

BRIDGEPORT URBAN AREA COMPREHENSIVE PLAN

Adopted July 20, 2016



**Adopted 2001
Updated 2004, 2006, 2016, 2017**

**Environment and Critical Areas Conservation and Capital Facilities Elements
Updated 2017**

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INTRODUCTION

HISTORY OF THE CITY OF BRIDGEPORT

The first settlers in the Bridgeport area were fur traders who established a trading post in the early 1800s. When the Okanogan Valley was found to be suitable for grazing, cattle became a major means of earning a livelihood and reached a peak in the 1870s. As the number of settlers increased, the Native Americans became somewhat hostile and in 1883 a military fort was located at the mouth of Foster Creek to prevent an Indian uprising. In 1889, a party from Bridgeport Connecticut settled near the Fort. In 1891 the Town of Bridgeport, Washington was platted.

The land around Bridgeport had good agricultural potential and the town's founding fathers expected the Northern Pacific Railroad line to pass through their town, on its way to Okanogan County. However, the railroad failed to locate adjacent to the town, so most products had to be hauled into and out of town by riverboat. Because there was no bridge across the river, road connections were limited to most areas. Nevertheless, Bridgeport became a stopover for the stagecoach from Coulee City to Conconully.

Wheat and fruit crops supplemented the early day economic base of cattle ranching, as well as some gold mining that was carried on in the area. In the late 1920s a bridge was built across the Columbia River at Brewster which greatly improved Bridgeport's vehicular connection to the outside world. In the 1930s there was a great influx of settlers from the Midwest states, but later in that decade many of them left Bridgeport and moved to Grand Coulee to work on the dam. The population remained relatively stable until the early 1950s when work began on Chief Joseph Dam. At the height of construction, the population of the town had nearly tripled, but as the construction subsided the number of residents decreased proportionately.

The growth of Bridgeport, originally known as Westfield, has been greatly affected by outside forces. The migration of large numbers of people during the dust bowl years and their subsequent exodus to better jobs; the by-passing of the railroad; the construction of Chief Joseph Dam; the availability of irrigation water resulting from the projects along the Columbia River; all have given Bridgeport a history of very irregular growth, and have left their mark on the land.

It is the availability of water that has proven to have the longest lasting impact on the community. Over the past decade, the acreage devoted to tree fruit production has significantly increased across the Columbia River in Okanogan County resulting in increased jobs, both seasonal as well as permanent. In addition, the Confederated Tribes

of the Colville Reservation opened a major fish hatchery in 2013 that, along with improvements to water access in Bridgeport and Brewster, will have a long-term impact. And, finally, the opening of the Gamble Sands golf course a few miles from the community provides an important recreational attraction.

PURPOSE

The Comprehensive Plan for the City of Bridgeport (see Planning Area Map LU1 in Map Appendix) is intended to be a guide for the physical growth and development of the community and its immediate surroundings for the foreseeable future. It provides goals, policies and recommendations to be used as official policy guidelines that will enable City officials to make informed decisions that are in the best interest of the community as a whole.

The Plan is also intended to maintain reasonable continuity in future decision-making as turnover occurs within the City's legislative body. It furnishes direction for the development of the City that will make it a more convenient, attractive, and orderly place in which to live, shop, work, and play. However, the Plan must be periodically reviewed and updated to reflect technological, social, economic and political changes that may invalidate certain plans and policies.

The State Legislature has long realized the necessity for planning ahead and enacted the Growth Management Act (GMA) in 1990 that granted local governments the authority to plan for the future development of their particular jurisdiction. The primary emphasis of the GMA is coordinated, cooperative planning efforts, with substantial, continuous input from all sectors of the population to help balance the scales between economic development and environmental preservation. It also became a responsibility of local governments to follow through with the citizens' vision for their community by implementing the direction laid out in the comprehensive plan.

The following 14 goals are those broad issues that the State Legislature charged local government to address, as they pertain to their particular community:

URBAN GROWTH...Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

REDUCE SPRAWL...Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

TRANSPORTATION...Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

HOUSING...Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

PERMITS...Applications for both state and local government permits should be processed in a timely manner to ensure predictability.

ENVIRONMENT...Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

ECONOMIC DEVELOPMENT...Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

PROPERTY RIGHTS...Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

NATURAL RESOURCE INDUSTRIES...Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

OPEN SPACE AND RECREATION...Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

CITIZEN PARTICIPATION AND COORDINATION...Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

PUBLIC FACILITIES AND SERVICES...Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

HISTORIC PRESERVATION...Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

SHORELINES...For shorelines of the state, the goals and policies of the Shoreline Management Act (RCW 90.58.020) are added as one of the goals of the GMA (RCW 36.70A.020).

The Growth Management Act (GMA) is the enabling legislation that renders this Comprehensive Plan a legally recognized document by the State of Washington; however, it is a policy document only. The policies are required by GMA to be implemented through the use of such regulatory tools as zoning and subdivision ordinances, as well as other innovative techniques. These regulations must be developed and maintained in accordance with the goals and policies of this Comprehensive plan, as set forth in the Growth Management Act, as amended.

CONSISTENCY

One of the primary goals of the Growth Management Act (GMA) is to increase cooperation between jurisdictions and to assure consistency within the Comprehensive Plans and from jurisdiction to jurisdiction. The effort to accomplish consistency between the cities in Douglas County and the County Plan resulted in the formation and adoption of County-wide Planning Policies (CWPP).

It is the intent that as the CWPP or Bridgeport Comprehensive Plan changes the consistency between it and this plan will be maintained. Furthermore, the internal consistency of the Comprehensive Plan is vital to good land use and budgeting decision for the community. It is recognized that all budgeting decisions will reflect the goals and policies of the comprehensive plan. Land use decisions may need to be re-evaluated if funding is not available.

SCOPE AND ORGANIZATION

This Comprehensive Plan is composed of 10 main elements that must be closely interrelated to serve as a satisfactory guide for future development. These include:

- * Land Use
- * Housing
- * Utilities
- * Capital Facilities
- * Transportation
- * Recreation
- * Unincorporated Area Development and Annexation
- * Economic Development
- * Environment and Critical Areas Conservation
- * Cultural Diversity

PLAN DEVELOPMENT AND PUBLIC PARTICIPATION

As stated previously, this comprehensive plan was developed as part of the Growth Management Act planning program initiated by Douglas County and its communities. In October of 1990 Douglas County opted into the GMA, allowing for a head start on the planning effort that would have been mandated in April of 1991 due to a 22% increase in population between 1981 and 1991.

From 1991 through 1993, an intensive visioning and educational effort was carried out to educate the citizens of Douglas County as to the requirements and benefits of the Growth Management Act, and to allow the local governments to see and understand the vision these people had for their communities as well as the County.

Also during this time, a committee of citizens from the communities of Mansfield and Bridgeport and the surrounding areas began meeting on a monthly basis at open, advertised public meetings. There was much discussion on growth in the county, both how much there would be and how it should be dealt with, as well as what the future held for the two communities. After developing some broad goal and policy statements for all of the elements, the focus of this committee shifted away from the unincorporated areas and turned more specifically toward each community. The last meeting of this full committee was in April of 1993 where it was decided that the members from each community would begin meeting regularly with their Planning Commissions to complete the communities' plans.

Over an approximate 2-year period, the Bridgeport Planning Commission, along with the original Planning Unit 3 committee members from Bridgeport met regularly to discuss the Plan. There have been numerous reviews of background information and maps, as well as goals, policies and implementation recommendations and strategies. The result of all this time and work is a Comprehensive Plan for the City of Bridgeport

that is very well suited to their needs: simple and concise, yet complete to assist them in the orderly development of their community.

Since its initial adoption in 1995, the Comprehensive Plan has been amended through a described process that includes many opportunities for public input. Although it has not been amended every year, the plan is always being monitored and reviewed by the Planning Commission, and when necessary, updated through a formal public review process. In 2000 and 2001, an extensive review and update process was conducted as required by the GMA and the majority of the elements in the plan were amended, and new elements were added. The completion of this extensive review process positioned the City to easily comply with the initial deadline of September 2002 for a 5-year comprehensive review and update.

In 2006, Bridgeport completed a mandated seven-year review and update of both the Comprehensive Plan and Development Regulations. This review resulted in the expansion of the Economic Development element, which had been done in 2004; the addition of Pedestrian and Bicycle Feasibility Study (by reference); and other minor edits and additions to ensure compliance with the GMA.

In 2015, the City completed another mandated seven-year review and update of both the Comprehensive Plan and Development Regulations. This review resulted in revision of the Urban Growth Area to follow property lines, updating of data in several plan elements, preparation of new maps, streamlining of the Capital Facilities and Park and Recreation Elements with reference to stand alone Capital Facilities and Park and Recreation Plans and some refinement of the intent, goals and policies for land use designations.

PUBLIC PARTICIPATION

Public participation is an important component of successful planning. State legislation requires the development of a public participation program for “early and continuous public participation.” Citizens and leaders need and deserve ongoing communication regarding issues that affect their communities. Such participation will help resolve concerns and promote goodwill while establishing updates for the Comprehensive Plan. (RCW 36.70A.035, 36.70A.130, 36.70A.140)

The public participation techniques below provide the basic framework in guiding communication among the general public, citizens, local decision makers, neighboring jurisdictions, and city staff. The city’s various Boards, Commissions, and elected City

Council may use portions or all of the suggested techniques to guide involvement to fit the community's best interest while maintaining State requirements.

Framework of Participation

The procedures follow requirements of RCW 36.70A.140, providing for a broad "dissemination of proposals and alternatives" along with:

- Opportunity for written comment
- Public meetings—with effective notice and open discussions
- Information services
- Consideration of and response to public comments

Types of Participation

Citizen participation can be comprised of multiple formats. Every community should choose elements that will promote the public's maximum knowledge of proposed changes and participation in the process. Contact information should be listed on all participation documents.

NOTICE

- Newspaper legal notices and if possible special advertisement
- Postings at post office, library, and local grocery, as available
- Newsletters if available through the city's established activities
- Website notice when available through the city
- Direct mailing, if viable

MEETINGS

- Council and Planning, preferably a joint meeting with time for an open discussion
- Public Hearings, maybe held during Council or Planning meetings
- Open House or workshops with clear proposals and open discussion

WRITTEN COMMENT

- Survey on desires and or proposed changes
- Ongoing—all notices and meetings should have information inviting written comment along with where such comments should be sent and a deadline for receiving

FOLLOW UP

- Comments and ideas should be used throughout the process to shape the Comprehensive Plan updates and process. This may require additional meetings to fully secure adequate public participation or as new proposals are considered.

ADDITIONAL FORMATS TO BE CONSIDERED IF VIABLE

- Public workshops, public hearings, youth workshops, public service messages, advisory committee, school programs, etc.

ESSENTIAL PUBLIC FACILITIES

It is recognized that some land use facilities are difficult to place within the community. These include “essential public facilities” as defined by (RCW 36.70A.200(1)). They include airports, education facilities, solid waste facilities, group homes, etc. When an EPF is identified by the Office of Financial Management as necessary within the city jurisdiction the suggested process for siting such a facility under WAC 365-195-340 shall be used in conjunction with County-wide Plan Policies.

AMENDMENTS

Amendments to the Comprehensive Plan can occur only once a year, except under specific allowances, such as cases of emergency or as ordered by the Growth Management Hearing Board or other court. Emergency is defined as a threat to public health, safety and welfare. All amendments should follow the initial adoption process with early and continuous public participation.

BACKGROUND INFORMATION

LAND USE

Bridgeport is a small community located in the northern part of Douglas County in Sections 10, 14, 15, 22 and 23 in Township 30 North, Range 25 East, W.M. The community is located on relatively flat terrain. However, the southern portion of the community is bound by relatively steep slopes leading up to the Waterville Plateau. Additionally, the embankments adjacent to the Columbia River are quite steep and in many areas are at least 30 feet above the elevation of the Columbia River. Map LU2 in the Map Appendix depicts the city limits and urban growth area.

Because of the large fluctuation in population due to the construction and initial operation of Chief Joseph Dam, Bridgeport looks like a town that was at one time considerably larger. There are a large number of vacant lots as well as lots with foundations and older structures that have not been removed. Some buildings are run down and do not meet building codes. The business district is spread over a large distance with very little continuity or singular identity. Today the city is faced with problems related to the historical construction of Chief Joseph Dam, as well as large fluctuations in people working in the fruit industry. An example of these fluctuations is the decade from 1990 to 2000. In the early 1990s, Bridgeport experienced high population growth as large increases in the number of acres planted to orchards occurred. However, in the late 1990s, drought conditions, water rights issues, the listing of several fish species under the Federal Endangered Species Act as well as market conditions resulted in severe economic downturns for both orchards and packing/storage facilities, and large numbers of acres were taken out of production. This trend has reversed somewhat as large areas have been replanted or planted over the past decade and processing and storage facilities, primarily in Brewster, have expanded.

The Existing Land Use Map (See Appendix H, Map LU3), as well as Table 1, illustrate the distribution of land uses throughout the community based on the DORCODE (See Appendix A) assigned by the Douglas County Assessor in compliance with WAC 458-53-030.

The "Residential" category includes DORCODEs 11 through 19. DORCODE 11 represents single-family dwelling units, 12 represents 2–4 dwelling units, 13 five or more dwelling units, 14 condominiums, 15 manufactured home parks, 16 motels/hotel, 17 institutional housing, and 19 seasonal or vacation homes. However, it is important to note that a number of the parcels designated for commercial uses are actually being utilized exclusively for residential purposes, including single and multi-family uses. Table 1

includes DORCODEs 11 and 19 as Single-Family Residential, 12, 13 and 17 as Multi-Family residential, 15 as Manufactured Home Parks, and 18 as Residential Other, a category that represents residential uses of commercial structures and structures accessory to residential uses, and includes 16 as Commercial uses.

The DORCODE system uses numbers 21 through 39 for various manufacturing oriented land uses. Parcels with these DORCODEs are listed as Manufacturing in Table 1. DORCODEs 41 through 49 include land uses related to transportation, communication and utilities and are listed in Table 1 as Utilities. There are currently no lands being used for industrial activities within the Bridgeport Urban Growth Area.

Commercial uses include DORCODEs 50 through 59 which represent "trade" oriented land uses and DORCODEs 61 through 69 "services" oriented land uses. Table 1 includes all uses codes with 50 through 69 and 16 as Commercial. The data in Table 1 under the heading of Commercial, only includes non-publically owned parcels. Parcels owned by public entities with these DORCODEs are included under the Public heading. The commercial lands are located primarily along the Highway 173 corridor running through the community, including two "pockets" of concentrated commercial uses connected by a few, sporadically located commercial activities. This corridor connecting the two commercial areas is where a majority of the commercial lands being used exclusively for residential purposes are located.

The next series of DORCODEs, 71 through 79 represent cultural, entertainment and recreational land uses and are applied to both public and private uses. The data in Table 1 under the heading of Cultural, only includes non-publically owned parcels. Parcels owned by public entities with these DORCODEs are included under the Public heading.

The final two series of DORCODEs include 81 through 89, resource production and extraction and 91 through 99, undeveloped. Table 1 includes parcels with DORCODEs 81 through 89 under the Agriculture heading and 91 through 99 as Undeveloped. The data in Table 1 under the Agriculture and Undeveloped headings only include non-publically owned parcels. Parcels owned by public entities with these DORCODEs are included under the Public heading.

Included in the "Public" classification are all of the parks, schools, play fields, water, and federal, state, county and city-owned facilities and land, except road rights-of-way, including parcels with DORCODEs showing residential, commercial or other uses. Both the lands around the Chief Joseph Dam and property owned by the Douglas County PUD that is below the project boundary were included in this category, even though a large amount of these areas are currently not in any specific use.

The number of acres identified for Right-of-Way was calculated by subtracting the parcel-based land use inventory number from the overall land located within the UGA.

Based on the existing pattern of uses as well as population projections and capital facility and utility capacities, an Urban Growth Area was initially established in the 1990s that encompassed land expected to adequately accommodate expected growth within a planning horizon of 20+ years, to 2015. The original UGA generally followed the 1000' topographical contour interval, including all of the Cornehl Addition, except where the existing city limits falls outside of that; and, except from the southeast rim of the deep ravine located southeast of the city limits adjacent to HWY 17 where it followed the 1020 contour interval.

As a result of the 2006 planning process and significant additional technical and mapping information, a revised UGA was identified to accommodate updated population projections to the year 2022. The UGA was changed along the southerly boundary to reflect parcel boundaries and property ownerships. The overall total land area added was minimal (approximately 56 acres), and much of it is encumbered by steep slopes and rocky ground. On the easterly edge of the UGA, land owned by the US Army Corps of Engineers (ACOE) was added to recognize that public services (water) exist in that area, and to facilitate cooperation between ACOE and the City when it comes to land use issues. This land is designated as "public," which is a continuation of an existing public designation.

The 2015 update of the plan resulted in a refinement of the UGA to reflect parcel ownership and inclusion of additional ACOE property.

