

BRIDGEPORT URBAN AREA

COMPREHENSIVE PLAN

**Adopted 2001
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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 1800's. 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 1870's. As the number of settlers increased, the natives 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. None the less, Bridgeport became a stopover for the stagecoach from Coulee City to Conconully.

Wheat and fruit crops supplemented the early day economic base of cattle raising, as well as some gold mining that was carried on in the area. In the late 1920's a bridge was built across the Columbia River at Brewster which greatly improved Bridgeport's vehicular connection to the outside world. In the 1930's 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 1950's 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 has been greatly affected by outside forces. The migration of large numbers of people from the dust bowl 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.

PURPOSE

The Comprehensive Plan for the City of Bridgeport 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 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 that will 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 ten (10) main elements that must be closely interrelated to serve as a satisfactory guide for future development:

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

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 & 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.

AMENDMENTS

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

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 the communication among the general public, citizens, local decision makers, neighboring jurisdictions and 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 proposal 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.

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.

Because of the large fluctuation in population due to the construction and 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 the problem of sporadic construction at 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 1990's, Bridgeport experienced high population growth as large increases in the number of acres planted to orchards occurred. However, in the late 1990's, 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.

The Existing Land Use Map, as well as Table I, demonstrates the distribution of land uses throughout the community, based on a visual land use inventory conducted during the summer of 2002. The "Residential" category represents a majority of the land used for traditional dwelling units, including single family, multi-family and manufactured/mobile home residences. However, it is important to note that a number of the commercial parcels are actually being utilized exclusively for residential purposes, including single and multi-family uses.

See Existing *Land Use Map* and *City Limits/UGA Map*

Included in the "Public" classification are all of the parks, schools, play fields and federal, state, county and city-owned facilities. 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 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. There are currently no lands being used for industrial activities within the Bridgeport Urban Growth Area. 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.

TABLE I: EXISTING LAND USE - 2002

USE	ACRES	PERCENT
Single Family	172	35%
Manufactured Home	30	3%
Manufactured/Mobile Home Parks	33	3%
Multi Family	11	1%
Commercial	14	1%
Public	173	15%
Quasi-Public	5	.5%
Agriculture	246	24%
Vacant	158	15%
Subtotal of Parcels	823	-
Calculated Right-of-way	216	21%
Totals	1039	100%

Source: Land Use Inventory, Spring, 2002

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 1990's that encompassed land expected to adequately accommodate expected growth within a planning horizon of 20+ years, to 2015. This 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 most recent planning process and significant additional technical and mapping information, a revised UGA is identified to accommodate updated population projections to the year 2022. The UGA has been changed along the southerly boundary to reflect parcel boundaries and property ownerships. The overall total land area added is 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 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 following assumptions were developed during the comprehensive planning process and also helped to determine the location of the 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 2022.
3. Because of the advent of telecommunications and computer technology and the lower cost of living (particularly housing costs) growth is expected to slightly exceed historical trends.
4. Current trends in orchard production have leveled out and the projected population increase is also expected to be maintained as workers are needed to keep the orchards in production. Additionally, a large portion of the farm worker population has started to take up permanent residence in the community, as opposed to only remaining in the community on a temporary basis.
5. Overall density within the community is expected to continue at 2.6 units per acre.
6. It is expected that the areas within the city limits that are already platted will develop before those areas in the unincorporated UGA.

7. 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.
8. Existing household size (3.3) and vacancy rate (8%) are expected to remain consistent with the 2000 US Census figures.
9. 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.
10. It is not anticipated that any of the land owned by public entities will be available for residential development in the future.

POPULATION

The official 2000 US Census count for Bridgeport was 2059, up from 1498 in the 1990 Census (previous planning efforts established that the 1990 US Census had under-counted the population for Bridgeport). Of that population, 1065 are male and 994 are female. The age brackets with the highest population are the 35 to 44 age group, with 88, while the smallest age bracket is the 85+ with 10 people. The median age in Bridgeport is shown by the 2000 US Census to be 26.2 years, with 1276 people 18 years or older. 1334 people, or 64.8%, identified themselves as being Hispanic or Latino (of any race), and 1124 people, 59.8%, indicated they speak a language other than English at home. The median household income for Bridgeport is \$25,531 which compares to the Douglas County median household income of \$38,464. Of the occupied housing units in the community, 59% were owner-occupied and 41% were renter-occupied. The same numbers for Douglas County are 71% and 29%, 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 a coordinated process between the cities/towns and the county during 2001 and 2002 where the 2000 US Census and the updated OFM high range 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*” 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 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 – 2002 through 2022

	2000 Census	2005 Projection	2010 Projection	2015 Projection	2022 Projection
Douglas County Total	32,603	37,915	43,227	48,539	53,850
Rural Areas	6,502	7,582	8,663	9,744	10,824
GEWA UGA	21,304	24,969	28,634	32,299	35,964
Bridgeport UGA	2,093	2,331	2,569	2,807	3,046
Coulee Dam UGA	125	134	144	153	162
Mansfield UGA	329	356	383	411	438
Rock Island UGA	1,065	1,243	1,421	1,599	1,777
Waterville UGA	1,163	1,282	1,401	1,520	1,639

Source: Douglas County Comprehensive Plan, January, 2003

The relationship between the population projections, the land use designations and the assumptions can be seen in Appendix D at the end of this document.

HOUSING

Based on the visual land use inventory conducted by the Alliance Consulting Group, Inc and the 2000 US Census, the total number of housing units in Bridgeport is 777, a break down of which is shown in Table 3 below.

TABLE 3: EXISTING HOUSING UNITS

TYPE	NUMBER	PERCENT
Single Family	375	48%
Manufactured Home	139	18%
Manufactured Home Park	148	19%

TYPE	NUMBER	PERCENT
Multi Family	85	11%
Other	29	4%
Totals	777	100%

The “Other” category was used as a tool 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 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 66% to 30%. The “other” units account for 4% of the housing stock. In calculating this number, 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 second and fourth Wednesday of every month, while the Planning Commission meets the first Wednesday. In addition to the five-member council and mayor, there is a Clerk-Treasurer and an Administrative Assistant, 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, animal control, planning services and building inspections. There are 4 parks within the City limits that encompass approximately 15 acres. These parks, as well as the City Hall, shop, animal control shelter and the cemetery are owned and operated by the City. Emergency services consist of an 18 member volunteer fire department that is also staffed with trained E.M.T. and First Response personnel. Police protection is provided through a contract with the Douglas County Sheriff’s Department.

Bridgeport is equipped with both a water and sewer system. 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. Within the City Hall building there is housed the library, fire and ambulance department, and a Douglas County District Court Room and satellite Sheriff's office. Garbage pick up is provided through a contract with Zippy Disposal, and recycling facilities are available at the City Shop. Electricity is provided through the Douglas County Public Utility District and telephone service is provided by General Telephone. A more detailed inventory and discussion of Bridgeport's facilities and services is contained in the attached 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 Highway 173 connects Brewster to Bridgeport and passes through the Bridgeport Bar. State Highway 17 is located north of the Columbia River, crosses the bridge intersecting with Highway 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 the senior center in Brewster. There are no marked or specifically designated bicycle routes within Bridgeport and there are few marked crossings for pedestrian traffic, although the community is conducting a study to determine the feasibility of installing pedestrian and non-motorized facilities along Highway 173. 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 attached Capital Facilities Plan.

ECONOMIC BASE

In the Bridgeport area the primary, base economy is agriculture activity, primarily orchard production, and government services. Of the employers in the area, the largest are 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, as well as the City of

Bridgeport and the Bonneville Power Administration. Occupations of area residents are summarized below.

TABLE 4: TYPES OF OCCUPATIONS – 2000 US CENSUS

Types of Occupations	Number Employed	% of Total
Agriculture, forestry, fishing/hunting, mining	276	39.3%
Construction	18	2.6%
Manufacturing	26	3.7%
Wholesale	69	9.8%
Retail Trade	41	5.8%
Transportation, warehousing, utilities	26	3.7%
Professional, management, finance	24	3.4%
Information	11	1.6%
Finance, insurance, real estate, and rental and leasing	15	2.1%
Education, health and social services	120	17.1%
Recreation, accommodation, food services	30	4.3%
Public Administration	29	4.1%
Other	17	2.4%
Total	702	100%

The businesses that are located in the downtown core are North Cascade National Bank, Bridgeport Plaza Grocery Store, Steak House, Coulee Dam Credit Union, Chief Joe Tavern, True Value Hardware, Carol's Style Shop, Kitty Kat Kar Wash, Food City, Martinez Video and Panderia La Azteca. Near the intersection of Highways 173 and 17 on the southeast edge of town there is the Quickie Mart, Tri-River Mini-Storage, Gross Drug, Guadalupe Panderia Bakery 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.

LAND USE ELEMENT

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 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 I: 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.

See *LAND USE DESIGNATIONS MAP*

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 UGA's 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 River. Many of these areas are in need of commercial development, 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 help 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 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 infill, 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 mobile/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: Determine the density of development which is compatible with adjacent residential development.

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

POLICY K: Provide appropriate measures to regulate 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 residences in 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 L: Within residential districts, allow only residential type development, with the exception of home occupations, subject to the appropriate hearing procedures.

POLICY M: According to the density and intensity of residential uses in an area, provide 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 N: 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 O: 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-1: The City should continue the successful program of actively enforcing the existing nuisance ordinance, particularly with regard to abatement of unsafe and/or unsightly 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 mobile and manufactured home parks in appropriate locations, subject to special criteria, including state standards, designed to protect the integrity of established residential neighborhoods.

POLICY Q: Mobile and manufactured home parks requiring urban governmental facilities and 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: Mobile and 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, will be reviewed to assure compatibility between these and the comprehensive plan.

IR 2: Zoning classifications and districts will be established, 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 reviewed and implemented for utilization within the City's land use codes. These options will provide the maximum flexibility for development, especially for multi family uses as well as mobile and manufactured home parks, while still providing adequate public review to ascertain possible impacts to adjacent uses and districts.

IR 5: Performance standards within residential zoning categories will be developed to promote 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 should be considered in each category. Additionally, standards dealing with the keeping of livestock and possible nuisance issues (i.e., noise, junk, etc.) should be developed.

IR 6: Existing regulations which address the issue of vacant lot and structure neglect will 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 developed 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: Mobile homes should only be allowed to locate either in established mobile/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: Mobile and/or manufactured home parks should be required to locate only as a planned development and/or by binding site plan 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 mobile home parks.

IR 11: Within a planned development and/or binding site plan ordinance/regulation, performance standards for mobile and/or manufactured home parks should be researched and developed to help assure aesthetically pleasing parks that do not detract from the value of the community.

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 area 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 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.

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 protect it from conversion to other uses.

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 circulation patterns in commercial areas and provide linkages to other land use activities where practical.

POLICY G: Support commercial areas, as well as all areas in the community, 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 developments and which screens or softens parking lots and unsightly areas, particularly in the transition areas between commercial and residential land uses.

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 down, 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 and intensity of commercial uses in an area, provide appropriate types/levels of day care facilities.

POLICY L: Encourage new businesses that will, through excellence of design and the nature of the use, provide long term benefits to the people of Bridgeport.

POLICY M: 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 N: On-site commercial 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 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 O: 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 will be developed for commercial areas which discourage other 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: The logical, orderly expansion of commercial uses is adjacent to or near existing services. The existing commercial areas should be enlarged, but also maintained as two core areas, one as the Central Business District and one as a Highway Commercial District. The area between these two districts, adjacent to the highway, should be developed as high density residential areas that allow lower intensity, service-oriented commercial uses.

IR 4: Standards should be developed that address parking availability and the diversity in parking needs for different types of commercial uses.

IR 5: The circulation patterns for motorized, pedestrian, and transit traffic should promote linkages between the existing pockets of commercial uses and within each area.

IR 6: Within commercial areas, a full range of day care options will be encouraged to meet the needs of employees and shoppers.

IR 7: Careful consideration should be given to the development of recreation-related commercial activities along the Riverfront, such as restaurants and recreation areas, but only in a way that would not negatively impact the River.

IR 8: The transportation/circulation plan should work toward increasing commercial frontages, provide ease of access, enhance pedestrian access, consider commercial deliveries and present an uncluttered appearance.

IR 9: Development codes should make appropriate provisions for the establishment of joint-use parking facilities and access points.

IR 10: A study into the feasibility of acquiring adequate easements and/or rights-of-way along the shoreline, especially in the commercial areas, for public pedestrian and bicycle access should be conducted.

IR 11: 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.

IR 12: Development codes will provide criteria to help distinguish between appropriate commercial uses and those that may appear to be commercial but actually have side effects that can be a detriment to the downtown environment.

INDUSTRIAL

INTRODUCTION

New industrial development is necessary and desirable for helping to stabilize a 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: Industries with undesirable environmental effects should be located in the General Industrial areas, and should be required to conform and comply with all applicable Federal, State and Local standards for water, air, noise, odor and visual pollution.

POLICY B: 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 make up 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 C: 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 D: Planned industrial parks should be located in areas adjacent to major street 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 E: Encourage the continued development of light industries in the areas designated Light Industrial, including those that are agriculturally related.

POLICY F: Outside of Urban Growth Areas, recognize sand and gravel extraction and processing as an interim use, and develop criteria for the location, aesthetics, and compatibility to surrounding land uses.

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. Sand and gravel deposits are also a prevalent natural resource in the area and are essential to local development. These resources should be allowed to be mined and processed, but only in a manner that does not conflict with adjacent land uses and which makes reclamation of the site feasible.

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

POLICY H: 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 I: 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 J: 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: Location and design criteria for siting industrial areas should be developed that consider present uses of the land and surrounding areas, the availability and adequacy of the transportation network and supporting utilities, physical constraints, ownership patterns, and community concerns.

IR 2: Standards for gravel extraction facilities should be developed which require adequate screening, dust protection, erosion control and noise abatement during operation, and which address sufficient reclamation at the conclusion of the operation.

IR 3: 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 4: Buildings should be oriented to front on interior streets rather than exterior arterial streets, thereby minimizing the external traffic impacts to adjacent areas.

IR 5: 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 6: 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 7: Incentives should be developed which encourage agriculturally related industry, as well as high-tech, clean industrial uses.

IR 8: 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 9: 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 are 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, crop dusting, 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 encourage the control of noxious weeds in all affected areas.

IR 2: The City of Bridgeport should ensure that public actions are managed to minimize disruption of agricultural activity. When reviewing public policy/practices in areas of existing agricultural uses, careful consideration will be given to the affect 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 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.

POLICY C: Develop incentives that work to preserve and protect historic sites and buildings, including the utilization of existing programs available through the National Historic Register.

Rationale: Utilizing the older housing stock should help to preserve existing neighborhoods, as well as providing housing units at a cost somewhat less than that for new construction, in the moderate income range. 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 the existing programs already available to homeowners, while also exploring the possibility of new ones. Additionally, part of the quality of life of the area is promoted in the history behind the community. By preserving and

protecting historic sites and buildings, not only is this quality maintained, but the long-term viability of the community is enhanced.

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

POLICY E: Develop incentives that promote the construction of affordable housing, and encourage cooperation with developers to meet the needs of the low income and elderly segments of the population. One category of incentives may 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.

POLICY F: 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 a diversification of safe, sanitary, housing types, these segments can choose which one best suits their lifestyle and budget capabilities. Manufactured homes will continue to be an affordable option for people wanting to purchase instead of rent their housing accommodations. It is also important to recognize that those who are in a low or fixed income situation whose needs should be met; but it is also important to provide incentives that make low income housing unit construction feasible and/or lucrative for the developer.

POLICY G: 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 H: 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 I: Long-term residential care should be provided for in all density designations.

Rationale: Special needs populations are an increasing portion 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' quality of life. 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.

POLICY J: Encourage individual property owners to meet the special needs of migrant agricultural workers within their property holdings to mitigate against public health and sanitation problems.

Rationale: Migrant workers are an important element of the local labor pool and should be adequately accommodated in regards to health, sanitation, and livable housing. It is recommended that, when feasible, these needs should be met by the property owner, on premises. However, accommodations should be available within the UGA to meet the needs for some farm operations that are too small to accommodate this population's needs.

IMPLEMENTATION RECOMMENDATIONS

IR 1: Funding methods, such as community development block grant programs and revolving loan funds should be investigated, and programs established to help in rehabilitative 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 will 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: It is necessary to 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 the current ordinances of the City of Bridgeport.

IR 7: Facilities that provide care to individuals within a "family" setting will be encouraged in all zoning designations, according to the intensity of use.

IR 8: The existing land use and development codes should be reviewed to determine their compatibility with this element of the comprehensive plan.

IR 9: It is necessary for the City of Bridgeport to 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 both State and Federal resources to accomplish the housing study.

IR 10: The possibility of establishing a Housing Authority for the City of Bridgeport should be reviewed and considered. The City should actively seek assistance from both State and Federal resources to establish a housing authority.

UTILITIES

INTRODUCTION

For the purposes of this Comprehensive Plan, utilities shall include power, phone and cable/television service (See Table 5: Utilities and Public Facilities & Services). 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 theme 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 between the different agencies and purveyors to more efficiently provide these services.

GOALS & POLICIES

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

POLICY A: Ensure that development take into account the timely provision of adequate and efficient utility systems.

POLICY B: Provide 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, where feasible, according to the appropriate zoning classification and/or land use designation.

POLICY D: Promote utility extensions to existing developments needing services within the Urban Growth Area.

Rationale: Within UGA's, all development should be provided with 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 encouraged to upgrade to meet these needs, either through LIDs or through public/private partnerships.

POLICY E: Promote multi-jurisdictional cooperation between cities, the county, and special service 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 the 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 individual 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 whenever possible.

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 transfer of connection fees and 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 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 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 agencies need to consider and reflect local issues and situations.

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

IMPLEMENTATION RECOMMENDATIONS

IR I: 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 the applicable state and federal regulations.

IR 2: The city will maintain the waste water treatment plant within the requirements of the Department of Ecology and State Environmental Agency to provide an environment conducive to public safety, health, and welfare.

IR 3: Encourage the development of a yard waste composting site, a facility to store recyclables until there is enough to ship cost-effectively, and a curb side recycling program, with the intent of reducing solid waste intake by 50% within a 4 year period.

IR 4: The City should investigate the possibility of utilizing outside sources of irrigation water for residences within the UGA.

IR 5: The City should remain active and participate in the Douglas County Solid Waste Program.

CAPITAL FACILITIES PLAN ELEMENT

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 encourage coordinated and comprehensive planning efforts, including routine maintenance, upgrading schedules, new construction, timing and funding sources and capabilities, to more efficiently provide these services.

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

- ◆ Gain a better understanding of their 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 general City 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 different possibilities for funding beyond the norm, as well as attempting to identify which foreseeable needs will require some 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 AND POLICIES

GOAL CF I: 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 area.

