



PORT OF
RIDGEFIELD
WASHINGTON

Request for Qualifications

from Mixed-Use Real Estate Development Teams



- **26 acres** of developable land
- **Mixed-Use Zoning** / 20 minutes north of Portland, Vancouver, and PDX Airport via I-5
- Adjacent to **Lake River, boat launches, future Waterfront Park, and historic Downtown Ridgefield**



Bird's-eye view of the project site.

Ridgefield Waterfront Port of Ridgefield, Washington

109 W Division St,
Ridgefield, WA 98642
[Google maps >](#)

To register for updates regarding this RFQ process and learn more about the Ridgefield Waterfront, please email ridgefieldwaterfront@portridgefield.org or visit www.ridgefieldwaterfront.com.

Submittals are due by 5:00 pm on March 28, 2024.

Executive Summary

The Port of Ridgefield, Washington is excited to release this Request for Qualifications (RFQ). Via this RFQ, the Port hopes to identify a real estate development team capable of working with the Port and its partners to plan, design, permit, finance, build, and operate the Ridgefield Waterfront as a highly active, mixed-use destination that realizes the Port's Waterfront Vision.

The Port's Waterfront Vision

The Port's vision is that the development of the Ridgefield Waterfront will provide "triple bottom line" benefits to the Ridgefield community, including economic, social/community, and environmental benefits. Details of the Port's vision—which are based on Port workshops, Commission discussions, and community surveys—are shown at right. Development teams who are considering pursuing the waterfront development opportunity should recognize that the Port's goals are neither one-dimensional nor purely financial. The Port is seeking to find development partners with whom the agency can achieve the full range of goals. In some cases, the Port may prioritize economic development, community, or environmental benefits over near-term financial returns.

Economic Benefits

- Generate economic development and high-quality jobs.
- Be financially feasible and beneficial for the Port and the Port's project partners.
- Bring the Port headquarters back to the Waterfront as part of a multiuse building

Community or Social Benefits

- Provide enhanced community spaces including a Waterfront Park.
- Be an active mixed-use place.
- Retain public ownership of most or all of the waterfront property.

Environment Benefits

- Improve connections to Lake River and the Ridgefield National Wildlife Refuge.
- Provide and improve public access to Lake River and other waterfront areas.

The Waterfront Opportunity

Key attributes of the Ridgefield Waterfront development opportunity include:

26+ acres of buildable land.

Adjacent to Lake River, boat launches, and the planned Waterfront Park, with access to the Columbia River. The Port and City of Ridgefield are currently completing a concept plan for a 9-acre [Waterfront Park](#), to be located between future mixed-use development and Lake River.

Community support - a 2022 community survey generated more than 1,500 responses, with 100% of respondents stating that they would like to see a waterfront that is a walkable community where people can live, work, and play.

A quarter-mile walk, bike ride, or drive from **historic Downtown Ridgefield**, the community's center for more than 100 years.

The Port is excited that this site—for many years, the focus of community aspirations—is now ready to fulfill its potential, following the completion of **more than \$90 million in public investments and infrastructure improvements** over several decades.

Mixed-Use Zoning that allows commercial, employment, housing, lodging, and other uses.

Located in **Washington's fastest growing City** and the **Portland-Vancouver region's fastest growing County**.

20 minutes north of Portland, Vancouver, and PDX International Airport via I-5.

A regional destination for kayaking, birding, and outdoor recreation, adjacent to the Ridgefield National Wildlife Refuge.

Owned by the Port of Ridgefield, a public agency with experience developing land and infrastructure, and able to be a patient development partner in this long-term project. The Port plans to enter into long-term land leases at the Waterfront with the developer(s) selected via this process.

The Port's vision is for a **mixed-use place where its triple-bottom line goals** of a thriving economy, community, and environment can be realized.

The remainder of this document describes the context for this development, including the City of Ridgefield and Southwest Washington, the history of the site, and other information.

Process

The Port's intent is to make it simple, not onerous, to prepare responses to this RFQ. No designs or financial analysis are required as part of submittals. The Port's review of RFQ packages, and selection of a short list of development teams, will be based on development team's qualifications, including relevant project experience, vision, team, key staff, and references. The submittal process is described in full on page 30 of this document.



The pumphouse, located near the north end of the project site.



Contact

To register for updates regarding this RFQ process and learn more about the Ridgefield Waterfront, please email ridgefieldwaterfront@portridgefield.org or visit www.ridgefieldwaterfront.com.

Thank you for your interest in the Ridgefield Waterfront!

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The City of Ridgefield and Southwest Washington

Forward Thinking, Rooted in Tradition.

The Ridgefield Waterfront is located in the City of Ridgefield—one of the Pacific Northwest’s most desirable communities. The City has a strong sense of community. Ridgefield is rooted in its small-town, agricultural past, while also being well connected to the economy of the Portland-Vancouver metropolitan region. Over the past decade, Ridgefield has been one of the fastest growing cities in the Pacific Northwest.

Ridgefield is located in Clark County, Washington, about 20 minutes north of Vancouver, PDX Airport, and the Columbia River via Interstate 5, and is within the Portland, Oregon – Vancouver, Washington metropolitan area.



Community and Tradition

Ridgefield has deep roots. The confluence of Lake River and the Columbia River was originally the home to the lower Columbia River tribes and Indigenous peoples since time immemorial. The [Lewis and Clark Expedition](#) visited the area twice, once in 1805 en route to the Pacific Ocean and the next in 1806 on the return voyage. The city was incorporated in 1909 and boomed in the 1910s, when many of the buildings now in Downtown were built. Throughout the 19th and early 20th centuries, forestry and agriculture powered the City's economy, followed later by industry, commerce, and professional services.

Today, Ridgefield has an unmistakable sense of community, as demonstrated by the high level of participation in civic groups such as Ridgefield Main Street, Chamber of Commerce, Lions Club, Art Association, Friends of the Ridgefield Library, and Friends of the Ridgefield National Wildlife Refuge.