TABLE 1. EXISTING LAND USE – 2014

| Current Land Use Type | OVERALL (CITY and UGA) | | | | CITY | | | | UGA | | | |
|-------------------------------|------------------------|--------------------|------------------|------------------|------------|--------------------|------------------|------------------|-----------|--------------------|------------------|------------------|
| | Parcels | % of Total Parcels | Calculated Acres | % of Total Acres | Parcels | % of Total Parcels | Calculated Acres | % of Total Acres | Parcels | % of Total Parcels | Calculated Acres | % of Total Acres |
| Single-Family Residential | 463 | 46.44 | 152.79 | 12.82 | 454 | 48.30 | 142.76 | 27.49 | 9 | 15.79 | 10.03 | 1.49 |
| Multi-Family Residential | 18 | 1.81 | 6.92 | 0.58 | 18 | 1.91 | 6.92 | 1.33 | 0 | 0 | 0 | 0 |
| Manufactured Home Parks | 7 | 0.70 | 10.14 | 0.85 | 7 | 0.74 | 10.14 | 1.95 | 0 | 0 | 0 | 0 |
| Residential - Other | 56 | 5.62 | 16.17 | 1.36 | 55 | 5.85 | 15.77 | 3.04 | 1 | 1.75 | 0.4 | 0.06 |
| Manufacturing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utilities | 6 | 0.60 | 9.41 | 0.79 | 5 | 0.53 | 6.47 | 1.25 | 1 | 1.75 | 2.94 | 0.44 |
| Commercial | 39 | 3.91 | 8.18 | 0.69 | 39 | 4.15 | 8.18 | 1.58 | 0 | 0 | 0 | 0 |
| Cultural | 5 | 0.50 | 0.48 | 0.04 | 5 | 0.53 | 0.48 | 0.09 | 0 | 0 | 0 | 0 |
| Agriculture | 33 | 3.31 | 413.89 | 34.72 | 14 | 1.49 | 131.57 | 25.34 | 19 | 33.33 | 282.32 | 41.96 |
| Undeveloped | 265 | 26.58 | 126.45 | 10.61 | 247 | 26.28 | 104.48 | 20.12 | 18 | 31.58 | 21.97 | 3.27 |
| Public Use | 105 | 10.53 | 447.77 | 37.56 | 96 | 10.21 | 92.55 | 17.82 | 9 | 15.79 | 355.22 | 52.79 |
| TOTAL (Parcels, Acres) | 997 | 100.00% | 1192.20 | 100.00% | 940 | 100.00% | 519.32 | 100.00% | 57 | 100.00% | 672.88 | 100.00% |

The following assumptions were developed during the original comprehensive planning process and have been used in this and previous updates. These assumptions also helped to determine the location of the revised Urban Growth Area, as well as the distribution of land uses and the density limitations in the different residential designations.

1. Only average economic conditions were considered, as opposed to trying to predict the timing of any potential business cycles.
2. General lifestyles and living patterns will continue for the anticipated planning horizon of 20+ years, to the year 2037.
3. Current trends in orchard production will level out and the projected population increase is also expected to be maintained as workers are needed to work in the orchards, processing facilities, and warehouses. Additionally, a portion of the farm worker population has taken up permanent residence in the community, as opposed to only remaining in the community on a temporary basis. However, there continues to be a large influx of seasonal workers attracted to the area with a significant number residing in labor camps on the Okanogan County side of the Columbia River.
4. Overall density within the community is expected to continue at 2.6 units per acre.
5. It is expected that the areas within the city limits that are already platted will develop before those areas in the unincorporated UGA.
6. It is expected that existing agricultural lands will develop at a slower rate than vacant lands because of the economic value of the agricultural operations.
7. 2010 US Census figures found a household size (3.58) and vacancy rate (18.1%) are expected to remain relatively stable.
8. The percentage of land devoted to right-of-way needs will remain the same (21%) because the majority of the land base has already been subdivided.
9. It is not anticipated that any land owned by public entities will be available for residential development in the future.

POPULATION

The official 2010 US Census count for Bridgeport was 2409, up from 2059 in 2000. These figures show a gain of nearly 400 people from the 1498 counted in the 1990 Census (previous planning efforts established that the 1990 US Census had under-counted the population for Bridgeport). Of that population, 1261 are male and 1148 are female. The age brackets with the highest population are the 35 to 49 age group, with 415, while the smallest age bracket is the 20 to 24 with 187 people. The median age for the Bridgeport 2010 County Census Division is 25.6 years, with 1509 people 18 years or older. 1848

people, or 76.7%, identified themselves as being Hispanic or Latino (of any race), and 1650 people, 68.5%, indicated they speak a language other than English at home. The median household income for Bridgeport is \$36,563 which compares to the Douglas County median household income of \$51,908. Of the occupied housing units in the community, 54.5% were owner-occupied and 45.5% were renter-occupied with 9.7% of the total housing units (745) listed as unoccupied. The same approximate percentages for Douglas County are 70%, 30.0%, and 13.8%, respectively.

Expected population growth for the Bridgeport Urban Growth Area, as well as for the rest of Douglas County and its cities, can be seen in Table 2 below. The Growth Management Act requires that the designated urban growth area must include areas and densities sufficient to accommodate the urban growth projected to occur in the County for the next 20 years according to population projections developed by the State Office of Financial Management (OFM). The numbers provided in Table 2 reflect the outcome of the county's update of the County-wide plan during 2015 where the 2010 US Census and the updated OFM projections were allocated to the urban and rural areas of Douglas County.

Population analysis and forecasting was conducted using various methods. The guiding principles for allocating future population are historical growth trends, adopted county-wide planning policies found in the *"Douglas County Regional Policy Plan (as amended)"* and the supply of vacant, buildable land within each community. The technical methods used were both trend extrapolation and shares of the overall county population, adjusted for availability of land for development. The 2014 OFM county forecast was used as the control. A considerable amount of qualitative information and future assumptions on the economy, demographics and land capacity were brought into the urban area forecasting.

TABLE 2. POPULATION PROJECTIONS – 2010 through 2035¹

| 2010–2030 Douglas County Population Projection | 2010 Population per 2010 US Census | 2015 Population Projection | 2020 Population Projection | 2025 Population Projection | 2030 Population Projection | 2035 Population Projection |
|---|---|---|---|---|---|---|
| Douglas County Total | 38,431 | 44,127 | 49,824 | 55,520 | 61,216 | |
| Rural Areas | 6973 | 7,471 | 7,968 | 8,466 | 8,964 | 9,462 |
| Urban Areas | 31,458 | 33,725 | 35,993 | 38,260 | 40,527 | 42,795 |
| East Wenatchee | 26,221 | 28,212 | 30,203 | 32,193 | 34,184 | 36,175 |
| Bridgeport | 2430 | 2,596 | 2,762 | 2,928 | 3,094 | 3,260 |
| Coulee Dam | 187 | 190 | 193 | 195 | 198 | 201 |
| Mansfield | 332 | 336 | 340 | 344 | 349 | 353 |
| Rock Island | 1,143 | 1,212 | 1,218 | 1,350 | 1,420 | 1,489 |
| Waterville | 1,145 | 1,180 | 1,214 | 1,249 | 1,283 | 1,318 |

HOUSING

Based on the land use inventory based on DORCODEs and the 2010 US Census, the total number of housing units in Bridgeport is 745, a breakdown of which is shown in Table 3 below.

TABLE 3. EXISTING HOUSING UNITS

| Type | Number | Percent |
|--------------------------|---------------|----------------|
| Single Family | 223 | 30% |
| Manufactured/Mobile Home | 163 | 22% |
| Manufactured Home Park | 168 | 23% |
| Multi Family | 135 | 18% |
| Other | 56 | 5% |
| Total | 745 | 100% |

The “Other” category was used to categorize housing units that are found in buildings that were not originally built for residential purposes. During the building boom associated with construction of Chief Joseph Dam, there were a large number of commercial businesses within the City of Bridgeport. However, since that time, the number of commercial enterprises has substantially decreased, and many of the older commercial buildings have been converted to residential use. In conducting the background analysis for this comprehensive plan, it was determined that tracking those

¹ - Source – Douglas County 5/16

units independently of “typical” housing units was important, and therefore the “Other” category was implemented.

Bridgeport’s existing ratio of single family to multi-family residential units is approximately 52% to 41%. The “other” units account for 5% of the housing stock. In calculating these percentages, the manufactured home parks were considered multi family, whereas the manufactured homes on individual lots were considered single family.

CAPITAL FACILITIES & UTILITIES

Bridgeport is a code city with a mayor-council form of government, as well as a Planning Commission. Meeting dates for the Council are the third Wednesday of every month, while the Planning Commission meets the first Thursday. In addition to the five-member council and mayor, there is a Clerk-Treasurer and a Deputy Clerk, a Public Works Superintendent, a Wastewater Operator, and 2 laborers, all of which are full-time positions. There are numerous part-time positions and/or contracted services that the City is responsible for paying, including staff for the swimming pool, municipal court services, legal counsel, animal control, planning services, building inspections, and code enforcement. There are 4 parks within the City limits that encompass approximately 15 acres. These parks, as well as the City Hall, shop, recycle center, wastewater treatment plant, animal control shelter, and the cemetery are owned and operated by the City. Emergency services consist of a 12-member volunteer fire department and trained E.M.T. and First Response personnel. Police protection is provided through a contract with the Douglas County Sheriff's Department.

Bridgeport operates and maintains both water and sewer systems. The water system consists of three wells and a series of distribution mains ranging in size from 4" to 12", with the majority of lines being 6". The sewer system utilizes pipe ranging from 6" and 15" leading to a treatment system that is an oxidation ditch which is a type of extended aeration activated sludge plant. The City Hall building houses the library, fire and ambulance department, and a District Court Room, satellite Sheriff's office as well as council chambers and offices for the City's administrative staff. Garbage pickup is provided through a contract with Zippy Disposal, and recycling facilities are available at the City Recycling Center. Electricity is provided through the Douglas County Public Utility District and land-line telephone service is provided by Frontier. A more detailed inventory and discussion of Bridgeport's facilities and services is contained in the Capital Facilities Plan.

TRANSPORTATION

The existing circulation pattern in Bridgeport is oriented around two state highways that intersect at the southeast end of the city. State Route 173 connects Brewster to Bridgeport and passes through Bridgeport Bar. State Route 17 is located north of the Columbia River, crosses the bridge intersecting with SR 173 then heads south toward Leahy Junction and the Coulee Basin. There are approximately 10.5 miles of improved roadways within the community, although the actual rights-of-way encompass considerably more land than that figure would imply.

There is no regularly scheduled bus service within Bridgeport for the general public. The Quad City senior citizens and handicapped persons have a bus that provides seniors and the handicapped transportation to shopping, medical facilities, and other services in Oroville, Omak, and Brewster. There is one designated bicycle route within Bridgeport on Foster Creek Ave. from 17th Street to SR 17. There are few marked crossings for pedestrian traffic. Sidewalk installations have been a primary focus for the community over the last few years, resulting in additional safe pedestrian corridors that link the residential areas with the downtown area and school facilities. There is a more detailed discussion of the circulation system serving the community contained in the Transportation Element and Capital Facilities Plan.

ECONOMIC BASE

In the Bridgeport area the primary, base economy is tied to agriculture, primarily tree fruit production, processing and storage, and government services. The largest employers in the area are agriculture, the US Army Corps of Engineers at Chief Joseph Dam and the Bridgeport School District. Additional government positions are found at the Douglas County Public Utility District, Douglas County District Court, Sheriff's Office, and Transportation and Land Services, the U.S. Post Office, as well as the City of Bridgeport, the Bonneville Power Administration and the Confederated Tribes of the Colville Reservation. Occupations of area residents are summarized below².

² - Data from US Census and shows how residents of Bridgeport are employed, not necessarily that the job is within the community.

TABLE 4. TYPES OF OCCUPATIONS – 2010 US CENSUS

| Types of Occupations | Number Employed | Percent |
|---|------------------------|----------------|
| Agriculture, forestry, fishing/hunting, mining | 622 | 56.4 |
| Construction | 26 | 2.4 |
| Manufacturing | 10 | 0.9 |
| Wholesale | 80 | 7.3 |
| Retail Trade | 33 | 3.0 |
| Transportation, warehousing, utilities | 31 | 2.8 |
| Professional, management, finance | 22 | 2.0 |
| Information | 6 | 0.5 |
| Finance, insurance, real estate, and rental and leasing | 24 | 2.2 |
| Education, health and social services | 118 | 10.7 |
| Recreation, accommodation, food services | 101 | 9.2 |
| Public Administration | 7 | 0.6 |
| Other | 23 | 2.1 |
| Total | 1103 | 100 |

The businesses that are located in the downtown core include: Bridgeport Plaza Grocery Store, Kenya’s Tacos, El Petate Steak House, El Puente, White Barn Basket Company, Coulee Dam Credit Union, Chief Joe Tavern, Martinez Video, Family Health Center, El Coral, M & F Coffee Shop, M & R Market, and Panaderia La Azteca. Near the intersection of Highways 173 and 17 on the southeast edge of town there is the Quik-E-Mart, Tri-River Mini-Storage, Bridgeport Liquor and Variety Store, The Black Bear Auto Body, Big River Laundry, Ali’s Panaderia, and H&R Auto Repair. Other businesses are sporadically located along Highway 173 as it passes between the downtown core and the highway commercial area, as well as some scattered throughout the community including: CJ’s Auto, Salon Enjoy, and Delfina’s.

LAND USE

INTRODUCTION

The Land Use Element of the Comprehensive Plan is intended to promote orderly community growth by providing for planned land use areas which consider environmental, economic and human factors. The Plan is designed to meet both the present and future needs of the community and to serve as a guide to decision makers when presented with options for developing and redeveloping Bridgeport's Urban Growth Area. This Element also helps retain the basic form and pattern of the community while creating opportunities for an orderly expansion of the community. In general, the Comprehensive Plan Land Use Designations Map (See Map LU4 in the Map Appendix) shows the locations of the land use categories, as well as the Urban Growth Boundary which defines the UGA. These designations are intentionally non-specific in order to account for site and project specific flexibility.

GENERAL GOALS & POLICIES

GOAL LU 1: Maintain and enhance the existing pattern of uses through further definition; and by providing incentives that encourage the refurbishing of existing structures and the in-filling of vacant properties to the appropriate uses.

POLICY A: The following land use categories, and subsequent densities, are to be implemented through the zoning ordinance:

Single Family Low Density...To be characterized by single family residential uses, particularly stick-frame and modular homes. Maximum Density is **8 units/acre** for existing platted residential lots and **4 units/acre** for future platted residential lots.

Mixed SF/MF Medium Density...To be characterized by a mix and variety of housing types, such as single family and duplex dwellings. Maximum Density is **8 units/acre**.

Multi Family High Density...To be characterized by a variety of housing types, as well as some low intensity commercial activities, such as professional office buildings or service oriented activities. Maximum Density is **20 units/acre**.

Central Business District...To be characterized by a concentration of general commercial uses, designed to be pedestrian friendly, most commonly those of a retail nature, such as grocery and hardware stores. Businesses that are oriented specifically to

the automobile, such as gas and service stations, are not intended to be included in this designation.

Traffic Commercial District...To be characterized by low intensity retail and service commercial businesses that are compatible with vehicular traffic.

Tourist Commercial District...To be characterized by residential uses and businesses related to and serving the tourist public including those of a retail nature, restaurants, hotels, motels, recreational businesses and recreational vehicle parks.

Public District...Is designed to maintain and enhance publicly held properties, particularly those already in the possession of public entities.

Light Industrial District...Provides area for light industry that may have some truck traffic and day-time noise, but that generally does not produce negative impacts to air, water, etc. For the most part, these uses will not require public services (water, wastewater collection and/or treatment) above and beyond what can be accommodated within the existing and/or planned capacities of these systems. Typical uses may include agriculture packing facilities, high-tech electronic manufacturing, warehousing, distribution centers and similar uses.

General Industrial District...Provides area for industrial uses that may involve significant truck traffic and noise, the creation of waste and/or by-products, and that may involve impacts to air and/or water quality. These uses may also have significant need for public infrastructure such as water, wastewater collection and/or treatment and streets. Typical uses may include food processing plants, metal fabrication and a wide variety of manufacturing, assembly and processing activities.

RESIDENTIAL

INTRODUCTION

The following goals, policies, and rationales provide direction for not only the development of implementing ordinances, but also during the review of specific projects. Their purpose is to help provide continuity between existing and potential residential uses. It is also their intent to equip the implementing ordinances with the needed background and authority to help maintain the quality of life within the city limits and adjacent urbanizing area.

GOALS & POLICIES

GOAL LU 2: Maintain a sufficient number and variety of safe, aesthetically pleasing, housing units by encouraging new and enhancing/refurbishing existing housing in a variety of neighborhoods that are served by adequate public facilities and utilities for people of all income levels.

POLICY A: The community will continue its primary role in the conservation of housing by publicly investing in the infrastructure servicing the area, such as storm drainage, street paving, and recreation, and will provide zoning to prevent incompatible land uses and depreciation of property values.

Rationale: Preservation of property values can be maintained by providing predictability in what is going to happen in the surrounding areas. Zoning is one tool to accomplish that end. The City has a program of improving infrastructure which should be continued within the available Capital Facilities Plan.

POLICY B: Urban development should not be permitted outside of UGAs except in master planned communities, or commercial or industrial development in planned/designated rural service centers.

Rationale: Within UGAs there will be sufficient, urban-type services either already available, or at least planned for, which can handle urban densities. Similarly, master planned communities must demonstrate at the planning stages how these types of services will be provided to their "community," which in turn helps determine the density they will be allowed to incorporate into the development. Lastly, Douglas County has several existing rural service centers, both historical settlement areas and recreational areas generally associated with the Columbia River. Many of these areas are available for commercial development and redevelopment, and already have the capacity to handle the uses associated with commercial activity.

POLICY C: Encourage residential growth to occur in areas where public utilities exist or may be provided at reasonable costs.

POLICY D: Develop incentives that encourage residential development to locate within the urban growth boundary, consistent with the comprehensive plans.

POLICY E: Prior to annexation of new areas for residential purposes, encourage redevelopment and in-fill of areas within existing corporate boundaries.

Rationale: The Urban Growth Boundary (UGB) assists in delineating an orderly and efficient transition from rural land uses to urban land uses. Because public services are more readily available within the UGA, redevelopment and in-fill of existing areas should occur first. This in-fill, along with development of new areas within the UGA, helps lower the cost of development and provide more efficient utilization of existing public utilities such as sewer, water, streets, etc. The net result is prevention of urban sprawl, a decrease in public expenditures, more reasonably priced housing, and a reduction in the number of vacant lots that may cause fire hazards or collect junk materials.

POLICY F: Establish criteria for housing and home sites that enhance the compatibility of standard residential developments.

POLICY G: Maintain high standards for residential development, construction and maintenance. Such standards should include a diverse choice of housing types, quantities and designs including those for senior citizens, physically challenged and low income persons.