- POLICY A: Promote multi-jurisdictional cooperation between cities, the county, and special service purveyors for public facility and services planning and development.
- POLICY B: Develop a Capital Facilities Plan, based on existing and future growth and development, which will provide a guide for phased and orderly development of public services and facilities, including expansion and location, within the urban growth boundary.
- POLICY C: 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 D: Ensure a coordinated process for development and review of the capital facilities element, including participation from all City departments.
- POLICY E: Ensure that capital improvement plans for the City's different capital facilities and services are coordinated and up-to-date.

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. With 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 F: 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 G: Promote continued use, maintenance, development, and revitalization of existing public facilities and services whenever possible.

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

POLICY I: The City should coordinate its 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 said, services and facilities. By using and maintaining existing facilities, and by combining different uses into one facility, public expenditures are spent more competently.

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

POLICY K: 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 L: Planning for capital improvements will be based on the City's Comprehensive Plan.

POLICY M: Evaluate capital improvement projects through the comprehensive planning process to ensure consistency with the other elements of the plan.

POLICY N: Review and update (if necessary) the City's capital facilities element on an annual basis.

POLICY O: 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 out funding sources it is beneficial particularly in most state-funded programs, to demonstrate the City's initiative in looking forward to the needs of its future, as well as existing citizens.

IMPLEMENTATION RECOMMENDATIONS

IR 1: The timing of implementation actions under the comprehensive plans and elements 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 element 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 element and budget.

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

IR 4: Maintain a complete roster of projects that have been identified in the various elements of the comprehensive plan.

IR 5: Any projects identified in, and that are consistent with, any City planning process shall be added to the capital facilities element program list.

IR 6: Assure an adequate water supply and distribution system for both potable water and fire protection.

IR 7: The neighborhood school should be used as a focal point for educational and community activities, and should be placed to require minimal extensions of municipal services.

IR 8: The use of the capabilities and expertise of private industry and volunteer efforts in accomplishing the purpose of recycling should be encouraged.

IR 9: 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 10: 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. Develop and implement land use standards to maintain natural watercourses. Impose the cost of the chosen methods upon those who benefit.

IR 11: Maintain police protection to a level that will insure the health, safety, and welfare of the community in a professional and courteous manner.

IR 12: The City will encourage and support efforts to revitalize existing and develop new volunteer programs such as "Block Watch" and Senior/Community Patrols, to aide the police force in preventing criminal activities.

IR 13: The city shall strive to increase and maintain the membership of the volunteer Fire and EMS Departments.

IR 14: The city shall encourage the building of sufficient reserves to utilize in updating the equipment of the volunteer Fire and EMS Departments and obtaining additional training for the members, thereby providing fast, safe service to the community.

IR 15: 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.

FINANCING

There are numerous potential financing options the City will need to consider for implementing the CFP; however, the passage of several citizen initiatives and recent legislative actions may have the affect of eliminating some of the potential options by reducing revenues. Regardless, the plan presumes that funding for needed capital improvements will be obtained from a variety of sources, including private, local, state and federal.

Within Washington State there is an organization called the Infrastructure Assistance Coordinating Council that publishes an important resource that can help identify programs that assist communities in meeting their infrastructure needs with grants, loans and technical assistance. In addition, the Rural Community Assistance Corporation and the Washington State Department of Community, Trade and Economic Development also sponsor a reference book, called, "Infrastructure Financing for Small Communities in Washington State". The purpose of the

book is to help decisions makers in small communities understand, evaluate and select the best financing options for their infrastructure needs.

Local Funding

Local funding for projects will come primarily from the City's General Fund, or from specific reserves built from utility rate revenues. The City may also need to consider bonds, levies and other revenue sources as needed for specific projects. The City's ability to finance identified improvements through many funding sources will depend partly on its current indebtedness. Revising the rate structures for utilities will also help provide the revenue needed to generate local match for state and/or federal dollars. However given the passage of citizen's initiatives and legislative action, determining a solid local funding program is difficult at best.

State/Federal Funding

Funding from State and/or federal sources, as well as others, may be available to provide portions of the funding necessary to implement improvements contemplated in this plan. Timely and up-front contact with the appropriate agencies should be made early in the planning process for a project to determine the applicability of the proposed funding source. This plan has been prepared with the understanding that the City will most likely be unable to finance significant infrastructure improvements without state and/or federal assistance. To obtain this type of funding it is important for the community to attempt to fund projects on its own to document the need for this assistance, as well as demonstrating an ability to at least generate some revenues for local matching funds.

AMENDMENT PROCESS

Because the capital facilities element is not intended to be a static and unchanging document, amendments to it should occur on an annual basis in response to changing conditions within the community. Ideally, the capital facilities element will be amended during the annual comprehensive plan amendment process. However, the Growth Management Act allows for capital facilities elements to be amended outside of an annual process, provided the amendment occurs in conjunction with the City's budgeting process. Amendments can be in many forms, such as the addition or revision of goals, policies or implementation recommendations, the addition of projects that arise as a result of unique opportunities or the unexpected availability of special funding; or deleting projects that are deemed unnecessary. Amendments can be proposed by individual citizens; city staff; the Planning Commission; or City Council, however they must be formally adopted by the City Council through the same process as the initial adoption.

Each year during the budget process the City Council should adopt a new capital budget based on updates to the capital facilities element. Theoretically, the Council will move each year's scheduled projects ahead by one year, while also adding projects that should be completed within 6 years. This would move the second year's projects into the priority position for the coming year's budget. Regardless of the list of projects, the capital facilities element should have an annual capital budget as well as a schedule of projects that extends over a 6-year period.

Because there will almost always be more projects than available funding, a rating system can be used to evaluate projects to determine their relative priority in the overall financial picture. A project's status should be based on a combination of things, primarily the goals and policies of the comprehensive plan, identified deficiencies in the existing systems, citizen input, and the feasibility of obtaining funding. The following criteria and rating system, which is a series of questions posed in a checklist format, is intended to provide at least a beginning quantification of these factors that can be used to initiate discussions on a project's merits.

Reviewing capital facilities projects against the evaluation checklist provides an effective and objective means of determining the relative priority of individual projects. The criteria help bring consistency to the overall decision-making process from year to year and in the face of changing elected officials and staff. However, the checklist is only a tool to be used to evaluate the relative merits of one proposed improvement versus another. If adequate justification exists to ignore the results of the matrix and thus move a proposed project ahead in terms of funding, then that decision can be made at the discretion of City elected officials and staff.

DECISION CHECKLIST

Key/Rating	Criteria	Explanation
Life, Health & Safety 5	Is the proposed improvement needed to protect public health, safety and welfare?	This criterion should be considered one of the most important since one of the basic functions of government is to protect the public health, safety and welfare.
Legal Mandate 5	Is the proposed improvement required to comply with a legal mandate?	Compliance with legal mandates is often a prerequisite to obtaining state or federal funding assistance needed for utility improvements and failure to comply can result in severe penalties to the City.

DECISION CHECKLIST

Key/Rating	Criteria	Explanation
Tax Base 4	Does the proposed improvement contribute to or directly improve the community's tax base?	It is important to judge a proposed improvement's impact on the local tax base. For example, an improvement which extends water service to an area outside the corporate limits in most circumstances does little to improve the City's tax base while upgrading services to an area within the corporate limits that would allow for more commercial or industrial development would.
Funding Available 4	Is funding available?	It is important to separate improvements that have an identifiable and available source of funding from those that require applications for funding, bond issues or other financing mechanisms that may or may not be approved. For example, an improvement which could be directly budgeted out of the City Current Expense or General Fund would rate higher than one which required a lengthy grant or loan application and approval process.
Revenue Generation 4	Is the proposed improvement part of a service that generates revenue?	Improvements to revenue-generating utilities (water and wastewater) are better able to pay for themselves or at least generate matching dollars for loans/grants.
Maintenance 4	Does the proposed improvement have a clearly identified source of revenue for ongoing maintenance and operation?	It is important to provide an opportunity to incorporate a project's long term maintenance needs into the prioritization process. A project with high maintenance costs and no identified funding source for maintenance would rate low, while a project with a clear source of maintenance funds would rate high.
Cost Effective Service 4	Will the proposed improvement result in cost effective service delivery?	There should be some consideration of the proposed improvement's long term impact on the City's financial situation. For example, an improvement which corrects an existing maintenance problem or a project which results in an improvement with low maintenance requirements should rate better than an improvement which does not correct an existing maintenance or will result in higher maintenance

DECISION CHECKLIST

Key/Rating	Criteria	Explanation
Coordination 4	Is the proposed improvement a part of another project?	costs. This criterion gives projects that, considered alone would not rate well, a chance to be given a higher priority because it is part of another improvement. For example a street is scheduled for an overlay and there are water and/or sewer lines under the street that are not planned to be upgraded for several more years. These water and/or sewer lines should be upgraded prior to the street overlay and thus become part of that project
Partnership 3	Does the proposed improvement create opportunities for public/private partnerships, intergovernmental cooperation or further existing commitments to private or public parties.	Improvements that involve other private or public entities are important. For example, a developer is extending a City water main to serve a new private development in an area that is presently undeserved. The partnership in this instance could be that the City would participate in increasing the size of the line over that required for the new development as a means of improving service to existing customers.
Consistency 3	Is the proposed improvement consistent with the elements of the comprehensive plan, including the goals and policies of the capital facilities element?	Planned improvements, particularly utility upgrades and expansions, must be consistent with the comprehensive plan. The issue of consistency also comes into play if the City seeks outside funding for all or parts of planned improvements.
Level of Service 3	Will the proposed improvement enhance the provision of that service for existing residents?	This criterion is used to determine a project’s impact on the current residents.

DECISION CHECKLIST

Key/Rating	Criteria	Explanation
Forecast Demand 2	Is the proposed improvement needed to help meet forecasted demand?	This criterion is used to determine a project's impact on forecasted demand.

TABLE 5: UTILITIES AND CAPITAL FACILITIES & SERVICES

The following table demonstrates the definition of which items are "utilities" and which are "capital facilities/services", according to the City of Bridgeport. To establish a Level of Service standard the following list shows which of these items the citizens of Bridgeport feel should be **concurrently** provided for residential, commercial, and industrial areas, within the urban growth boundaries. If these things cannot be adequately provided for a specific development immediately, either by the proponent or by joint venture with the proponent and the City, that development will not be allowed. However, it is possible to phase in development as these items become available, provided that all items are available within 6 years of construction commencing.

	UTILITY	CAPITAL FACILITY	R	C	I
1. Public Sewer		X	R	C	I
2. Public Water		X	R	C	I
3. Power	X		R	C	I
4. Phone	X		R	C	I
5. Individual Garbage Disposal		X	R	C	I
6. Cable/Television Service	X		R		
7. Streets/Roads/Bridges		X	R	C	I
8. Curbs & Gutters		X	R	C	I
9. Sidewalks &/Or Pathways		X	R	C	I
10. Stormwater Drainage		X	R	C	I
11. Law Enforcement		X	R	C	I
12. Fire/EMT Protection		X	R	C	I
13. Government Services		X	R	C	I

	UTILITY	CAPITAL FACILITY	R	C	I
14. Solid Waste Disposal		X	R	C	I
15. Animal Control		X	R	C	I
16. Schools (Primary & Secondary)		X	R	C	
17. Higher/Adult Education		X	R	C	I
18. Cemeteries		X	R	C	
19. Disaster Planning		X	R	C	I
20. Mental Health/Social Services		X	R	C	

CAPITAL FACILITIES INVENTORY

This portion of the Capital Facilities Element provides summaries of each capital facility or program including background, inventory and proposed improvements.

I. Storm Water Drainage

Background and Inventory: The existing storm water drainage system relies heavily on the street system, particularly during peak run off. It is apparent that this situation causes damage to the street system and existing drains during severe run off events. Aside from the streets themselves, the inventory of the storm water drainage system is as follows:

18" pipe	7,350 ft
26" pipe	260 ft
<u>Bar ditch</u>	<u>3,150 ft</u>
Total	10,760 ft

The drainage areas are divided into three separate basins. Estimated drain capacity for basin #1, which serves the area from 10th Street to the northwest edge of the City Limits, is approximately 1 cfs. In March 1989 this area experienced water flows of 15 cfs, resulting in significant damage and necessitating upgrades to the system. Basin #2 serves the area between 11th and 15th Streets with a drain capacity of 17 cfs. From 16th Street out to the southeast City Limits, basin #3 has a drain capacity of 3 cfs. A Storm Drainage System Map is included in Appendix D.

In 1989, the storm water system was video taped and cleaned, resulting in improved operation. Additionally, the system was improved in two phases in 1993 and 1994 to meet the needs of the

community. The improvements followed the recommendations of a study completed by PEI Consulting and Douglas County Engineers. The entire project cost \$400,000. Phase 1 reconstructed 11th street with a concave design, including ditches and dams to handle overflow. Phase 2 involved improvements to private properties, mainly small dams to handle excess storm water. A map showing the location of the improvements is included in Appendix D. All of the ditches and dams require annual cleaning in order to operate efficiently. There was a proposed Phase 3 that would have added 3000' of 26" diameter storm drain line in either 16th or 17th Street from Raymond Avenue to the River. However, because the existing system is currently operating adequately, this phase of the project becomes more of a convenience improvement instead of a necessary one, and is therefore not planned for implementation any time soon.

Proposed Improvements: Improvements to the system will be limited to annual maintenance and cleaning of existing storm drainage facilities.

2. Sewer Collection and Treatment System

Background: The City's sewer treatment plant is located in Section 10, Township 29 North, Range 25 East, approximately one mile northwest of the center of Bridgeport, at 2 First Street. The existing secondary treatment plant, an oxidation ditch system, was constructed in 1967 to replace a primary treatment plant built in the early 1950s as construction of Chief Joseph Dam was taking place. The 1950 plant was designed for 2000 people with a capacity of 200,000 gallons per day. Presumably the 1967 plant was constructed to handle the same capacity, although the actual original design capacity of this plant is unknown. It provides a high degree of secondary treatment by digesting the contaminants in sewage. It discharges its purified effluent to the Columbia River, which is classified as a Class A (Excellent Quality) stream.

In 1987 an engineering study found the existing plant's actual capacity was less than 150,000 gallons per day, and possibly as low as 120,000 gallons per day. In 1993 an additional clarifier, new headworks and miscellaneous plumbing and electrical improvements were constructed, increasing the plant's capacity to approximately 200,000 gallons per day. Further improvements in 1995, including an ultraviolet disinfection system, backup generator, 2 new aerators and Drainad sludge dewatering and bagging system, increased plant capacity to about 300,000 gallons per day (primarily a result of the UV system). However, the National Pollution Discharge Elimination Permit (NPDES) permit of February 1, 1999 limits the plant to serving 1,830 people which is several hundred below the City's current population. Despite the improvements, which increased flow capacity, the Department of Ecology has expressed an opinion that the facility is at 85% of operating capacity based on standards for BOD and suspended solids. However, because of the number of orchards in the surrounding area that have been taken, and with recent drops in the school population, the City believes the

suspended solids may actually be decreasing. If it is determined that the 85% capacity standard has been reached, the City should complete a Wastewater Facility Plan to identify and prioritize the improvements required to bring the system into compliance with the conditions of the NPDES permit. The City will be monitoring the status of this issue, and at such time as the facility reaches 85% for BOD and suspended solids, a Wastewater Facilities Plan for the Wastewater Treatment Plant will be conducted.

The sludge or biosolids produced by the treatment plant as a result of the treatment process are dewatered and bagged at the plant then disposed of by land application by Boulder Park Inc. This firm is under contract to the City to dispose of the material at licensed sites in Douglas County. Use of the biosolids in a possible regional composting facility has been studied, however no efforts are presently underway to implement the study.

The sewage collection system was completely televised, inventoried, catalogued, cleaned and grouted in 1989. The City enters an annual contract for these maintenance tasks for one quarter of the system. This maintenance effort helps to ensure that the collection system will minimize any significant infiltration and/or inflow of storm water, surface water or ground water that can cut down the effective capacity of the treatment plant. If the treatment plant is treating storm water or surface water runoff instead of wastewater, its capacity and efficiency is reduced due to the time these waters would take up in the ditch and clarifiers.

Inventory: An inventory of the collection and treatment system is as follows:

Over 12" pipe	10,565 ft
12" pipe	155 ft
10" pipe	1,720 ft
8" pipe	26,940 ft
6" pipe	2,395 ft
Total	46,755 ft

- | | |
|---|--|
| * Head works including grinder and screen | * Dewatering and bagging system and building |
| * Oxidation ditch | * 1 small lift station for Marina Park |
| * 2 clarifiers | * Lab and office |
| * 1 chlorine contact tank (backup) | * Backup generator |
| * 3 sludge pumps | |
| * UV disinfection system | |

The collection system is in good shape at this time, and is adequate for estimated growth, except for any expansion into areas not currently served in response to a specific development. Should a development occur, a collection system that works into the current one will need to be designed and installed, as well as identifying impacts and mitigation to the treatment plant.

Proposed Improvements: The sewer treatment and collection system has been and will continue to be the focus of efforts to provide affordable service for customers that meets and/or exceeds current and future regulations. Currently the Town is updating the Wastewater Treatment Plan in an effort to identify needed improvements, long and short term.

Once the sewer plan is complete the recommended projects should be prioritized and integrated into this Capital Facilities Plan. While the planning is underway the current maintenance and operation program should continue to protect the integrity of the system.

3. Water System

Background: The city of Bridgeport owns and operates a major water supply system that has been in existence since the early 1950's. The system is the main source of domestic water for approximately 2,150¹ residents through 630 accounts. The vast majority of these connections are within the community. Although the City does not plan to provide any new connections beyond the city limits², it does currently supply the Corps of Engineers (Chief Joseph Dam), 9 residents along Highland Drive, and 3 additional residents in the County (13 total connections outside of corporate limits).

As with the sewer system, the water system was built in the early 1950's during the construction of Chief Joseph Dam. Other than incidental maintenance entailing replacement and increasing the size of small distribution lines, the only major repair to the system has been the cleaning and repainting of the reservoir in 1984.

The recently completed Water Comprehensive Plan, prepared by Forsgren Associates, Inc., provides detailed descriptions of the existing system including deficiencies and proposed improvements.

¹ Based on 1998 Community Survey

² City is presently considering adoption of an ordinance that would limit water connections to those areas within the Service Area (corporate limits) defined in the Water Comprehensive Plan.