Quality of Life

The community's high quality of life can be seen in the area's signature parks, trails, open spaces, and views of the natural environment. Signature parks include [Abrams Park](#), Overlook Park, and the Ridgefield Outdoor Recreation Complex. At 40 acres, Abrams Park is an exceptional location for large events, with a picnic shelter, sports fields, and an disc golf orienteering course. [Overlook Park](#) is located within Downtown Ridgefield. It has sweeping views of the Waterfront, Lake River, and Wildlife Refuge, an amphitheater, and hosts events such as the Ridgefield's Farmers Market and

First Saturday. The [Ridgefield Outdoor Recreation Complex](#) provides six multipurpose sports fields for community and school use on 53 acres, and is home to the Ridgefield Raptors of the West Coast Baseball League. Neighborhoods in Ridgefield range from historic Downtown to many contemporary high-quality neighborhoods located to the south and east.



Main Street Day in downtown Ridgefield.

Growing Fast

Since 2010, Ridgefield has consistently been one of the fastest growing cities in the State of Washington, and the fastest growing in many years. Between 2010 and 2020, the population of the City more than doubled, from about 4,700 to more than 10,000. With a current population of more than 14,000, Ridgefield will soon be three times its 2010 size.

Ridgefield is family-oriented, with more than 90% of households identified as family households by the Census. Families are attracted to the Ridgefield School District, parks, and overall quality of life.

Ridgefield is desirable and affluent, with a median household income of over \$122,000, comparable to Camas, and significantly higher than other Clark County communities such as La Center, Battle Ground, and Vancouver. Ridgefield’s population is also well educated—more residents have bachelor’s or advanced degrees than other cities in Clark County, with the exception of Camas. A majority of Ridgefield

residents work in white collar industries, particularly management, business, financial, and other professional fields.

Ridgefield is ready to further diversify its economy, amenities, and housing stock. It is well positioned to capitalize on [national geographic trends](#), as businesses and residents of large central cities move to small- and medium-sized cities located within metropolitan areas.

The table below summarizes some of key demographic attributes of Ridgefield and nearby communities.

	Ridgefield	La Center	Battle Ground	Camas	Vancouver	Clark County
Demographic Summary						
Population 2022	13,237	3,809	25,201	28,575	224,494	521,925
% Population Growth (2010-2022)	138%	28%	20%	39%	19%	23%
Median Household Income	\$122,562	\$107,837	\$89,073	\$124,336	\$76,951	\$88,424
Average Household Size	3.0	2.8	2.9	2.9	2.5	2.7
% Bachelors Degree or Higher	35.4%	22.4%	24.3%	54.6%	34.5%	33.5%
Owner-Occupied Housing Units	80.3%	83.8%	72.1%	73.5%	52.1%	64.4%
Median Age	37.7	41.8	33.5	39.0	38.3	38.7
Household Types (2010)						
In Family Households	91.3%	92.4%	90.4%	90.6%	79.8%	84.8%
In Nonfamily Households	8.5%	7.6%	9.1%	9.0%	19.1%	14.5%
In Group Quarters	0.1%	0.0%	0.6%	0.4%	1.2%	0.8%

Source: ESRI Business Analyst, U.S. Census.

Infrastructure and Services

Ridgefield’s infrastructure supports the needs of the growing community. The City’s primary interchange connecting I-5 with State Route 501/Pioneer Street was completed in 2012, and has been a key driver of the City’s economic diversification and residential growth. SR 501 is the City’s primary east-west corridor and also serves as its “main street.” It provides a direct connection between I-5 and Pioneer Street’s terminus on the Waterfront. Major north-south thoroughfares include Main Ave, Hillhurst Road, and Royle Road.

Public and private services continue to expand in response to population growth and accessibility. This includes a major library expansion (2021), new YMCA recreational facility, Clark College’s [Boschma Farms](#)/Advanced Manufacturing Center campus, and Vancouver Clinic. A Rosauers Supermarket, as well as

surrounding commercial services, has been an important addition to the community, and a new Costco is now under construction near the I-5 interchange.

Clark County and Southwest Washington

Ridgefield is located in Clark County—the fastest growing county in the Portland-Vancouver metropolitan region. Clark County has been the beneficiary of the metro area’s significant growth in recent decades, and has now captured additional momentum as Portland and Multnomah County, Oregon struggle due to high tax burdens and housing issues. The Columbia River Economic Development Council (CREDC) is the county’s designated economic development organization and has been consulted as part of the Ridgefield Waterfront planning process.



Neighborhoods adjacent to the project site.

Clark County serves as the premier Pacific Rim gateway to the U.S. and Canada. It is exceptionally well-positioned to access major West Coast, Midwest & international markets through multimodal connections to I-5 and I-84, deep-water ports, rail, and the Portland International Airport (PDX), voted the nation's Best Airport for years. The county is poised to continue its growth based on strong collaboration between industry and education to ensure the growth of skilled employees needed to thrive today and into the future. The market area contains:

- 2 million workers within a 30-mile radius
- 25 colleges and universities in the Portland-Vancouver metropolitan area

Clark County contains:

- WSU Vancouver, the region's only tier one research university offering robust computer science & engineering programs (BA & MS). 95% of WSU Vancouver graduates stay to live and work in the Greater Portland Metro Area
- "Silicon Forest" companies such as Logitech, TSMC, Silicon Forest Electronics, SEH America and others. Computer and electronics are a strong legacy cluster for the county and a growth opportunity as the world sees growing demand in clean technology, automation, especially in autonomous cars, and computer hardware needs.
- Major successful urban and waterfront redevelopment projects such as the Vancouver Waterfront.