Rationale: Criteria helps assure that uses and/or types of development which may have the potential to be inconsistent with residential neighborhoods are either precluded from a zoning district or are conducted in such a way as to be compatible. Construction and lot maintenance standards within the different zoning categories will reduce the chance of incompatible adjacent development or vacant lot neglect. Additionally, high standards for all development will help provide long-term stability to the community by ensuring the continuance of a durable housing stock. However, such standards should not preclude the development of housing units to serve all income level and special needs populations because of higher costs.

POLICY H: Provide innovative and flexible design for residential developments, especially for multi-family units and manufactured home parks, by establishing and encouraging planned developments.

Rationale: Planned developments can provide flexibility which allows the municipality to encourage the maximum use of new concepts in land development that might otherwise be inhibited by the strict application of the zoning ordinance.

It can also encourage the enhancement of the natural characteristics of the land, help create permanent open space, and help utilize, more efficiently, the public facilities required of residential developments.

POLICY I: Protect residential districts from excessive noise, visual, air, and water pollution caused by other land uses.

POLICY J: Provide appropriate measures to regulate, if permitted, the keeping of livestock and animals other than domestic pets, including performance standards for maintenance of pastures, shelters, and feeding areas.

Rationale: In order to ensure a quality environment for residents of the Bridgeport area, provisions should be made to discourage incompatible land uses and/or densities. Higher intensity uses, as well as keeping livestock and/or animals other than domestic pets, can create conditions that are not typical of residential uses. By providing buffering techniques for commercial and industrial activities adjacent to neighborhood areas as well as regulating the keeping and maintenance of livestock and animals according to the density of the residential use, most of the conflicts can be mitigated.

POLICY K: Within residential districts, allow only residential type development, with the exception of home occupations, subject to the appropriate hearing procedures.

POLICY L: According to the density and intensity of residential uses in an area, provide for appropriate types/levels of day care facilities.

Rationale: To help preserve and enhance the quality of life in Bridgeport, it is important to take all possible steps to avoid incompatible uses within residential districts. By prohibiting higher intensity uses, such as commercial or industrial ones, in established residential areas, numerous conflicts should be avoided. However, because it is increasingly necessary for households to have two incomes in order to maintain their standard of living, there is a need for adequate day care facilities. Because of the convenience to working families and depending on the density of an area, day care facilities are appropriate in residential areas and should be allowed accordingly.

POLICY M: Building heights for all types of structures should be limited to what is appropriate in residential areas.

Rationale: Many existing and future home/development sites have views of the surrounding area. While the City may not be able to maintain totally unobstructed views, a consistent standard should be set in all zoning districts to preserve, to the extent possible the view amenity.

POLICY N: Require owners of vacant parcels and/or structures within all land use classifications to maintain said parcels in a manner which does not promote or create fire hazards, and which does not detract from the quality of the neighborhood.

POLICY O: The City should continue and expand the program of actively enforcing the existing nuisance ordinance, particularly with regard to abatement of unsafe, unsightly and/or unoccupied properties and buildings.

Rationale: Because of the arid climate, vacant lots that are overgrown with weeds and brush, and buildings that are left in a dangerous state of disrepair, cause a significant fire hazard and dangerous potential accident situations, and may be a detriment to surrounding property values.

POLICY P: Review and alter land use regulations as necessary to ensure provisions are made for locating manufactured home parks in appropriate locations, subject to special criteria, including state standards, designed to protect the integrity of established residential neighborhoods.

POLICY Q: Manufactured home parks requiring City services should be located within urban growth areas, but only through a planned development or binding site plan process to allow appropriate, site-specific review.

Rationale: Manufactured homes are sometimes seen as a detriment when located in residential neighborhoods. However, with special location and placement criteria provided through a planned development or binding site plan process, the integrity of these areas can be protected. Manufactured homes should be required to be of a quality that protects the health and safety of the residents utilizing this option, and need to be serviced by urban facilities and services which are to be provided only within UGAs.

IMPLEMENTATION RECOMMENDATIONS

IR 1: Existing development codes, such as the zoning and subdivision ordinances, as well as pertinent administrative policies, shall be periodically reviewed by staff, Planning Commission and City Council to assure compatibility between implementing regulations and the comprehensive plan.

IR 2: Zoning classifications and districts can be established and/or modified, as necessary, to allow residential development to occur at densities consistent with the comprehensive plan, as well as with available services, utilities, and the circulation system.

IR 3: The City should establish a list of issues and/or criteria that need to be addressed prior to annexing new areas for residential development.

IR 4: Different, innovative design standards and development scenarios, such as zero lot line and planned residential developments, should be encouraged. These options provide maximum flexibility for development, especially for multi-family uses as well as manufactured home parks, while still providing adequate public review to ascertain possible impacts to adjacent uses and zoning districts.

IR 5: Performance standards within residential zoning categories will be implemented and monitored to promote and ensure compatibility of residential densities, housing types, and quality of environment. Specific standards which address setbacks, buffer areas, building height, roof styles and overhangs, and exterior surfaces are considered in each category. Additionally, standards prohibiting or regulating the keeping of livestock and possible nuisance issues (i.e., noise, junk, etc.) should be enforced.

IR 6: Existing regulations which address the issue of vacant lot and structure neglect should be reviewed to determine more effective enforcement measures.

IR 7: Careful consideration should be given to which types of home occupations, including day care operations, are appropriate in the different residential classifications. Criteria should be refined to help define what constitutes a home occupation, as well as establishing the occupations permitted outright, those needing a public review and permit, and those which should be prohibited.

IR 8: Non-designated manufactured homes should only be allowed to locate either in established manufactured home parks, or in new parks developed through a planned

development or binding site plan process. Modular and manufactured homes should be allowed to locate on individual lots, as with any other on-site, stick-frame built house.

IR 9: Manufactured home and recreational vehicle parks should require a planned development which includes appropriate, site-specific public review.

IR 10: Landscaping and parking standards should be developed for the parking and perimeter areas of new multi-family uses, as well as for manufactured home parks.

COMMERCIAL

INTRODUCTION

The following goals, policies, and rationales create the ability to provide a quality environment for commercial development. They help define the scope of future development while still assuring compatibility with surrounding residential uses. By using the direction these goal and policy statements provide, the type of atmosphere the people of Bridgeport desire for their downtown and other commercial areas will be maintained and enhanced.

GOALS & POLICIES

GOAL LU 3: Provide and create opportunities for safe, aesthetically pleasing, and accessible commercial districts that allow diverse economic and some residential development and which contribute to a sound economic base for the community, while maintaining a quality environment.

POLICY A: Promote the development of incentive programs that reward the continued use, maintenance, development, and revitalization of land and buildings within established commercial areas, consistent with the land use map (See Map LU4 in Map Appendix).

POLICY B: Promote the redevelopment of existing areas and the development of vacant areas within the current corporate boundaries prior to annexation of new areas or rezoning of residential areas for commercial purposes.

POLICY C: Encourage the development of commercial land in a manner which is complimentary and compatible with adjacent land uses and the surrounding environment.

Rationale: Existing commercial areas generally represent a substantial public and private investment in buildings and infrastructure. Maintaining, revitalizing, and in-filling the existing stock of land and buildings will promote the efficient use of these services, and provide incentives to help expand and upgrade existing commercial areas. By making commercial areas complimentary and compatible with adjacent areas, commercial uses are protected, resistance to future growth will be less, and both land uses can co-exist without undue hardships to either.

POLICY D: Maintain existing zoning for commercial uses and discourage conversion to other uses that do not include commercial components.

POLICY E: The expansion of commercial districts/uses should occur adjacent to existing, similarly developed areas in conformance with the comprehensive plan only when there is a demonstrated need for additional commercial land.

Rationale: To facilitate economic growth in the community, sufficient lands must be available for new businesses coming into the area. A clear representation of what lands are available and some assurances that those areas will remain available in the future is very important. By maintaining existing commercial areas and providing for future ones, these assurances will be visible to prospective businesses.

POLICY F: Encourage adequate transportation and circulation patterns in commercial areas and provide linkages to other land use activities where practical.

POLICY G: Support commercial areas, with adequate streets, parking, and utilities, including provision of pedestrian and non-motorized access to and within those areas, consistent with American Disabilities Act regulations.

POLICY H: Develop adequate standards for off-street parking sensitive to the diverse needs of commercial uses.

Rationale: To maximize the efficient utilization of commercial development by consumers, ease in moving from one place to another is essential. It is important to adequately provide for the greater service needs of commercial development in order to maintain the area's viability, and to prevent congestion and barriers to accessibility to the areas. Recognizing and addressing the role inadequate parking areas play in congestion problems is also important when trying to provide the proper circulation.

POLICY I: Recognize pedestrian needs in commercial areas by providing a more pleasant and comfortable environment through intense landscaping, buffering of vehicular traffic, and pedestrian amenities.

POLICY J: Encourage landscaping which provides unity to commercial and mixed use developments and which screens or softens parking lots and unsightly areas, particularly in the transition areas between commercial and residential zoning districts.

Rationale: To maximize the use of commercial areas, the atmosphere should be as inviting as possible for the consumer. Landscaping can help provide continuity and definition to a commercial area, while also providing amenities to parking areas that break up the total paved look, cool them, provide storm water retention areas, and generally make the area more inviting. Additionally, attractive, vibrant commercial areas will encourage additional merchants to locate close by, enhancing the commercial areas.

POLICY K: According to the density of residential and intensity of commercial uses in an area, provide appropriate types/levels of day care facilities.

POLICY L: Promote the development of commercial activities oriented to the recreational and open space opportunities of the area.

Rationale: The stability of a community can be directly tied to the vitality of its commercial areas. Design criteria can help encourage an inviting, aesthetically pleasing, diverse commercial environment which is sensitive to the needs of both employees and the consumer, thereby strengthening that stability. Additionally, Chief Joseph Dam and the water sports and recreation opportunities associated with the Columbia River are valuable recreational resources for both tourists and the residents of Bridgeport. The development of related commercial activities which capitalize on this resource, in appropriate areas, will expand economic

opportunities, promote use of the River, further shoreline beautification efforts and serve as a buffer between the River and more intensive activities.

POLICY M: On-site development preparation, i.e., road access, parking, surface drainage, utilities, water systems and sewer systems, should be provided by private developers or appropriate public/private partnerships.

Rationale: By developing a piece of property into a commercial or mixed use activity, the owner and/or operator of that business is directly benefited. Additionally, the developer is also directly impacting the existing systems, such as the water and sewer system and the storm water drainage system, already in place. It should therefore be the developer's responsibility to contribute extensively to that development. Likewise, the community as a whole benefits from a quality commercial core, and should, through some means and in some instances, work with the developer to achieve the high level of development desired.

POLICY N: Ensure that commercial uses are not used in a manner which creates dangerous, injurious, noxious or similar conditions which would adversely affect the use or value of adjacent areas or properties. Commercial activities should not emit dangerous or objectionable noise, odors, radioactivity, vibrations or glare.

Rationale: Activities which may be commercial in nature but have the above characteristics associated with them would detract from the appeal of the commercial areas, and could be detrimental to both the health and safety of the users and the value of adjacent properties. Standards should be established which prevent objectionable activities from locating in the commercial areas of the community and which direct these uses to a more appropriate, less incompatible area.

IMPLEMENTATION RECOMMENDATIONS

IR 1: Criteria/regulations be developed for commercial areas which discourage other uses and activities that could eventually conflict with commercial development, including incentives to businesses for developing existing commercial areas and/or buildings.

IR 2: Areas that are designated in the comprehensive plan for commercial uses should be zoned appropriately in order to preserve their use for commerce.

IR 3: Standards should be developed that address parking availability and the diversity in parking needs for different types of commercial and mixed uses.

IR 4: The circulation patterns for motorized, pedestrian, and transit traffic should promote linkages between the existing pockets of commercial uses and within each area.

IR 5: Careful consideration should be given to the development of water oriented and water and recreation-related commercial activities along the Riverfront, such as restaurants and recreation areas consistent with the Bridgeport Shoreline Master Program.

IR 6: The transportation/circulation plan should work toward increasing commercial frontages, maintaining access, enhance pedestrian access, consider commercial deliveries and present an uncluttered appearance.

IR 7: Development codes should make appropriate provisions for the establishment of joint-use parking facilities and access points.

IR 8: Establish local development standards that require landscaping in parking lots, at the edge of pedestrian walkways adjacent to the street and where it would create buffers between adjacent land uses.

INDUSTRIAL

INTRODUCTION

New industrial development is necessary and desirable for helping to stabilize the community's economy. However, there can be a number of negative impacts associated with various industrial uses. The following goals, policies, and rationales help to provide a framework for alleviating and internalizing some of these impacts with the subsequent goal being to create an attractive center for conducting industrial activities.

GOALS & POLICIES

GOAL LU 4: Promote industrial development that contributes to the economic diversification, growth, and stability of the community without degrading its natural systems or residential living environment.

POLICY A: Industrial site planning should internalize negative effects by incorporating greenbelt buffers; landscaping; adequate utilities; noise, air, and water pollution control devices; and attractive fencing or similar measures.

Rationale: The quality of the environment is recognized as an important asset to any community. Because they are an asset to economic stability and development, industrial uses should be an integral part of the physical makeup of the community. Standards have been established by Federal, State and Local agencies which protect not only the quality of the environment, but also the health and safety of the residents in an area. Additionally, by mitigating any possible negative affects through quality landscaping and buffering techniques, industrial users can be made more compatible with adjacent uses.

POLICY B: New industry should be located in planned industrial parks that afford neighboring properties protection from noise, vibration, drainage, dust, excessive traffic and view blockage.

POLICY C: Planned industrial parks should be located in areas adjacent to major arterials, preferably on lands not suited for agricultural or residential uses.

Rationale: Industrial development and the subsequent economic benefits to the community is contingent upon appropriate lands being designated for intensive activities such as manufacturing, warehousing, wholesaling and repair. Clustering multiple industrial users in one area not only increases the efficient utilization of needed services, such as water and sewer systems and storm water drainage, it is easier and less costly to provide the necessary buffers. Additionally, by locating the industrial parks adjacent to major arterials of sufficient design, not only is the transport of materials made more efficient for the industrial user, the longevity of the road is extended.

POLICY D: Encourage the continued development of light industries in the areas designated Light Industrial, including those that are agriculturally related.

Rationale: Other than Chief Joseph Dam, the primary industry in the Bridgeport area is agriculture. Emphasis should be placed on maintaining and enhancing that industry to include processing, packing, storage, and shipment of agricultural commodities within the planned industrial areas.

POLICY E: Encourage clean industrial development which is compatible with the quality of life in Bridgeport and with the environment (air, water, noise, & visual).

POLICY F: Encourage variety and innovative design in industrial site development, and promote an attractive, high quality environment for industrial activities through good landscaping, parking, and building designs, particularly where land uses of distinct character or intensity adjoin.

POLICY G: Encourage, whenever possible, the extension of support facilities and services for industrial activity.

Rationale: Industrial development should be compatible with and not detract from the quality of life enjoyed by area residents. Development and operation of industrial uses should be sensitive to not only the physical environment of the community, but also to the expectations of the citizens. This can be accomplished through well-designed sites, which will also encourage new firms to locate in the area. The provisions for landscaping, parking, and innovation in building designs will help to decrease conflicts in land use and make industrial areas easier to locate. Additionally, a full range of services and utilities will be attractive to industrial development.

POLICY H: According to the density and intensity of industrial uses in an area, provide appropriate types/levels of day care facilities that ensure the safety and well-being of children, commensurate with the potential for impacts from the type of industrial use.

Rationale: It is increasingly necessary for households to have two incomes in order to maintain their standard of living, thereby creating a need for adequate day care facilities. Because of the convenience to employees, day care facilities should

be provided in industrial areas, but only with careful consideration to the health and safety of the children.

IMPLEMENTATION RECOMMENDATIONS

IR 1: Intensively landscaped buffers should be provided between industrial uses and any residential, agricultural, or recreational uses to minimize noise, visual, and other potential impacts and nuisances. Similarly, parking and service areas, rooftop equipment, solid waste receptacles and outdoor storage should be screened to reduce negative visual and noise impacts within the park.

IR 2: Buildings should be oriented to front on interior streets rather than exterior arterial streets, thereby minimizing the external traffic impacts to adjacent areas.

IR 3: Landscape standards should consider the overall site and architectural style of the proposal, and address such criteria as visual appearance, function, horticulture, maintenance and irrigation.

IR 4: Parking area designs should be incorporated with the landscape requirements to help reduce the visual impact of impervious surfaces as well as providing screening of parking from public view.

IR 5: Incentives should be developed which encourage agriculturally related industry, as well as high-tech, clean industrial uses.

IR 6: During review of an industrial use, the need for day care services for the employees will be addressed and appropriate facilities should be provided in an area of the industrial park where the safety of the children is not jeopardized.

IR 7: Hazardous waste which is a by-product of the specific, permitted industrial use will be allowed on-site, subject to any and all City, County, State, and Federal regulations. If the product is to be taken off-site, it must be transported according to all applicable regulations, and deposited with a certified hazardous waste handling plant.

AGRICULTURE

INTRODUCTION

Agriculture and its associated support facilities is the primary economic base in the Bridgeport area. It is important to maintain these existing uses by providing a cushion

from situations that make agricultural activities difficult. The following goals, policies, and rationales provide a means of protection for farmers of existing agricultural parcels until such time as they decide to develop their property to a different use.

GOALS & POLICIES

GOAL LU 5: Preserve and encourage existing agricultural activities as a viable land use and a significant economic activity within the community.

GOAL LU 6: Encourage the historical/cultural use of small tract irrigated agricultural activities to continue, consistent with best management practices, as viable agricultural uses.

POLICY A: Provide for clearly defining buffer areas between agricultural and other uses, particularly residential and recreational activities.

Rationale: Based on population/growth projections, the availability of services and funds necessary for expansions, and the existing pattern of uses, an Urban Growth Boundary will define which areas are appropriate for urban type growth and which should remain rural. This definition will protect agricultural lands from the conflicts associated with adjacent incompatible land uses, including pressure to convert to urban uses prematurely. Using buffers such as setbacks, streets, plantings, and fences around existing agricultural uses will also reduce the conflicts which arise when there are contiguous incompatible uses.

