- N Main Ave
- N Heron Dr
- 501
- 5
- 502

Scale: 0 1/2 1 Miles

North Arrow: (Upward pointing arrow)

Climate Resiliency

Climate resiliency is the ongoing process of anticipating, preparing for, and adapting to climate changes while minimizing negative impacts on natural systems, infrastructure, and communities. Ridgefield can build resiliency by developing proactive preparedness plans, implementing effective response strategies during emergencies, and establishing recovery frameworks. Key strategies include mitigating natural hazards, adapting to unavoidable climate impacts, and restoring degraded natural areas that provide essential ecosystem services. Table 9-4 below lists the types of natural hazards in Ridgefield, their frequency and severity, and how they have affected the community in the recent past. The severity of each event is categorized as low to high, as determined by the 2023 Clark Regional Natural Hazard Mitigation Plan (NHMP).

Table 9-4. Natural Hazards in Ridgefield

Hazard (NHMP Ranking)	Projected Conditions by 2050*	Effects on the Community**
Extreme Heat (High)	40+ days per year that feel hotter than 90 degrees.	Increased risk of heat-related illness and disruption of daily activities. Increased demand for water and electricity (air conditioning). Those who are most vulnerable to extreme heat include elderly, ill, disable, children, pregnant women, low income, houseless, and those who work outdoors. Can create hazardous conditions for plants and animals, and affect outdoor recreation, such as the wildlife refuge.
Extreme Precipitation and Storms (High)	9% increase in total annual precipitation. While less rain is projected in summer, more is expected in other seasons.	Can overwhelm the drainage system and lead to the loss of utilities, roadway collapse, make driving unsafe, loss of crops and food sources, and lead to landslides and floods. May bring strong winds that down trees or powerlines.
Flooding (Medium)	13% increase in peak streamflow in Lake River. Triggered by heavy precipitation and changing hydrological conditions.	Inundate homes, businesses, and roads, leading to costly property damage and health impacts. Stream/river flooding can harm salmon and other aquatic species, create streambank erosion, and damage wildlife habitat.
Landslides (Medium)	14% increase in the intensity of heavy rainfall, increasing the risk of landslides.	Damage to natural areas, buildings, and infrastructure in their path. Debris may block roads, including emergency access routes, pollute waterways, and displace people living nearby.
Wildfires & Smoke (Low)	8+ days per year with a high fire danger.	Structures, above-ground infrastructure, critical facilities, and natural environments are especially vulnerable. Can

		create hazardous conditions for people, plants, and animals, and affect outdoor recreation, such as the wildlife refuge.
Drought (Low)	18% decrease in late summer precipitation.	Less water will be available for human use when demand is high. This will also impact ecosystems and wildlife by reducing the amount of water in lakes and streams.

* Projected conditions for 2050, based on data from the University of Washington's Climate Mapping for a Resilient Washington webtool: <https://data.cig.uw.edu/climatemapping/>. Projections are based on a "business as usual" emissions scenario.

** Includes effects identified by the Ridgefield community in a 2025 survey.

Vulnerable Communities

Climate change also impacts residents in Ridgefield differently. Overburdened and vulnerable communities, such as ones with higher rates of poverty and limited English proficiency, are more vulnerable to climate change due to historical trends of lower investment in urban tree canopy in neighborhoods (which reduces the effects of extreme heat).

People and communities in Ridgefield who are particularly vulnerable include those who may have impediments to evacuating or moving to a safe location, including the elderly, low income, linguistically isolated populations, people of color, people with disabilities, people without vehicles, and people who are isolated from major roads. Residents who live near the water, either on land or in houseboats, are most impacted by flooding events associated with extreme precipitation. In addition, people who lack proper shelter, including houseless populations, are more at risk. Those who work primarily outdoors are more vulnerable to extreme heat and wildfire smoke. Clark County Public Health identified specific areas of the city that are more vulnerable to the heat island effect. The hottest areas of the city include the housing development south of South Wells Drive and between South Royle Road and South 51st Place, the commercial areas at Pioneer Street and South Royle Road, the area around Costco, and the large warehouse buildings east of I-5. Those who live and/or work in these areas are more vulnerable to health effects due to extreme heat. Wildfire pollution affects all Washingtonians, but has disproportionate health effects on low-income communities, communities of color, and other vulnerable populations. In accordance with State and County policies, this element includes goals and policies to improve the resiliency of these populations and communities.