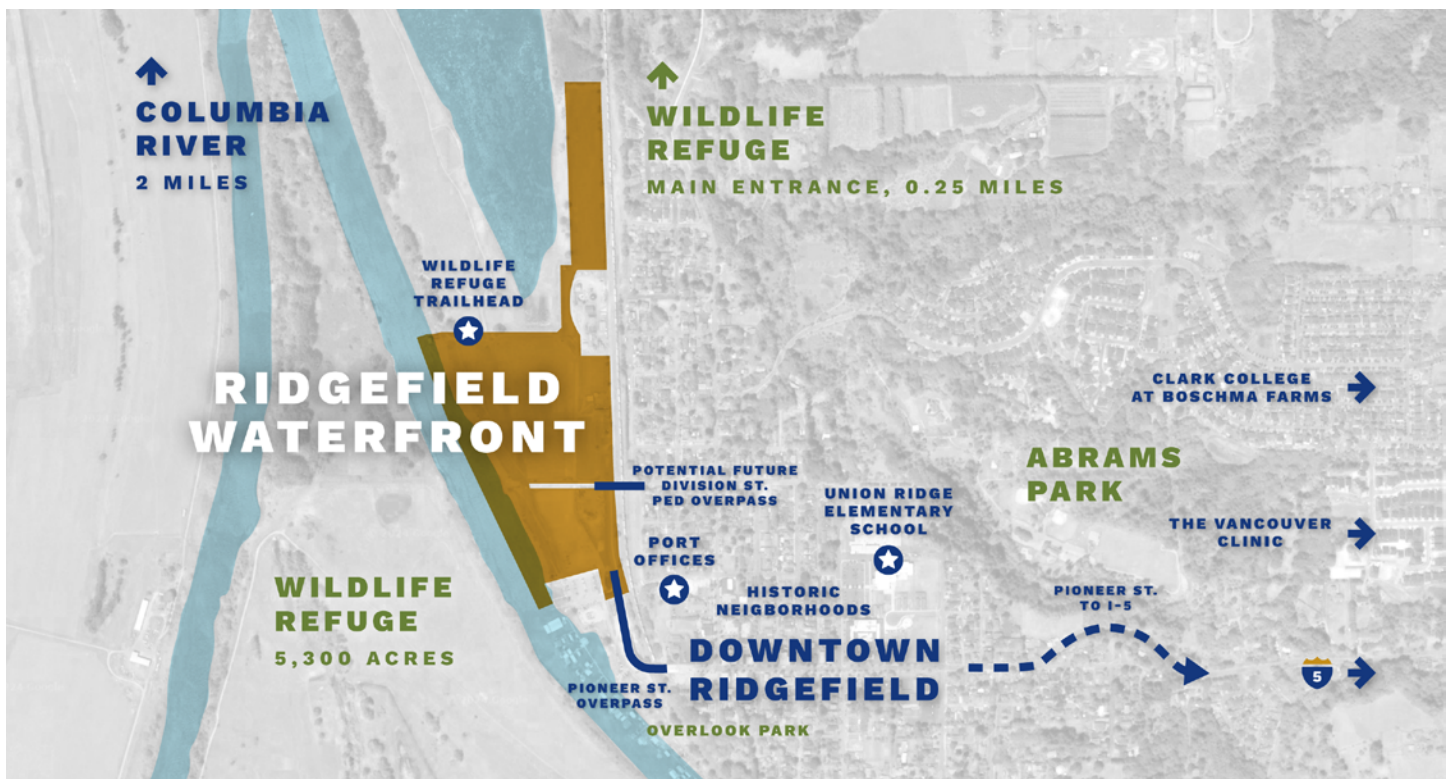
Downtown/Waterfront Integration

For several decades, the City and Port of Ridgefield have worked to integrate Ridgefield's Downtown and Waterfront areas. While both areas will have their own unique character and strengths, the City and Port have sought to make sure that the combined area is more than the sum of its parts, and that the two areas are mutually supportive rather than competitive. Downtown Ridgefield is clearly a well-loved community treasure—a place to be celebrated, preserved, and enhanced over time. The Waterfront presents an exciting new opportunity for ground-up place making that can be linked to the community's historic center in Downtown. The two areas are less than a quarter mile apart, on foot, bike, or car via Pioneer Street.

In 2011, the [Ridgefield Downtown/Waterfront Integration Project – Action Plan](#) was completed. This was followed by the [Downtown Waterfront District Subarea Plan](#) in 2016. These documents, along with others, are the product of intentional planning by the City and Port, as well as other parties, such as citizens, businesses, Department of Ecology, and US Fish and Wildlife Service.



WSU Vancouver Campus, Image credit: WSU Vancouver.



Local map of the project site and proximity to key locations.

The 2011 plan is, “designed to promote the social, environmental and economic wellbeing of Ridgefield through the revitalization of downtown and redevelopment of the Waterfront.” The following text is an excerpt from the Downtown/Waterfront Vision section.

“When asked what they would like the Waterfront and downtown to be like in ten years, the most common responses from community members were:

- **Green** – with open space, access to Lake River and other natural assets, and green jobs all connected by trails and pathways, roads and rail.
- **Vibrant** – with community activities, outdoor recreation, gathering spaces for families and neighbors, jobs, entrepreneurial spirit.
- **Thriving Local Business Community** – with independent shops and businesses in downtown, the Waterfront, and I-5 Junction
- **Destination** – an attractive town for residents and tourists known for its small-town character, natural assets, and water recreation, shopping, quaint business district.
- **Complete Community** – where people can live, work and play.

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

Ridgefield National Wildlife Refuge

The Ridgefield National Wildlife Refuge (RNWR) is a major draw to the Ridgefield Downtown/Waterfront area. The refuge includes more than 5,200 acres of marshes, lakes, and grassland offers a variety of activities including walking, bird-watching, driving tours, kayaking and other paddle sports, and historical and cultural

events. It is the stunning visual backdrop to Ridgefield’s Downtown and Waterfront. The main entrance to the Refuge is located about ¼ miles north of the Waterfront, and visitors to the Waterfront can access the Refuge on foot via existing pedestrian trails. Estimates indicate that the Wildlife Refuge draws between 90,000 and 165,000 visitors each year. Visitation at the Refuge has increased 8-fold since the 1980s and is expected to continue to increase.