POLICY B: The City of Bridgeport recognizes that existing agricultural lands/uses enjoy historical or prescriptive rights to normal farm practices such as early and late hours of operation, noise, dust generation, application of fertilizer, pesticides and herbicides, odors, slow moving vehicles and livestock on rural roads.

POLICY C: Protect and retain existing agricultural uses as viable transitional land uses occurring in advance of conversion to urban-type land uses.

POLICY D: Development regulations should establish a minimum land area necessary before allowing any new commercial agricultural activities to be located inside the UGA.

Rationale: Agriculture plays an important role in sustaining the economic viability of the Bridgeport area, primarily as the area's major industry and employer. It also affords a certain identity to the community and is worthy of adequate protection. A major deterrent to farming practices in areas near residential developments are the nuisance complaints from residents in the area who are not accustomed to normal agricultural activities.

POLICY E: Ensure that public service and facility expansions and non-agricultural development do not impair the viability of current agricultural activities within the City, until such time as it is apparent that more land base for urban uses is needed.

POLICY F: Public facilities and services should be provided at appropriate levels for urban and rural uses, and should not be extended at urban levels into agricultural areas, until such time as it is apparent that more land base is needed for non-agricultural uses.

Rationale: Because the types and levels of service needed for rural and urban uses vary greatly, it is necessary to only provide them at a level appropriate to the designated use of an area. When public services and facilities are provided in excess of what is necessary for agricultural activities, pressure to develop non-agricultural uses will be increased. Until the property owner indicates a desire to remove the agricultural activity and develop the land according to the comprehensive plan designation, careful review and development of appropriate utility expansions into areas of existing agricultural uses.

IMPLEMENTATION RECOMMENDATIONS

IR 1: The City of Bridgeport will require the control of noxious weeds in all affected areas.

IR 2: When reviewing public policy/practices in areas of existing agricultural uses, careful consideration will be given to the effect of that action on farming practices in the area.

IR 3: All development permits, including short and long plats, issued for development activities on, or within 500 feet of an existing agricultural use, either within or adjacent to the UGA, should contain notice, such as a note placed on the face of the plat and on the title report, stating that the property is in an area that may be subject to a variety of activities associated with best management of agricultural lands, such as spray drift, noise, odors, early and late hours of operation, etc.

IR 4: When a property owner of existing agricultural land makes a decision to change the use of that land from agriculture to something else, the City will support and encourage land owners in those areas who want to develop the land according to the designations of the comprehensive plan.

IR 5: Farm practices on non-commercial farms should be consistent with best management practices for the industry.

HOUSING

INTRODUCTION

The appeal of a community can be attributed to many factors; however, the quality of its housing stock is probably the best indicator of its viability in the long run. It is necessary therefore, to have an adequate stock of housing for all income types, while still recognizing the vitality and character of established residential neighborhoods. It is the intent of this Comprehensive Plan to provide for alternative housing types, as well as encouraging affordable housing opportunities. The goals and policies contained in this section are designed to maintain the current quality of existing housing developments as well as assuring that any new development enhances and is compatible with the character of the City of Bridgeport.

GOALS & POLICIES

GOAL H 1: Encourage housing development for all income levels by defining the different types of housing and densities allowed, and by providing a balance of those types throughout the community.

POLICY A: Support and encourage the retention and rehabilitation of existing housing units, thereby more efficiently utilizing the older housing stock.

POLICY B: Promote the retro-fitting and weatherization of existing housing for improved energy efficiency by encouraging the continued use of existing programs and the development of new and innovative programs.

Rationale: Utilizing the older housing stock should help preserve existing neighborhoods, as well as providing housing units at a cost somewhat less than that for new construction. To make these units more viable, they need to be energy efficient, and there is some responsibility on the part of the public sector, particularly with the Douglas County PUD, to continue programs available to homeowners, while also exploring the possibility of new ones. Additionally, part of the quality of life of the area is related to the history behind the community. By preserving and protecting buildings, not only is this quality maintained, but the long-term viability of the community is enhanced.

POLICY C: Encourage a diversification of housing types and densities that can satisfy various lifestyles and economic capabilities.

POLICY D: Develop incentives that promote the construction of affordable housing, and encourage cooperation with developers to meet the needs of all residents, including the low income and elderly segments of the population.

POLICY E: Recognize that manufactured homes are a viable housing option and the most accessible private market housing opportunity available to potential homeowners.

Rationale: All segments of a community's population must have adequate shelter. By providing for diversification of safe, sanitary, housing types, these segments can choose which one best suits their lifestyle and budget capabilities. Manufactured homes may be an affordable option for some people who want to purchase a new home. It is also important to recognize that those who are in a low or fixed income situation have needs that should be met; but it is also important to provide incentives that make low income housing unit construction feasible for the developer.

POLICY F: Recognize and accommodate special needs populations, such as those requiring group home and/or foster care facilities, nursing home care, congregate care, emergency shelter, or supervised environments within the development codes.

POLICY G: Disperse publicly assisted housing, group homes, and quasi-residential uses such as day care centers throughout the community by making provisions for these uses to locate within all residential districts, including existing residential neighborhoods. In some districts it may be appropriate to require an additional review process, beyond the issuance of a building permit, to ensure compatibility of these uses with existing residences.

POLICY H: Long-term residential care should be provided for in all land use designations.

Rationale: Special needs populations are an increasing proportion of each community's demographic "make-up. Many times their needs can be met within existing residential neighborhoods provided development criteria is established which protects adjacent properties. By dispersing the needed facilities throughout

the community, they are more accessible to more people, and there is also provided an opportunity for these special needs populations to be integrated into the mainstream, every-day functioning of the community.

IMPLEMENTATION RECOMMENDATIONS

IR 1: Funding methods, such as the community development block grant program and revolving loan funds should be investigated, and programs established to help in house rehabilitation programs.

IR 2: Available funding sources for private and public efforts which provide low income and elderly housing should be utilized. Participation in state and federal programs by the City, County, or private non-profit housing groups is encouraged.

IR 3: Incentives be developed to encourage the development community to provide housing opportunities for the handicapped, elderly, and low income segments of the population.

IR 4: Appropriate standards should be established to assure that manufactured housing is compatible with existing residential development, thereby making them easier to site.

IR 5: Clarify, within existing ordinances and codes, the definitions of mobile, manufactured, and modular homes and how each is to be dealt with as far as location and performance standards.

IR 6: The issue of temporary housing, for agricultural/seasonal as well as recreational activities should be addressed more directly in implementing regulations.

IR 7: Instigate an in-depth housing study, including a needs assessment, to address the shortage of adequate, available dwelling units. The City should actively seek assistance from County, State and Federal resources to accomplish the housing study.

IR 8: Where feasible, one category of incentives could include programs allowing for reduced and/or waived fee requirements, and an increased use of administrative review processes, where allowed by State statute, to reduce the costs of application review and approval.

UTILITIES

INTRODUCTION

For the purposes of this Comprehensive Plan, utilities shall include water, sewer, storm drainage, garbage, power, telecommunications, and cable/television service. All of these are similar in that they are delivered on a parcel by parcel basis and generally entail the payment of a monthly bill to the purveyor. They are provided by both public and private entities. The intent of the following goals and policies is to provide direction to decision makers involved in the process of planning for and expanding these utilities. The general intent is to 1) encourage the provision of these services at levels appropriate to the intensity and density of development in an area; and 2) encourage coordinated planning efforts among the different agencies and purveyors to more efficiently provide these services.

GOALS & POLICIES

GOAL U 1: Development should occur concurrent with availability of utilities, including sewer, water and storm water systems, power, telecommunications, cable and/or television service, and individual garbage pick-up; incentives should be developed to expedite the appropriate extension of required utilities.

- POLICY A: Ensure that new development and significant redevelopment take into account the timely provision and/or upgrade of adequate and efficient utility systems.
- POLICY B: Encourage provision of utilities at levels of service appropriate to the specific area, thereby avoiding excess capacities which may encourage growth beyond the designated density in an area.
- POLICY C: Encourage development of vacant properties adjacent to established utility systems through application of appropriate zoning classification and/or land use designations.
- POLICY D: Promote utility extensions/upgrades to existing development needing services within the Urban Growth Area.

Rationale: Within UGA, all development should be connected to urban-type utilities. By encouraging new developments to locate adjacent to existing facilities, the costs incurred by the developer, property owner, and tax payer will be

minimized. At the planning stages for new development, the availability of these utilities and the consistency of the development with the Capital Improvement Plan, shall be a determining factor in approving that development. Existing areas within the UGA that do not have these utilities, particularly public sewer and water, should be required to upgrade to meet these needs, either through LIDs or through public/private partnerships.

POLICY E: Promote multi-jurisdictional cooperation among cities, counties, state and federal agencies and other utility purveyors for utility planning and implementation.

POLICY F: Encourage the coordinated development, review, update and implementation of city, county and public utility capital facilities programs, consistent with the comprehensive plan.

POLICY G: Promote planned development and phasing of utility construction consistent with capital facilities programs.

POLICY H: Utility planning activities should include an on-going analysis of overall system physical condition.

Rationale: Coordinated utility planning opens lines of communication between utility purveyors and local governments which allows for concurrent scheduling for new facilities as well as maintenance of existing ones. This discourages repetitive construction delays and, more importantly, alleviates the instances of one purveyor damaging or destroying another purveyor's recent construction activities, thereby reducing costs. The availability of urban utility services, and the predictability associated with advance expansion planning, is directly related to the growth and development of the Bridgeport area.

POLICY I: Utility installations and system upgrades should be done in a manner sensitive to the environment.

POLICY J: The cost of on-site utility improvements or site preparation for developments should be the responsibility of private enterprise.

Rationale: As with all aspects of any kind of development, environmental concerns should be considered during the planning and implementation of construction activities. Because new development will be the only direct beneficiary of the new systems needed on-site, it should carry the cost of developing said,

services. However, a system should be established to allow cost recovery by a developer through late-comer agreements. Upgrading system inadequacies that currently exist should not be a responsibility of new developments, unless it is the development that causes carrying capacities to be exceeded.

POLICY K: Ensure the adequate sizing of utility trunk lines and main lines, consistent with the specific utility plan recommendations.

POLICY L: Utilities should be installed within or adjacent to existing utility or transportation corridors/easements whenever possible.

POLICY M: Promote continued use, maintenance, development, and revitalization of existing utilities whenever possible.

Rationale: The above policies work to promote cost effective system upgrades and maintenance in the logical progression laid out in the capital facilities plans of all agencies. Adequate maintenance and utilization of existing facilities, as well as appropriate sizing of new facilities, helps the community prepare for projected future needs. This advanced preparation should protect against sudden, costly system upgrades and expansions due to haphazard, unplanned growth.

POLICY N: State and Federal agencies should streamline their requirements for provision of services by including flexible standards that are based on specific situations in specific areas, as opposed to strict application of state-wide standards.

POLICY O: The policies and regulations of the many different State and Federal agencies need to consider and reflect local issues and situations.

Rationale: Many times the strict adherence to state or nation-wide requirements can discourage or even prohibit development that the community has encouraged after extensive study. By including some flexibility into such requirements, local issues and concerns can be more adequately addressed while still meeting the intent of the policy and/or regulation.

IMPLEMENTATION RECOMMENDATIONS

IR 1: The city will maintain the highest quality of water at an affordable cost, while maintaining the standards of health, safety, and welfare for the users, and meeting applicable state and federal regulations.

IR 2: The city will maintain the waste water treatment plant within the requirements of the Department of Ecology to provide for public safety, health, and welfare.

IR 3: Encourage continued operation of the yard waste chipping and composting site and the recycling center with the intent of continuing to reduce solid waste intake.

IR 4: The City should remain active in the Douglas County Solid Waste Program.

CAPITAL FACILITIES PLAN

INTRODUCTION

For the purposes of this Comprehensive Plan, capital facilities are those things necessary to maintain the livelihood of a community. In general, they include facilities and services provided by local governmental agencies that are available to all citizens of the community. Capital facilities and services play a large role in determining what kind, where, when and how much development will occur. The intent of this element is to provide background, goals and policies for capital planning and encourage coordinated and comprehensive planning efforts, including routine maintenance, upgrading schedules, new construction, equipment/vehicle replacement, technology upgrades, staffing considerations, timing and funding sources and capabilities, to more efficiently provide these services.

The Capital Facilities Plan is intended to serve as a summary and an objectively derived guide for the orderly growth and maintenance of the community. It will serve as the framework for a stand-alone Capital Facilities Plan (CFP) that coordinates capital improvement projects that implement the vision of the community expressed in the other elements of this comprehensive plan. The Capital Facilities Plan is designed to be a valuable tool for the City Council and private citizens which enables the community to:

- Gain a better understanding of existing public works systems and capacities;
- Identify potential problems associated with limited revenues and increased public demands for better services;
- Identify potential sources and programs that may be used to fund needed improvements; and
- Create a continuing process of setting priorities for needed capital improvements, based on consistent background information.

It is understood that some capital needs may go beyond the resources available through the City's general revenues. Furthermore, future issues may develop quickly in response to citizens' desires or a change in community standards or circumstances. The CFP is designed to be flexible to these situations by identifying various possibilities for funding, as well as attempting to identify which foreseeable needs will require future action in order to be completed.

While some departmental accounts are funded with fairly reliable and adaptable revenue sources such as utility fees and legislatively designated taxes, other reserve accounts should be created with regular City revenues when possible. Additionally, the

availability of optional funding sources such as bond issues, levies, tax and/or rate increases, loan or grant applications, etc., does exist. If the community is unable to contribute the full amount planned for in the CFP in any one year, the plan is not abandoned but instead reviewed and amended to reflect changing circumstances.

GOALS & POLICIES

GOAL CF 1: Ensure that adequate public facilities and services are planned for, located, designed, and maintained to accommodate the changing needs of all residents within the Bridgeport Urban Growth Area.

POLICY A: Promote multi-jurisdictional cooperation among cities, counties, and other utility and service purveyors for public facility and services planning and development.

POLICY B: Use the phasing schedule for public facilities and services defined in the Capital Facilities Plan as a basis for land use, development approval and annexation decisions.

POLICY C: Ensure a coordinated process for development, review and integration of up-to-date capital needs of all departments into the Capital Facilities Plan.

Rationale: A coordinated approach to capital facility planning among agencies and departments eliminates costly duplication of not only data collection and analysis, but also development and construction schedules. Using a comprehensive capital facilities plan as a guide, local government decisions for extension of public facilities and services can be based on accurate, consistent information. This capital facilities plan can also aide developers by providing predictability in the anticipated location and timing of expansions, and what general contributions they may be asked to make when they develop in a specific area.

POLICY D: Provide needed public facilities in a manner which protects investments in and maximizes the use of existing facilities, and which promotes orderly compact urban growth.

POLICY E: Promote continued use, maintenance, development, and revitalization of existing public facilities and services whenever possible.

POLICY F: Encourage compatible, multiple use of public facilities such as schools and parks, thereby increasing their usefulness and cost effectiveness.

POLICY G: Encourage coordination of land use and public works planning activities with an ongoing program of long-range financial planning in order to conserve fiscal resources.

Rationale: As more responsibility for public facilities and services is handed down to local government, it has become increasingly necessary to find more efficient and cost effective ways for providing services and facilities. By using and maintaining existing facilities, and by combining different uses into one facility, public expenditures are spent more efficiently.

POLICY H: Provide public facilities and services at levels of service appropriate to the specific area.

POLICY I: Ensure that the location and design of public facilities does not adversely impact the environment or surrounding land uses.

Rationale: If services and facilities are provided with capacities in excess of what is necessary, development will usually grow to that capacity. It is important, therefore, to only plan for and provide the facilities and services at levels appropriate for the designated density in an area to avoid adverse impacts on the environment and to maintain compatibility among land uses.

POLICY J: Planning and evaluation of capital projects/acquisitions should be consistent with City's Comprehensive Plan.

POLICY K: Review and update (if necessary) the Capital Facilities Plan on an annual basis.

POLICY L: Identified capital improvements should be implemented on a timely basis, as needed.

Rationale: A clear and consistently derived list of necessary capital improvement projects that is frequently updated will provide the City with a solid foundation for guiding future funding decisions. Additionally, when seeking funding sources, it is beneficial to demonstrate the City's initiative in looking forward to the needs of its future, as well as current citizens.

IMPLEMENTATION RECOMMENDATIONS

IR 1: The timing of implementation actions under the Comprehensive Plan (i.e., Water, Sewer, Transportation, etc.) and elements of this plan shall be based in part on the available financial resources to provide the necessary public facilities. The implementation of all projects should be reviewed in accordance with an analysis of resources available for financing the entire list of needed projects.

IR 2: The Capital Facilities Plan shall be updated and adopted annually prior to the City's budget process, and in conjunction with any needed updates to the Comprehensive Plan. Projects shall be funded only when incorporated into the City's Capital Facilities Plan and budget.

IR 3: A complete roster of capital improvement projects necessary to support the development planned in the Comprehensive Plan should be maintained by the City and updated as needed. Projects needed during any immediate 6-year period should be identified, and studies of their feasibility should be completed.

IR 4: Any projects identified in, and that are consistent with, any City planning process shall be added to the Capital Facilities Plan program list.

IR 5: Assure an adequate water supply and distribution system for both potable water and fire protection.

IR 6: The use of the capabilities and expertise of private industry and volunteer efforts in accomplishing the purpose of recycling should be encouraged.

IR 7: The City should recognize and respond to the need for flood control in new developments, but also on an area-wide basis. Require future developments to provide adequate control of excess water to protect adjacent property from storm water run-off.

IR 8: Promote the control or diversion of storm or excess waters in a cost-effective manner by use of on-site diversions, curbs and gutters, collection systems, use of natural watercourses or other means compliant with the Eastern Washington Storm Water Management Manual. Develop and implement land use standards to maintain natural watercourses. Impose the cost of the chosen methods upon those who benefit.