Inventory: The City's water system, depicted on the maps included in Appendix D, consists of three wells, one storage reservoir, and approximately 59,400 feet of pipe. Detailed inventory data for the system follows:

Wells:

Well #	Year Built ³	Size	Well Capacity (gpm)	Pump Capacity (gpm)	Water Right Instantaneous Amount (gpm)	Water Right Annual Amount (acre/feet/year)
1 ⁴	1967		550	500	650	332
2 ⁵	1950		935	500	450	500
3 ⁶	1972		550	500	500	450

*	3 pumps	
*	500,000 Gallon above ground steel reservoir	
*	47 fire hydrants, 15 of which are substandard	
*	12" pipe	3,100 ft
*	10" pipe	8,800 ft
*	8" pipe	3,400 ft
*	6" pipe	36,300 ft
*	4" pipe	7,800 ft
	Total	59,400 ft

All three pumps are 60 horsepower units rated at 500 gallons per minute. Pump #1 was installed in 1970 and is the secondary pump for the system. It is located at 10th Street and Jefferson Avenue. The #2 pump is the primary unit, installed in 1953, and is located at 16th Street and Fairview Avenue. Pump #3 is the third pump in line, located at 22nd Street and Foster Creek Avenue, and was installed in 1974. This pump was reworked and completely rewired in 1991. The main lines from the pumps to the water tank are 12" steel double dipped pipe, while the main lines from the tanks to the distribution system are 10" A/C transit.

The average pumped is 55,000 gallons per day, which equates to a monthly average of 1,650,000 million gallons. 1998 figures indicate water consumption of 198.1 million gallons.

³ The year built is also the priority date on the water right according to the March 2000 draft Water Comprehensive Plan.

⁴ Certificate 6817-A.

⁵ Certificate 1341-A.

⁶ Certificate GC-00034-C.

This breaks down into a monthly average of 16.5 million gallons and a daily average of 545,000 gallons. The 2000 Draft Water Plan points out that these figures vary significantly based on seasonal fluctuations in population. Back flow preventers have been installed at mandatory locations, as well as flow meters being installed on all pumps. The chlorination system is in compliance with pertinent regulations.

Proposed Improvements: It is anticipated that the water system will be the focus of efforts to improve service and address deficiencies in a manner intended to meet and/or exceed current and future regulations. The Water System Comprehensive Plan provides the recommendations for proposed improvements (see Appendix D). While all projects are a high priority only a few can be addressed as funding is available. In general the projects on the six-year list include those that will address the issues related to insufficient fire flow as well as beginning to replace the areas of the system still utilizing 4” mains. The first project, which is being completed in conjunction with a School pedestrian safety project funded almost entirely with grants, will address the issue of insufficient fire flow at the schools. Later in the 6 year period it is anticipated that work will begin on replace the 4” mains located on the northwest edge of the community. Additionally, the City will begin researching and implementing chlorine safety facilities, as well as completing the necessary inspection of the reservoir tank interior.

4. Transportation

Background: The existing circulation pattern in Bridgeport is oriented around two regionally significant state routes that intersect at the southeast end of the City. State Route 17 connects Okanogan and Douglas Counties with a bridge over the Columbia River providing the most direct route for freight moving southward from the interior of British Columbia to I-90. State Route 173 connects Bridgeport with Brewster, running northward through the Bridgeport Bar. SR 173 combines with SR 17 at the eastern edge of the community then heads south toward Leahy Junction and the Grand Coulee area.

The network of secondary roads, built around the two primary arterials, closely follows the section and quarter section lines of the township grid. The streets have been superimposed over the landscape, parallel and perpendicular to the river, without regard to topography or physical features. Streets are spaced between 260 and 400 feet apart in both directions, with alleys occurring at half intervals. Established right-of-ways for most streets are between 60' and 100', with the majority being 80' wide. This may allow for a great deal of flexibility in vehicular circulation, but is not an efficient use of land. Twenty-two percent of the total land area in Bridgeport is made up of street and alley rights-of-way. Streets generally consist of 30' of surfacing, including 2' shoulders on either side.

A summary of the street system and detailed inventory information for existing streets follows.

*	Bridges	0.00 mile
*	Bituminous	15.89 mile
*	Gravel	0.0 mile
*	<u>Dirt</u>	<u>0.10 mile</u>
	Total	15.99 miles total

A more detailed inventory of the streets, as obtained from field surveys, individual plats and City vacation ordinances is included in Appendix E.

Several new sidewalks and cross walks have been completed (2004-2005) to ensure better pedestrian safety.

It is interesting to note that the total of vacated rights-of-way, according to City ordinances is approximately 1 mile, while the total unimproved rights-of-way are approximately 5.5 miles. There also appears to be some discrepancy between the City's records and Douglas County's in regard to the areas of the community that have been vacated. It will be important in the near future for the City and County staff to jointly investigate these discrepancies and update the community's maps accordingly.

There is currently no regularly scheduled bus service within Bridgeport for the general public. The Quad City senior citizens and handicapped persons have a fifteen (15) passenger van which provides seniors and the handicapped transportation to shopping, medical facilities, and the senior center in Brewster. There are no marked or specifically designated bicycle routes within Bridgeport and there are very few marked crossings for pedestrian traffic.

Proposed Improvements: General overlayment and new paving are needed throughout the community. Identified bicycle lanes are a high priority for the Town.

5. Community Facilities

Parks...

Bridgeport and its surrounding area are recreation oriented and take pride in local park facilities. Few communities have made the effort that Bridgeport has in obtaining and developing parks and recreation facilities. An example of the vitality of Bridgeport is the development of a nine-hole golf course in the state park three miles north east of the city.

Volunteers are also responsible for the development of Berryman Park, Volunteer Park, and Boaska Square. The following is a list of the current park facilities within Bridgeport:

1. Marina Park 8.6 acres	
* two boat ramps	* swimming lagoon
* two boat docks	* tent facilities
* 21 full hookup camp facilities	* walking trails
* full restroom with showers	* covered summer kitchen
* playground equipment	* picnic tables/benches
2. Berryman Park 5.2 acres	
* Swimming pool	* Bath house
* Restroom	* Basketball court
* Covered picnic/barbecue area	* Playground equipment
* War memorial ⁷	
a. Helicopter	i. 105 Howitzer Cannon
b. F_86L Sabre Jet	j. Navy Cannon
c. Nike Hercules Missile	k. Tank
d. Ajax Missile	l. Weapons Carrier
e. Sparrow Missile	m. Personnel Carrier
f. Cross Bow Missile	n. Mine Cutter
g. 90MM Anti Aircraft Gun	o. Homing Torpedo
h. 40MM Anti Aircraft Gun	
3. Volunteer Fireman's Park 0.9 acres	
* Picnic shelter	* Tables
* Restrooms	* Bar-B-Que Pit
4. Bouska Square 0.4 acres	
* Wall mural	* Rock Garden
* Covered gazebo	* Community Christmas Tree
* Plaque depicting original store	* Horse Shoe Pits

There are additional parks in the area which are not part of the City's fiscal responsibility, including Bridgeport State Park, a 250 acre facility with boating, camping and swimming facilities and a 9-hole golf course.

⁷ This is the only volunteer war memorial in the United States developed without a railroad or an airport.

Based on the existing inventory of park facilities, there appears to be an ample supply of recreational opportunities in the Bridgeport area. However, the community has expressed a desire to build an interpretive, non-motorized trail along the riverfront in the near future. As part of their requirements for mitigation and re-licensing of the Wells Dam, the Douglas County Public Utility District is researching the feasibility of implementing this riverfront trail within their program. It is recognized that such a project would rely heavily on broad community support.

Proposed Improvements: The pool, constructed in late 1950's and reconstructed in 1990, costs approximately \$30,000 per season to operate. The solar blanket and an upgrade to the chlorine system will take place during the 6-year planning horizon, with all funding coming from grants, donations, and a possible bond. The 20-year wish list includes repainting it, repairing and/or replacing/upgrading the heat pumps, and covering the swimming pool for winter use and insulating the filter room.

Currently, there is an active group of residents seeking grants and donations to locate a skate park within the Berryman Park facility. It is currently not anticipated that this project will involve direct city funds for the construction of the facility, however there may be some eventual costs to the City related to maintenance and upkeep.

It is also the intent of the community to encourage the Public Utility District of Douglas County to continue improving and upgrading the existing facilities at the Marina RV Park.

Public Works Equipment

The following is a list of existing maintenance equipment and city vehicles (with new replacement cost) owned by the City that is valued at \$3,000.00 or more:

- * 1975 John Deere 544 B Loader (\$50,000)
- * 1985 International Dump Truck (\$35,000)
- * 1993 Case 580 SK Backhoe (\$60,000)
- * 1972 Chevy Dump Truck (\$25,000)
- * 1972 Mobil Street Sweeper (\$40,000)
- * 1980's Jet Rodder F.M.C. (\$20,000)
- * Ford Holland Tractor
- * 1998 Chevy Truck
- * 1999 Hylar

Proposed improvements: Over the next six years include replacement of the pickup truck and street sweeper. Although the replacement costs identified are above the costs of new equipment, the City rarely purchases new equipment. Whenever practical the City purchases used equipment through local government, state or federal surplus programs. The City maintains an Equipment Rental and Revolving Fund (ER&R) in the budget intended to provide the revenue source for replacement of equipment. There is currently enough funding accumulated to purchase needed equipment in 2008.

Public Buildings

Bridgeport has numerous public facilities that provide a broad range of public services. The 8,010 square foot City Hall building, built in 1974, is located downtown at 1206 Columbia Avenue. This brick structure houses the city offices (2,260 sq. ft), library (1,260 sq. ft), fire department and ambulances (4,100 sq. ft), as well as a Douglas County District Court and a satellite Sheriff's office (390 sq. ft). The City shop facilities are located at 1013 Jefferson at the northeast corner of 10th Street and Jefferson Avenue. Maintenance equipment and materials are housed, as well as a new animal control facility and a recycling drop-off bin/area at the maintenance facility. Lastly, there is a City Cemetery located south of the intersection of 15th Street and Fisk Avenue. An inventory of these facilities is as follows:

*	City Hall	0.43 acres
*	City Shop	2.2 acres
*	Cemetery	4.6 acres

The City Hall contains the following items that have a replacement cost of over \$1,000:

- * 3 Computers – 1 computer every three years...\$1,500 each
- * 3 Printers – 1 printer every five years...\$1,000 each
- * 1 copier – replace very five years...\$7,500
- * Computer software – updated annually...\$1,500/year
- * 9 Air Conditioning/Heating Units – 1 new unit every year...\$3,500/each

Proposed Improvements: Beyond general upkeep and maintenance the City has identified a need for a new quality printer.

Educational Facilities

In 1992 the Bridgeport School District completed an extensive upgrade and construction project. This project included adding-on to the elementary school, remodeling the middle school, and building a new high school facility. At the same time, a new outdoor sports complex and gymnasium were developed adjacent to the new high school building, and a new gymnasium was added to the Elementary facility. Since the expansion, the student count has ranged from lows of 580 to highs of 700 students. As of the October 2000 count, there were 672 students in the district. Currently, the grade school classes have 3 groups per grade level, with a range of 55 to 70 kids in the lower grades.

*	Bridgeport School & Sports facilities	=	23 acres total
*	School District's Agriculture Farm	=	8 acres
*	Old Track and Field facility	=	4 acres

Proposed Improvements: Because the City does not have any financial responsibility for these facilities, they are not in the position to express any needed improvements. However, the School District is encouraged to pursue a pro-active approach to capital facilities planning to address future needs based on the projected population growth of the community's Comprehensive Plan and this document.

Fire Protection and Emergency Medical Services

Fire protection is provided by a volunteer Fire Department composed of approximately 20 members, which also provides emergency medical services (for the city as well as adjoining fire districts). Mutual aid agreements are also in place with the three fire districts that border Bridgeport's district. An inventory of the available equipment is as follows:

* 1973 GMC Truck, 1000 GPM capacity	* 1977 Ford Ambulance
* Cascade System	* 8 SCBA with 1 spare bottle each
* 8 Spare Air Bottles	* I.H. Brush Truck
* Full turn-out gear for 20 people	* 2 Exhaust Fans
* Power Generator	* Air Compressor
* Jaws of Life	* Educational Equipment
* Defibrillator	

Proposed Improvements: There is a need to replace at least one fire truck that would be upgraded to the new standards and increase the pumping ability. The City also needs to continue replacing the turnouts and older equipment for both the fire and ambulance. The City

should also review options for compensating the volunteer members to some degree, which will help stabilize the membership and assist with recruitment of new members. New revenue sources should be actively researched to assist with these needs; however, given the City's financial condition, the remaining equipment is adequate for the City's needs into the foreseeable future.

Police Protection

Police protection is currently provided through a contract with the Douglas County Sheriff's office, at a cost of \$93,000 per year. This contract provides for 16 hours of patrol time a day, 7 days a week, although the deputies are not required to stay within city limits for that full amount of time. There is a satellite station for the four, full time deputies that patrol the area. Bridgeport is also fortunate enough to have participation in a volunteer Crime Prevention Program made up of approximately 6 members at this point in time. Within the recent past there have been as many as 20 volunteers in the program and a waiting list of others interested in being involved. Although the numbers are currently down, the success of the volunteer program, coupled with the services provided by the Sheriff's office, ensures adequate police protection at this point in time.

Proposed Improvements: Since the City contracts for this service, capital expenditures are limited to those required to maintain and improve City Hall.

Solid Waste and Recycling Facilities

Solid waste services are provided through a contract with Zippy Disposal for pickup and removal. In addition to the regular pickup and removal, the contract with Zippy provides for 2 yearly yard waste pickup events for organic, compostable materials only. The transfer station is owned and operated by Okanogan County, with all refuse being transferred to Okanogan County's landfill in Okanogan. The City of Bridgeport is currently working with Okanogan County in their SWAC (Solid Waste Advisory Committee) toward a more effective way of reducing and handling solid waste.

The City currently provides an area for recycling of newspaper and used oil located at the City Shop. The collection bin is serviced by Zippy Disposal who transports it to City of Chelan's recycling facility. There are also some private recycling facilities located within the community.

Proposed Improvements: No improvements are needed in the near future.

Cemetery

The City owns and operates a cemetery on the south edge of town. Because there is ample area in the developed portion of the cemetery, and at least one quarter of the total area is still undeveloped and available, the current facility should be adequate for a number of years. No improvements are planned.

SIX-YEAR PROJECT LIST

This section of the Capital Facilities Plan focuses on projects and/or acquisitions needed over the next six years. The following table lists needed and/or planned improvements by department or service for the next six years.

TABLE 6: CAPITAL FACILITIES SIX-YEAR PROJECT LIST

	Time Frame	Estimated Cost	Potential Funding
Water System Projects		\$380,000	
8" main in Tacoma, 14th to 16th	2008	\$85,000	Water-Sewer Reserve
8" main in 9th between Foster and Columbia for cross-circulatory measures	2007	\$46,000	Water-Sewer Reserve
Replace 4" and 6" mains with 8" in Columbia from 5th to 2nd	2009	\$136,000	Water-Sewer Reserve, PWTF, SRF
Replace 4" and 6" mains with 8" in 2nd and 5th, between Columbia and Fairview	2010	\$65,000	Water-Sewer Reserve, PWTF, SRF
Street Projects		\$1,030,000	
School/Pedestrian safety project: curb, gutter, sidewalk, bicycle lane on Foster (SR 173) from 17th out to the Bridge	2007	\$1,000,000	TIB, STP, RTPO & 100,000 from Arterial Street Fund
Pavement management program: resurfacing (chipseal) program	yearly	\$25,000	City Street fund, SCP grant(s)
Parks Projects		\$354,000	
Upgrade chlorine system at pool	2008	\$4,000	Pool O&M
Skate park at Berryman Park	2010	\$100,000	Grants, Donations
Upgrade restroom at Berryman Park	2009	\$70,000	IAC grant
Upgrade bath house at pool	2011	\$180,000	IAC grant/Bonds
Public Works Equipment		\$31,000	
Replace pickup	2008	\$6,000	ER&R

	Time Frame	Estimated Cost	Potential Funding
Replace street sweeper	2008	\$25,000	ER&R
Public Buildings/City Hall Equipment		\$2,500	
Replace printer	2007	\$2,500	Current Expense

Capital Facilities Twenty Year Project List

Sanitary Sewer Projects

Wastewater Facilities Plan

Water System Projects

Replace 4" mains identified in the Water Plan:

Replace 6" main in Columbia with 8" between 10th and 5th

Begin replacing 6" steel mains

Update Water Comprehensive Plan pursuant to RCW time line

Build higher-elevation water tank and pressure reducing valve station

Install 10" main in 24th Street southwest of Tacoma

Streets

Reconstruct 17th Street

Reconstruct Tacoma

Parks

Interpretive riverfront trail from Marina Park to Conklin's Eddy

Repaint pool

Repair, replace, upgrade the pool heat pumps

Cover swimming pool for winter use and insulate filter room

Public Works Equipment

Replace dump truck

Purchase Brush Rig/Fire Truck

See Appendix G for a complete Financial Analysis and Maps.

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 idea of coordinated planning efforts between the different agencies responsible for providing the different modes of transportation. The Capital Facilities Plan element of this comprehensive plan will present a detailed identification of the existing transportation system and needed improvements, as well as a reasonable financial plan to pay for them, according to the desired levels of service seen in Table 5.

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. (Source: Economic Impacts of Protecting Rivers, Trails and Greenway Corridors). 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.

The City, recognizing the importance of non-modal options, worked with funding provided by North Central Washington Regional Transportation Planning Organization, compiled 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 are no designated bike lanes within the City. Like many cities, Bridgeport sidewalks lack adequate size, coordination and connection reducing their function. These conditions 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 actually located, in part on private property, and is constructed in such a way that it is integral to the building foundations.
- From Foster Avenue & 17th Street to the SR 17 & SR 173 intersection, there is indiscriminate parking and property access; furthermore, stormwater runoff, particularly near 18th and 19th Streets, covers the travel way for extended periods of time.
- 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 suggests several options:

- Sidewalks should be at least 6 feet wide where implemented along the corridor;
- 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 stormwater, parking and access control;
- New sidewalks from the easterly study area boundary to the 17th Street/Foster Avenue intersection should be provided along the south side of the roadway;
- New sidewalk should be provided on the north and west sides of the corner of Columbia Avenue and 10th Street.
- No new sidewalks are necessary from the Columbia Avenue and 10th Street intersection to the westerly study area boundary.

To complete this project an estimated of \$410,000 was derived through contact with local engineers based on the following assumptions:

Sidewalk Costs

6' wide concrete sidewalk	~ 4100 linear feet @ \$40/lf = \$164,000
Curb and gutter	~ 7800 linear feet @ \$15/lf = \$117,000
Engineering, permits, inspections, mobilization	~ 45%

Creating new bicycle lanes provided the community with more options because none currently exist. Four options were identified, see Bike Route Proposal Map, within the report with a list of advantages and disadvantages. Option I, as the preferred route, is summarized below:

Option I-Columbia Avenue: From 17th Street, this route turns west and follows Columbia Avenue all the way out to the westerly study area boundary at the SR 173 intersection.