As development of the Waterfront proceeds, the Port envisions strengthening its physical and psychological relationship with the Refuge, potentially via improvements to existing trail connections, tours that start at the Waterfront, signage, joint promotion, or services located on the Waterfront that serve visitors to the refuge.



Carty Unit Pedestrian Bridge, Image credit: Samantha Zeiner for LewisandClarkTravel.com

The Ridgefield Waterfront

Overview of Properties and Development Opportunity

A map of the Ridgefield Waterfront is shown at right. The Port of Ridgefield is the primary property owner at the Waterfront; other property owners include the City of Ridgefield and McCuddy’s Marina. The Washington State Department of Natural Resources and Ridgefield National Wildlife Preserve own adjacent land. The Central, South, and North sites are the primary sites where the Port envisions mixed use development in the future and the primary subject of this RFQ.

As shown in the table following the map, these sites total about 26.2 acres and are zoned Mixed Use Waterfront (WMU). Each of the relevant Ridgefield Waterfront sites are explained in more detail below. The Ridgefield Waterfront Market Analysis and Development Strategy was completed for these sites in 2023. Please refer to this report for more information about the site, the Port’s vision, and the real estate market context. Waterfront sites that are large, flat, accessible, and zoned for a mix of uses are increasingly rare along the I-5 corridor between Eugene and Longview.



Ridgefield Waterfront Summary: Sites, Ownership, Zoning, and Size

Area	Site Owner	Zoning	Future Use	Acres (Approx.)
Mixed-Use Waterfront Sites (Focus of this RFQ)				
North	Port	Waterfront	Mixed	7.0
Center	Port	Mixed	Use	15.0
South	Port	Use (WMU)	Development	4.2
Subtotal				26.2
Other Upland Sites				
Public Parking A (Size and Location TBD)	Port	WMU	Parking / TBD	2.4
Public Parking B (Railroad Avenue)	Port	WMU	Parking / TBD	0.4
Community Boat Launch	Port	WMU	As-Is	0.6
City Wastewater Treatment Plant	City	PF	TBD	3.0
Public Open Space and In-Water				
Waterfront Park	Port	WMU	Park	9.0
Marine Area / Lake River In-Water	WA DNR	N/A	Recreation	17.8
Total				59.4

Notes: All acreages are approximate, in part because the Port anticipates that existing property lines may be changed.

Online Map Resources

[Google maps >](#)

Site Address:

109 W Division St, Ridgefield, WA 98642

[Clark County GIS Map including parcel numbers >](#)

Site History

The Port of Ridgefield has spent decades managing the transformation of the Waterfront, from a former industrial site to a place where community gathering, environmental access, and mixed-use development can take place.

From the mid-1960s to the 1990s, most of the Ridgefield Waterfront was owned and operated by Pacific Wood Treating (PWT), which produced various pressure-treated wood products and poles. In 1993, the PWT facility closed and declared bankruptcy.



Historic photo of Pacific Wood Treating.

By 1996, the Port had secured control of the properties and started cleanup of the facility, in close coordination with the Washington State Department of Ecology (Ecology). Dioxins are the primary contaminant found at the Waterfront. Dioxins are found everywhere and are made naturally, as well as in wood products manufacturing and other processes. They do not pose an immediate health risk.

Cleanup, Cap, and Investments

Between 1996 to 2012, the Port led extensive environmental and engineering improvements in coordination with local, state and federal partners in order to transform the site from its abandoned industrial past to a place where community connection and mixed-use development can take place.

The Port has overseen more than \$90 million in investments in, and adjacent to the Waterfront sites. The Port removed contaminants from the site and placed a clean soil cover over approximately 41 acres of land where PWT once operated, restoring the land for development. The Port replaced the old stormwater system with new drains, piping, and outfalls. The clean soil cover is an average of 3.5 feet thick across the mixed-use development sites, and a minimum of 2 feet thick, which raised the site well above the 100-year floodplain elevation. These actions were documented through floodplain fill permits.

By 2015, Ecology determined that “cleanup at the former PWT plant site was completed” and that the land has been restored for development. Today, a Consent Decree between the Port and Ecology, and the Comprehensive Operations and Maintenance Plan guide the processes that must be followed during future development of the sites. “The Comp” and other environmental analysis and planning documents have been completed by Maul Foster & Alongi (MFA) and other consultants, who continue to advise the Port on environmental matters.



Bird's-eye view of the project site.

In the residential neighborhoods located to the east of the Ridgefield Waterfront, the Port and its consultants continue to conduct soil sampling and expect to design a Cleanup Action Plan in the future. However, the Port is the responsible party for this work, and it is not relevant to development of the Waterfront.

Environmental documents relating to the PWT site (Facility Site ID: 1019, Cleanup Site ID: 3020) can be found on the [Ecology website](#). Additional environmental documents will be made available at:

www.ridgefieldwaterfront.com >

Geotechnical

A geotechnical engineering study, including soils analysis of parts of the Waterfront site underneath and adjacent to the Pioneer Street overpass, was completed in 2007 during the overpass design process. The soil at the eastern side of the South site shown above is composed of gravels and sands. Closer to Lake River, the geotechnical report anticipates the near-surface soils grade into more sandy and silty materials. Development teams may review this study to better understand soil conditions on the site.

Overpass/Transportation

In 2021, the Pioneer Street overpass was completed, which creates a direct link between the Waterfront, Downtown, and Ridgefield's growing neighborhoods, and eliminates the previous at-grade crossing of the BNSF Railway tracks. The overpass enables multi-modal access to the Waterfront via auto travel lanes, sidewalks, and bicycle lanes in both directions. The BNSF crossing at Division Street is a private rail crossing that is authorized for fire and emergency use only.



Pioneer Street overpass.

Utilities

The sites are served by existing [water and sanitary sewer lines](#) located primarily near the old Port Offices and Mill Street right of way. During the remediation process, the Port replaced the old stormwater system with new drains, piping, and outfalls. The Port's

understanding is that mixed-use development can discharge directly to Lake River following appropriate treatment. The sites are served by electricity and broadband. While the site is served by utilities, these will have to be further extended throughout the site in the future.