IR 9: Maintain police protection to a level that will insure the health, safety, and welfare of the community in a professional and courteous manner.

IR 10: The City will encourage and support efforts to revitalize existing and develop new volunteer programs such as Block Watch and Senior/Community Patrols, to aid the police force in preventing criminal activities.

IR 11: The City will strive to increase and maintain the membership of the volunteer Fire and Emergency Medical Services (EMS) Departments.

IR 12: The city shall encourage the accumulation of sufficient reserves to utilize in updating the equipment of the volunteer Fire and EMS Departments and obtaining appropriate training for the members, thereby providing efficient and high quality service to the community.

IR 13: The City should require those entities requesting use of the City's capital facilities to "buy-in" with a reasonable fee to compensate and build a reserve fund for the citizens of Bridgeport who have already paid for capital facilities infrastructure.

TRANSPORTATION

INTRODUCTION

Transportation networks tie a community together as well as linking it to the outside world. Local streets and roadways should provide a safe, reliable access to work, schools, shopping and residences. Transportation networks to the outside area are important to the economic growth of the community in providing needed access for goods and services into and out of the area. For the purposes of this Comprehensive Plan, transportation encompasses several modes of travel, including motorized, transit, and non-motorized. The intent of the transportation element is to be consistent with the land use element as well as continuing the program of coordinated planning efforts between the different agencies responsible for providing the different modes of transportation. The Capital Facilities Plan presents a detailed identification of the existing transportation system and needed improvements, as well as a reasonable financial plan to pay for them. Map T1 in Appendix H shows the existing street network within the City and UGA.

The City, during the 2006 plan update, recognized the importance of non-modal options and worked with funding provided by North Central Washington Regional Transportation Planning Organization³ to complete a Pedestrian and Bicycle Feasibility Report in 2005 focused on SR 173; which serves as the City's main corridor.

The following summarizes the Report:

EXISTING CONDITIONS

The area of study focused primarily on State Route 173, which serves as the main corridor for the City as well as significant agricultural truck traffic. Running parallel with SR 173, Foster Creek Avenue and Fairview Avenue are main transportation routes better suited to non-vehicular traffic during the study. There is one designated bike lane within the City on Foster Creek Avenue from SR 173 to 17th Street. Over the past decade sidewalks have been constructed along portions of SR 173 and several other higher traffic streets. However existing conditions that limit the City's ability to improve pedestrian access are, in part, the result of inconsistent (varying) right-of-way, topography, and unfortunate placement of utilities and vegetation. For example:

- Between 25th and 26th Streets substandard sidewalk is located, in part on private property, and is constructed in such a way that it is integral to the building foundations.

³ Now known as the Wenatchee Valley Transportation Council

- From Foster Avenue & 17th Street to the SR 17 & SR 173 intersection, there is indiscriminate parking and property access; The westerly portion of SR 173, routed over Maple Street, has narrower travel ways and limited area for expansion due to steep slopes on either side of the road.

COMMUNITY DESIRES

To address sidewalk conditions the community has several options:

- Where new sidewalks are identified for only one side of the roadway, curbs and gutters should be provided on the opposite side of the street to assist with storm water drainage, parking and access control;
- No new sidewalks are necessary from the Columbia Avenue and 10th Street intersection to the westerly study area boundary.

Additional bicycle lanes will be provided to give residents more options to move about the community.

TRAFFIC FORECASTING

Forecasting traffic patterns related to land use and population growth are an important tool to most communities. The City recognizes the importance of informed and thoughtful development and its many impacts on transportation. Currently, there is limited data regarding road counts to develop a forecasted travel model. When funding is available, or when necessitated by development or population increase the City will seek to expand the transportation plan to include; travel demand analysis, land use impacts, traffic counts, and forecasting.

However, some data is currently available. The Washington State Department of Transportation (WSDOT) maintains traffic counts on Highways. By using WSDOT calculation methods based on Federal Functional Class we can determine an estimated future Average Daily Traffic. The formula is as follows: Future Count = Current Count * (1 + ((future year – current count year) * growth factor))

TABLE 5: TRANSPORTATION FORECASTING

| ROUTE | 2013 AADT | EST. 2037 AADT |
|---|---------------|----------------|
| SR-17, south of SR-173 | 1400 vehicles | 1850 vehicles |
| SR-17, north of SR-173 | 2500 vehicles | 2970 vehicles |
| SR-173, west of SR-17 | 2600 vehicles | 3475 vehicles |
| SR-173/Columbia Ave., east of 10th St. | 1600 vehicles | 2834vehicles |
| SR-173/10th St., south of Columbia Ave. | 980 vehicles | 1636 vehicles |

Bridgeport, Douglas County is near the junction of SR-17 (class 02), MP 135.84, with SR-173; and SR-173 (class 03), MP 0.00 to MP 2.01 runs through Bridgeport.

LEVEL OF SERVICE (LOS)

The levels of service standards adopted in this plan will be maintained through upkeep of the existing circulation system, expansion of transportation services, and/or traffic demand management strategies. The City has adopted the Link (A-F) LOS standards for its roadways. These standards are regionally coordinated through the Chelan-Douglas Transportation Council certification process.

LOS standards provide measurable criteria to judge the adequacy of service. Future transit facilities should be linked to established LOS standards. Analysis of LOS was done subjectively rather than using the Volume/Capacity Ratios. As specified in the Growth Management Act, new development will be prohibited unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. LOS standards are as follows:

LOS A- Primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delays at intersections are minimal.

LOS B- Reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.

LOS C- Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues and /or adverse signal coordination may contribute to lower average travel speeds. Motorists may experience appreciable tension while driving.

LOS D- Small increases in traffic flow may cause substantial increases in approach delays and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors.

LOS E- Significant delays in traffic flow operations and lower operating speeds. Conditions are caused by some combination or adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.

LOS F- Traffic flow operations at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal progression is frequently a contributor to this condition.

PEDESTRIAN AND BICYCLE COMPONENT

The benefits of walking and bicycling go beyond an individual's enjoyment and health benefits; having fewer vehicles on the road results in less pollution and a healthier environment. Many properties see a positive economic impact through increased values and marketability for property located near trails and open space. Beyond property values businesses located in pedestrian friendly downtowns or centers encourage visitors to stop and shop. Additionally, the city benefits from the lower cost and maintenance of bicycle and pedestrian facilities.

GOALS & POLICIES

GOAL T 1: Provide a multi-modal transportation network which adequately links US, State, County and City systems in a safe, efficient and economical manner. The systems should provide a year-round network for the transit of agricultural commodities, people, and goods and services.

POLICY A: State and County roads that help transport people and goods into the community should be improved to adequately handle circulation, either through design, load capacities and weight limits, or through total re-alignment. Where re-alignment is not feasible, more lanes of adequate width and length should be provided to accommodate the many different modes of transportation utilizing the system, thereby improving maneuverability and movement.

POLICY B: Public transit is needed to link Bridgeport with the other developed cities, towns and unincorporated centers in the outlying areas of Douglas and southern Okanogan counties. This form of transit should be actively pursued as a viable option for providing mobility to the extensive population in need of transportation other than single occupancy vehicles.

Rationale: Circulation patterns and transportation needs are not limited by jurisdictional boundaries. The systems that move people and commodities into and out of an area have a significant impact on that area. In smaller communities, there is a strong reliance on the transportation systems for not only economic livelihood, but also for access to needed goods, services and facilities, particularly

since the trend to abandon rail lines has increased. It is therefore essential to the viability of Bridgeport that Federal, State, Tribal and County agencies, as well as public transit, consider input from the citizens of Bridgeport for all projects and services (or lack thereof) in the northern Douglas and southern Okanogan County Region.

POLICY C: Provide for an intermodal transportation infrastructure that ensures adequate and safe access to property via a variety of travel modes; and adopt levels of service for said infrastructure that reflects the preference and needs of the community.

POLICY D: Encourage updating of the local road classification system (as adopted in Chapter 10.20 BMC) consistent with the Federal Functional Classification system as a means of providing for the orderly and efficient flow of vehicular traffic, and as an aide in continuous evaluation and modification of the circulation system compliant with federal and state standards and in response to the current needs and desires of the public.

Rationale: It is important to the vitality of a community to have a transportation infrastructure that at least addresses the minimum requirements of that community, including the provision of alternate modes of travel. Revising the existing local classification system to be consistent with the Federal Functional Classification system helps in identifying existing and future travel needs within the area, while a level of service standard establishes the community's wishes regarding the performance of that system. These two organizational tools aide in monitoring and measuring the circulation system, and provide a consistent data base from which decisions can be made regarding expansions, improvements, etc.

POLICY E: Economic and residential growth decisions should be tied to the ability of the existing transportation system to accommodate the increased demand, or new transportation facilities should be provided concurrently with the proposed development.

POLICY F: During the review of land use proposals, provisions for adequate non-vehicular access and rights-of-way, as well as a full range of improvements to serve the area, should be considered and appropriate improvements required.

POLICY G: Ensure that any transportation improvements or strategies required to mitigate impacts are constructed or financed concurrent with development.

POLICY H: The cost of on-site transportation improvements or site preparation for developments, such as road access and improvements, sidewalks, curbs and gutters, should be the responsibility of private enterprise whenever possible.

POLICY I: Develop an incentive program to reward developments for significant contributions to maintaining the operation of the existing circulation system(s).

Rationale: The orderly growth and expansion of a community depends on the logical, adequate provision of transportation corridors, at or prior to further development. To foster this development, it is necessary to evaluate each development on a site specific basis, as well as on an area-wide basis, prior to granting approval of said, development. Because the primary beneficiary of the needed improvements is the development, it is appropriate that the development bear the cost of the improvements. However, to ensure that this cost does not prohibit new development, incentive programs should be developed that provide flexibility and bonuses to those projects that significantly improve the existing systems.

POLICY J: Coordinate planning, expansion, location, construction, and operations of major utility and transportation corridors, as well as improvements to existing facilities, among all service purveyors.

POLICY K: Work with other area jurisdictions to plan and coordinate joint road projects, and to develop a funding base to support transportation projects of mutual benefit.

Rationale: Coordination helps to support and compliment the transportation functions of the State, Counties, neighboring cities, LINK, and other entities responsible for transportation facilities and services. The increased communication that results from cooperative planning for new systems as well as improvements to existing ones promotes efficiency and decreases public expenditures. It also expands the funding base for mutual projects by combining the resources of the different agencies into one effort.

- POLICY L: Design transportation facilities within the Urban Growth Area to minimize adverse environmental impacts resulting from both their construction and operation; and ensure that said facilities are compatible with and minimize potential conflicts between adjacent land uses.
- POLICY M: Streets and roads should be well-designed, and should consider terrain as well as connections to existing street systems and/or adjacent sites.
- POLICY N: Promote safety by encouraging street design that provides adequate sight distance, channelization, separation of vehicles and pedestrian/non-motorized traffic, emergency access and avoids difficult turning and merging patterns.

Rationale: Careful consideration of environmental and natural factors, the existing system, and adequate safety features provides a comprehensive look at the impacts of needed transportation facilities. This all-encompassing review helps decision makers reach the most agreeable decision for all interested agencies and individuals regarding the location of these facilities.

- POLICY O: Provide a safe, coordinated system of bikeways, walkways, and trails, including through-routes, to meet existing and anticipated needs for non-motorized traffic.
- POLICY P: Encourage accommodations for transit, such as providing park-and-ride facilities, shelters, benches, and turnout lanes, particularly when high levels of ridership are evident.
- POLICY Q: Encourage the development of beautification programs along major and minor arterials, including city, county and state routes, to promote the quality of the area.

Rationale: The above policies reflect the desire of the citizens of Bridgeport to expand and enhance their existing circulation system. By making the existing facilities more aesthetically pleasing, and by providing multi-modal alternatives, the overall viability and appeal of the Bridgeport area is supported and enhanced.

- POLICY R: The City recognizes and acknowledges the Douglas County Transportation Element updated in 2012 as it relates to the analysis

and discussion of the State Highway system in and around the City of Bridgeport.

POLICY S: State Routes 173 and 17 are recognized as state-owned transportation facilities (neither are “Highways of Statewide Significance”), as identified by the Washington State Department of Transportation within the Bridgeport Urban Growth Area. The level of service standards for these facilities are as follows, as established by the Chelan-Douglas Transportation Council LOS C in rural areas, LOS D in urban areas.

POLICY T: Level of Service (LOS) standard adopted for all roads within the City’s management authority is set at LOS D.

IMPLEMENTATION RECOMMENDATIONS

IR 1: Control the location and spacing of driveways on arterial streets to avoid traffic and pedestrian conflicts and confusing circulation patterns.

IR 2: Discourage piecemeal construction of streets by requiring participation in Local Improvement Districts, in-lieu funds, or other methods which allow timely and coordinated construction of street improvements.

IR 3: Support initiation and expansion of public transit services within Bridgeport and to surrounding communities and employment centers.

IR 4: Coordinate with the Chelan/Douglas Transportation Council to ensure consistency and compatibility between County and City transportation plans.

IR 5: Maintain and improve the circulation system which will also be used as an intricate part of the storm water system, to keep current with State and Federal guidelines, and to protect the health, safety, and welfare of the citizens of the City of Bridgeport.

IR 6: Strive to have all streets seal coated or chip sealed every 6 years, and develop a system for regularly scheduled maintenance to maximize the lifespan of the surfacing.

IR 7: Develop street standards that will keep through, and/or non-residential traffic out of residential areas.

IR 8: Actively pursue options for designating and enforcing truck routes to keep commercial truck traffic on arterial and collector streets instead of the local streets which are incapable of handling heavier weight traffic. The Washington State Department of Transportation needs to be encouraged to participate in developing enforcement strategies.

IR 9: The following road classification system, and subsequent street designations as seen on the Federal and Local Functional Classification (See Map T2, Appendix H and Local Classifications, Map T3), should be adopted and Chapter 10.20 of the Bridgeport Municipal Code be updated to aide in the evaluation and provision of orderly and efficient traffic flow:

Rural Minor Arterials...provide a lower level of travel mobility than Principal Arterials, and place more emphasis on access to land. They promote connections between arterial and collector streets, and provide intra-community continuity while maintaining identifiable neighborhoods. State Route 17 is a federally classified Rural Minor Arterial.

Collector Streets (Major and Minor)...are designed to provide access service and traffic circulation within residential neighborhoods and commercial/industrial areas. They differ from the above arterials in that they may penetrate residential neighborhoods, distributing traffic from arterials to the ultimate destination or vice-versa. State Route 173, locally classified as a Major Arterial, includes: Foster Creek Avenue; 2 blocks of 17th Street; a portion of Columbia Avenue (Main Street); several blocks of 10th Street; and, and short piece of Maple Street is federally classified as a Rural Major Collector. Just outside the city limits, the Pearl Hill Road is also classified as a Rural Major Collector. Within the limits the following streets are federally classified as Rural Minor Collectors (locally classified as Secondary Arterials): Columbia Avenue from the intersection of 10th Street northwest to the intersection with SR 173; Columbia Blvd/Fairview Avenue from intersection with Foster Creek Avenue northwest to the intersection of 10th Street; Douglas Avenue/18th Street from Foster Creek Avenue northwest to the intersection of 10th St; and, 16th Street from Douglas Avenue southwest to the city limits.

As the majority of the streets within the City and UGA fall under the Local Access category, the City has developed a "Local" classification system in order to establish standards and priorities.

Local Major Collector...routes provide service from higher classified roads to other traffic generators, such as schools, shipping points, commercial areas, developed residential areas, parks, important agricultural areas, etc. In addition, these routes link areas of the community with routes of higher classification.

Local Minor Collector...routes spaced at intervals, consistent with population density, collect traffic from local access roads and bring all developed areas within a reasonable distance of local collectors and minor/major collectors.

Local Access Streets...have a primary function of providing access to abutting land and to collector and arterial streets. They offer the lowest level of mobility; through traffic in residential neighborhoods should be deliberately discouraged.

IR 10: The City will continue to pursue options for providing sidewalks throughout the residential and commercial areas of the community to ensure safe walking conditions for pedestrians.

RECREATION

INTRODUCTION

The recreational opportunities in and around the City of Bridgeport are many and varied, particularly those associated with the Columbia River. These activities can be used to help expand the economic base of the community by capitalizing on the available natural resources and beauty of the area to entice a certain amount of tourist/recreational activity. These goals and policies seek to provide a framework to guide the development of this possible new industry in a manner that is sensitive not only to the resource that makes it appealing, but also to the people of the community and their quality of life.

The following goals, policies and implementation recommendations seek to provide a framework to guide the development of recreation as an important economic driver in a manner that is sensitive not only to the resource that makes it appealing, but also to the people of the community and their quality of life.

Overarching Goal

Provide a wide range of passive and active park facilities and recreational programs responsive to the needs, interests and abilities of users of all ages, cultures, and types both currently and into the future.

Goals and Policies

GOAL R 1: Maximize utilization of existing parks and recreation resources in the City.

POLICY A: Develop “natural,” outdoor, informal types of recreation facilities, such as but not limited to, fishing, camping, biking, hiking, cross-country skiing, and wildlife viewing.

POLICY B: Encourage recreational activities and facilities geared toward providing year round recreational opportunities.

POLICY C: Ensure that people of all ages and abilities have access to and opportunities for recreation in City parks.

GOAL R 2: Enhance and upgrade existing resources to improve their utility and safety to the public, including improved connection of parks and trails.

POLICY D: Place a priority on the revitalization and improvement of existing parks and recreation facilities.

POLICY E: Encourage new residential and commercial development to provide land for parks, trails, walkways, and open space in relation to the density of development and where consistent with adopted plans.

POLICY F: Enhance recreational site access by linking parking areas, adjoining developments, transit systems, and other recreation facilities with walkways and/or bikeways.

POLICY G: Provide parks and recreation facilities that are financially feasible to maintain.

POLICY H: Ensure access to all appropriate park and recreation facilities for people of all ages and abilities.

GOAL R 3: Identify needed recreation infrastructure improvements and potential funding sources for development, acquisition, operation, and maintenance.