Advantages:

- Travelers are directed to and through the main downtown business district;
- Promotes economic development

Disadvantages:

- Heavy traffic use and larger vehicle traffic present traffic obstacles to cyclists;
- Parking restrictions may be necessary to allow safe travel through the area for all types of traffic.

To complete this project an estimated of \$15,000 was derived through contact with local engineers based on the following assumptions:

Bikelane Costs

Removal of existing paint stripe	~ 10,560' @ \$0.50/linear foot = \$5280
4" paint stripe	~ 10,560' @ \$0.30/linear foot = \$3168
Plastic bike symbol (approx. every 1000')	~ 10 @ \$150 each = \$1500
Bike route signs, 3 sq. ft. (approx. every 1000')	~ 30 sq. ft. @ \$20/sq. ft. = \$600
Engineering, mobilization, tax, contingencies	~ 45%

See Bike Route Proposals Map

TRAFFIC FORECASTING

Forecasting traffic patterns related to land use and population growth is an important tool to most communities. The Town recognizes the importance of informed and thoughtful development and its many impacts on transportation. Currently there is no data regarding road counts to base a forecasted travel model on. 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 maintains traffic counts on Highways. By using WSDOT calculation methods

based on Federal Functional Class we can determine an estimate future Average Daily Traffic. The formula is:

$$\text{Future Count} = \text{Current Count} * (1 + ((\text{future year} - \text{current count year}) * \text{growth factor}))$$

TABLE 18: TRANSPORTATION FORECASTING

	2004 AADT	EST. 2017 AADT
SR-17, south of SR-173	1260 vehicles	1555 vehicles
SR-17, north of SR-173	2023 vehicles	2496 vehicles
SR-173, west of SR-17	2366 vehicles	2920 vehicles
SR-173/Columbia Ave., east of 10th St.	1937 vehicles	2390 vehicles
SR-173/10th St., south of Columbia Ave.	1114 vehicles	1375 vehicles

Bridgeport, Douglas County is near the junction of SR-17 (class 06), MP 135.84, with SR-173; and SR-173 (class 07), 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 North Central Washington Regional Transportation Planning Organization 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.

LINK 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.

LINK 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.

LINK 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 will experience appreciable tension while driving.

LINK 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.

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

LINK 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.

GOALS & POLICIES

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

POLICY A: State and County roads that help transport people and goods into the communities 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 length should be provided to accommodate the many different types of vehicles utilizing the system, thereby improving maneuverability and movement.

POLICY B: Public transit is needed to link all the developed cities, towns and unincorporated centers in the outlying areas of Douglas County, and 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 or affected 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 State 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 Douglas 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 the development of a road 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 systems 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. A classification system helps in identifying existing and future travel needs within the area, while a level of service standard establishes the communities' 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 walkways and rights-of-way, as well as a full range of improvements to serve the area, should be considered and appropriate installations made.

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 doesn't 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, between 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 support and complement 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, 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 adopted in 1995 as it relates to the analysis and discussion of the State Highway system in and around the City of Bridgeport.

POLICY S: Highway 173 and Highway 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 standard for this facility is as follows, as established by the North Central Washington Regional Transportation Planning Organization: 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 is set at “LOS C.”

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: The City will coordinate with the Chelan-Douglas-Okanogan Regional Transportation Planning Organization (RTPO) 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: The City should strive to have all streets seal coated or chip sealed within 6 years, and develop a system for regularly scheduled maintenance to maximize the lifespan of the surfacing.

IR 7: It is important to develop street standards that will keep through- and/or non-residential traffic out of residential areas.

IR 8: The City will actively pursue options for designating and enforcing designated truck routes to keep commercial truck traffic on arterial and collector streets instead of spreading out onto the local streets which are incapable of handling the heavier 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 Transportation System and Street Classification Map below, are adopted to aide in the evaluation and provision of orderly and efficient traffic flow:

Principal Arterials...are designed to carry a high proportion of the total urban area traffic, and usually either serves traffic going from the central business district to outlying residential areas, or traffic entering and leaving the urban area. These streets are partially controlled access facilities that do not provide direct access to land (such service is purely incidental to their primary function).

Minor Arterials...provide a lower level of travel mobility than principle 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.

Collector Streets...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.

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 and 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.

See *Transportation Map*

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.

GOALS & POLICIES

GOAL R I: The many and varied existing resources available for recreational activities in and around the City of Bridgeport can be utilized and enhanced, but only within their capacities so as to prevent degradation of the resources and the quality of life already in place.

- POLICY A:** Focus should be concentrated on developing natural, outdoor, informal types of recreation facilities, such as fishing, hunting, camping, biking, hiking, or cross-country skiing.
- POLICY B:** Tourist activities should be those that are geared toward a balanced, year-round, continuous stream of activity, as opposed to an overload of activity during a brief period of time.
- POLICY C:** The scale, type, and area of recreational development should be 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.

Rationale: Some of the lands surrounding the Bridgeport urban area have the potential to be a beneficial, natural resource for recreational activities. By promoting their development as such, Bridgeport's economic base and well-being will be stabilized and supported as people come into the community to utilize the available activities. It is important, however, to manage the growth of these types of uses so as to not degrade the quality of the resource to the point of being undesirable.

- POLICY D: Establish criteria for developing, siting, and locating recreational vehicle parks and hook-ups.
- POLICY E: 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.
- POLICY F: Where appropriate, new residential and commercial development should be encouraged to provide land for parks, trails, walkways, and open space in relation to the density of development and where consistent with adopted plans.

Rationale: The provision of recreation facilities should address a variety of user interests, including cultural elements, and should accommodate changing needs. By designing a wide range of facilities, tourism would be promoted, which in turn enhances job opportunities and economic development. As residential and commercial developments begin to tax the capacity of existing facilities, some of the demand for new recreation areas should be supplied by these developments.

- POLICY G: Maintain the existing parks in a manner that will uphold the pride that the facilities were built with, and maintain a quality of life which the citizens and visitors to Bridgeport deserve.
- POLICY H: Encourage low maintenance designs for parks and recreational facilities.
- POLICY I: Enhance recreational site access by linking parking areas, adjoining developments, transit systems, and other recreation facilities with walkways and/or bikeways.

Rationale: Public expenditures and out-lays can be reduced by utilizing lower maintenance designs for parks. It is also possible to lower the cost of establishing new parks, or even eliminate the need for them, by utilizing facilities more efficiently through enhanced access and connections.

- POLICY J: Encourage recreation planning that involves participation by all interested individuals, agencies, clubs, and groups involved in providing, utilizing, and benefiting from recreational activities.
- POLICY K: Encourage citizen organizations, committees, and/or businesses to become actively involved in encouraging and promoting the recreational opportunities in the area.

Rationale: A major issue to contend with when discussing the provision of recreational facilities is the associated costs, which can be extensive. By ensuring that all interest groups and individuals are

involved in the planning process, their interests and needs will more likely be adequately addressed. This will enhance their ownership and support for the facilities, thereby increasing their support for funding needs, either locally or at a federal or state level.

IMPLEMENTATION RECOMMENDATIONS...

IR 1: Operation of the parks will be within the parameters established by the risk manager, and within the guidelines of state and federally mandated regulations.

IR 2: To reduce liability and cut costs of upkeep, the existing parks should have underground water systems installed.

IR 3: Efforts to enhance police protection through volunteer, community programs should focus on the existing parks and recreation areas, thereby maintaining their appeal to tourists.

IR 4: To capitalize on the available river resource for tourist activities, a riverfront trail will be researched as to feasibility for construction, funding, etc. The City should support funding for a feasibility study for a bike and pedestrian trail that would connect Marina Park to the Chief Joseph Dam and Bridgeport State Park facilities located upriver from Bridgeport.

IR 5: Berryman Park should be enhanced and expanded on by obtaining more military equipment and providing more explanatory plaques visible to passers-by. The City should investigate the available options for designating the military display a “museum”, thereby qualifying the city to receive additional equipment and funding to support this facility.

IR 6: Efforts should be undertaken to provide more diverse recreational activities and areas that are responsive to the diverse cultural groups within the community.

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 I: 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 Municipality, 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 between adjacent jurisdictions.

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 provide already, 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 aware 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 useful strategies to stabilize and improve the local economy. The stated strategies will strive to assign responsibilities and establish a time frame in which each is to be implemented. The City of Bridgeport government recognizes its supportive role in the success of economic growth, in conjunction with citizens, local groups, interested organization, and local leaders can 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 on 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 can not 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, not a one time project, puts this economic development leg out of reach for most small communities.

Retention is the ability to hold business 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 AND 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 determined that because of the city's existing characteristics there is an opportunity to increase tourism. Among 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 I: 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 and the Fishing Derby.
- POLICY B: Coordinate with nearby communities to designate a 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: Develop a parking plan to meet the needs of the commercial areas.
- POLICY E: Develop facilities for visitors including convenient restrooms and parking.
- POLICY F: Develop standards for information and directional signs for parks, public services and other points of interest.
- POLICY G: Develop a "Town Square" to provide a community gathering place.

POLICY H: Coordinate with service groups and public agencies to develop kiosks in the Town Square as interpretive/informational centers for visitors.

POLICY I: Encourage multi-cultural celebrations.

POLICY J: Develop and maintain year-round recreational opportunities.

POLICY K: Develop and implement a parks and recreation facilities 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: Bridgeport will 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 aspect 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. Below is a list of organizations that are available and actively assisting the community:

Bridgeport Chamber of Commerce

Promoting events

 Bridgeport Days

 Fishing Derby

North Central Washington Economic Development District

Wenatchee Valley Community College- Small Business Development Center

Bridgeport School District

Washington State Dept. of Community Trade and Economic Development.

Douglas County Public Utilities District

Washington State Cooperative Extension

NCW Resource Conservation & Development, Inc.

Northwest Foundation Leadership Plenty
Eagles- Easter Egg hunt
American Legion-
Sponsors Aisle of Flags at Cemetery (Memorial Day, Veteran's Day)
Sponsors Boys to Evergreen State annually
Sponsored visit of Viet Nam Memorial
Dollars for Scholars
Friends of the Library
 Sponsors Community Christmas Card
 Provides Landscape and design services for public buildings
Christian Women's Club
Triangle Homemakers
Sports Boosters
Brownie Troop
Ten-Year Class reunion 1950 thru 1959
Career Days

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 town.

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 businesses advertisement 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: Develop the central business district as a pedestrian friendly hub.

Rationale: Central business districts or the traditional “downtown” function more effectively when designed to accommodate pedestrian traffic.

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

POLICY C: Research 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 II: Improve access to continuing education, especially for new job skills, training or new business development.

POLICY A: Coordinate with the local school district to provide community schools classes.

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 different 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 can undermine the community's appeal and viability. The following goals and policies are intended to provide some measure of protection to the environmental elements that contribute to the quality of life in the community.

The GMA states that local governments must classify, designate and regulate to protect critical areas. Critical areas include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas. The following pages and accompanying reference maps describe the City's classification and designation of these critical areas, as well as goals and policies that lay the foundation for regulations to protect them.

Amendments to the GMA now 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 utilized the most current science that is available as a final product in developing classification systems and in designating critical areas, and in developing the goals and policies contained within the plan. During the periodic amendments of this comprehensive plan, updated information will be included and considered as it becomes available. Many of the sections below were derived from the Douglas County Soils Survey and other sources. Detailed tables and information are in the appendices.

The City is working closely with the County and other parties to complete a new 2007 Shoreline Management Plan that includes mapping of special features, such as riparian areas and wetlands, and other wildlife habitat. In 2006, a critical areas analysis was completed using the prescribed methods outlined in WAC 365-190. All maps and fact sheets are provided in the appendices.

While most analysis applies to one specific critical area, hydrologic soils help identify wetlands, aquifer recharge areas, frequently flooded areas, and stormwater run off concern areas. Therefore, the Hydrologic Map and fact sheet should be referenced in all related critical areas.

GENERAL GOAL AND POLICIES

GOAL ECA I: Preserve and protect the quality of the area's natural features and maintain a harmonious relationship between the man-made community and the natural environment.

POLICY A: Coordinate conservation strategies and efforts with appropriate state and federal agencies and private conservation organizations to take advantage of both technical and financial assistance and to avoid duplication of efforts.

POLICY B: Encourage the development of an education program that promotes the value of critical areas and that promotes public and private stewardship of these lands.

POLICY C: Promote the recycling of all usable materials and alternative solid waste disposal methods.

POLICY D: Utilize site planning, setbacks, buffers, erosion control and knowledge about soils, hydrology, fish and wildlife habitat to promote development that is compatible with the natural environment.

POLICY E: Development proposals in critical areas shall be critically reviewed for environmental impacts, and approval may be made only when other reasonable alternatives cannot be found.

POLICY F: Respect the development limitations present in critical areas and manage these resources in a manner consistent with their unique restraints and special values.

POLICY G: Encourage development that is compatible with the natural environment and minimizes impacts to significant natural and scenic features.

POLICY H: Local government should work closely with private organizations and those agencies that manage public lands to ensure that local interests are emphasized.

POLICY I: Allow for open space and recreational use of critical areas where such use does not negatively impact the critical areas.

POLICY J: Encourage the restoration and enhancement of critical areas.

POLICY K: Protect critical areas by encouraging the use of innovative techniques on or adjacent to critical areas. Such techniques may include: purchase of development rights, transfer of development rights, clustering, conservation easements, land trusts, and the Public Benefit Rating System.

POLICY L: In designating and protecting critical areas, the City will include best available science in developing policies and development regulations to protect the functions and values of critical areas. In addition, the City will give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries.

POLICY M: 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 N: Agricultural activities, including commercial and hobby farms, are encouraged to incorporate best management practices concerning animal keeping, animal waste disposal, fertilizer use, pesticide use, and stream corridor management.

POLICY O: Fertilizer and pesticide management practices of schools, parks, and other non-residential facilities that maintain large landscaped areas should be evaluated in relation to best management practices as recommended by the Cooperative Extension Service or a licensed chemical applicator.

POLICY P: 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 Q: Protect water quality as an important aspect of the public health, the local economy, the environment, and a high quality of life.

POLICY R: Consideration should be given to supporting water quality education programs that inform local citizens and visitors about water quality issues and steps they can take to protect our water resources.

POLICY S: Participation in a local watershed planning process (pursuant to HB 2514) should be cooperatively developed by local jurisdictions, state and federal agencies and interest groups/organizations.

POLICY T: Storm water that is collected by a storm sewer system should not be directly discharged into water sources without appropriate treatment.

POLICY W: Encourage and support future and ongoing water quality monitoring programs.

POLICY X: Encourage appropriate regulatory agencies to actively pursue violators that illegally discharge waste into rivers, lakes and streams.

WETLANDS

Wetlands serve a multitude of functions that are crucial to human well-being and ecosystem balance. 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, grazing areas for livestock, recreation, aesthetic values and education and research opportunities. It is the intent of these policies to provide the maximum protection reasonable 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 some characteristics (see Hydrologic Soils Map).

GOAL ECA 2: The City's wetlands will be protected to the greatest extent possible because they provide important functions that help define the quality of life in the community.

POLICY A: Wetland areas will be identified and rated according to the Washington State Department of Ecology Wetland Delineation Manual along with historical information on the area.

POLICY B: When classifying and/or assessing a wetland area, historical information on the area in question, as well as the dynamic nature of wetlands, will be recognized and considered.

POLICY C: Based on their quality demonstrated by the classification system, 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 and promote it as a useful, functioning part of a development 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 and streams are dynamic areas that respond to natural forces with consequences to other natural areas, fish and wildlife and to other property owners.

IMPLEMENTATION:

Classification...

Wetlands will be identified according to the methodology described in the Federal Manual for Identifying and Delineating Jurisdictional Wetlands. The following classification system will be used to assist in designating important wetland areas:

Level I: Critical Wetlands - Are wetlands that would be significantly disrupted by development in the immediate vicinity. These areas will be left undisturbed, unless the development proposal involves appropriate enhancement measures, as determined on a site-specific basis. These wetlands will meet four out of six of the criteria established below:

1. Wetlands determined to be Class I or Class II wetlands according to the Washington State 4-Tier Rating System.
2. Wetlands located within an area designated as critical habitat on the City's Level I: Critical Fish and Wildlife Conservation Areas reference map.
3. Wetlands providing habitat which is recognized by federal or state agencies for threatened, endangered or sensitive plant, animal or fish species.
4. Wetlands providing habitat of regional or national significance for migratory birds.
5. Wetlands with irreplaceable or significant ecological functions that may not be adequately replicated through creation or restoration.
6. Wetlands with significant habitat value of local significance.

Level 2: Awareness Wetlands – Are wetland areas that provide significant functions in the area which may not be adequately replicated through creation or restoration and which provide significant habitat values. They will be afforded the maximum amount of protection possible through appropriate development techniques such as buffering, limiting access, enhancing, etc. At a minimum, the developers and users of property within an Awareness area will be provided brochures that indicate techniques for protecting and co-existing with wetland areas. These wetlands will meet two out of four of the criteria established below:

1. Wetlands determined to be Class III or Class IV wetlands according to the Washington State 4-Tier Wetlands Rating System.
2. Wetlands located within an area designated as awareness habitat on the City's Level 2: Awareness Fish and Wildlife Conservation Areas reference map.
3. Wetlands with significant habitat value of local significance.
4. Wetlands with important ecological functions.

Designation...

For development proposals which encompass wetland areas as shown on the reference maps for fish and wildlife habitat conservation areas, there will be a site-specific review process required to determine if a wetland(s) is a Level 1 - Critical or Level 2 - Awareness wetland, based on the criteria listed above.

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 may provide a possible avenue for economic development in the area, capitalizing on these numerous natural resources through promotion of the area as a recreational paradise. 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 Habitat Species data, which includes species of concern, sensitive, threatened and endangered species; it indicates that no species are within the UGA. However, there are several surrounding the area 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 on/near the UGA; Chukar habitat (rocky/cliff habitat); Elk habitat up slope of the Okanogan side; UGA and surrounding orchards heavily used by California Quail; waterfowl concentrations- C Geese,

Widgeon, Green Teal, Mallards, 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: The City will 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: The City will consider the impacts of new development on the quality of land, wildlife and vegetative resources as part of its environmental 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 the areas. If a change in land use occurs adequate buffers will be provided to the areas.

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...

The following classification system will be used to assist in designating critical fish and wildlife species and their associated habitat:

Level 1: Critical Fish and Wildlife Areas - Winter ranges, migration routes, nesting sites, perches or any areas, as represented on the reference maps, that, if disturbed, would have a significant negative impact on the continuation of a species, particularly state and/or federal threatened or endangered species. This also includes critical habitat areas, also shown on a reference map, which are, in and of themselves, crucial to the continuation and support of one or more species. These areas will not be disturbed, and appropriate protection measures, including buffering, replacement, enhancement, etc., will be determined and implemented on a site specific basis at the time of application for development. A site review will help determine if the habitat is or is not critical and/or if the habitat can be successfully enhanced/replaced in a different location.