Community Survey

During 2022, the Port conducted a community survey that generated more than 1,500 responses. The key requested amenities, priorities, and concerns that emerged from this input are shown below. The results of this survey were used to inform the Port's vision. Key requested amenities include access to Lake River for boaters and swimmers, open space or

community park, dining and entertainment, and walking trails. Key priorities include a walkable "live, work, and play" community, a more vibrant and accessible waterfront, and shopping and entertainment. Fewer respondents identified major concerns, but impacts to the natural environment was the most prevalent concern, followed by increased traffic and loss of open space.



Site Details and Desired Land Uses

Center and South Sites, including Pumphouse

These sites, which are more than 19 acres in size, make up the heart of future placemaking and mixed-use development opportunities and therefore are a critical focus of this RFQ. They are more than 600 feet wide (east to west) and more than ¼ mile from north to south. They are Port-owned, accessible, flat, served by the existing Pioneer Street Overpass, roadways, and utilities, zoned for mixed-use development, with easy access to Lake River and beautiful views to the south, west, and north. The future Waterfront Park site lies immediately to the west.

Current Waterfront Uses and Events

Much of the Waterfront—the Center, South, and Waterfront Park sites in particular—already attract locals and regional visitors. People come to walk their dogs, bird-watch, kayak, and stand up paddle board.

Ridgefield is already attracting many flatwater paddlers. The [Big Paddle](#) is a popular annual event in its 12th year. National outdoor company REI runs weekly kayaking trips from the Waterfront. According to [those in the industry](#), stand up paddleboarding is one of the [fastest growing sports](#) in the country, because it is easy for people of all ages, relatively affordable, and a great way to get outside.



Kayakers participating in the Big Paddle.

Pumphouse

The pumphouse is a historic wood structure that is built on wooden piles above Lake River. It is a unique architectural reminder of the site's industrial past that extends more than 40 feet west of the shoreline into Lake River and is connected to the Waterfront Park site via a wooden walkway. A new structure with these attributes would be very difficult to permit today.

The Port would like to see the pumphouse be creatively reimaged and reused in the future, either as part of the mixed-use development sites or as part of Waterfront Park. It could become a fishing or wildlife viewing platform, food and beverage service, art gallery, yoga studio, or other use.



The pumphouse (front view) taken from the water.



Pumphouse (side view) and river bank.

North Site

This site is also a key part of the Port’s vision for future placemaking and mixed-use development.

However, transportation and utility connections to the site will need to be improved before the site can be developed. Access will probably need to be located in the relatively narrow area (between 40 and 60 feet wide) between the WWTP site and future Waterfront Trail. The site is Port-owned, flat, and zoned for mixed-use development, with beautiful views to the south, west, and north.

Future Land Uses for the Center, South, and North Sites

In 2023, Port Commission and staff revisited their Waterfront Vision (above), future land uses, and other topics, in preparation for this RFQ. Future land use for the Center, South, and North Site were categorized as desirable, acceptable, or undesirable. The rationale for these uses, as well as a feasibility and market assessment, are described in the 2023 Development Strategy report.

The ideal development team will have the expertise and capacity to plan, design, permit, finance, build, and operate a vibrant mix of the Port’s desirable and acceptable uses. The Port recognizes that the development of some uses below, such as a Waterfront Park, will be led by the Port and City.

Desirable Uses:

Food & beverage, including waterfront restaurants, brewpubs, coffee shops, ice cream parlors, etc. Food trucks may be appropriate as an interim use.

Destination retail, such as kayak and bike rental and sales; outdoor gear and clothing; art and local gifts; books; jewelry; and other small stores.

Waterfront Park and **community gathering spaces**

Parking that serves visitors to the Waterfront Park and other uses.

Employment, including a multiuse building that could include Port office space, craft industrial, and flex space. The Port would ideally occupy 3,500 to 4,000 square feet in such a building in the future.

“Craft industrial” or makers space is a place where goods are both produced and sold, such as breweries, distilleries, coffee roasters, and small-scale manufacturers. Flex space typically combines some industrial/production, a front office or commercial space, and industrial-quality building- and tenant-improvements. Other types of employment—such as general office space—are also desirable but may be infeasible in the near term.

Acceptable Uses:

Hotel and/or retreat center

The Port believes that the right small boutique hotel and retreat center, with 50 to 75 rooms, is feasible given the site's unique location and natural beauty, despite its distance from major transportation routes.

Housing

Live-work space, with housing over ground floor commercial uses.

Higher education / Institutional space

Research and development / lab space

Marina and short-term moorage

Museum / exhibition space

General retail

Undesirable Uses:

X Warehousing

X Storage

X Heavy industry

X Wood treatment

Railroad Avenue Site and Division Street

The Railroad Avenue Site is a Port-owned property. However, while the North, Center, and South sites are located west of the BNSF railroad tracks, this site is separated from the rest of the Waterfront, on the east side of the tracks. It is zoned WMU and is long and narrow.

The City and Port are currently examining the feasibility of a pedestrian and bicycle overcrossing of the railroad tracks at Division Street (along the northern border of the Railroad Avenue Site), which could ramp up and down to the south or north of the Division Street right of way, or be within the right of way.

Therefore, the Port's working assumption is that the agency will retain control of the Railroad Ave site for the foreseeable future, in the event that it is needed as a location for the overcrossing lift-off or visitor parking. However, in the long-term, it is also possible that this site could also host mixed-use development or other uses yet to be determined.

WWTP (Wastewater Treatment Plant) Site

This property is owned by the City of Ridgefield and operated by Clark Regional Wastewater District. The district and City plan to decommission the plant in 2034 and thereafter

serve demand at another plant located off-site. Currently, the plant imposes minimal, if any, nuisances on the other Waterfront sites. Following decommissioning, this site could continue to be owned by the City, be a part of the mixed-use development area, or could serve another use yet to be determined. Until at least 2034, the City will require transportation access and a utility easement to this site. Until at least 2034, operations at the site will make access to the North site more difficult, as described above.