POLICY I: Establish a depreciation and replacement schedule for all park and recreation capital assets.

POLICY J: Review operational efficiencies to ensure that parks and recreation facilities are provided to the community in the most cost effective manner possible.

POLICY K: Encourage low maintenance designs for parks and recreational facilities.

POLICY L: Work to secure funding sources for the acquisition, development, operations and maintenance of the parks, facilities and recreation services through annual budgeting, state and federal grants, matching funds, bonds, levies, donations, conservation easements, or creative site planning.

POLICY M: Seek out alternative funding sources for the development and maintenance of park and recreation facilities.

GOAL R 4: Develop partnerships with other entities to maximize effectiveness of the plan.

POLICY N: Collaborate with other public agencies and private non-profit conservation trusts to pursue federal and state grants to enhance and maintain recreational open spaces, wildlife habitats and corridor connections to recreational facilities.

POLICY O: Encourage recreation planning that involves participation by all interested individuals, agencies, clubs, and groups involved in providing, utilizing, and benefiting from recreational activities.

POLICY P: Efficiently use the resources invested in publicly owned and operated recreation facilities including, but not limited to, City, County, Douglas County PUD, and School District sites.

GOAL R 5: Develop marketing strategies to encourage visitation and utilization of available facilities to assist in economic benefit to the community.

POLICY Q: Encourage citizen organizations, committees, and/or businesses to become actively involved in encouraging and promoting the recreational opportunities in the area.

POLICY R: Collaborate with other public agencies and entities to promote recreational opportunities in the Bridgeport area.

POLICY S: Utilize social media, the city web site, free and paid advertisements.

GOAL R 6: Preserve and protect existing resources through wise management of facilities and control of inappropriate use of recreation infrastructure.

POLICY T: Ensure that the scale, type, and area of recreational development is well defined so as to maintain the carrying capacity of the resource, as well as being designed to not have any adverse effects on the environment in which it is located.

POLICY U: Establish criteria for developing, siting, and locating recreational vehicle parks and hook-ups.

UNINCORPORATED AREA DEVELOPMENT AND ANNEXATIONS

INTRODUCTION

The activities and uses taking place directly adjacent to the City limits and/or UGA of Bridgeport can directly affect what happens within the jurisdiction of Bridgeport. Additionally, annexation of these lands can provide for both the expansion of the community as well as increasing the value of the City when the lands contain certain types of uses. The overriding concern however, for all annexation requests, should be that the residents of the community are not liable for the costs of development. The following goals and policies are intended to provide some guidance for decision makers when considering annexations and when commenting on proposed projects adjacent to the Bridgeport Urban Area.

GOALS & POLICIES

GOAL UA 1: Provide and plan for the logical extension of community boundaries through coordinated planning and timely annexations.

POLICY A: Development proposals and public projects within the Urban Growth Area shall be jointly reviewed by the County and City, with final approvals continuing to reside with the County for areas outside of corporate limits.

POLICY B: Encourage the coordination and joint development of capital facilities, utilities, and land use plans among adjacent jurisdictions and agencies.

Rationale: Implementation of the above policies can aide in more efficient operation of different government entities and utility purveyors by encouraging joint expansion projects, consistent development regulations, and by reducing the amount of duplication in research, planning, and engineering activities.

POLICY C: Encourage development to occur within existing corporate boundaries where adequate services are already provided, prior to annexation of undeveloped land.

POLICY D: Encourage the in-fill of existing residential, commercial, and industrial areas, where feasible, prior to expansion into valuable agricultural/transition areas and open space areas.

POLICY E: Develop specific siting criteria for locating industrial uses that require urban services within unincorporated areas.

Rationale: It is important to allow development only as the services needed for it are available. This will lower the cost to developers, property owners and the general public by decreasing the cost of providing infrastructure in a haphazard, leap frog fashion. By promoting in-fill of existing areas, not only are these costs more reasonable, but the adjacent agricultural areas are protected from development pressures. However, because industrial development can tend to be an undesirable neighbor for other types of uses, there should be some flexibility to allow industrial uses to locate away from urban areas. Establishing criteria to ensure that the services needed by different kinds of industrial development can be provided for on-site, this flexibility is achieved while still alleviating possible negative impacts from the development.

POLICY F: Proposed annexations should be subject to a cost/benefit analysis, including a discussion of all costs to the community and a reasonable assurance of a positive benefit.

POLICY G: Proposed annexations should consider and be based on the availability, economic phasing, and timing of provision of capital facilities and utilities.

Rationale: Premature annexations can have a substantial impact on Bridgeport's ability to provide all types of services to existing as well as new residences and businesses. A thorough analysis of the impacts associated with annexations as well as the availability of needed utilities and public facilities/services will help determine the best course of action for decision makers.

ECONOMIC DEVELOPMENT

INTRODUCTION

The overall purpose of the Economic Development Element is to identify strategies to stabilize and improve the local economy. The identified strategies include potential implementers and assignment of responsibilities, and establish a time frame in which each strategy is to be implemented. The City of Bridgeport recognizes its supportive role in the success of economic growth, in conjunction with citizens, local groups, interested organizations, and local leaders to create an environment that is conducive to development. Local efforts will be made to diversify the local economy and reach out and integrate with the regional economy. The development of any community is, to a significant degree, shaped by the jobs and economic opportunities available to its residents. The life-style and spending power of those residents will be a reflection of the type, quality, and wage rates available in the local community or within a reasonable commuting distance. Efforts to attract new jobs will direct efforts towards those that provide “family-living wages.” The growth of a community is dependent on its ability to attract outside revenue streams. The sustainability of a community relies on its ability to achieve a balance in diversity, growth and revenue. This element is the result of an evaluation of the various components of the local economy and presents the community’s vision for its future economy as well as a set of applicable goals and strategies aimed at enhancing Bridgeport’s economy.

Typically, the three legs of economic development are Recruitment, Retention and Community Development. Recruitment tends to be an onerous task. Recruiting new businesses to a community is an expensive effort that is difficult and more frequently disappointing than productive. Yet, the benefits of landing a new business are so great that recruitment is an endeavor that cannot be disregarded by economic developers. The expense of quality marketing materials, and additional staffing and travel, coupled with the fact that recruitment is a continuous process, puts this economic development leg out of reach for many small communities.

Retention is the ability to hold businesses and or employees. This can be accomplished through a variety of incentives, city policies, and regulation that promote a clear, cooperative business environment.

Community development is a wide range of actions that a City may take to ensure a diverse welcoming community. It relates to both recruitment and retention. A well developed city will have amenities that recruit and retain businesses and their employees.

GOALS & POLICIES

The City of Bridgeport government, in its role as service provider, recognizes that implementing an economic development strategy is vital to the future of the community. Generating new economic activity will increase employment opportunities, expand the tax base, increase disposable incomes, and provide additional tax revenues allowing the town to continue to provide needed public services. Increased development also has the potential to cause adverse impacts on the community and environment, such as traffic congestion, housing shortages, and additional demands on the water supply and sewer services, and social services. It is crucial for the City of Bridgeport to develop economic strategies that facilitate improvements and maintenance of capital facilities and transportation systems; coordinate land use and housing policies with the economic development policies; and strive to attain a balance between growth and the small town quality of life it cherishes.

Tourism Industry—The residents of Bridgeport have determined that because of the City's existing characteristics there is an opportunity to increase tourism. The major activities to improving the local economy will focus on increasing the number of visitors to the community and attracting or developing businesses to serve the needs of visitors.

Goal ED 1: Increase the number of visitors to the community.

- POLICY A: Develop promotional events in downtown and the surrounding area to complement the existing events such as Bridgeport Daze.
- POLICY B: Coordinate with nearby communities to designate a multi-modal tour loop and produce an informational brochure and map to market the tour.
- POLICY C: Actively recruit for the development of hotel/motel facilities and bed and breakfast inns to accommodate visitors to the area.
- POLICY D: Upgrade existing and develop new facilities for visitors including convenient restrooms and parking.
- POLICY E: Develop standards for information and way-finding signs for parks, public services and other points of interest.
- POLICY F: Promote and upgrade Fireman's Park as a "Town Square" and a community gathering place.

- POLICY G: Coordinate with service groups and public agencies to develop kiosks in the Town Square as interpretive/informational centers for visitors.
- POLICY H: Encourage multi-cultural celebrations.
- POLICY I: Develop and maintain year-round recreational opportunities.
- POLICY J: Maintain a current parks and recreation plan.

Business Retention

Goal ED 2: Improve the business retention rate. Retaining existing businesses and provide assistance for expansion when requested.

Rationale: Existing businesses are already invested in the community. The return on this effort will be higher than attempts to recruit new businesses.

- POLICY A: Develop coordinated promotional activities to market local businesses as a unit.
- POLICY B: Connect with the small business assistance center to provide hands-on support with startup businesses and those experiencing difficulties in today's market.
- POLICY C: Coordinate with existing organizations and support groups to promote programs and services that provide business support.
- POLICY D: Strive to assure that goods and services are available to meet the needs of the local residents.
- POLICY E: Promote redevelopment efforts by encouraging assembly of parcels and design of buildings.
- POLICY F: Institute incentives, such as temporary tax relief, that will encourage improvements to existing buildings.

Business Recruitment—The citizens of Bridgeport envision a local economy that provides diverse jobs and businesses that meet the needs of local residents and the traveling public.

Goal ED 3: Attract new industries and businesses creating new jobs.

Rationale: Where there is diversity in the types of jobs within a community, the community is better able to withstand the highs and lows of economic cycles within specific industries.

- POLICY A: Support the retention, expansion and recruitment of industries related to and/or compatible with agriculture.
- POLICY B: Recruit new and expanding businesses. Pool resources with the local and regional economic development organizations, chambers of commerce, and local business organizations and develop a recruitment and marketing program for the area.
- POLICY C: Maintain capital facilities to meet the community needs in terms of existing residents, and businesses, and businesses wanting to expand operations, and new business or industry interested in locating in the City of Bridgeport.
- POLICY D: Review current zoning and land use to determine that there is an adequate inventory of commercial and industrially zoned lands to accommodate new ventures at a scale that will meet the community's values and preferences.
- POLICY E: Assure an adequate amount of land is designated to accommodate future commercial and industrial development.

Goal ED 4: Assure infrastructure capacity is available to accommodate growth.

- POLICY A: Continue planning efforts regarding the infrastructure facilities, such as water capacity, waste treatment capacity and transportation systems.
- POLICY B: Prioritize geographical areas for infrastructure expenditures and incorporate decisions into the capital facilities plan.
- POLICY C: Identify funding mechanisms that spread infrastructure costs over time to minimize up-front costs.

POLICY D: Implement water conservation education programs to reach all segments of the community.

POLICY E: Encourage efficient use of existing facilities and infrastructure.

Goal ED 5: Develop the environment that attracts new businesses and industries that provide family wage jobs, with year-round employment.

POLICY A: Gain a “development friendly” reputation by streamlining the development approval process to assure predictability, flexibility, and responsiveness from permitting entities.

POLICY B: Provide more information and access to information regarding the positive aspects of Bridgeport. Emphasize customer service by encouraging quick response to requests for information.

Goal ED 6: Develop private/public partnerships to implement the goals of the economic development plan.

POLICY A: Identify existing organizations involved directly or indirectly in economy related endeavors. Encourage the quality and accessibility of business development services which assist in the stabilization and growth of existing companies, and which facilitate the start-up of new ventures.

POLICY B: Improve communications and working relationships with local offices of all entities.

POLICY C: Create and maintain working relationships with other groups in the business of economic development.

Goal ED 7: Provide opportunity and assure safe housing is available to all income levels.

Rationale: Quality housing stock makes a community more attractive. Available housing is necessary for a new or expanding workforce.

POLICY A: Review and monitor the Housing Element to assure it is consistent with the goals and vision of the economic development goals and strategies

Design

Goal ED 8: Present a thriving active community by enhancing the aesthetic quality of the city.

POLICY A: Adopt and enforce landscaping, screening, buffering and maintenance standards for the commercial and industrial areas of the city.

POLICY B: Identify vacant spaces with potential for community uses in the downtown area.

Rationale: An abundance of vacant spaces makes a commercial district appear to be dead or withering on the vine. Vacant spaces in storefront windows can be made available for advertising community events.

POLICY C: Adopt and enforce sign regulations that support a thriving business district and are appropriate in design and scale for all zoning districts.

Rationale: Signage is an important component in a business advertising strategy. However, too many signs or signs out of scale with the environment could have the opposite effect, becoming too cluttered or confusing to be effective.

POLICY D: Implement neighborhood Block Watch programs.

Goal ED 9: Pursue Downtown Revitalization efforts.

POLICY A: Redevelop the central business district as a pedestrian friendly hub.

Rationale: The central business district or "downtown" functions more effectively when designed to accommodate pedestrian traffic.

POLICY B: Develop design standards for the central business district to retain and create a walkable downtown. The standards should address sidewalks, placement of buildings, parking, driveways and other uses.

POLICY C: Emulate the "Downtown Main Street" program as a possible tool for implementing economic development through downtown revitalization.

Retirement Community

Goal ED 10: Increase the number of retired individuals in the community by improving conditions that attract retirees.

Rationale: Many retirees are attracted to the laid back life-style in small communities. These areas also provide a lower cost of living, which increases the discretionary spending.

POLICY A: Increase activities for the elderly population.

POLICY B: Improve access to health care facilities.

POLICY C: Meet the future needs of the senior population through information and access to adequate senior center facilities.

POLICY D: Develop a parks and recreation or community schools program.

POLICY E: Develop walking trails.

POLICY F: Ensure the parks and recreation facilities consider the needs of the senior population during design and development.

Education

Goal ED 11: Improve access to continuing education, especially for new job and life skills, technical training, health and fitness, ESL and citizenship classes, legal services or new business development.

POLICY A: Coordinate with the Bridgeport School District, Wenatchee Valley College, North Central Regional Library District and other organizations to provide community educational opportunities.

Skills Training—Coordinate with the regional community college, high school and others providing educational or training programs for the area's labor force to improve their capabilities and increase production efficiencies of industries. Ensure that the needs of current and future employers are met.

ENVIRONMENT AND CRITICAL AREAS CONSERVATION

Introduction

The quality of life of communities is directly related to the quality of environmental factors, such as air and water quality and the natural resources base of the area. Many times, the subtle and prolonged degradation of these things undermines a community's appeal and viability. The following goals and policies are intended to provide guidance for the of protection for the environmental elements that contribute to the quality of life in the city of Bridgeport.

The GMA requires that local governments classify, designate and regulate to protect critical areas within their jurisdiction. Critical areas include as defined by the GMA include: (1) wetlands; (2) areas with a critical recharging effect on aquifers used for potable water; (3) fish and wildlife habitat conservation areas; (4) frequently flooded areas; and (5) geologically hazardous areas. This chapter and accompanying reference maps (See Map Appendix) describe the City's classification and designation of these critical areas, as well as goals and policies that provide a foundation for regulations that limit some land uses.

Amendments to the GMA require that local governments include "best available science" in designating critical areas, and in developing policies and development regulations to protect the functions and values of critical areas. These amendments also require counties and cities to give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries. The City has used best available science as a final product in developing classification systems and in designating critical areas, and in developing the goals and policies contained within this plan. Detailed tables are included in Appendix X. While most analysis applies to one specific critical area, hydrologic soils help identify wetlands, aquifer recharge areas, frequently flooded areas, and areas where stormwater run-off is a concern. Therefore, a Hydrologic Soils Map (Map EC1 in the Map Appendix) and Soils Report (Appendix A) are referenced in all related critical areas.

The City worked closely with Douglas County and other Cities and interest groups on preparation of the Douglas County Regional Shoreline Master Program. The regional plan was adopted by the County in 2009 and by the City (Ordinance #587) in . Appendix H of the regional plan contains specific regulations for critical areas located within shoreline jurisdiction. The plan includes mapping of special features, such as riparian areas and wetlands, and other wildlife habitat. In 2017, the critical areas analysis completed in 2006 was reviewed using the prescribed methods outlined in WAC 365-

190. The Shoreline Designation Map for the Bridgeport Area is included as Map EC2 in the Map Appendix.

During the periodic amendments of this Comprehensive Plan, updated information will be included and considered as it becomes available.

GENERAL GOAL AND POLICIES

GOAL ECA 1: Preserve and protect the quality of the area's natural features and critical areas.

- POLICY A: Coordinate conservation strategies and efforts with appropriate state and federal agencies and private organizations to take advantage of both technical and financial assistance and to avoid duplication of efforts.
- POLICY B: Encourage an understanding of the value of clean water and air and how protection of natural resources and critical areas contribute to a safer and healthier community.
- POLICY C: Promote the recycling and reuse of all usable materials and alternative solid waste disposal methods.
- POLICY D: Use best available science, including knowledge about soils, hydrology, and fish and wildlife habitat, in designating and developing policies and development regulations (site planning, setbacks, buffers, erosion control) to protect the functions and values of critical areas and promote development that is compatible with the natural environment.
- POLICY E: Review all development within critical areas for environmental impacts, and grant approval only when other reasonable alternatives cannot be found and impacts to significant and natural features are minimized.

- POLICY F: Encourage the restoration, enhancement and appropriate uses of critical areas along the shoreline of the Columbia River
- POLICY G: The goals and policies of the City's Shoreline Master Program, as it exists now or as it may be amended in the future, are considered an element of the comprehensive plan, and are included by reference as if fully set forth herein.
- POLICY H: Agricultural land uses and activities, including commercial and hobby farms, are encouraged to incorporate best management practices concerning animal keeping, animal waste disposal, fertilizer use and pesticide use.
- POLICY I: Encourage use of best management practices in the application and/or use of fertilizers, pesticides, and herbicides at schools, parks, and other non-residential facilities that maintain large landscaped areas as recommended by the Cooperative Extension Service or a licensed chemical applicator.
- POLICY J: Incorporate considerations for surface water runoff, flood plain issues and maintaining water quality during the design and construction of new developments, including roads and utility corridors.
- POLICY K: Continue participation in the Foster Creek Conservation District's watershed planning process and cooperate with other local jurisdictions, state and federal agencies and interest groups/organizations in Columbia River water related issues.
- POLICY L: Storm water should not be directly discharged into the Columbia River without appropriate treatment.
- POLICY M: Encourage and support future and ongoing water quality monitoring programs.
- POLICY N: Require compliance with the International Building Code and Eastern Washington Storm Water Management Manual (as amended) for all new and substantially improvement developments.