Level 2: Awareness Fish and Wildlife Areas - Influence areas surrounding or adjacent to Level 1 areas, as presented on the reference maps, that, if disturbed, could impact the Level 1 area to a certain degree. Level 2 areas also include habitat areas that, if disturbed, would have a significant negative impact on the continuation of a state and/or federal candidate or sensitive species. The applicant is made aware of the existence of nearby critical habitat or species, and the area will automatically require a site review, in cooperation with the Washington Department of Fish and Wildlife, to determine the extent and importance of the habitat. Development in these areas may be subject to conditions such as buffering, screening, enhancement, etc., as determined and agreed to by the County and the applicant, with recommendations from the Washington Department of Fish and Wildlife.

Designation...

The following species and habitat areas are designated Level 1 and Level 2 areas, as shown on the reference maps:

Level 1: Critical

Species - Bald Eagle, Spring Chinook Salmon, Steelhead, Bull Trout (State and/or Federal Threatened or Endangered Species); Golden Eagle, Rio Grande Wild Turkey, Osprey (State and/or Federal Candidate Species).

Habitats - Open water, wetlands, riparian, islands, cliffs, talus slopes, shrub steppe, natural open space.

Level 2: Awareness

Species - Bald Eagle, Spring Chinook Salmon, Steelhead, Bull Trout (State and/or Federal Threatened or Endangered Species); Golden Eagle, Rio Grande Wild Turkey, Osprey (State and/or Federal Candidate Species); Mule Deer .

Habitats - Open water, wetlands, riparian, islands, cliffs, talus slopes, shrub steppe, natural open space.

The maps showing the above-designated areas will be advisory and used by the reviewing authority as a reference providing guidance in determining the status of habitat conservation areas in relation to a development proposal.

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 Permeability Map).

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

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 B: When these areas are identified, they will be encouraged to be incorporated as Groundwater Management Areas.

POLICY C: Identify and protect critical aquifer recharge areas during development reviews. 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: Protect the availability of potable water by minimizing the potential for contamination of ground water sources from residential, commercial and industrial activities.

POLICY E: The City prohibits the disposal of hazardous materials within an Aquifer Recharge Area.

POLICY F: Agricultural activities, including commercial and hobby farms, are encouraged to incorporate best management practices concerning animal keeping, animal waste disposal, fertilizer use, pesticide use and stream corridor management.

POLICY G: Fertilizer and pesticide management practices of schools, parks, golf courses and other non-residential facilities that maintain large landscaped areas should be evaluated at the time of development in relation to Best Management Practices as recommended by the Cooperative Extension Service. Existing facilities are strongly encouraged to also incorporate these BMPs.

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 will not be allowed unless it can be demonstrated conclusively that these negative impacts would be overcome in such a manner as to prevent the adverse impacts.

- POLICY I: The installation of underground fuel or storage tanks within a known critical recharge area will be prohibited. Installation in any other areas will be subject to applicable federal, state and local regulations.
- POLICY J: Require sites determined to have a high or medium vulnerability for contamination to comply with strict protection measures, as contained in the City's regulations to protect critical areas.
- POLICY K: All existing and proposed developments that are within the City limits or above a critical aquifer recharge area will be required to connect to the City's sanitary sewer system.
- POLICY L: Promote conservation 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 shall be as followed, based on the process of determining vulnerability:

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

Level 2: Awareness Aquifer Recharge Areas shall be those areas found to have a Medium 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: Critical or Level 2: Awareness 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;
- 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, wetlands, draws and the like (see Flood 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 change of flooding in any year or more than 50 times in 100 years, but less than 50 percent change 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 that are 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 health by protecting surface and ground water supplies from the impairment that results 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: Permit and encourage 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 G: Assure high quality collection of water runoff prior to the point of introduction into major watercourses.

POLICY H: 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 shall 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 utilize prevailing flood damage prevention methods.

POLICY K: Seek to 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 is 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 shall be as follows:

Level 1: Critical Flood Areas are those areas defined and designated as floodways, where development shall be prohibited.

Level 2: Awareness Flood Areas are 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 can not be mitigated, development within Level 2: Awareness Flood Areas 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), 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 can not 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 Slope Map) indicates slopes with a greater than 15% grade.

Seismic Hazard Areas... Earthquakes cannot be eliminated. Earthquake point (an historical point of seismic activity) is located within close proximity of the UGA, however predictable hazards to life and property resulting from earthquakes and the associated ground shaking, differential settlement, and/or soil liquefaction.

Soil liquefaction is 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. Similarly, any open mining is required to have both an approved erosion control plan and an approved reclamation plan that will address steep and unstable slopes.

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 with in the City UGA (see Geologic Soil Hazard Map).

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: The City will provide 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 will 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 will 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 will 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 will 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 it's location in relation to the hazard area, and/or it must 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 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:

Level 1: Critical Hazard Area 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.

Level 2: Awareness Hazard Areas 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 will, 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) will be applied as a standard to all construction projects that involve grading and filling activities.

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:

- Areas designated as slumps, liquefaction, mudflows, lahars, or landslides on maps published as the United States Geological Survey or Department of Natural Resources Division of Geology and Earth Resources.
- Areas with all of the following characteristics, including slopes steeper than fifteen (15) percent, hillsides intersecting geologic contacts with a relatively permeable sediment overlying a relatively impermeable sediment or bedrock, and springs or groundwater seepage.
- Any areas of old landslide deposits.
- Slopes that are parallel or sub-parallel to planes of weakness (such as bedding planes, joint systems, and fault planes) in subsurface materials.
- Areas potentially unstable as a result of rapid stream incision, stream bank erosion, and undercutting by wave action.
- Areas that show evidence of, or are at risk from snow avalanches.
- Areas located in a canyon, ravine or bluff.
- 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 bring 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 try to send a brief, topical quarterly newsletter, in both English and Spanish, that focuses the City's policies and rules regarding those topics. Included with 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 City should grow and develop, and serves as a guide for future development and redevelopment. Therefore, the goals and policies of the Plan are general guidelines, not regulations. The Growth Management Act of 1990, as amended, states at 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 Plan, the term "provide" is used as a term that 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 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 height and bulk of buildings;
- ** The percentage of the lot which may be occupied and the size of required yards;
- ** The density of population; and
- ** The 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;
- ** The ability and/or criteria for keeping both domestic pets and livestock; and
- ** Any 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 another different 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 starts 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 totally any development that is incompatible with the critical areas and/or it can provide certain instances where mitigation measures can be employed to alleviate the negative impacts of development on a 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 managed 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

APPENDIX A: ECONOMIC DEVELOPMENT

Bridgeport Public Meeting

March 7, 2005

The City of Bridgeport hosted a public meeting to encourage the citizens to discuss the future economic potential of the City. The community meeting was well attended and participants were very optimistic regarding the city's future and their ability to achieve economic success. The following lists contain Bridgeport's Strengths, Weaknesses, Opportunities and Threats as perceived by the participants.

Strengths

Schools-excellent facilities and technology
Can do anything with nothing
Fiber optic internet connection
Douglas County Power Rates –lowest in country
City parks
Library
Columbia River
State Park
Golf Course
Planning Board
Wildlife
Weather
Websites for City, School and PUD
TV Broadcast in school
Sheriff's Deputy
Auxiliary Civic Patrol
Marina Park
Recreation- Fishing, Mini-hydros
War memorial
Ft Okanogan
Community Churches
Flags at cemetery
Chief Joseph Dam
Farmer's Market

Volunteers

Focused City Council
Walking Path
Chamber of Commerce
Community Pride
Leadership Class
Mayor's ability to create partnerships
Proximity to highway
Regional Recycling Center

Weaknesses

Lack of businesses
Lack of money
Vacant buildings
Endangered Species Act
Aging infrastructure
Cost/difficult to enforce code
Lack of family housing
Lack of health care
No assisted care facility
No senior center
Strained relationship with Okanogan 15 Fire District
Strained relationship with Army Corps of Engineers

Opportunities

Fiber Optic Internet connection
Power Rates
Market the city
No Business and Occupation tax
Low Property tax
Recreational Opportunities
Attract Retirees
Create jobs fro graduates
Attract high-tech industries
Wenatchee Valley College
Create light industrial area
Improve opportunity for home based business

Involve Latino population in future development of the city

Threats

Fish by-pass around dam
City's decrease in revenue
Endangered Species Act
State lack of recognition on water rights
Private sector sale of water rights
Obtain legal status for local workers
Age and condition of existing buildings
Fluctuation in agricultural markets
State mandates, especially regarding water and sewer
Commercial building converted to residential

The "Focus" identifies the areas of concern that should be first priority for the community to meet its economic development goals.

Focus

Identity- (Develop a community identity)
Recreation-Attract tourists and new residents
Hotel/motel/restaurant
Light Industrial area/infrastructure
Community Watch

APPENDIX D: LAND USE AND POPULATION ANALYSIS

Based on the assumptions for growth and development found in the Bridgeport Urban Area Comprehensive Plan, the following is an analysis of future land uses within the Bridgeport UGA.

Population Projection and Allocation...

	2000 Census	2005 Projection	2010 Projection	2015 Projection	2022 Projection
County Total	32,603	37,915	43,227	48,539	53,850
Rural Areas	6,502	7,582	8,663	9,744	10,824
GEWA UGA	21,304	24,969	28,634	32,299	35,964
Bridgeport UGA	2,093	2,331	2,569	2,807	3,046
Coulee Dam UGA	125	134	144	153	162
Mansfield UGA	329	356	383	411	438
Rock Island UGA	1,065	1,243	1,421	1,599	1,777
Waterville UGA	1,163	1,282	1,401	1,520	1,639

Projected Housing Units...

The following table identifies the housing unit projections developed by Douglas County Transportation and Land Services in 2002 (adopted January 2003) based on the 2000 US Census.

Jurisdiction	2000 Census Persons per Household	2000 Census Housing Units	2005 - Total Projected Housing Units	2010 - Total Projected Housing Units	2015 - Total Projected Housing Units	2020 - Total Projected Housing Units	2022 - Total Projected Housing Units	Increase Housing Units: 2000 - 2022
Douglas County	2.76	11,726	14,086	15,686	17,423	19,026	19,511	7,785
East Wenatchee UGA	2.756	8,166	9,212	10,258	11,394	12,442	12,759	4,593
Bridgeport UGA	2.064	777	1,205	1,343	1,491	1,628	1,670	893
Coulee Dam UGA	2.601	59	59	-	-	-	-	-
Mansfield UGA	2.226	174	175	195	216	236	242	68
Rock Island UGA	3.066	355	418	466	518	565	580	225
Waterville UGA	2.673	481	524	583	648	707	725	244

Using a figure of 2.064 persons per household and the projected population of 3046 people in the year 2022, the projection is for a total housing unit count of 1,670, or 893 new units (more than double the number as of 2000). In researching amendments to the Bridgeport Urban Area Comprehensive Plan, it was discovered that the persons per household number used in this calculation is incorrect: the correct number for “average household size” is 3.3 persons per household. Using this number, the total projected housing units for the projected population of 3046 in the year 2022 would be 923, or 146 new housing units. If an assumption is made that there are adequate housing units for the existing population of 2093, and that only the 953 new residents in 2022 will need housing units, with 3.3 persons per household, 293 new housing units will be needed. Because it appears more feasible that the number of total housing units would increase by 38% as opposed to 115%, this analysis considers the projected total housing units to be 1070 (777 existing + 293 new).

2002 Existing Land Use and Housing Units

Land Use	Acres	% of Total
Single-Family	172	16.5%
Manufactured Home	30	3%
Manufactured Home Park	33	3%
Multi-Family	11	1%
Commercial	15	1%
Industrial	0	0%
Public	153	15%
Quasi-Public	5	.5%
Agriculture	246	24%
Vacant	158	15
Subtotal of Parcels	823	-
Calculated ROW	216	21%
Totals	1039	100%

2002 Existing Housing Unit Types...

TYPE	NUMBER	PERCENT
Single Family	375	48%
Manufactured Home	139	18%
Manufactured Home Park	148	19%
Multi Family	85	11%
Other	29	4%
Totals	777	100%

In the table above, “Other” was used as a tool to categorize housing units that are found in buildings that were not originally built for residential purposes. During the construction 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 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 66% to 30%. The “other” units account for 4% of the housing stock. In calculating this number, the

manufactured home parks were considered multi family, whereas the manufactured homes on individual lots were considered single family. Because of implementation of policies and regulations, it is not anticipated that any further growth in the “other” type of housing units will occur, thereby resulting in an overall decrease in the 4% to 2.7% ($29/1070 \times 100$). It is also assumed that of the 293 new housing units, the ratio of single family and multifamily units will be similar, at 68% and 32%, 200 and 93, respectively.

Assessment of Urban Services Capacity...

Sewer...Based on recent improvements and an annual maintenance program, the City’s wastewater collection system is in good shape and is adequate for estimated growth, except for any expansion into areas not currently served. In these instances, the developer will be required to extend the mains necessary for their development, with opportunities to partner with the City where up-sizing mains would be beneficial. As identified in the Capital Facilities Element, the wastewater treatment plant may be nearing the threshold of 85% capacity, at which point the Washington State Department of Ecology requires a wastewater facilities plan be completed to identify and prioritized improvements to the system. As future planning and improvements are considered and evaluated, the growth projections in the comprehensive plan will be used as the foundation, and it is the position of the City of Bridgeport that the wastewater collection and treatment system will be adequate for future growth, as it occurs.

Water...The City’s recently completed Water System Plan identifies system deficiencies and required improvements, which the City is moving forward with implementing on a regular basis. It is anticipated that the water system will be the focus of efforts to improve service and address deficiencies in a manner intended to meeting and/or exceed current and future regulations. As future planning and improvements are considered and evaluated the growth projections in the comprehensive plan will be used as the foundation, and it is the position of the City of Bridgeport that the water system will be adequate for future growth, as it occurs.

Transportation...The City of Bridgeport is fortunate to have a well-maintained circulation system currently in place. After the recent adoption of street standards, as new development occurs, the streets necessary to serve that new development will be required of the project proponent. Additionally, the City has been fortunate enough to have taken advantage of numerous state and federal street programs such as the Washington State Department of Transportation’s Small Cities Pavement Preservation program, and it expects to continue a regular program of pavement preservation on the existing streets within the community.

Police...The City of Bridgeport currently contracts with the Douglas County Sheriff’s Department for law enforcement services. As the Sheriff’s Department continues to request increases in

payment for services, the community will continue to evaluate their available revenue and the corresponding level of service for law enforcement.

Fire/Emergency Medical...The City of Bridgeport maintains a Fire Department, and it recently created an ambulance utility that funds the operations of the emergency medical response team. The surrounding rural Douglas County Fire District #7 has mutual aid agreements with the City, and there is some discussion of increasing the boundaries of the ambulance utility to allow for better provision of emergency medical services in the surrounding rural areas of the County.

Schools...The City of Bridgeport actively participates with the School District, and will continue to encourage and provide information to the School District regarding growth and development to assist them in their capital facility planning.

Land Use Designations and Ratios...

LAND USE DESIGNATION	ACRES	% OF TOTAL
Single Family Residential	484	43%
Mixed Family Residential	84	7%
Multi Family Residential	134	12%
Central Business	30	3%
Tourist Commercial	66	6%
Traffic Commercial	58	5%
Public	228	20%
Light Industrial	0	0%
General Industrial	47	4%
TOTAL	1132	100%

Vacant Land Determination...

Land Use Designation	Vacant Acres	Percent of Total Vacant Land
Single Family Residential	85	40%
Mixed Family Residential	20	10%
Multi Family Residential	45	22%
Central Business	2	1%
Tourist Commercial	13	6%
Traffic Commercial	18	9%
Public	25	12%

Land Use Designation	Vacant Acres	Percent of Total Vacant Land
Light Industrial	0	0%
General Industrial	0	0%
Total...	208	100%

Agricultural Land Determination...

Land Use Designation	Acres in Ag	Percent of Total Ag Land
Single Family Residential	211	92%
Mixed Family Residential	1	0%
Multi Family Residential	17	7%
Central Business	0	0%
Tourist Commercial	0	0%
Traffic Commercial	0	0%
Public	0	0%
Light Industrial	0	0%
General Industrial	3	1%
Total...	232	100%

According to the tables above, in the residential areas approximately 150 acres of vacant land are available for residential development, while 229 acres of agricultural land are available.

Residential Density Determination...

The densities that are currently identified within the comprehensive plan are as follows:

- Single Family Low Density = maximum of 8 units per acre for existing platted residential lots and 4 units/acre for future platted lots, for an average of 6 units per acre.
- Mixed SF/MF Medium Density = maximum of 8 units per acres
- Multi Family High Density = maximum of 20 units per acre.
- Tourist Commercial = mixed use district with primarily tourist, recreational and commercial uses, including short-term stay facilities, with only limited residential development.

Other than incidental caretakers residences and existing residential structures, no further dwelling units will be located in any of the remaining land use designations. Currently, the overall density of

housing units in the areas used for residential purposes is 2.6 units per acre. The average density for future residential development is assumed to remain constant for the following reasons:

- With a few small exceptions, the community is already platted.
- The large blocks of productive agricultural use on the southern edge of the community are expected to convert to residential uses slower than those areas of the community that are already platted and served by public infrastructure.
- There are steep slopes that border the community running from north west to south east.

Analysis of Land Necessary for Residential Growth...

Using the projected new housing units identified above (200 single family units, 93 multi family units), and the assumed future density of residential development, a determination of the land necessary for residential development can be calculated. For 293 dwelling units, at an average density of 2.6 units per acre, approximately 113 acres is needed. To these basic numbers a market factor (25%) is added to ensure that an adequate supply of land is available; and a right-of-way factor (21%) is added to accommodate for necessary streets and other infrastructure to support the development. The market factor of 25% is assumed as a means of ensuring that housing remains affordable, by the City of Bridgeport standards, by not over-inflating land costs due to limited supply. The right-of-way factor of 21% is assumed for Bridgeport based on the existing ratio of right-of-way and because a large share of the community is already platted in a consistent pattern and configuration. Using these factors, the following land is necessary for residential growth in Bridgeport for the planning horizon:

113 acres
+25% = 141 acres
+21% = 171 acres

Assessment of Vacant residential land capacity in current UGA...

In analyzing the land available for residential development, the following assumptions are made with regard to the rate of conversion from vacant and agricultural land:

- 70% of vacant land in residential designations will be available for residential development;
- 40% of agricultural land in residential designation will be available for residential development;
- Within the Tourist Commercial area, 50% of the area available for development will be used for residential uses, with the remaining area developing into tourist commercial uses.