Vulnerable Assets

A vulnerability and risk assessment was prepared for the City to evaluate the risks posed by extreme heat to wildlife in Gee Creek, Lake River, and the Ridgefield National Wildlife Refuge. Gee Creek flows through the center of the city while Lake River flows along the city's western border, both flowing through the wildlife refuge. Potential for flooding of Gee Creek could impact Abrams Park, which is adjacent to the floodplain and includes three water wells. Areas along Gee Creek also carry a heightened risk for landslide. Critical facilities and infrastructure that are at greater risk of impacts to hazards include Union Ridge Elementary School, Ridgefield Community Library, Ridgefield Living Center, Ridgefield Police Department, Pioneer Street (acts as a critical access route to I-5), access road for those living in houseboats, and the Ridgefield treatment plant.

The assessment determined composite scores for vulnerability (i.e., sensitive and adaptive capacity) and risk (i.e., probability and magnitude): Gee Creek and Lake River scored high and the refuge scored medium-high. The waterbodies scored high in vulnerability due to the presence of threatened, anadromous fish species, and development pressure and pollution from urban areas. The risk score is elevated as both waterbodies currently experience unsafe temperatures and poor stream health, and there is a high probability that heat exposure will increase in the future. The refuge's vulnerability is rated medium because some plant and animal species within the refuge are resilient and adaptive, while others are sensitive to temperature changes and are threatened by invasive species. The refuge has a medium-high risk score due to streams being most affected by extreme heat and increased fire danger from hot, dry conditions.

To reduce vulnerability and risk for both streams and the refuge, the assessment recommends coordinating environmental management with surrounding jurisdictions and increasing adaptive capacity. Recommended actions include stream restoration, salmon recovery, pollution control, prescribed burns, and other adaptive management strategies to improve the resilience of both streams and the refuge to extreme heat.

Climate Change and Resiliency Policies

The policies below are intended to achieve the two overarching objectives of the climate and resiliency element: to mitigate climate change by reducing GHG emissions and VMTs, and to improve the resiliency of the Ridgefield community to the changing climate. Many of the policies in other elements, while not climate-specific, support these objectives (for example, policies in the Transportation element that promote transit or active transportation). To avoid repetition, those policies are flagged in other elements with an icon and are referenced below.

Goal 9.1 Encourage buildings and utilities to be designed for energy efficiency and to withstand and recover from natural hazards.

- Policy 9.1.1 Develop or modify design standards to integrate building features that reduce the impacts of natural hazards and increase resilience to heat, precipitation, flooding, landslides, wildfire, smoke and drought.
- Policy 9.1.2 Promote the use of efficient energy systems (all electric, solar ready, and electric vehicle (EV) charging ready) and transition away from fossil fuel energy sources in new and existing buildings to increase resiliency and reduce emissions and cost.
- Policy 9.1.3 Prioritize the weatherization and use of climate-friendly building materials for residential and commercial buildings to lower emissions and enhance resilience.
- Policy 9.1.4 Encourage solar access through site designs for new residential and commercial buildings wherever feasible.



Other supporting policies: Policy 2.5.3 and Policy 4.1.6.

Goal 9.2 Improve the efficiency and resiliency of the local multimodal transportation system.

- Policy 9.2.1 Support the coordination of land use and multimodal transportation planning to improve the efficiency of the transportation system and reduce GHG emissions and VMT.
- Policy 9.2.2 Encourage the conversion of public fleets to zero-emission vehicles and develop supporting charging infrastructure at public buildings and facilities.
- Policy 9.2.3 Facilitate the installation of EV charging infrastructure for private residential and commercial buildings.
- Policy 9.2.4 Identify transportation infrastructure that is vulnerable to natural hazards and improve street connectivity and walkability to serve as potential evacuation routes.
- Policy 9.2.5 Identify transportation infrastructure that is vulnerable to natural hazards and plan for a transportation system that is resilient to the impacts of extreme weather events and other hazards exacerbated by climate change.



Other supporting policies: Policy 3.1.1, Policy 3.1.4, Policy 3.1.5, Policy 3.2.6, Policy 3.3.1, Policy 3.3.2, Policy 3.3.3, and Policy 7.1.2.

Goal 9.3 Protect and restore green spaces and habitat to be resilient to natural hazards and provide refuge for people and wildlife during extreme weather.

- Policy 9.3.1 Implement actions identified in stream restoration and salmon recovery plans to improve the climate resilience of streams and watersheds, such as Gee Creek and Lake River, to the effects of extreme heat.
- Policy 9.3.2 Coordinate with environmental agencies on adaptive management strategies for the Ridgefield National Wildlife Refuge that address natural hazards, including extreme heat, flooding, heavy precipitation, drought, and wildfire.
- Policy 9.3.3 Identify opportunities to expand habitat protection and improve habitat quality and connectivity through invasive species management and enhancing the resilience of open spaces and habitat areas to natural hazards.
- Policy 9.3.4 Protect and restore wetlands, wetland corridors, and floodplains to provide biological and hydrological connectivity that fosters resilience to flood risk and extreme weather events.
- Policy 9.3.5 Protect and expand tree canopy and plant native trees and plants to be resilient to extreme weather events and provide shade and canopy.