Boat Ramp and Parking

This site serves as a boat launch for motorized and human-powered watercraft, and vehicle and boat parking. It also contains associated parking, circulation, bathrooms, and informational signage. The Port anticipates that this site will continue to be used as a boat launch and parking lot that will serve both boaters and general visitors to the Waterfront.

Waterfront Park

In late 2023, the Port and City collaborated to launch a public outreach, visioning, and concept design process for this 9-acre site, which is expected to be the community's signature Waterfront Park in the future. www.ridgefieldroundtable.org/waterfront-park for details. The site is bound by a paved multimodal trail to the east and the Lake River shoreline to the west; all mixed-use development is expected to take place east of the paved trail. The site is currently owned by the Port. Long-term, the park could be managed by the City, given the City's expertise in this area.

The Port envisions that Waterfront Park will provide a unique gathering place for the Ridgefield community, activate the mixed-use development sites, and attract visitors who will patronize food and beverage, destination retail, and other uses at the Waterfront. An amphitheater is one amenity that could be located here.

Lake River In-Water

This site is in Lake River and is owned by the Washington State Department of Natural Resources (DNR). In the future, this site could accommodate additional launching and docking facilities for kayaks, stand up paddleboards, and other human-powered watercraft. A good location may be near the western terminus of Division Street. While the Port does not plan to add additional motorized launching facilities here, a floating "day dock" facility, where both motorized and non-motorized can dock for several hours, could be added. The Port expects to lead permitting efforts for all in-water facilities.

McCuddy's Ridgefield Marina

This property, located south of the Boat Ramp, is the main privately owned property on the Ridgefield Waterfront. McCuddy's offers open and covered boat moorage, 60 spaces for houseboats, and related services and amenities. The Port expects McCuddy's to continue to offer these services for the foreseeable future. There may be opportunities to collaborate with McCuddy's ownership, but this is not a development site.

Zoning: Waterfront Mixed Use (WMU)

Most of the Waterfront is within the Waterfront Mixed Use (WMU) zone (RMC 18.235.030). The WWTP is zoned public facilities. WMU is a broad, flexible zone that permits the types of uses that the Port and Ridgefield community want to see at the Waterfront. The following links contain extensive information about the City code:

[City Zoning Map and Code >](#)

[Zoning Code, complete text >](#)

The purpose of the WMU zone is “to encourage multiple uses while providing an environment for public access to and enjoyment of the Waterfront.”

Permitted Uses

The following land uses are permitted by right or permitted provided they comply with applicable limitations. Consult [RMC Table 18.205.020-1](#) for details.

- Office
- Research and development
- Hotel and motel
- Medical clinic
- Community recreation
- Townhouses
- Multifamily residential
- General retail trade/ services
- Eating and drinking establishments (e.g., restaurants).
- Parks
- Colleges, universities, educational institutions, and other institutions
- Other uses.

Building Heights

The height of future buildings allowed at the Waterfront varies. See [RMC Table 18.235.030-2](#), and the notes that follow the table, for details. The 2023 Development Strategy report contains a map of building heights. In summary, maximum heights on the site area:

- 75 feet, in the Center and part of the South sites.
- 45 feet, in the areas designated as “view sheds,” which includes the North site, and some of the South site.
- 25 feet within View Corridors, within the westerly projections of certain city streets. Up to two View Corridors may be obstructed.



Additional Information

The Port's view is that, while the WMU zone and other regulation are highly aligned with the Port and City visions for the Waterfront, certain aspects may need to be refined or modified in order to deliver the best possible project. Therefore, the Port expects that the selected Waterfront developer will work with the Port and City to execute a Development Agreement

(DA) between the City and developer, which will modify certain aspects of current zoning.

Additional information about the site's zoning and features is described in the appendices, and via the background documents posted on the Port's website.



Bird's-eye view of the marina and boat launch at the South end of the project site.

Development Incentives and Deal Structure

The Port’s hope is to identify a single master developer/preferred development partner via this RFQ process that the Port can work with to design, entitle, and build out the Waterfront.

While the Port views a relationship with a master development team as beneficial, we also recognize that multiple other parties—such as designers, engineers, and owners and operators of individual sites—are likely to be involved. The Port expects to work with the selected development team to execute the agreements necessary to provide all parties with the necessary assurances in terms of design quality, development timeline, and

fulfillment of the Port’s Waterfront Vision. Also see “What the Port is Seeking” in the Submittal Process section on page 30.

The Port as Development Partner

The Port of Ridgefield has been committed to the Waterfront project for nearly 30 years. During that time, the Port has championed the project, served as a community advocate for reuse of the Waterfront, secured numerous grants, completed studies, and built infrastructure, among other accomplishments. The Port plans to continue its advocacy role in the future.



View of the project site from the Port office.

How the Port Can Help

The Port will consider supporting the Waterfront project in the following ways. This RFQ document does not constitute a binding commitment by the Port to any specific action.

- **Continue to serve as an advocate** for the Waterfront and connect members of the selected development team to the City, County, Wildlife Refuge, Chamber of Commerce, local businesses and potential tenants, and other key parties.
- Work with the selected development team to put in place a **Development Agreement** between the developer and City, if desired by the selected development team.
- **Seek waivers** to the City's land-use planning, building permit, civil engineering and traffic impact fees via the existing **Economic Development Catalyst Program**.
- **Study additional incentives** including tax increment financing. Analysis of the creation of a tax increment area (TIA) is underway as of early 2023.
- **Provide meeting space** in its current office space overlooking the Waterfront.
- Make the Port's **key consultants** such as Maul Foster Alongi (MFA) available to the selected development team.
- **Hold the Waterfront land** until it is transferred to third parties.
- **Serve as a patient development partner** that is also pushing to see change on the Waterfront in the near- to medium-term.
- **Structure land leases** (see below) that spread the cost of land acquisition over multiple years.
- Collaborate with the City to design the **Waterfront Park** and other potential City/public improvements such as the Division St. pedestrian overpass.
- Continue to seek and secure **local, regional, state, and/or federal grants** and low-cost loans for technical studies, infrastructure improvements, and other public amenities.
- Support the development of a future multiuse building that includes Port offices by **securing grants and/or low-cost loans and/or serving as a tenant/lessee** in this building. The Port may wish to lease a part of this building, with a long-term option to purchase it, or to own the building upon completion. The selected development team may serve as a fee developer for this multiuse building.
- **Assist with in-water permitting** for human powered boat launches, floating docks, stormwater outfalls, pumphouse improvements, etc.
- Over the long term, evaluate potential **future uses** for the WWTP site.
- Other, to be determined.