Using these assumptions and the information in the tables above, the following land base is projected as being available within the UGA for residential development:

- Single Family: (70% of 85=) 60 acres (vacant) + (40% of 211=) 84 acres (ag) = 144 acres
 - Mixed Family: (70% of 21=) 15 acres (vacant) + (40% of 1=) 0 acres (ag) = 15 acres
 - Multi Family: (70% of 45=) 32 acres (vacant) + (40% of 17=) 7 acres (ag) = 39 acres
 - Tourist Commercial: (50% of 13=) 7 acres (vacant) + (50% of 0=) 0 acres (ag) = 7 acres
- Total = 205 acres

Assessment of Land Use Ratios...

In reviewing the analysis provided above, it appears that Bridgeport has an appropriate amount of land designated for residential development for the planning horizon. In addition to the residential designations, Bridgeport has provided significant areas for public use to encourage public, quasi-public and private recreational activities intended to draw people in to the area. For these reasons the City believes the land use designations are supportive of the goals and policies in the comprehensive plan.

UGA Location...

It is the position of the City of Bridgeport that the UGA identified in the comprehensive plan is consistent with the Growth Management Act and the Douglas County Regional Policy Plan. The UGA is located in such a manner that it encompasses the existing city limits and existing urban development. As proposed herein, the UGA seeks to perfect the location of the existing UGA based on recently available electronic parcel information: the proposed UGA is essentially the same as the existing, but is more respectful of existing parcel boundaries and property ownerships. The only additional areas added to the UGA include an area that is owned and maintained by the US Army Corps of Engineers at the Chief Joseph Dam Project Office, and land on the southerly boundary that is encumbered by steep slopes and rocky soils (this is area added based on property boundaries). Neither of these areas is anticipated to add any new significant land area for residential development. Lastly, it is not believed that any of the added areas to the UGA are designated as agricultural land of long term significance. In reviewing the existing Douglas County Land Use Designations Map, it appears the only designation affected is a Rural Resource 20.

APPENDIX E: STREET CONDITION INVENTORY

The following table presents a more detailed inventory of the streets, as obtained from field surveys, individual plats, and City vacation ordinances.

Street	R-O-W	Miles/Feet ⁸	Surface	Condition
1st Street	80'	.09/460	Dirt	GOOD
2nd Street	80'	.09/460	BST ⁹	POOR
3rd Street	80'	.09/460	BST	POOR
4th Street	80'	.09/460	BST	POOR
* 5th Street	80'	.11/570	520' = BST 50' = U ¹⁰	POOR
* 6th Street	80'	.13/710	BST	POOR
* 7th Street	80'	.13/710	BST	POOR
* 8th Street	80'	.07/380	300' = Dirt 80' = U	FAIR
9th Street	80'	.16/850	750' = BST 100' = U	POOR
10th Street	80'	.23/1200	BST	GOOD
* 11th Street	.10 mile = 50'	.44/2300	1340' = BST 360' = U	GOOD
.34 mile = 80'				
12th Street	80'	.25/1320	BST	FAIR
13th Street ¹¹	80'	.17/890	BST	FAIR
14th Street ¹¹	80'	.24/1250	BST	POOR
15th Street ¹²	80'	.28/1470	BST	FAIR
16th Street	80'	.55/2910	BST	POOR/GOOD
* 17th Street ¹¹	80'	.28/1480	BST	POOR
* 18th Street ¹³	80'	.08/430	BST	POOR
18th Way	60'	.05/260	BST	POOR
* 19th Street ¹¹	.13 mile = 35'	.26/1400	BST	GOOD
	.08 mile = 60'			
	.05 mile = 80'			
20th Street ¹¹	.09 mile = 45'	.18/970	BST	FAIR
	.04 mile = 55'			
	.05 = 80'			
21st Street ¹¹	.02 mile = 50'	.10/530	BST	FAIR
	.08 mile = 80'			

⁸ Approximate platted length, minus the recorded street vacations. The intersections, which are common to the Avenues and Streets, are included in the figures for the Avenues and subtracted from the figures for the Streets.

⁹ Bituminous Surface Treatment.

¹⁰ Unimproved Surface.

¹¹ Measurement is from the Columbia River to Raymond Avenue only.

¹² Measurement is from the Columbia River to the north edge of the cemetery only.

¹³ Measurement is between Tacoma and Foster Avenues only.

Street	R-O-W	Miles/Feet ⁸	Surface	Condition
22nd Street	.04 mile = 45'	.13/710	530' = BST	FAIR
	.09 mile = 50'		180' = U	
23rd Street	50'	.05/240	BST	FAIR
24th Street	60'	.18/960	820' = BST	POOR
25th Street	50'	.05/240	BST	POOR
26th Street	50'	.08/440	BST	POOR
27th Street	50'	.08/440	BST	POOR
* Jefferson Ave	.65 mile = 80'	1.15/6120	BST	POOR
	.51 mile = 100'			
Fairview Ave	.19 mile = 50'	1.49/7870	BST	GOOD
	1.2 mile = 60'			
	.1 mile = 80'			
Columbia Ave	.19 mile = 50'	1.59/8400	BST	GOOD
	1.4 mile = 80'		ACP	
* Foster Ave	.71 mile = 50'	1.62/8550	BST	POOR
	.91 mile = 80'			
Douglas Ave	80'	1.17/6170	ACP	GOOD
* Tacoma Ave	80'	.64/3370	BST	GOOD
Fisk Ave	80'	.42/2200	BST	FAIR
Raymond Ave	80'	.48/2520	BST	GOOD
Washington	60'	.16/840	240' = BST	POOR
			600' = U	
Conklin Ave	35'	.12/650	BST	POOR
Railroad Ave	30'	.08/400	BST	GOOD
Columbia Blvd	50'	.27/1400	BST	GOOD
Maple Street	80'	.27/1400	BST	GOOD
Monroe Ave	80'	.60/3168	BST	FAIR
* Cullin Ave	80'	.22/1180	U	POOR
Lincoln Ave	80'	.63/3320	U	-
Ferris Ave	80'	.46/2440	U	-
Ord Ave	80'	.22/1140	U	
13th Street ¹⁴	80'	.06/300	U	-
14th Street ¹⁴	80'	.21/1100	U	-
15th Street ¹⁴	80'	.27/1430	U	-
17th Street ¹⁴	80'	.02/130	U	-
18th Street ¹⁴	80'	.18/930	U	-
19th Street ¹⁴	80'	.24/1280	U	-
* 20th Street ¹⁴	80'	.26/1350	U	-
21st Street ¹⁴	80'	.20/1070	BST	GOOD

* = Parts of right-of-way have been vacated; please see City ordinances for specifics.

¹⁴ Measurement is from Raymond Avenue to the south City Limits.

APPENDIX F: CRITICAL AREAS

All of the following data was provided by the United States Department of Agriculture - Natural Resources Conservation Service, Soils Reports March 2006.

Permeability Class - Dominant Soil

Top Depth : 0

Bottom Depth : 0

Rating : Slowest

Soil permeability is the quality of the soil that enables water or air to move through it. Historically soil survey has used permeability as term for saturated hydraulic conductivity (Ksat). Saturated hydraulic conductivity is measured as the amount of water that would move vertically through a unit area of saturated soil in unit time under hydraulic gradient. Ksat is expressed as micrometers per second.

Permeability classes for Ksat values are: very rapid 141 - 705, rapid 42 - 141, moderately rapid 14 - 42, moderate 4 - 14, moderately slow 1.4 - 4, slow 0.42 - 1.4, very slow 0.01 - 0.42, impermeable 0.00 - 0.01.

Soil Survey: Douglas County, Washington

Survey Status: Update

Correlation Date: 02/01/1998

Distribution Date: 11/21/2002

Map Symbol	Soil Name	Rating
60	BEVERLY COBBLY FINE SANDY LOAM, 0 TO 8 PERCENT SLOPES	28.200001
71	BURBANK LOAMY FINE SAND, 0 TO 8 PERCENT SLOPES	91.699997
72	BURBANK LOAMY FINE SAND, 8 TO 25 PERCENT SLOPES	91.699997
79	CASHMERE FINE SANDY LOAM, 0 TO 3 PERCENT SLOPES	28.200001
80	CASHMERE FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES	28.200001
81	CASHMERE FINE SANDY LOAM, 8 TO 15 PERCENT SLOPES	28.200001
87	CASHMONT GRAVELLY SANDY LOAM, 3 TO 8 PERCENT SLOPES	28.200001
88	CASHMONT GRAVELLY SANDY LOAM, 8 TO 15 PERCENT SLOPES	28.200001
90	CASHMONT SANDY LOAM, 3 TO 8 PERCENT SLOPES	28.200001
91	CASHMONT SANDY LOAM, 8 TO 15 PERCENT SLOPES	28.200001
146	DURIXEROLLS-HALAUQUEPTS COMPLEX, NEARLY LEVEL TO ROLLING	28.200001
154	ELLISFORDE FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES	28.200001

Map Symbol	Soil Name	Rating
222	LOGY COBBLY SANDY LOAM, 3 TO 15 PERCENT SLOPES	28.200001
256	PESHASTIN FINE SANDY LOAM, 15 TO 30 PERCENT SLOPES	28.200001
260	PESHASTIN STONY FINE SANDY LOAM, 30 TO 60 PERCENT SLOPES	28.200001
261	POGUE FINE SANDY LOAM, 0 TO 3 PERCENT SLOPES	28.200001
262	POGUE FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES	28.200001
264	POGUE GRAVELLY FINE SANDY LOAM, 8 TO 15 PERCENT SLOPES	28.200001
266	POGUE COBBLY FINE SANDY LOAM, 0 TO 15 PERCENT SLOPES	28.200001
268	POGUE EXTREMELY STONY FINE SANDY LOAM, 3 TO 25 PERCENT SLOPES	28.200001
274	QUINCY LOAMY FINE SAND, 0 TO 15 PERCENT SLOPES	91.699997
277	QUINCY-ELLISFORDE-CASHMERE COMPLEX, 30 TO 60 PERCENT SLOPES	91.699997
342	SKAHA COBBLY LOAMY SAND, 0 TO 8 PERCENT SLOPES	91.699997
356	SOAPLAKE-ROOSEVELT-ROCK OUTCROP COMPLEX, 0 TO 30 PERCENT SLOPES	28.200001
357	SOAPLAKE-ROOSEVELT-ROCK OUTCROP COMPLEX, 30 TO 65 PERCENT SLOPES	28.200001
427	TORRIORTHENTS, VERY STEEP	28.200001
486	XEROFLUVENTS, NEARLY LEVEL TO STRONGLY SLOPING	91.699997

Hydrologic Group - Dominant Condition

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are placed into four groups A, B, C, and D, and three dual classes, A/D, B/D, and C/D. Definitions of the classes are as follows:

A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have

moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

Dual hydrologic groups, A/D, B/D, and C/D, are given for certain wet soils that can be adequately drained. The first letter applies to the drained condition, the second to the undrained. Only soils that are rated D in their natural condition are assigned to dual classes.

Soil Survey: Douglas County, Washington

Survey Status: Update

Correlation Date: 02/01/1998

Distribution Date: 11/21/2002

Map Symbol	Soil Name	Rating
60	BEVERLY COBBLY FINE SANDY LOAM, 0 TO 8 PERCENT SLOPES	B
71	BURBANK LOAMY FINE SAND, 0 TO 8 PERCENT SLOPES	A
72	BURBANK LOAMY FINE SAND, 8 TO 25 PERCENT SLOPES	A
79	CASHMERE FINE SANDY LOAM, 0 TO 3 PERCENT SLOPES	B
80	CASHMERE FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES	B
81	CASHMERE FINE SANDY LOAM, 8 TO 15 PERCENT SLOPES	B
87	CASHMONT GRAVELLY SANDY LOAM, 3 TO 8 PERCENT SLOPES	B
88	CASHMONT GRAVELLY SANDY LOAM, 8 TO 15 PERCENT SLOPES	B
90	CASHMONT SANDY LOAM, 3 TO 8 PERCENT SLOPES	B
91	CASHMONT SANDY LOAM, 8 TO 15 PERCENT SLOPES	B
146	DURIXEROLLS-HALAUQUEPTS COMPLEX, NEARLY LEVEL TO ROLLING	C
154	ELLISFORDE FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES	B
222	LOGY COBBLY SANDY LOAM, 3 TO 15 PERCENT SLOPES	B
256	PESHASTIN FINE SANDY LOAM, 15 TO 30 PERCENT SLOPES	B

Map Symbol	Soil Name	Rating
260	PESHASTIN STONY FINE SANDY LOAM, 30 TO 60 PERCENT SLOPES	B
261	POGUE FINE SANDY LOAM, 0 TO 3 PERCENT SLOPES	B
262	POGUE FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES	B
264	POGUE GRAVELLY FINE SANDY LOAM, 8 TO 15 PERCENT SLOPES	B
266	POGUE COBBLY FINE SANDY LOAM, 0 TO 15 PERCENT SLOPES	B
268	POGUE EXTREMELY STONY FINE SANDY LOAM, 3 TO 25 PERCENT SLOPES	B
274	QUINCY LOAMY FINE SAND, 0 TO 15 PERCENT SLOPES	A
277	QUINCY-ELLISFORDE-CASHMERE COMPLEX, 30 TO 60 PERCENT SLOPES	A
306	RUBBLE LAND-ROCK OUTCROP COMPLEX, VERY STEEP	A
342	SKAHA COBBLY LOAMY SAND, 0 TO 8 PERCENT SLOPES	A
356	SOAPLAKE-ROOSEVELT-ROCK OUTCROP COMPLEX, 0 TO 30 PERCENT SLOPES	D
357	SOAPLAKE-ROOSEVELT-ROCK OUTCROP COMPLEX, 30 TO 65 PERCENT SLOPES	D
427	TORRIORTHENTS, VERY STEEP	A
486	XEROFLUVENTS, NEARLY LEVEL TO STRONGLY SLOPING	A

Dwellings With Basements - Dominant Condition

Dwellings with basements are structures built on shallow foundations on undisturbed soil. The ratings are based on soil properties, site features, and observed performance of the soils. A high water table, flooding, shrinking and swelling, and organic layers can cause the movement of footings. A high water table, depth to bedrock or to a cemented pan, large stones, slope, and flooding affect the ease of excavation and construction. Landscaping and grading that require cuts and fills of more than 5 or 6 feet are not considered.

The limitations are considered not limiting if soil properties and site features are generally favorable for the indicated use and limitations are minor and easily overcome. A somewhat limiting limitation indicates soil properties or site features are not favorable for the indicated use and special planning, design, or maintenance is needed to overcome or minimize the limitations. A very limiting limitation indicates soil properties or site features are so unfavorable or so difficult to overcome that special design, significant increases in construction costs, and possibly increased maintenance are required. Special feasibility studies may be required where the soil limitations are very limiting.

Soil Survey: Douglas County, Washington

Survey Status: Update

Correlation Date: 02/01/1998

Distribution Date: 11/21/2002

Map

Symbol	Soil Name	Rating	Dominant Component(s) and Reason(s)
60	BEVERLY COBBLY FINE SANDY LOAM, 0 TO 8 PERCENT SLOPES	Very limited	Component - BEVERLY (85%) <ul style="list-style-type: none">• Flooding
71	BURBANK LOAMY FINE SAND, 0 TO 8 PERCENT SLOPES	Not limited	
72	BURBANK LOAMY FINE SAND, 8 TO 25 PERCENT SLOPES	Very limited	Component - BURBANK (85%) <ul style="list-style-type: none">• Slope
79	CASHMERE FINE SANDY LOAM, 0 TO 3 PERCENT SLOPES	Not limited	
80	CASHMERE FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES	Not limited	
81	CASHMERE FINE SANDY LOAM, 8 TO 15 PERCENT SLOPES	Somewhat limited	Component - CASHMERE (85%) <ul style="list-style-type: none">• Slope
87	CASHMONT GRAVELLY SANDY LOAM, 3 TO 8 PERCENT SLOPES	Very limited	Component - CASHMONT (85%) <ul style="list-style-type: none">• Flooding
88	CASHMONT GRAVELLY SANDY LOAM, 8 TO 15 PERCENT SLOPES	Very limited	Component - CASHMONT (85%) <ul style="list-style-type: none">• Flooding• Slope
90	CASHMONT SANDY LOAM, 3 TO 8 PERCENT SLOPES	Very limited	Component - CASHMONT (85%) <ul style="list-style-type: none">• Flooding
91	CASHMONT SANDY LOAM, 8 TO 15 PERCENT SLOPES	Very limited	Component - CASHMONT (85%) <ul style="list-style-type: none">• Flooding• Slope

Map Symbol	Soil Name	Rating	Dominant Component(s) and Reason(s)
146	DURIXEROLLS- HALAQUEPTS COMPLEX, NEARLY LEVEL TO ROLLING	Very limited	Component - DURIXEROLLS (30%) <ul style="list-style-type: none"> • Flooding • Depth to thin cemented pan Component - DURIXEROLLS, MOIST (25%) <ul style="list-style-type: none"> • Flooding • Depth to saturated zone Component - HALAQUEPTS (25%) <ul style="list-style-type: none"> • Flooding • Depth to saturated zone
154	ELLISFORDE FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES	Not limited	
222	LOGY COBBLY SANDY LOAM, 3 TO 15 PERCENT SLOPES	Somewhat limited	Component - SAGEHILL (85%) <ul style="list-style-type: none"> • Slope
256	PESHASTIN FINE SANDY LOAM, 15 TO 30 PERCENT SLOPES	Very limited	Component - PESHASTIN (85%) <ul style="list-style-type: none"> • Slope
260	PESHASTIN STONY FINE SANDY LOAM, 30 TO 60 PERCENT SLOPES	Very limited	Component - PESHASTIN (85%) <ul style="list-style-type: none"> • Slope • Content of large stones
261	POGUE FINE SANDY LOAM, 0 TO 3 PERCENT SLOPES	Not limited	
262	POGUE FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES	Not limited	
264	POGUE GRAVELLY FINE SANDY LOAM, 8 TO 15 PERCENT SLOPES	Somewhat limited	Component - POGUE (85%) <ul style="list-style-type: none"> • Slope
266	POGUE COBBLY FINE SANDY LOAM, 0 TO 15 PERCENT	Not limited	

Map Symbol	Soil Name	Rating	Dominant Component(s) and Reason(s)
	SLOPES		
268	POGUE EXTREMELY STONY FINE SANDY LOAM, 3 TO 25 PERCENT SLOPES	Somewhat limited	Component - POGUE (85%) • Slope
274	QUINCY LOAMY FINE SAND, 0 TO 15 PERCENT SLOPES	Not limited	
277	QUINCY-ELLISFORDE-CASHMERE COMPLEX, 30 TO 60 PERCENT SLOPES	Very limited	Component - QUINCY (55%) • Slope Component - ELLISFORDE (20%) • Slope Component - CASHMERE (15%) • Slope
306	RUBBLE LAND-ROCK OUTCROP COMPLEX, VERY STEEP	Very limited	Component - RUBBLE LAND (50%) • Slope • Content of large stones
342	SKAHA COBBLY LOAMY SAND, 0 TO 8 PERCENT SLOPES	Somewhat limited	Component - SKAHA (85%) • Content of large stones
356	SOAPLAKE-ROOSEVELT-ROCK OUTCROP COMPLEX, 0 TO 30 PERCENT SLOPES	Very limited	Component - SOAPLAKE (40%) • Depth to hard bedrock • Slope Component - ROOSEVELT (30%) • Depth to hard bedrock • Slope
357	SOAPLAKE-ROOSEVELT-ROCK OUTCROP COMPLEX, 30 TO 65 PERCENT SLOPES	Very limited	Component - SOAPLAKE (50%) • Slope • Depth to hard bedrock Component - ROOSEVELT (25%) • Slope • Depth to hard bedrock
427	TORRIORTHENTS, VERY STEEP	Very limited	Component - TORRIORTHENTS (80%) • Slope • Content of large stones
458	WATER	Not Rated	Component - WATER (100%)

Map Symbol	Soil Name	Rating	Dominant Component(s) and Reason(s)
486	XEROFLUVENTS, NEARLY LEVEL TO STRONGLY SLOPING	Very limited	<ul style="list-style-type: none"> • Not Rated; Slope • Not Rated; Fragments > 75mm Component - XEROFLUVENTS (80%) <ul style="list-style-type: none"> • Flooding • Content of large stones

Flooding Frequency Class - Dominant Soil

Beginning Month : January

Ending Month : December

Flooding is the temporary covering of the soil surface by flowing water from any source, such as streams overflowing their banks, runoff from adjacent or surrounding slopes, inflow from high tides, or any combination of sources. Flooding Frequency Class are based on the interpretation of soil properties and other evidence gathered during soil survey field work. Flooding frequency class is the number of times flooding occurs over a period of time and expressed as a class.