GOALS AND POLICIES FOR CRITICAL AREAS

WETLANDS

Wetlands serve a multitude of functions that are crucial to human well-being and ecosystem integrity. Because of their interconnectedness with the geology, climate, aquifers and a myriad of other factors in a given area, they are a dynamic feature of the natural environment. Some of these functions include floodwater retention, sediment entrapment, water purification, groundwater recharge, maintenance of stream flows, shoreline stabilization, habitat for fish and wildlife, recreation, aesthetic values and education and research opportunities. It is the intent of these policies to provide a foundation for reasonable protection from the encroachment of changes in land use that would diminish the wetlands' diversity of values or degrade their quality.

The National Wetland Inventory indicates that there are no wetlands within the UGA, although there are several areas, indicated by the NRCS Douglas County Soils data, that area hydrologic group D (very low filtration) that may have similar characteristics (See Hydrologic Soils Map EC1 in Map Appendix).

GOAL ECA 2: Wetlands will be protected using guidance from the Department of Ecology and WDFW.

- POLICY A: Wetlands will be identified and rated according to the Washington State Department of Ecology Wetland Delineation Manual.
- POLICY B: When classifying a wetland area, historical information about the area in question, as well as the dynamic nature of wetlands, should be recognized and considered.
- POLICY C: Based on their category, wetlands will be protected as much as reasonable from alterations due to land use changes that may create adverse impacts to the wetland.
- POLICY D: Whenever feasible, innovative techniques that enhance a wetland will be encouraged during development review processes.
- POLICY E: Coordinate wetland preservation strategies and efforts with appropriate local, state and federal agencies and private conservation organizations to take advantage of both technical and financial assistance, and to avoid duplication of efforts.

POLICY F: Activities or uses that would strip the shoreline of vegetative cover, cause substantial erosion or sedimentation or adversely affect aquatic life should be prohibited.

POLICY G: Recognize that wetlands are dynamic areas that respond to natural forces with consequences to other natural areas, fish and wildlife and property owners.

IMPLEMENTATION:

Classification...

Wetlands shall be identified and delineated by a qualified wetland professional in accordance with the *Washington State Wetlands Identification and Delineation Manual* (Ecology Publication #96-94, or as revised and approved by Ecology). Wetland delineations are valid for five years and performed using the Federal Manual for Identifying and Delineating Jurisdictional Wetlands (1987, as amended); and the US Army Corps of Engineers (2006). Regional Supplement to the 1987 Delineation Manual: Arid West Region.

Wetlands shall be rated according to the Washington Department of Ecology wetland rating system, as set forth in the *Washington State Wetland Rating System for Eastern Washington* (Ecology Publication #04-06-015, or as revised and approved by Ecology). Wetlands in Bridgeport shall be classified into the following categories according to the manual referenced above:

Category I Category I wetlands are:

- a. alkali wetlands; or
- b. wetlands that are identified by scientists of the Washington Natural Heritage Program/DNR as high-quality wetlands; or
- c. bogs;
- d. mature and old-growth forested wetlands over ¼ acre with slow-growing trees;
- e. forests with stands of aspen; wetlands that perform many functions very well. (scores of 70 points or more)

These wetlands are those that:

- a. represent a unique or rare wetland type; or
- b. are more sensitive to disturbance than most wetlands; or
- c. are relatively undisturbed and contain ecological attributes that are impossible to replace within a human lifetime; or

- d. provide a high level of function.

We do not wish to risk any degradation to these wetlands. Generally, these wetlands are not common and make up a small percentage of the wetlands in Eastern Washington. Category I wetlands include alkali wetlands, bogs, Natural Heritage wetlands, mature and old-growth forested wetlands with slow growing trees, and wetlands that perform many functions well, as measured by the rating system.

Category II Category II wetlands are:

- a. Forested wetlands in the floodplains of rivers;
- b. Mature and old-growth forested wetlands over ¼ acre with fast growing trees;
- c. Vernal pools; or
- d. Wetlands that perform functions well.

(scores between 51-69 points).

These wetlands are difficult, though not impossible, to replace. They provide high levels of some functions. These wetlands occur more commonly than Category I wetlands, but still need a high level of protection.

Category III Category III wetlands are:

- a. Vernal pools that are isolated; or
- b. Wetlands with a moderate level of functions (scores between 30-50 points).

Wetlands scoring between 30 and 50 points generally have been disturbed in some ways and are often less diverse or more isolated from other natural resources in the landscape than Category II wetlands.

Category IV

Category IV wetlands have the lowest levels of functions (scores fewer than 30 points) and are often heavily disturbed. These are wetlands that we should be able to replace, and in some cases, improve. These wetlands may provide some important functions and also need to be protected.

Designation...

To date there has been no wetlands mapping done specifically for the Bridgeport area other than the U.S. Fish and Wildlife Service's National Wetlands Inventory (NWI) maps. To remedy this, the City should pursue an accurate accounting of all wetlands in its

planning area based on the *Washington State Wetlands Rating System for Eastern Washington*. However, until funding is obtained to conduct a comprehensive inventory of wetlands, the National Wetlands Inventory (NWI) maps shall be used as a base designation. Map EC3 in the Map Appendix, along with other supportive documentation, shall be used to review development proposals, but because the National Wetlands Inventory was done at such a broad scale, local verification according to the classification criteria shall be part of the standard process for identifying and designating wetlands, if the presence of wetlands is suspected.

FISH AND WILDLIFE HABITAT CONSERVATION AREAS

The North Central Washington area is fortunate to have natural resources encompassing a large variety of environments. As demonstrated in national studies, many people participate in recreational activities that involve wildlife, including hunting, fishing, photography of wildlife, bird watching and feeding, among other things. Recreationally-oriented tourist activities provide an avenue for economic development in the area, capitalizing on these numerous natural resources through promotion of the area as a recreational destination. To that extent, as well as for the inherent importance of wildlife and the natural environment to the quality of life, it is the intent of these policies to recognize the importance of protecting fish and wildlife habitat conservation areas.

Washington Department of Fish and Wildlife provides and maintains Priority Habitats and Species (PHS) data, which includes species of concern, sensitive, threatened and endangered species; it indicates that no priority habitats and species are within the city's UGA. However, there are several adjacent to the city that should be considered during land use decisions and possible future UGA expansions. These included being a major area of winter roosting; major winter range of mule deer in/near the UGA; chukar habitat (rocky/cliff habitat); elk habitat up slope of the Okanogan side of the Columbia River; UGA and surrounding orchards heavily used by California quail; waterfowl concentrations- Canada goose, widgeon, green-winged teal, mallard, divers; and point data showing Sharp-tailed grouse upslope of the UGA and historical white-tailed jackrabbit (1980) as well as three ESA listed fish species within the Columbia River- bull trout, steelhead and spring Chinook.

GOAL ECA 3: Protect fish and wildlife habitat areas as an important natural resource for the City, particularly in regard to their economic, aesthetic and quality of life values.

POLICY A: Use the Washington Department of Fish and Wildlife's Priority Habitat and Species maps to identify and map critical wildlife

habitat conservation areas within the City's urban growth area, and encourage the preservation of blocks of habitat and the connections between them.

- POLICY B: Consider the impacts of new development on the quality of land, wildlife and vegetative resources as part of its critical areas and SEPA review process and require any appropriate mitigation measures. Such mitigation may involve the retention and/or enhancement of habitats.
- POLICY C: If a development proposal is located in or near a habitat conservation area shown on the City's reference maps, a consultation and recommended mitigation measures, if needed, will be requested from the Washington Department of Fish and Wildlife.
- POLICY D: Land uses adjacent to fish and wildlife habitat areas will not negatively impact these areas. If a change in land use occurs, adequate buffers will be established.
- POLICY E: Activities allowed in fish and wildlife habitat conservation areas and open space will be consistent with the species located there, including all applicable state and federal regulations and/or best management practices for the activity regarding that species.
- POLICY F: Recognize the importance of protecting fish and wildlife habitat conservation areas, and encourage enhancement of these areas, and restoration of lost and/or damaged fish and wildlife habitat.
- POLICY G: Identify and protect any fish and wildlife habitat areas with which endangered, threatened, or sensitive species have a primary association.

IMPLEMENTATION:

Classification... Bridgeport and it's UGA is generally considered an area where urban development is expected and planned to occur. The Douglas County PUD owns the vast majority of the shoreline area and has federal licensing requirements related to protection of fish and wildlife habitat. The bulk of the urban growth area is in shrub-steppe uplands. While these natural areas include important habitat for animal and bird species, there are vast contiguous properties in the rural areas of Douglas County and

across the river within the Colville Indian Reservation and Okanogan County. Therefore, it is not intended that the City limit development in its urban growth area. However, the Columbia River, Foster Creek and associated riparian areas in the City and Urban Growth Area warrant protection. Following are descriptions of the City's classifications for fish and wildlife conservation areas:

Aquatic Habitat Conservation Areas.

With this classification, the City recognizes the importance of areas covered with water for providing habitat for aquatic species as well as waterfowl and other wildlife.

Riparian Habitat Conservation Areas.

With this classification, the City recognizes that riparian habitat within Bridgeport and its urban growth area is likely to coincide with shoreline areas, flood hazard areas, wetlands and aquifer recharge areas. Riparian areas typically offer relatively contiguous habitat that is essential to a diverse array of fish and wildlife species. Best available science suggests that these areas are especially sensitive to pressures from urban development, and that they provide important habitat functions and values for anadromous fish.

Riparian Habitat Conservation Areas are defined as public or privately-owned lands adjacent to the Columbia River and Foster creek that presently (using 2006 aerial photography) contain riparian vegetation.

Upland Habitat Conservation Areas.

With this classification, the City recognizes that those upland areas within the defined City limits and urban growth boundary, which are not otherwise designated as aquifer recharge areas, wetlands, or geologically hazardous areas, are frequently the most suited for human development. This classification is intended to take into account that upland habitats that support federal or state identified endangered, threatened or sensitive species, or any habitats which are identified as providing a high level of functions and values must be protected to the extent possible. However, in considering Best Available Science, this classification also is intended to ensure that development is not subject to burdensome regulation in those areas most suited to support it. Such areas shall include all portions of the City and urban growth area where a development pattern is already established such that connectivity of native habitat has already been broken and protection of identified habitat areas is unlikely to provide particular benefit to any of the priority species identified by WDFW.

Designation...

Fish and wildlife conservation areas are designated under the Washington Department of Fish and Wildlife *Priority Habitat and Species Program*. Priority habitats are considered

to be priorities for conservation and management. Priority species require protective measures for their perpetuation due to their population status, sensitivity to habitat alteration, and/or recreational, commercial, or tribal importance. Priority Habitat and Species maps based on WDFW data depict habitat conservation areas (see Map EC4 in the Map Appendix). However, it must be noted that populations and habitat systems are dynamic in nature. Therefore, site review should be used to verify the presence of a given habitat or species.

AQUIFER RECHARGE AREAS

Groundwater is an essential natural resource that the residents of the City depend on as an important source of drinking water. Because remediation of contaminated groundwater is very costly, protecting and sustaining it has become of primary importance in recent years. One way to assure this resource is adequately maintained is to protect areas that provide a critical recharging effect to that groundwater resource. Within the City and its urban growth area, the exact nature of the aquifer(s) and their recharge areas is not yet fully understood. It is the intent of these policies to recognize the importance of protecting aquifer recharge areas. Because of the inter-relatedness of the aquifers, population increases and environmental concerns, it is necessary to protect all of the critical aquifer recharge areas as they become known.

Within the City, the exact nature of the aquifer(s) and their recharge areas is not yet fully understood although the region falls under the "Columbia Plateau basaltic rock aquifers" which are primarily an igneous and metamorphic rock aquifer, being researched by the USGS, as part of the Central Columbia Plateau-Yakima River Basin Aquifer.

A potential area of concern are soils with a high (quick) permeability; where potential pollutants could reach an aquifer before being "cleansed" by the natural filtration process of traveling through soil levels or wetland actions. There are soil types within Bridgeport with a rapid or moderately rapid permeability rate. Soil permeability is the quality of the soil that enables water or air to move through it (See Map EC1 in the Map Appendix).

GOAL ECA 4: Protect the public health, safety and welfare of Bridgeport residents by providing protection of potable water sources, primarily through monitoring and control of areas demonstrated to be critical aquifers and/or which play a crucial role in recharging groundwater sources.

- POLICY A: Identify, map and maintain critical groundwater supply areas, aquifer recharge areas, areas with a high groundwater table and/or unconfined aquifers used for potable water.
- POLICY C: Identify critical aquifer recharge areas during the development review process and mitigate negative impacts. Standards should be developed that take into account the recharge limiting effects of impermeable surfaces or other factors that might adversely affect ground water quality or quantity.
- POLICY D: Minimize the potential for contamination of ground water sources from residential, commercial and industrial activities.
- POLICY E: Prohibit the disposal of hazardous materials within an Aquifer Recharge Area.

It is the responsibility of the developer(s) to prove that their proposal would not adversely affect the recharge of an aquifer.

- POLICY H: Development which could substantially and negatively impact the quality of an aquifer should be prohibited.
- POLICY I: The installation of underground fuel or storage tanks within a known critical recharge area should be prohibited. Installation in any other areas should be subject to applicable federal, state and local regulations.
- POLICY K: All existing and proposed developments within the City limits should be required to connect to the City's sanitary sewer system.
- POLICY L: Promote water conservation measures for recharging and protecting the ground water aquifer from overuse.
- POLICY M: Establish a standard for development that protects ground water aquifers from pollution caused by failed septic systems, industrial, agricultural or commercial activities or improper disposal of chemicals or hazardous wastes.

IMPLEMENTATION:

Classification...

Aquifer recharge areas will be rated according to the vulnerability of the aquifer, with vulnerability being the combined effect of susceptibility to contamination and the contamination loading potential. The categories of vulnerability shall be High, Medium and Low, with high vulnerability being characterized by a combination of land uses that contribute to contamination that may degrade ground water, and hydrogeologic conditions that facilitate that degradation. *Hydrogeologic susceptibility* will be characterized by looking at the following attributes: (1) Depth to ground water; (2) Aquifer properties such as hydraulic conductivity and gradients; (3) Soil (texture, permeability, and contaminant attenuation properties); (4) Characteristics of the vadose zone including permeability and attenuation properties; (5) Other relevant factors. *Contamination loading potential* can be evaluated by considering the following: (1) General land use; (2) Waste disposal sites; (3) Agriculture activities; (4) Well logs and water quality test results; and (5) Other information about the potential for contamination.

Classification of Aquifer Recharge Areas are based on the process of determining vulnerability and such areas classified as follows:

Level 1: High Aquifer Recharge Areas shall be those areas found to have a High vulnerability rating.

Level 2: Medium Aquifer Recharge Areas shall be those areas found to have a Medium vulnerability rating.

Level 3: Low Aquifer Recharge Areas shall be those areas found to have a Low vulnerability rating.

Designation...

Because there is insufficient scientific data at this time to determine with any precision and/or certainty the location of areas having a critical recharging effect on aquifers used for potable water, specific designations have not been made. As part of the City's Comprehensive Water System Plan there are designated well-head protection areas for the City's water sources that are designated aquifer recharge areas. However, the best available science also suggests that using a vulnerability determination system based on the above classification system will allow the City to designate critical aquifer recharge areas using a conservative approach, which provides a worst case scenario for contaminant movement in the subsurface. As areas are determined to be either a Level

1: High Level 2: Medium or Level 3: Low Aquifer Recharge Area, they will be included on a map or maps that are maintained by the City. Additionally, if any of the following areas are established within the City's urban growth area, they shall be included on these maps:

- The well-head protection areas identified in the City's Comprehensive Water System Plan (See Map EC5 in the Map Appendix);
- Sole source aquifer recharge areas designated pursuant to the Federal Safe Drinking Water Act;
- Areas established for special protection pursuant to the Washington State groundwater management program;
- Areas designated for wellhead protection pursuant to the Federal Safe Drinking Water Act; and,
- Aquifer recharge areas mapped and identified by a qualified ground water scientist.

FREQUENTLY FLOODED AREAS

Frequently Flooded Areas are defined as those areas that have a one percent or greater chance of flooding in any given year. These areas may include, but are not limited to, streams (including intermittent ones), draws/ravines, rivers and wetlands (See Map EC6 in the Map). For the City, the most common flooding problems occur during extreme peak runoff events of short duration. These peak flows will occur with very little warning from the dry canyons and intermittent streams in the urban growth area and surrounding City. They are caused primarily by heavy rain on snow-covered, frozen ground in the spring or from severe thunder-storms during other times of the year. In 1989, there was a significant event that caused extensive damage in the Foster Creek drainage, primarily to the state, county and city road systems and to private residences.

Flood Insurance Rating Maps are the most common identification system for areas of concern. They indicate areas within the 100-year flood plain. Additionally, Flooding Frequency Classes (compiled by US Dept. of Agriculture Natural Resources Conservation Service) are based on the interpretation of soil properties and other evidence gathered during soil survey field work. One soil class, Xerofluvents (map symbol 486) in the UGA is rated Frequent, "flooding is likely to occur often under usual weather conditions, more than 50 percent chance of flooding in any year or more than 50 times in 100 years, but less than 50 percent chance of flooding in all months in any year."

The intent of these policies is to promote an efficient use of land and water resources by allocating frequently flooded areas to the uses for which they are best suited. It is also important and necessary to discourage obstructions to floodways and flood flows as well as prohibiting uses that pollute or deteriorate natural waters and water courses.

GOAL ECA 5: Protect the frequently flooded areas known to be critical parts of the natural drainage system by limiting and controlling potential alterations and/or obstructions to those areas.