Prevailing Wage Rates

The Port's understanding, based on comparable public-private waterfront redevelopment projects completed in Washington State, is that mixed-use development undertaken by the selected development team at the Waterfront will not be subject to the prevailing wage rates established by the Washington State Department of Labor & Industries. Projects defined as local public works projects and maintenance contracts, such as public works projects undertaken by the Port or City, will be subject to prevailing wage rates.



Sign post in downtown Ridgefield.

Land Transactions

Because of the Port's vision to retain public ownership at the Waterfront, the Port's strong preference is to execute long-term land leases at the Waterfront. The term of these leases can be 50 years, plus three 10-year extensions, for a total of 80 years.

Despite the fact that fee-simple property ownership is usually preferred by lenders and developers, the Port has seen this long-term land lease structure work for other ports and developers elsewhere in the Pacific Northwest and the U.S. examples include the Ports of Vancouver, Everett, and Camas-Washougal among others. The Port sees the Port of

Camas-Washougal's master leasing agreement as one model. The Port also believes that land lease structures can also provide some benefits to developers, some of which are mentioned above. For example, land leases can enable developers to spread the cost of land acquisition over many years.

The Port's expectation is that the Waterfront land would be valued at a market rate yet to be determined, and periodic lease payments would be a function of that value. Recent land transactions by the Port at the Discovery Ridge project in Ridgefield provide one benchmark for valuing the Waterfront properties.

Submittal Process and Requirements

What the Port is Seeking

The Port is seeking a highly qualified real estate development team that has experience planning, designing, permitting, financing, building, and operating high-quality mixed-use projects, shares the Port's vision, and is interested in working with the Port to develop the Ridgefield Waterfront.

Team Composition

Development teams may consist of a single real estate development firm, or may be comprised of multiple organizations, such as one or more development firms, designers, engineers, contractors, tenants, leasing agents, etc. as necessary. The Port defers to team members to determine the composition of their teams, though at least one real estate development firm should be on each team. The Port recognizes that specialized subconsultants and subcontractors can be added to teams later.

Desired Experience

The ideal development team would have some or all of the following types of experience:

- Projects that reflect aspects of the Port's Waterfront Vision.
- Waterfront projects on sites where environmental cleanup has occurred.
- Public-private partnerships; experience working with ports, cities, and public agencies, ideally in Washington State.
- Designing, building, and operating the types of Desirable and Acceptable land uses described above.
- Master planning projects that take multiple years to build out.
- Building horizontal infrastructure and vertical buildings.
- Demonstrated ability to work in a collaborative way with public partners over several years to ensure proper entitlements, agreements, and master plans are in place prior to development.
- Executing projects that include a range of capital sources, such as state and local grants, public sector leases/lessees, and private debt and equity.

- Local experience in Ridgefield and Southwest Washington, and regional experience in the Pacific Northwest or US West.
- Comfort with long-term land leases, or other land ownership structures that ensure long-term public ownership and access.

The ideal development team would own and operate the resulting development for some time in order to ensure continuity of vision and quality operation, but a commitment to long-term ownership of all parts of the project is not a requirement.

Through this document, the Port is asking development teams to submit materials that describe their vision for the site, the relevant experience and qualifications of their key staff and team, references, and other information described below.

The Port’s intent is to make the RFQ preparation process as straightforward as possible in order to manage the level of effort required, and encourage submittals from the best-qualified teams.



Festivities at Main Street Day in downtown Ridgefield.

Process Overview

The Port anticipates selecting a primary development partner in 2024 via a multi-step process:

1. RFQ / Qualifications phase

During Q1 2024, the Port plans to release this RFQ, receive submittals, and select a short list of development teams. Interviews may be conducted during this phase. The goal is to short list approximately three teams. Detailed site plans, 3D renderings, pro forma financial analysis, and other detailed analyses are not desired as part of the RFQ.

2. RFP / Proposals stage

During spring and summer 2024, the Port plans to request proposals from the short-listed development teams. Proposals are expected to include more detail about the teams' concept-level vision for site design, future land uses, process, and financial/deal terms. The Port understands that even at the proposal stage, development teams' design and financial analysis will still be subject to change. The Port expects to conduct interviews during the RFP stage.

3. Developer selection

Following review of proposals and interviews, the Port plans to select a preferred "master development" partner with whom to proceed with additional due diligence, planning, entitlement, and development of the North, Center, and South sites. The Port expects to enter into an Exclusive Negotiating Agreement (ENA), Memorandum of Understanding (MOU) or other similar agreement with the preferred development partner, prior to binding development agreements. The Port reserves the right to change course, however. For example, the Port could select multiple development partners that each have an expertise in a particular type of development, or take other action.

RFQ Schedule

RFQ published	Tuesday	2/20/2024	
Site tour (Optional). 101 Mill Street, Suite 100, Ridgefield, WA	Wednesday	3/6/2024	10am
Last day to submit formal questions to Port*	Tuesday	3/12/2024	5pm
Developer Statements of Qualifications due	Thursday	3/28/2024	5pm

*Following the last day to submit formal questions, development teams may submit questions to the Port, but the Port cannot guarantee its ability to provide answers before the submittal deadline.

Submittal Requirements

Required and optional sections of the team’s Statement of Qualifications (SOQ) are shown below, along with the maximum number of pages for each section. Each section is described in the following pages.