The classes are:

NONE, no reasonable possibility of flooding, near 0 percent chance of flooding in any year or less than 1 time in 500 years.

VERY RARE, flooding is very unlikely but possible under extremely unusual weather conditions, less than 1 percent change of flooding in any year or less than 1 time in 100 years but more than 1 time in 500 years.

RARE, flooding unlikely but possible under unusual weather conditions, 1 to 5 percent change of flooding in any year or nearly 1 to 5 times in 100 years.

OCCASIONAL, flooding is expected infrequently under usual weather conditions, 5 to 50 percent change of flooding in any year or 5 to 50 times in 100 years.

FREQUENT, flooding is likely to occur often under usual weather conditions, more than 50 percent change of flooding in any year or more than 50 times in 100 years, but less than 50 percent change of flooding in all months in any year.

VERY FREQUENT, flooding is likely to occur very often under usual weather conditions, more than 50 percent chance of flooding in all months of any year.

Soil Survey: Douglas County, Washington

Survey Status: Update

Correlation Date: 02/01/1998

Distribution Date: 11/21/2002

Map

Symbol	Soil Name	Rating
60	BEVERLY COBBLY FINE SANDY LOAM, 0 TO 8 PERCENT SLOPES	Rare
71	BURBANK LOAMY FINE SAND, 0 TO 8 PERCENT SLOPES	None
72	BURBANK LOAMY FINE SAND, 8 TO 25 PERCENT SLOPES	None
79	CASHMERE FINE SANDY LOAM, 0 TO 3 PERCENT SLOPES	None
80	CASHMERE FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES	None
81	CASHMERE FINE SANDY LOAM, 8 TO 15 PERCENT SLOPES	None
87	CASHMONT GRAVELLY SANDY LOAM, 3 TO 8 PERCENT SLOPES	Rare
88	CASHMONT GRAVELLY SANDY LOAM, 8 TO 15 PERCENT SLOPES	Rare
90	CASHMONT SANDY LOAM, 3 TO 8 PERCENT SLOPES	Rare
91	CASHMONT SANDY LOAM, 8 TO 15 PERCENT SLOPES	Rare
146	DURIXEROLLS-HALAUQUEPTS COMPLEX, NEARLY LEVEL TO ROLLING	Rare
154	ELLISFORDE FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES	None
222	LOGY COBBLY SANDY LOAM, 3 TO 15 PERCENT SLOPES	None
256	PESHASTIN FINE SANDY LOAM, 15 TO 30 PERCENT SLOPES	None
260	PESHASTIN STONY FINE SANDY LOAM, 30 TO 60 PERCENT SLOPES	None
261	POGUE FINE SANDY LOAM, 0 TO 3 PERCENT SLOPES	None
262	POGUE FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES	None
264	POGUE GRAVELLY FINE SANDY LOAM, 8 TO 15 PERCENT SLOPES	None
266	POGUE COBBLY FINE SANDY LOAM, 0 TO 15 PERCENT SLOPES	None
268	POGUE EXTREMELY STONY FINE SANDY LOAM, 3 TO 25 PERCENT SLOPES	None
274	QUINCY LOAMY FINE SAND, 0 TO 15 PERCENT SLOPES	None
277	QUINCY-ELLISFORDE-CASHMERE COMPLEX, 30 TO 60 PERCENT SLOPES	None
306	RUBBLE LAND-ROCK OUTCROP COMPLEX, VERY STEEP	None
342	SKAHA COBBLY LOAMY SAND, 0 TO 8 PERCENT SLOPES	None
356	SOAPLAKE-ROOSEVELT-ROCK OUTCROP COMPLEX, 0 TO 30 PERCENT SLOPES	None
357	SOAPLAKE-ROOSEVELT-ROCK OUTCROP COMPLEX, 30 TO 65	None

Map Symbol	Soil Name	Rating
	PERCENT SLOPES	
427	TORRIORTHENTS, VERY STEEP	None
486	XEROFLUVENTS, NEARLY LEVEL TO STRONGLY SLOPING	Frequent

OTHER CRITICAL AREA BACKGROUND

Aquifer Recharge

Source- USGS. Part of the National Water Quality Assessment Program- Central Columbia Plateau-Yakima River Basin:

“During Cycle I of NAWQA, most of the work within the CCYK study unit focused on assessing the status and trends in the quality of freshwater streams and aquifers, and to provide a sound understanding of the natural and human factors that affect the quality of these resources (see Publications).

During Cycle II, most of the program's effort will be on examining water quality trends, understanding the mechanisms by which contaminants move through hydrologic systems and characterizing the potential effects of contaminants and other water-quality disturbances on humans and aquatic ecosystems. To describe water quality trends, previous surface water and groundwater sites will be re-examined to characterize decadal changes. To understand the mechanisms affecting the transport of contaminants through the hydrologic system and their potential impacts within the study unit, two topical studies will be performed (see Scientific Topics). These topical studies will include the Agricultural Chemical Transport Study (ACTS) designed to understand the transport of agricultural chemicals through the groundwater and surface water and the Nutrient Enrichment Effects (NEET) study designed to examine the response of aquatic biota to varying levels of nutrients as a result of natural and management conditions. The majority of this work will be conducted between 2002 and 2005.”

Geologic hazards

Statewide Volcanic Hazards layer (WDNR)

Liquefaction Susceptibility and Site Class Maps for Washington State

by Stephen P. Palmer, Sammantha L. Magsino, Eric L. Bilderback, James L. Poelstra, Derek S. Folger, and Rebecca A. Niggemann Washington State Department of Natural Resources, Division of Geology and Earth Resources

Site class designations defined in Building Seismic Safety Council (1997).

Site class	Average shear wave velocity in the upper 100 feet (30m)	Rock or soil category
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Site class	Average shear wave velocity in the upper 100 feet (30m)	Rock or soil category
A	Greater than 5000 ft/sec (greater than 1520 m/sec)	Hard rock
A-B		Hard rock-rock
B	2500 to 5000 ft/sec (760 to 1520 m/sec)	Rock
B-C		Soft rock
C	1200 to 2500 ft/sec (360 to 760 m/sec)	Very stiff soil or soft rock
C-D		Very to stiff soil
D	600 to 1200 ft/sec (180 to 360 m/sec)	Stiff soil
D-E		Stiff to soft soil
E	E less than 600 ft/sec (less than 180 m/sec)	Soft soil
F	soils susceptible to potential failure under seismic loading, such as liquefiable soils or sensitive clays, peats, or organic clays thicker than 10 ft (3 m); thick sections of clays; special category indicating a geotechnical evaluation should be performed to assess amplification potential	Geohaz Report

Liquefaction susceptibility categories

High	Low to moderate	Bedrock
Moderate to high	Low	Water
Moderate	Very low	

APPENDIX G: FINANCIAL ANALYSIS

This analysis is based on actual revenues and expenditures from 2002 through 2005. The analysis looks at the patterns in the various accounts and attempts to discern trends in the revenues generated and expenses paid. The budget for the City of Bridgeport has been affected in the past decade based on tax initiatives, court decisions, and legislative acts.

The following analysis was based on various projection factors, all listed below. Projection factors are assigned to each item in a fund in the Excel spreadsheets that accompany this analysis.

Due to careful budgeting over many years, the City of Bridgeport has maintained stable accounts. Though recent changes in state law have caused budgeting difficulties, the City is able to absorb some of the impacts in the Current Expense, City Street, and Sewer-Water funds. This is due to the fact that the funds have maintained positive balances and been able to generate interest income. Additionally, the City has remained relatively debt-free. Existing debts are contained in reserve accounts and do not impact the Current Expense account. Because the City has operated in the black and carries only small debts, it maintains good bonding capacity. This helps ensure that emergency needs can be met even if funds are not available from general or reserve accounts.

Current Expense Fund

The current expense fund is a large and complex account. Revenues come from several sources and support a wide variety of the city's operating expenses.

TABLE 7: Current Expense Fund

	2002 Actual	2003 Actual	2004 Actual	2005 Actual	2006 Budgeted
Beginning Balance	372,124	389,067	360,372	363,305	375,000
Taxes	171,803	206,285	275,325	248,407	229,426
Licenses and Permits	7,106	6,966	11,808	8,514	7,300
Intergovernmental	192,912	164,175	90,505	126,740	35,800
Charges for Goods & Services	27,955	29,796	27,258	23,259	10,700
Fines and Forfeits	4,986	4,096	4,244	1,010	200
Miscellaneous	55,558	54,841	51,162	61,778	38,100
Other Financing Sources	12,567	4,227	0	0	0
Total Actual Revenue	472,887	470,386	460,302	469,708	321,526

	2002 Actual	2003 Actual	2004 Actual	2005 Actual	2006 Budgeted
Total Resources	845,011	859,453	820,674	833,013	696,526
Expenditures					
General Government	186,545	155,553	155,553	147,767	150,000
Security of Persons and Property	138,915	200,977	200,977	107,208	148,825
Physical Environment	14,631	18,372	18,372	20,337	19,675
Economic Environment	17,824	20,756	20,756	35,860	35,850
Mental & Physical Health	1,000	1,000	1,000	1,000	1,000
Culture and Recreational	79,892	80,910	80,910	63,701	94,150
Total Operating Expenditures	438,807	477,568	477,568	375,873	449,500
Capital Outlay		1,514	1,514	0	0
Total Expenses	438,807	479,082	479,082	375,873	449,500
Other Financing Uses	15,000	20,000	20,000	26,200	0
Total Expenditures and Other	453,807	499,082	499,082	402,073	449,500
excess(Deficit) of Resources Over Uses	391,204	360,371	321,592	430,940	247,026
Non revenues					
Non-expenditures	2,138			1,522	
Ending Net Balance	389,066	360,371	321,592	429,418	247,026

PROJECTIONS

	2007 Projected	2008 Projected	2009 Projected	2010 Projected	2011 Projected	2012 Projected
Beginning Balance	247,026	220,272	193,025	165,247	136,897	107,932
Taxes	234,015	238,695	243,469	248,338	253,305	258,371
Licenses and Permits	7,519	7,745	7,977	8,216	8,463	8,717
Intergovernmental	122,000	122,000	122,000	122,000	122,000	122,000
Charges for Goods & Services	11,021	11,352	11,692	12,043	12,404	12,776
Fines and Forfeits	1,000	1,000	1,000	1,000	1,000	1,000
Miscellaneous	38,481	38,866	39,254	39,647	40,043	40,444
Capital Contributions						
Other Financing Sources						

	2007 Projected	2008 Projected	2009 Projected	2010 Projected	2011 Projected	2012 Projected
Total Actual Revenue	414,036	419,657	425,392	431,244	437,215	443,308
Total Resources	661,062	639,929	618,417	596,491	574,112	551,240
Expenditures						
General Government	151,500	153,015	154,545	156,091	157,652	159,228
Security of Persons and Property	153,290	157,888	162,625	167,504	172,529	177,705
Physical Environment	20,000	20,000	20,000	20,000	20,000	20,000
Transportation						
Economic Environment	35,000	35,000	35,000	35,000	35,000	35,000
Mental & Physical Health	1,000	1,000	1,000	1,000	1,000	1,000
Culture and Recreational	80,000	80,000	80,000	80,000	80,000	80,000
Total Operating Expenditures	440,790	446,903	453,170	459,594	466,180	472,933
Debt Service						
Capital Outlay	0	0	0	0	0	0
Total Expenses	440,790	446,903	453,170	459,594	466,180	472,933
Other Financing Uses	0	0	0	0	0	0
Total Expenditures and Other	440,790	446,903	453,170	459,594	466,180	472,933
excess(Deficit) of Resources Over Uses	220,272	193,025	165,247	136,897	107,932	78,307
Non-revenues						
Non-expenditures						
Ending Net Balance	220,272	193,025	165,247	136,897	107,932	78,307

Observations/Assumptions

Taxes: Overall this portion of the current expense fund has tended to increased 30% (figured using 2002-2005 actual budgets). For projection purposes a conservative 2% annual increase is expected.

Licenses & Permits: This portion of the fund fluctuates greatly depending on the number of licenses sought in any given year. Because there is no way to predict growth in the licenses and permits, the assumption is that revenues will not substantially change. An annual increase of 3% is expected over the next six years.

Intergovernmental: This pool seems to consist mainly of grants and loans, including, Corps of Engineers, OCD Growth Management Grant, and Criminal Justice. Funding under this category fluctuates and is thus unpredictable. The Corps of Engineers funds are assumed to remain flat at \$4,500, while the others are not included in the projections.

State shared revenue: Due to great fluctuations in this account a flat rate, calculated by the average actual revenue from 2002-2005, was determined to be the best expectation of future revenue.

Charges for services: Fire Protection services and cemetery fees, which are projected to grow at 3% each year.

Miscellaneous revenues: This category includes a variety of revenue sources which are assumed to increase 1% annually. The categories for Marina and Rent are projected to grow at 1%, while other items are expected to largely remain flat.

Total Actual Revenue: This line refers solely to revenues collected during the fiscal year. The City is expected to bring in enough revenue to cover cost.

Total Fund Resources: This line include the beginning balance, non-revenues, and revenues to show the total amount of resources available to the city.

Government Services: In the legislative sector of the local government, expenses were fairly stable over the period analyzed. The projected budget assigns a constant projection factor to all salary adjustments. The portions of this fund associated with salaries, benefits, services is expected to grow at an average of 3% per year for the projected period. Other portions, including insurance, advertising, communications, professional services, and operating supplies, are projected to grow at 3%, the projected inflation/CPI rate. The remaining expenditures are generally assumed to remain flat. A 3% annual increase is possible for the City budget however, it would bring the ending net balance below \$11,000 dollars in 2012. Therefore, an overall projection of 1% annual increase was used to project future expenses. This may require budgeting cuts or other cost cutting measures.

Security: This category includes fire services. For the coming years, salaries and other expenses are projected to grow at 3%.

Physical Environment: This category includes expenses associated with animal control and operation of the cemetery. A flat rate projection is assumed for the next six years.

Economic Environment: This category includes expenses associated with Planning and Community Development and Building Permit and Review. Expenditures in this category fluctuate; a flat rate projection is assumed for the next six years.

Mental and Physical Health: This category appears to represent funds expended on an alcoholism program. The expense associated with this program has remained quite constant at \$1,000 and is projected to remain at that amount through 2012.

Culture and Recreational: This category includes expenses for the swimming pool and other park facilities. Park expenditures were down in 2005, compared with previous years. Projections were determined by averaging 2002-2005 actual budget and using that a flat rate over the next six years,

Non Expenditures: This category includes court remittances, machinery and equipments, and capital outlay. Expenditures under this category have rarely been used and are not expected in the next six years.

Analysis

Due to loss of revenues from State taxes the City of Bridgeport faces a trimmer budget in the future. The City is clearly making an effort to restructure and compensate for losses. The fact that Bridgeport has maintain efficient budgets and consistently transferred monies into reserve funds means that although times are tough, certain essential projects can be accomplished over the coming six years.

Revenue sources are not keeping pace with expenses. To maintain a positive balance between revenues and expenditures, the City will need new revenue sources or other budgetary measures to compensate for shortfalls.

Creating an Ambulance Utility Fund has allowed all accounting to be occur outside of the general fund. The Ambulance services are generating enough revenue to cover all cost.

City Street Fund

The City Street Fund generates the bulk of its revenue from property and fuel taxes. The fund ensures that streets are maintained, and provides funds for storm drainage, street lighting, traffic control, snow removal, and street cleaning. There is an additional street

fund entitled, Arterial Street Fund. That fund generates revenues from Motor Vehicle Taxes and investment interest. It is used for projects on the City's arterial roadways.