- POLICY A: Reduce danger to public health and safety by protecting surface and ground water supplies from impairment resulting from incompatible land uses by providing safe and sanitary drainage.
- POLICY B: Discourage land use practices that may impede the flow of flood water or cause danger to life or property. This includes, but is not limited to, filling, dumping, storage of materials, structures, buildings, and any other works which, when acting alone or in combination with other existing or future uses, would cause damaging flood heights and velocities by obstructing flows.
- POLICY C: Encourage and permit land uses compatible with the preservation of the natural vegetation which is a principal factor in the maintenance of constant rates of water flow through the year and which sustain many species of wildlife and plant growth.
- POLICY D: Avoid fast runoff of surface waters from developed areas to prevent pollution materials such as motor oils, paper, sand, salt and other debris, garbage, and foreign materials from being carried directly into the Columbia River or other public waters.
- POLICY E: Prevent the development of structures in areas unfit for human usage by reason of danger from flooding, unsanitary conditions, or other hazards.
- POLICY F: Promote the preservation of the remaining, significant natural drainages that are an important part of the storm water drainage system.
- POLICY H: Limit development within the floodway portion of a floodplain that would alter the course and flow of flood waters and result in damages to other property owners or natural areas should be prohibited.

- POLICY I: Incorporate flood damage protection measures in the design of new developments located in regulatory flood plains.
- POLICY J: The installation of new or replacement of public facilities, utilities or other public improvements within designated flood plains should use prevailing flood damage prevention methods.
- POLICY K: Map areas that are potential flood hazard areas and/or have experienced historical flooding events but are not currently included in the Federal Emergency Management Agency's mapping efforts.

IMPLEMENTATION:

Classification...

The type of frequently flooded areas that exist within the City's urban growth area are the 100-year and 500-year floodplain designations of the Federal Emergency Management Agency and the National Flood Insurance Program. To assist in establishing a classification system, it is important to understand the following terminology:

Floodways - The channel of a stream, plus any adjacent floodplain areas, that must be kept free of encroachment in order that the base flood be carried without substantial increases in flood heights.

Floodplains - The floodway and the special flood hazard area.

Special Flood Hazard Areas - The area adjoining the floodway that is subject to a one percent or greater chance of flooding in any given year, as determined by engineering studies accepted by the City.

The classification system for frequently flooded areas is as follows:

Floodways - those areas defined and designated as floodways, where development shall be prohibited.

100-Year Floodplain - those areas defined as the special flood hazard areas, within which development shall be subject to increased construction standards that are the most current according to the Federal Emergency Management Agency and/or the Department of Ecology. Based on scientific and engineering reports, if impacts from

development cannot be mitigated, development within the 100-year floodplain may be prohibited. Additionally, any areas evidenced as having a history of flooding are also designated frequently flooded areas, and shall be mapped as such whenever possible.

Designation...

All shorelines and waters which are identified as 100-year floodplain (Floodway and Floodway Fringe or Special Flood Hazard Area) as designated by the Federal Emergency Management Agency and identified on the Flood Insurance Rate and Boundary Map (Community Panel # 530015-0400B, Revised June 5, 1989 (see Map EC6 in the Map Appendix), are designated as frequently flooded areas.

GEOLOGICALLY HAZARDOUS AREAS

Geologically hazardous areas are defined as "areas that, because of their susceptibility to erosion, sliding, earthquake or other geologic events, are not suited to the siting of commercial, residential or industrial development consistent with public health or safety concerns." These hazardous areas pose a threat to the health and safety of citizens when development is sited in areas of significant hazard. In some cases, the risk to development from geological hazards can be reduced or mitigated to acceptable levels by engineering design or modified construction practices. However, when the risks cannot be sufficiently mitigated, development needs to be prohibited.

To better understand the particular aspects of the different types of geologic hazards, the following summary descriptions are provided.

Erosion Hazard Areas... Erosion is relatively common within certain areas of the City and its UGA, due to hydrologic and geologic characteristics, vegetative conditions, wind and human land use. By minimizing the negative impacts of human land use on these areas, the damage to the natural environment as well as to human-built systems is reduced. The two major factors for erosion are related to wind and water activity.

Landslide Hazard Areas (Steep Slopes)... Landslide hazard areas are those areas that are subject to potential slope failure. These include slopes of 15% or greater that are underlain by weak, fine grained unconsolidated sediments, jointed or bedded bedrock, or landslide deposits, including the top and toe of such areas. It is necessary to protect the public from damage due to development on, or adjacent to, landslides; to preserve the scenic quality and natural character of City's hillsides; and to protect water quality. The National Resource Conservation Service soils data (See Map EC7 in the Map Appendix) indicates slopes with a greater than 15% grade.

Seismic Hazard Areas... predictable hazards to life and property resulting from earthquakes and the associated ground shaking, differential settlement, and/or soil liquefaction are limited in Bridgeport.

Soil liquefaction as rated by the National Resource Conservation Service finds 117 acres rated D-E, Moderate to High liquefaction rate.

Mine Hazard Areas... Mine hazard areas are defined as "areas directly underlain by, adjacent to, or affected by mine workings such as adits, tunnels, drifts, or air shafts." Mine hazards may also include steep and unstable slopes created by open mines. There has been little or no historical subsurface mining within the City and its UGA that could have left areas honeycombed with abandoned mine tunnels.

Volcanic Hazard Areas... Volcanic hazard areas are defined as "areas subject to pyroclastic flows, lava flows, and inundation by debris flows, mudflows, or related flooding resulting from volcanic activity." Because there is no valley or river flowing through the community which heads on or near a volcano, there would be no significant damage to people and/or property expected from debris flows, mudflows or related flooding resulting from volcanic activity. If there were to be a significant ash fall east of Glacier Peak, small debris flows would be possible in the rivers and valleys that flow into the Columbia River. The City is also far enough distant from the nearest volcano (Glacier Peak) to virtually eliminate the hazards of damage to people and/or property resulting from pyroclastic flows, or lateral blasts.

Soil Hazard... The National Resource Conservation Service has identified soils with severe building limitations, *for houses with full basements*, based on soil types/properties [WAC 365-190-080(4)(d)(i)(A)]. There are several such soils within the City UGA (See Map EC8 in the Map Appendix).

The intent of the following goals and policies is to reduce the threat posed to the health and safety of citizens in areas of significant geologic hazard by providing guidance for reviewing a development proposal that may be near a geologic hazard. In addition to having general statements that are applicable to all types of hazard areas, needed protection elements for each different hazard type are also included to aid in understanding their differences and providing specific measures to reduce the hazard.

GOAL ECA 6: Implement appropriate measures to either avoid or mitigate significant risks that are posed by geologic hazard areas to public and private property and to public health and safety.

- POLICY A: When probable significant adverse impacts from geologically hazardous areas are identified during the review of a development application, documentation which fully addresses these potential impacts and identifies alternative mitigation measures to eliminate or minimize the impacts should be required, thereby reducing the threat posed to the health and safety of citizens.
- POLICY B: Grading and clearing for both private developments and public facilities/services should be limited to the minimum necessary to accomplish engineering design, with reclamation of disturbed areas being a top priority at the completion of the construction project.
- POLICY C: To minimize blowing soil during development, appropriate water and/or mulch material should be required on any areas without a vegetative cover, as indicated in the approved erosion control plan.
- POLICY D: To maintain the natural integrity of landslide hazard areas and to protect the environment, and the public health and safety, an adequate buffer of existing vegetation should be maintained around all sides of the landslide hazard areas.
- POLICY E: At such time there is a seismic hazard identified and mapped in the City or its urban growth area, any application for development in or near that area must show its location in relation to the hazard area, and/or it should be designed so that it will be as safe from any earthquake damage as a similar development which is not located in a seismic hazard area.
- POLICY F: Promote the development of education programs that explain both the dangers and effects of earthquakes, as well as emergency procedures individuals can take should an earthquake occur.
- POLICY G: The City should approve, condition, or deny development and/or redevelopment proposals, as appropriate, based on the degree to which significant risks posed by geologic hazard areas to public and private property and to public health and safety can be avoided or mitigated.

IMPLEMENTATION:

Classification...

Classification and rating of these areas will be based upon the risk to development in geologically hazardous areas. The categories of risk shall be (1) Known or Suspected Risk; (2) No Risk; and (3) Risk Unknown, meaning data is not available to determine the presence or absence of a geological hazard. The classification system for geologically hazardous areas shall be as follows:

Known or Suspected Risk shall be those areas with a known or suspected risk. Detailed studies and reports will be required to determine whether or not development will be allowed, and if so, what mitigation measures will be required.

No Risk shall be those areas with a no known or suspected risk.

Risk Unknown shall be those areas that have an unknown risk. Detailed studies and reports may be necessary to determine the existence of a geologically hazardous area, and if so, whether or not development will be allowed and what mitigation measures might be necessary where development may occur.

Designation...

For erosion hazard areas, these policies and implementation criteria should, at a minimum, be applied to lands that are classified by the Natural Resource Conservation Service's Soil Survey for Douglas County as having a moderate or high hazard for wind and/or water erosion. However, the criteria that follows, particularly the requirement for an erosion control plan (including re-vegetation), should be applied as a standard to all construction projects that involve grading and filling activities within known or suspected risk areas and on a case-by-case basis in areas of unknown risk.

For landslide hazard areas, these policies and implementation criteria will apply to areas subject to landslides based on a combination of geologic, topographic and hydrologic factors, as determined by an appropriate, qualified person or agency. They include any areas susceptible because of any combination of bedrock, soil, slope (gradient), slope aspect, structure, hydrology or other factors. These areas may include, but are not limited to the following:

- a. Areas designated as slumps, liquefaction, mudflows, lahars, or landslides on current maps published by the United States Geological Survey or Department of Natural Resources Division of Geology and Earth Resources.

- b. Areas with all of the following characteristics including; slopes steeper than 15%, hillsides intersecting geologic contacts with a relatively permeable sediment overlying a relatively impermeable sediment or bedrock, and springs or groundwater seepage.
- c. Any areas of old landslide deposits.
- d. Slopes that are parallel or sub-parallel to planes of weakness (such as bedding planes, joint systems, and fault planes) in subsurface materials.
- e. Areas potentially unstable as a result of rapid stream incision, stream bank erosion, and undercutting by wave action.
- f. Areas that show evidence of, or are at risk from, snow avalanches.
- g. Areas located in a canyon, ravine or bluff.
- h. Any area with a slope of thirty percent, or steeper, and with a vertical relief of ten or more feet.

Because there is minimal information as to the location of landslide, seismic, mine or volcanic hazard areas, the exact status of a particular piece of property in regard to these hazards will be determined at the time a development proposal is submitted for review.

CULTURAL DIVERSITY

INTRODUCTION

It is important for the viability of the community to be supportive of the different cultures that make Bridgeport their home. Through good policy direction, a community can create an environment that is respectful and inclusive of different cultures, capitalizing on the strengths that each brings to the community. The following goals and policies help describe how the City of Bridgeport will recognize and support the cultural diversity that makes the community unique.

GOALS & POLICIES

Goal CD 1: To recognize, support and include all cultural perspectives into the operation, growth and development of the community.

POLICY A: When pursuing economic development strategies, recognize that there are diverse cultural perspectives, needs, desires and standards for quality of life within the community.

POLICY B: Encourage people from the different cultures to participate together in the City's existing business organizations.

Rationale: Recognizing and building upon the cultural diversity within the community will help strengthen the community's ability to diversify and stabilize the City's economy.

POLICY C: Recognize cultural diversity in planning for public facilities and services such as parks and recreation, school facilities and activities and in the provision of emergency medical, fire and law enforcement services.

POLICY D: In civic activities that are sponsored and/or endorsed by the City, encourage participation from diverse cultural perspectives.

Rationale: With many cultures calling the City their home, being inclusive of those cultures when planning for public infrastructure and/or when organizing civic events will strengthen the sense of belonging to a community. This in turn will help people feel pride and a sense of commitment to maintaining a high quality of life within the community.

POLICY E: Strive to continuously communicate the policies and regulations of the City to all residents of the community, including those people who may only reside in the community for a limited period of time.

Rationale: When people from differing cultures are aware and understanding of the City's plans and regulations, there will be greater compliance and respect for those policies and regulations.

IMPLEMENTATION RECOMMENDATIONS

IR 1: The City should encourage and support the participation of all people in the volunteer service organizations such as the fire and ambulance departments and the community policing organizations.

IR 2: The City should mail or post on the City's website a brief, topical quarterly newsletter, in both English and Spanish that addresses the City's policies and ordinances regarding particular topics. Included in this newsletter should be information regarding whom at the City can provide assistance, and what is necessary and available in the way of language interpretation.

IMPLEMENTATION STRATEGY

The Comprehensive Plan is an expression of how the citizens of Bridgeport desire the City to grow and develop, and serves as a guide for future development and redevelopment. Therefore, the goals and policies of the Plan are *guidelines*, not regulations. The Growth Management Act of 1990 (amended 1991), states in Section 36.70A.120 "... [E]ach county and city that is required or chooses to plan under RCW 36.70A.040 shall enact development regulations that are consistent with and implement the comprehensive plan."

Throughout this Comprehensive Plan, the term "provide" is used as a term where in many instances it may be equally appropriate to use the term "encourage" or "permit." In those instances where the term "provide" involves implementation, the term should be interpreted as providing guidance in the area addressed and not as imposing an obligation upon the City to affirmatively "provide" for any specific land uses through the use of City funds.

The following ordinances, codes and programs have been developed, will be amended, or will be prepared as the primary means to implement the goals and policies of this Comprehensive Plan.

A. ZONING

Zoning is the most important legal tool which can be used to implement the Comprehensive Plan. The basic purpose of zoning is to promote the City's public health, safety, and welfare, and to assist in the implementation of the Comprehensive Plan. In a zoning ordinance the city is divided into zoning districts, with types of uses, permit requirements and other land use regulations defined for each district. The most basic regulations pertain to the following:

- ** Height and bulk of buildings;
- ** percentage of the lot which may be occupied and the size of required yards;
- ** density of population; and
- ** use of buildings and land for residential, commercial, industrial, and other purposes.

It is also possible to develop performance standards and criteria to further define the characteristics of the different zoning categories, such as:

- ** Building materials and construction standards or attributes;
- ** ability and/or criteria for keeping both domestic pets and livestock; and

** buffering, landscaping, parking or other similar standards.

B. SUBDIVISION

Subdivision regulations are intended to regulate the manner in which land may be divided and prepared for development. They apply whenever land is divided for purposes of sale, lease or transfer. State law specifies that any subdivision of land which results in the creation of a parcel of less than 5 acres in size must comply, at a minimum, with state subdivision requirements, as well as with any local subdivision regulations. There are two basic forms of subdivision including long plats (5 or more lots), and short plats (4 or fewer lots). Regulations pertaining to both types of subdivisions are adopted and enforced at the local level in accordance with provisions and statutory authority contained in state law.

The regulations specify methods of subdivision procedures for the developer and the City, minimum improvements (streets, utilities, etc.) to be provided by the developer, and design standards for streets, lots, and blocks. Subdivision regulations are intended to encourage the orderly development and redevelopment of large tracts within and around the community.

C. PLANNED DEVELOPMENTS

Planned development regulations are intended to provide an alternative method for land development which:

- ** Encourages flexibility in the design of land use activities so that they are conducive to a more creative approach to development which will result in a more efficient, aesthetic and environmentally responsive use of the land;
- ** Permits creativity in the design and placement of buildings, use of required open spaces, provisions of on-site circulation facilities, off-street parking, and other site design elements that better utilize the potential of special features such as geography, topography, vegetation, drainage, and property size and shape;
- ** Facilitates the provision of economical and adequate public improvements such as sewer, water, and streets; and
- ** Minimizes and/or mitigates the impacts of development on valuable natural resources and unique cultural, historic, or natural features such as agricultural lands, steep slopes and floodplain and shoreline areas.

Planned development regulations may be incorporated into the City's zoning ordinance or developed as a separate ordinance. It is also possible for the City to use the planned

development process for certain uses which, due to their nature, may be more appropriately reviewed under such regulations.

D. BINDING SITE PLAN

The binding site plan is a method of dividing property for commercial and industrial purposes, and in some cases for residential uses such as manufactured home and recreational vehicle parks where the individual parcels are not to be sold. This method for regulating development is intended to provide a flexible alternative to developers, and requires that a specific site plan be developed which shows the layout of streets and roads and the location of utilities required to serve the property. The binding site plan is a legally enforceable document which, when required, can be amended to reflect changing conditions. The plan also must be reviewed to ensure that the cost of providing basic services and the maintenance of those services does not represent an unreasonable burden on the residents of the City.

E. STATE ENVIRONMENTAL POLICY ACT

SEPA directs decision makers to consider the environmental consequences of their actions. The SEPA process begins when someone submits a permit application to the City, or when the City proposes to take some official action. An Environmental Checklist is used to determine whether the project or action is significant enough to require an Environmental Impact Statement (EIS). While an EIS is commonly not required, certain conditions may be included in a determination of non-significance that are intended to minimize environmental impacts. Regardless, a threshold determination must be made on all permit applications unless they are specifically exempted by SEPA.

F. CRITICAL AREAS ORDINANCE

The Growth Management Act of 1990 (amended 1991) requires that Cities and Counties classify, designate and protect critical areas such as wetlands, aquifer recharge areas, frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas. One avenue for protection is a critical areas ordinance which is consistent with the Comprehensive Plan. This ordinance can preclude any development that is incompatible with the designated critical areas and/or it can provide certain instances where mitigation measures can be employed to alleviate the negative impacts of development within a designated critical area.

G. FLOOD PLAIN REGULATIONS

Floodplain areas of the Columbia River and the natural drainage areas around the City of Bridgeport are also a physical restraint for some types of development that are regulated by the City's Flood Damage Prevention Ordinance. This ordinance should be reviewed for compliance with the Plan, and any development proposals falling within

shoreline and floodplain jurisdictions should be in compliance with the aforementioned regulations.