Section	Page Limit
Cover Letter	1
Cover (Optional)	1
Table of Contents	1
Project Vision	2
Team Organization	2
Key Staff Resumes	8
Experience on Comparable Projects	10
References	1
Total: 26	

Section Descriptions

Cover Letter

Include contact information for the team’s primary points of contact and other introductory information you believe is important.

Project Vision

Include the following:

- A general vision for the type of project you would seek to build on the site.
- Ways in which your vision is consistent with or differs from the Port’s Waterfront Vision.
- The desirable and acceptable land uses that you would expect to build.
- Key types of assistance that your team would seek from the Port and/or City in order to make your vision a reality.

Team Organization

Include a team organization chart/graphic, indicating the identity of the lead developer and the roles of other team members. Provide short introductions to each of the key firms involved. For more information, see “Team Composition”.

Key Staff Resumes

Include full- or half-page resumes for key staff members. Resumes should include information regarding the staff person’s professional experience, experience managing comparable projects (see “Desired Experience”), education, total years of experience, and anticipated role on this project.

Project Experience

Include 1-page project “cut sheets” that summarize the team’s work on up to 10 comparable projects. Feature projects that reflect the Port’s “Desired Experience.” Include the name and address of the project; approximate size/acreage; at least one image; which firms worked on each project, and their role on the project; and other information as necessary. You are welcome to include projects completed by any team member, but emphasize projects that were completed by the team’s lead developer.

References

Include three to five references for the team’s work, including each contact person’s name, title, project role, organization, phone number, and email. The emphasis should be on references for the lead developer. Ideally, some or all references will be related to the comparable projects described above. One or more references at public agencies are appreciated.



Ridgefield National Wildlife Refuge viewpoint.

Evaluation Criteria

The Port will evaluate development teams based on the Statements of Qualifications (SOQs) that they submit in response to this RFQ. SOQ sections will be scored as shown below. Points will be awarded to reflect the degree to which the teams address the content requested for each section. The cover letter, cover, and table of contents will be scored together, and this score will reflect the overall quality and clarity of the submission. References will only be scored in the event that there is a tie between multiple teams.

Section	Scoring			
	Min	-	Max	
Introductory Sections	0	-	5	5
Cover Letter				
Cover (Optional)				
Table of Contents				
Project Vision	0	-	20	20
Team Organization	0	-	10	10
Key Staff Resumes	0	-	20	20
Experience on Comparable Projects	0	-	20	20
References		N/A	Tie breaker	10
Total	0		75	85

Submittal Format

Statement of Qualifications (SOQ) submittals should be saved as a single pdf file of no more than 15 MB and emailed to **ridgefieldwaterfront@portridgefield.org**.

If files are too large to be emailed, wetransfer.com or other file transfer services may be used.

Contact

Communications or inquiries regarding the Ridgefield Waterfront development opportunity and this RFQ should be directed to **ridgefieldwaterfront@portridgefield.org**.

Interested parties are encouraged to register for updates to this RFQ process at ridgefieldwaterfront.com.

Appendices: Background Documents

Planning

[Ridgefield Waterfront Market Analysis and Development Strategy, Port of Ridgefield, September 2023 >](#)

[Downtown Waterfront District Subarea Plan, 2016 >](#)

[Ridgefield Downtown/Waterfront Integration Project - Action Plan, 2011, Normandeau Associates, Maul Foster & Alongi, Inc. >](#)

Environmental, Grading, Floodplain, and Title

[Comprehensive Operations and Maintenance Plan, Maul Foster Alongi, August 2023 >](#)

[Environmental Covenant, Port of Ridgefield and WA Department of Ecology, 2023. >](#)
Includes title report/title information.

Additional documents at ridgefieldwaterfront.com

Zoning: Waterfront Mixed Use (WMU)

[Zoning Code, complete text >](#)

A summary of the Waterfront Mixed Use (WMU) zone is included on page 25. In addition to that summary, the selected development team and Port may wish to revisit and refine some aspects of the WMU zone via a Development Agreement or other agreement with the City of Ridgefield:

- Residential density maximum of 18 units/acre. This does not appear to be consistent with the 75' heights that are allowed on the sites and the physical assessment of the downtown and waterfront in the 2011 Action Plan.
- View Corridors - Per the code, up to two View Corridors may be obstructed.
- Other terms yet to be determined.

Shoreline

The western edge of the Ridgefield Waterfront site is identified as a High Intensity Shoreline in the City of Ridgefield's Shoreline Master Program, which was approved in 2012 and has been subsequently amended.

[City of Ridgefield Shoreline Master Program >](#)

See Map in Appendix A and section 4.3.5 High Intensity Shoreline Designation

[Official Shoreline Designation Map >](#)

Civil Engineering and Utilities

Sewer, water, and other utilities:

[Clark County Maps online, Environmental and Public Health >](#)

[Pioneer Street Overpass Summary, 2021 >](#)

Geotechnical

[Design Level Geotechnical Engineering Study, Ridgefield Rail Overpass Project, Ash Creek Associates, 2007 >](#)

General Conditions

This RFQ is being made available to parties who may be interested in the subject properties.

The site is being presented in an "as-is" condition with all faults, without representations or warranties of any kind or nature. The Port does not represent or warrant the accuracy or completeness of the information contained in this RFQ. Nothing contained in this RFQ should be construed as a representation by any person as to the future possibilities or performance of the properties. Potential developers should conduct their own due diligence.

Any commission paid to a broker representing an interested party will be paid by the interested party. No finder's fees, commissions, expenses, or other compensation will be paid by the Port to agents, consultants, advisors, or other intermediaries or any interested party. The Port expressly reserves the right, at its sole discretion, to reject any or all qualifications submittals, and/or to terminate discussions with any entity at any time with or without notice which may arise as a result of review of this RFQ. The Port shall have no legal commitment or obligation to any entity reviewing this RFQ or making an offer to lease or purchase the properties unless and until written agreement(s) for the lease or purchase of the site have been fully executed, delivered, and approved by the Port and any conditions to the Port's obligations therein have been satisfied or waived.