Other supporting policies: Policy 7.1.2, Policy 7.1.3, and Policy 7.1.4.

Goal 9.4 **Protect the long-term sustainability of the municipal water system from the impacts of development and changing hydrological conditions.**

- Policy 9.4.1 Plan for how the municipal water system will maintain adequate service during major natural hazards, as well as under projected hydrological conditions.
- Policy 9.4.2 Retrofit and design new public spaces and municipal buildings to message community benefits and showcase resilient water technologies, management, and benefits.
- Policy 9.4.3 Encourage the sustainable management of water resources on private properties through methods, such as water conservation, reclaimed water systems, smart irrigation, and prioritize planting of native plants, that require less water to establish and maintain.
- Policy 9.4.4 Develop and implement a comprehensive drought resilience strategy that factors in projected climate impacts on the local economy, ecosystems, and residents, and sets appropriate actions for various drought stages.
- Policy 9.4.5 Implement the Water Conservation Action Plan as outlined in the adopted Water Conservation Strategy.



Other supporting policies: Policy 5.2.3 and Policy 6.2.8.

Goal 9.5 **Protect community health and well-being from the impacts of climate-exacerbated hazards and ensure that the most vulnerable residents and overburdened communities do not bear disproportionate health impacts.**

Policy 9.5.1 Establish resilience hubs or other designated refuge sites that will provide shelter, information, and resources during a hazardous event such as a heatwave, major storm, smoke event, or power outage.

Policy 9.5.2 Develop accessible and comprehensive emergency response plans, educational materials, and recovery resources to help residents prepare for natural hazard events. Provide hazard resilience materials, alerts and programs in multiple languages, and using multiple types of media to encourage widespread benefit and access for all residents.

Policy 9.5.3 Collaborate with Clark Regional Emergency Services Agency and engage in programs, such as Firewise and StormReady, to enhance community preparedness for hazard events, such as wildfire and severe weather.*

Policy 9.5.4 Conduct pre-disaster assessments for critical and essential facilities and create strategies to mitigate risks, such as relocating or retrofitting these facilities.*

Policy 9.5.5 Prioritize the distribution of educational materials, adaptive resources, and emergency support to populations that are exposed to hazards, such as outdoor workers and the unhoused, and populations with high sensitivity and limited ability to cope with hazards, including the elderly, young children, low-income households, those without AC, and people with chronic health conditions or disabilities

Policy 9.5.6 Encourage local businesses to develop and implement comprehensive emergency preparedness and response plans to minimize disruptions during extreme weather events and other hazards.



Other supporting policies: Policy 2.3.6, Policy 5.1.3, and Policy 5.2.2.

*Policy is also included in the Clark Regional Natural Hazard Mitigation Plan.

Goal 9.6 **Empower the community and households to use resources sustainably by reducing consumption and increasing the reuse and recycling of waste materials.**

Policy 9.6.1 Pursue composting program(s) to divert community organic waste from entering landfills.

Policy 9.6.2 Expand local food security and the food-related economy to address climate impacts and increase access to healthy, affordable, and climate-friendly foods.

- Policy 9.6.3 Partner with the Washington State University Extension to provide the community with programs aimed at soil conservation, composting, and community gardening.
- Policy 9.6.4 Incentivize recycling of construction and demolition debris and the use of recycled materials in new construction.
- Policy 9.6.5 In partnership with others, create and sustain a business technical assistance program to increase recycling and reduce waste.
- Policy 9.6.6 Develop a sustainable purchasing policy for the City.

Goal 9.7 Reduce citywide GHG emissions and per capita VMT with effective and efficient land use, housing, and transportation strategies.

- Policy 9.7.1 Identify, cross-coordinate, and implement land use, housing, and transportation planning strategies to reduce Ridgefield's GHG emissions and per capita VMT by 2050.
- Policy 9.7.2 Reduce energy use in existing buildings and boost resilience by enhancing energy efficiency programs for homes, businesses, and city facilities. Prioritize servicing communities identified as most vulnerable to impacts of climate change.
- Policy 9.7.3 Adopt and implement land use, housing, and transportation policies in planning documents to achieve net-zero citywide GHG emissions by 2050 in alignment with the statewide GHG reductions.
- Policy 9.7.4 By 2027, set 5-year incremental GHG and VMT per capita reduction objectives or targets and develop a consistent methodology for measuring progress. Evaluate and update these targets regularly to reflect progress and to consider the latest international climate science and best practices.
- Policy 9.7.5 Implement land use, housing, and transportation policies to support regional efforts to reduce per capita VMT in alignment with WSDOT guidance.



Other supporting policies: Policy 2.1.4, Policy 2.3.2, Policy 4.1.1, and Policy 4.3.5