TABLE 11 Street Fund Revenues

	2002 Actual	2003 Actual	2004 Actual	2005 Actual	2006 Budgeted
Beginning Balance	161,953	132,155	148,907	130,506	321,233
Taxes	76,149	41,001	0	0	0
Licenses and Permits	2,000	2,000	2,000	2,000	2,000
Intergovernmental	94,529	29,748	29,048	188,445	35,000
Miscellaneous	6,552	3,990	3,486	9,351	7,000
Other Financing Sources	0	0	0	184,604	0
Total Actual Revenue	179,230	76,739	34,534	384,400	44,000
Total Resources	341,183	208,894	183,441	514,906	365,233
Expenditures					
Transportation	172,494	59,987	42,721	63,032	60,000
Total Operating Expenditures	172,494	59,987	42,721	63,032	60,000
Capital Outlay	3,094	0	7,714	130,641	0
Total Expenses	175,588	59,987	50,435	193,673	60,000
Other Financing Uses	33,440	0	0	0	
Total Expenditures and Other	209,028	59,987	50,435	193,673	60,000
Ending Net Balance	132,155	148,907	133,006	321,233	305,233

PROJECTIONS

	2007 Projected	2008 Projected	2009 Projected	2010 Projected	2011 Projected	2012 Projected
Beginning Balance	305,233	277,233	249,233	221,233	193,233	165,233
Taxes	0	0	0	0	0	0
Licenses and Permits	2,000	2,000	2,000	2,000	2,000	2,000
Intergovernmental	30,000	30,000	30,000	30,000	30,000	30,000
Miscellaneous	5,000	5,000	5,000	5,000	5,000	5,000
Other Financing Sources						

	2007 Projected	2008 Projected	2009 Projected	2010 Projected	2011 Projected	2012 Projected
Total Actual Revenue	37,000	37,000	37,000	37,000	37,000	37,000
Total Resources	342,233	314,233	286,233	258,233	230,233	202,233
Expenditures						
Total Operating Expenditures	50,000	50,000	50,000	50,000	50,000	50,000
Capital Outlay	15,000	15,000	15,000	15,000	15,000	15,000
Total Expenses	65,000	65,000	65,000	65,000	65,000	65,000
Other Financing Uses						
Total Expenditures and Other	65,000	65,000	65,000	65,000	65,000	65,000
Ending Net Balance	277,233	249,233	221,233	193,233	165,233	137,233

Observations/Assumptions

Taxes: Historically, the City has apportioned property taxes to the street fund; however, beginning in 2004 tax revenue was no longer providing revenue for the street fund.

Licenses & Permits: This portion of the fund is limited to franchise fees. It is expected to remain fixed at \$2,000.

Intergovernmental revenue: Revenues in this category include local vehicle license fee and motor vehicle fuel taxes. A conservative flat rate is expected in coming years.

Miscellaneous revenues: This category includes investment revenue and other undefined revenue. This revenue sources are conservatively projected at a flat rate over the next six years.

Expenditures

In the City Street Fund, all salary and benefit costs are expected to grow at 3%. Most other expenditures are expected to increase at the 3% inflation rate. Some expenses, such as travel and minor equipment are left at a fixed rate. For the projected budget, capital outlay is replaced with a line for the Six-Year Capital Project List. That list shows \$30,000 each year for an ongoing resurfacing program; it is assumed that half will be funded through the Arterial Street Fund.

Analysis

Overall, the City Street fund is declining and may need to locate additional funding sources. Grant support should be secured for future projects.

Arterial Street Fund

	2002 Actual	2003 Actual	2004 Actual	2005 Actual	2006 Budgeted
Beginning Balance	137,402	153,341	166,664	184,604	184,604
Intergovernmental	14,003	14,845	18,242	0	0
Miscellaneous	1,936	463	532		
Total Incoming	15,939	15,308	18,774	0	0
Total Resources	153,341	168,649	185,438	184,604	184,604
Transportation	0	1,986	833		
Total Operating Expenditures	0	1,986	833	0	0
Capital Outlay	0	0	0	0	
Total Expenses	0	1,986	833	0	0
Ending Net Balance	153,341	166,663	184,605	184,604	184,604

PROJECTIONS

	2007 Projected	2008 Projected	2009 Projected	2010 Projected	2011 Projected	2012 Projected
Beginning Balance	184,604	174,104	163,604	153,104	142,604	132,104
Intergovernmental	10,000	10,000	10,000	10,000	10,000	10,000
Miscellaneous	500	500	500	500	500	500
Total Incoming	10,500	10,500	10,500	10,500	10,500	10,500
Total Resources	195,104	184,604	174,104	163,604	153,104	142,604
Transportation	1,000	1,000	1,000	1,000	1,000	1,000
Total Operating Expenditures	1,000	1,000	1,000	1,000	1,000	1,000
Capital Outlay	20,000	20,000	20,000	20,000	20,000	20,000
Total Expenses	21,000	21,000	21,000	21,000	21,000	21,000
Ending Net Balance	174,104	163,604	153,104	142,604	132,104	121,604

It is important to mention the Arterial Street Fund as another mechanism for funding roadway improvements. The fund has remained quite stable and can sustain some projects. The Six-Year Capital Project List taps an annual overlay project that, it is assumed, will be partially supported through this fund. An additional \$5,000 capital expense is projected.

Equipment Rental Reserve Fund

The Equipment Rental Reserve Fund is identified in the Six-Year List as the account that will fund replacement of Public Works equipment. In 2007, the city is planning on purchasing a used pickup truck costing \$11,000. In 2008, the street sweeper will be replaced at an estimated cost of \$25,000. At the end of 2005, the reserve fund held \$29,582. Those funds are expected to increase to adequate levels by 2008 in order to meet purchases described in the 6-Year Capital Projects List.

Sewer & Water Department Fund...

TABLE 14 Sewer-Water Fund

	2002 Actual	2003 Actual	2004 Actual	2005 Actual	2006 Budgeted
Beginning Balance	203,401	260,525	320,702	334,343	445,396
Intergovernmental	0	9,665	44,600	70,146	7,500
Charges for Goods & Services	447,256	448,421	462,386	489,816	486,200
Miscellaneous	9,373	12,008	13,931	21,407	16,000
Total Incoming	456,629	470,094	520,917	581,369	509,700
Total Resources	660,030	730,619	841,619	915,712	955,096
Expenditures					
Total Operating Expenditures	411,574	421,939	443,914	460,914	460,000
Capital Outlay		0	75,479	22,264	400,000
Total Expenses	411,574	421,939	519,393	483,178	860,000
excess(Deficit) of Resources Over Uses	248,456	308,680	322,226	432,534	95,096
Non-revenues	11,969	11,921	12,117	12,862	
Non-expenditures	0			0	
Ending Net Balance	260,425	320,601	334,343	445,396	95,096

PROJECTIONS

	2007 Projected	2008 Projected	2009 Projected	2010 Projected	2011 Projected	2012 Projected
Beginning Balance	95,096	111,641	89,966	18,097	18,057	83,870
Intergovernmental	7,500	7,500	7,500	7,500	7,500	7,500
Charges for Goods & Services	500,786	515,810	531,284	547,222	563,639	580,548
Miscellaneous	16,000	16,000	16,000	16,000	16,000	16,000
Total Incoming	524,286	539,310	554,784	570,722	587,139	604,048
Total Resources	619,382	650,950	644,750	588,820	605,196	687,918
Expenditures						
Total Operating Expenditures	474,741	488,984	503,653	518,763	534,326	550,355

	2007 Projected	2008 Projected	2009 Projected	2010 Projected	2011 Projected	2012 Projected
Capital Outlay	46,000	85,000	136,000	65,000	0	
Total Expenses	520,741	573,984	639,653	583,763	534,326	550,355
excess(Deficit) of Resources						
Over Uses	98,641	76,966	5,097	5,057	70,870	137,563
Non-revenues	13,000	13,000	13,000	13,000	13,000	13,000
Non-expenditures						
Ending Net Balance	111,641	89,966	18,097	18,057	83,870	150,563

Observations/Assumptions

The vast bulk of revenues in this fund come water and sewer hookups and utility fees. The City has enacted an ordinance that increases fees yearly according to the Consumer Price Index (CPI). For purpose of projecting that increase, this analysis uses a figure of 3%. The 3% figure allows the fund to remain stable and support some capital improvements to the system. Several water system projects will be adequately funded through this account over the next six years. Additionally, the City has started a Sewer Study Plan which will yield additional projects to be completed within the next six years as funding is available.

Analysis

The assumptions for this fund are the same as with above accounts. With a yearly fee increase, the City should be able to maintain positive balances in the fund as well as transfer funds to the Water-Sewer Reserve Fund. As projected, the account can absorb the expense of these projects without long-term negative impacts.

The Water-Sewer Reserve Fund held a balance of \$153,675 at the end of 2005. Assuming annual transfers continue, this fund will continue to support projects included on the six-year list.

SOURCES AND REFERENCES

Maps and Graphics....

Douglas County Planning Department
City of Bridgeport Comprehensive Plan (1990)
Highlands Associates
Alliance Consulting Group, Inc.

Text....

Douglas County's 1988 Greater East Wenatchee Area Comprehensive Plan, including the 1992 Shoreline Design Area update
Douglas County's 1964 County Comprehensive Plan
City of Bridgeport Comprehensive Plan (1990)
City of Bridgeport Shoreline Master Program (1992)
City of Bridgeport Resource Lands & Critical Areas Policy Plan
Plan for Bridgeport, 1968; Urban Planning & Research Associates and Mandeville & Berge Pateros' Draft Comprehensive Plan; Highlands Associates
City of Redmond Community Development Guide
City of Wenatchee 1988 Comprehensive Plan
Winthrop's Draft Comprehensive Plan; Highlands Associates
The Small Town Planning Handbook; Thomas Daniels, John Keller, & Mark Lapping
Town of Mansfield Capital Facilities Plan; Hammond, Collier & Wade-Livingstone and
Douglas County Planning Department
Highlands Associates
Alliance Consulting Group, Inc.

Title 17

ZONING*

Chapters:

- 17.04 General Provisions
- 17.08 Definitions
- 17.12 Use Districts
- 17.16 R-1 Single-Family Low Density District
- 17.24 R-2 Mixed-Family Medium Density Residential District
- 17.28 R-3 Multifamily Residential District
- 17.32 CB Central Business District
- 17.36 TC Tourist Commercial District
- 17.40 TRC Traffic Commercial District
- 17.44 GI General Industrial District
- 17.46 LI Light Industrial District
- 17.48 PU Public Use District
- 17.52 District Use Chart
- 17.56 General Use District Regulations and Standards
- 17.60 Off-Street Parking Requirements
- 17.64 Conditional Use Permits
- 17.68 Home Businesses
- 17.72 Recreational Vehicle Parks
- 17.76 Mobilehome Parks
- 17.80 Nonconforming Uses and Structures
- 17.84 Administration and Enforcement
- 17.88 Variances
- 17.92 Appeals

* Prior ordinance history: Ords. 242, 360, 373, 404A, 405, 414, 418, 442, 443, 444, 445, 446, 452, 458, 460 and 461.

Chapter 17.04

GENERAL PROVISIONS

Sections:

- 17.04.010 Title.**
- 17.04.020 Purpose.**
- 17.04.030 Authority.**
- 17.04.040 Compliance.**
- 17.04.050 Scope.**
- 17.04.060 Map and zoning adopted by reference.**

17.04.010 Title.

This title shall be known as the "Bridgeport Zoning Ordinance." (Ord. 475 § 1 (part), 1996)

17.04.020 Purpose.

The general purposes of this title are to promote the public health, safety, general welfare and interest in the city by:

- A. Establishing a desirable pattern of land use that reflects the needs of the residents of the city;
- B. Insuring the efficient use of public investment in community facilities, roads and utilities;
- C. Providing clear and stable guidelines for public and private development;
- D. Providing flexible means to stimulate creativity while maintaining sufficient control to achieve the objectives of the city's comprehensive plan;
- E. Establishing adequate building setback and regulations to insure adequate light, air and open space as well as preventing the spread of fire;
- F. Providing for residential, commercial, recreational and industrial sites that satisfy the needs of the residents of the city;
- G. Preventing and abating conditions considered by the city and its residents to be nuisances that degrade the value of property and quality of life;
- H. Furthering the goals and policies of the city's comprehensive plan;
- I. Complying with the provisions of RCW Chapter 35A.63 and the Growth Management Act, both as amended. (Ord. 475 § 1 (part), 1996)

17.04.030 Authority.

The ordinance codified in this title is adopted pursuant to the provisions of the RCW Chapter 35A.63, as amended, which empowers the city to enact a zoning ordinance and provide for its administration and amendment. (Ord. 475 § 1 (part), 1996)

17.04.040 Compliance.

After the effective date of the ordinance codified in this title, no building or structure shall be erected, reconstructed, altered or relocated; nor shall any building, structure or premises be used for any purpose unless such action is in compliance with the provisions of this title. (Ord. 475 § 1 (part), 1996)

17.04.050 Scope.

This title shall apply to all lands located within the city of Bridgeport to the extent authorized under the constitution and laws of the state of Washington and of the United States. (Ord. 475 § 1 (part), 1996)

17.04.060 Map and zoning adopted by reference.

The ordinance codified in this title shall consist of the text of this title and a zoning map marked "Bridgeport Zoning Map." The map includes the text thereon and the certification pursuant to Section 17.12.020 of the Bridgeport Municipal Code, all of which by this reference are made a part hereof. Such ordinance and each and all of its terms are to be read and interpreted in the light of the commitments of the zoning map. If any conflict between the zoning map and text should arise, the text of the ordinance codified in this title shall prevail. (Ord. 476 § 2, 1996)

Chapter 17.08

DEFINITIONS

Sections:

- 17.08.010 Definitions generally.**
- 17.08.020 Accessory use or building.**
- 17.08.030 Administrator or zoning administrator.**
- 17.08.035 Adult book/novelty store.**
- 17.08.040 Adult family home.**
- 17.08.050 Agriculture.**
- 17.08.060 Alley.**
- 17.08.070 Animal shelter.**
- 17.08.080 Automobile wrecking yard.**
- 17.08.090 Bed and breakfast.**
- 17.08.100 Boarding home and congregate care facilities.**
- 17.08.110 Buildable area.**
- 17.08.120 Building.**
- 17.08.130 Building coverage.**
- 17.08.140 Building height.**
- 17.08.150 Building line.**
- 17.08.160 Bus stop.**
- 17.08.170 Bus terminal.**
- 17.08.180 City.**
- 17.08.190 City council.**
- 17.08.200 Comprehensive plan.**
- 17.08.210 Convalescent center or nursing home.**
- 17.08.220 Corner lot.**
- 17.08.230 Day care center.**
- 17.08.240 Day care home.**
- 17.08.250 Density.**
- 17.08.260 Dish antenna.**
- 17.08.270 Drive-in restaurant.**
- 17.08.280 Duplex.**
- 17.08.290 Dwelling, multifamily.**
- 17.08.300 Dwelling, single-family.**

17.08.310 Dwelling unit.
17.08.320 Family.
17.08.330 Fence.
17.08.340 Floor area.
17.08.350 Floor, finished.
17.08.360 Functional disabilities, people with.
17.08.370 Farmers market.
17.08.380 Grade.
17.08.390 Group home.
17.08.400 Halfway house.
17.08.410 Hazardous waste.
17.08.420 Hazardous waste storage.
17.08.430 Hazardous waste treatment.
17.08.440 Hazardous waste treatment and storage facility, off-site.
17.08.450 Hazardous waste treatment and storage facility, on-site.
17.08.460 Height, building.
17.08.470 Home business.
17.08.480 Hotel.
17.08.490 Impervious surface.
17.08.500 Junkyard.
17.08.510 Kennel.
17.08.520 Lodging house.
17.08.530 Lot.
17.08.540 Lot area.
17.08.550 Lot coverage.
17.08.560 Lot line.
17.08.570 Lot line, front.
17.08.580 Lot line, rear.
17.08.590 Lot line, side.
17.08.600 Lot line, side street.
17.08.610 Lot, through.
17.08.620 Lot width.
17.08.630 Manufactured home, HUD certified.
17.08.640 Mobilehome park.
17.08.650 Mobile/manufactured home, state certified.
17.08.660 Modular home.
17.08.670 Motel.
17.08.680 Microbrewery/winery.
17.08.690 Ministorage.
17.08.700 Nonconforming lot.
17.08.710 Nonconforming structure.
17.08.720 Nonconforming use.
17.08.730 Nursery, greenhouse.
17.08.740 Person.
17.08.750 Planning commission.
17.08.760 Preschool, agency.

- 17.08.770 Professional office.**
- 17.08.780 Recreational facilities.**
- 17.08.790 Recreational vehicle.**
- 17.08.800 Recreational vehicle park.**
- 17.08.810 Recreational vehicle site.**
- 17.08.820 Recycling center.**
- 17.08.830 Recycling drop station.**
- 17.08.840 Residential care facility.**
- 17.08.850 Setback.**
- 17.08.860 Sign.**
- 17.08.870 Small appliance.**
- 17.08.880 Small engine repair.**
- 17.08.890 Storage facilities, bulk.**
- 17.08.900 Street.**
- 17.08.910 Structural alteration.**
- 17.08.920 Structure.**
- 17.08.930 Transportation facility.**
- 17.08.940 Triplex.**
- 17.08.950 Use.**
- 17.08.960 Use, multifamily.**
- 17.08.970 Vocational school.**
- 17.08.980 Warehouse.**
- 17.08.990 Yard.**
- 17.08.994 Zoning district.**
- 17.08.998 Zoning map.**

17.08.010 Definitions generally.

A. For the purpose of this title, unless it is plainly evident from the context that a different meaning is intended, certain words and terms herein are defined. The word “shall” is always mandatory, words in present tense include the future, the singular includes the plural, and plural includes the singular.

B. Words not defined herein shall be construed as defined in the city of Bridgeport building code and if not defined therein, as generally construed from the common meaning of the word. (Ord. 475 § I (part), 1996)

17.08.020 Accessory use or building.

“Accessory use” or “accessory building” means a subordinate use, structure, building or portion of a building located on the same parcel of land as the main use or building to which it is accessory. Accessory buildings shall contain no habitable dwelling space, nor shall they exceed fifteen feet in height, unless otherwise specifically provided by other provisions of this title. (Ord. 475 § I (part), 1996)

17.08.030 Administrator or zoning administrator.

“Administrator” or “zoning administrator” means the city clerk-treasurer of the city of Bridgeport, or his or her designee, responsible for administering and enforcing this title. (Ord. 475 § I (part), 1996)

17.08.035 Adult book/novelty store.

“Adult book/novelty store” means a retail business conducting the sale of books, magazines, or other products that are sold for the purpose of sexual pleasure or entertainment. (Ord. 475 § 1 (part), 1996)

17.08.040 Adult family home.

“Adult family home” means a facility licensed pursuant to Chapter 70.128 RCW as the same exists now or may hereafter be amended. At the time that this title was adopted the RCW defined adult family home as “a regular family abode in which a person or persons provide personal care, special care, room, and board to more than one but not more than six adults who are not related by blood or marriage to the person or persons providing the services.” (Ord. 475 § 1 (part), 1996)

17.08.050 Agriculture.

“Agriculture” means the tilling of soil, raising of crops and horticulture, except that, vegetable gardens occupying less than five thousand square feet and up to ten fruit trees are exempt from this definition. (Ord. 475 § 1 (part), 1996)

17.08.060 Alley.

“Alley” means a narrow public right-of-way which affords only a secondary means of access to property abutting thereon. (Ord. 475 § 1 (part), 1996)

17.08.070 Animal shelter.

“Animal shelter” means a building or structure (including outdoor fenced cages or yards) for the care of lost, abandoned, homeless or injured animals, whether domestic or wild. (Ord. 475 § 1 (part), 1996)

17.08.080 Automobile wrecking yard.

“Automobile wrecking yard” means an area in which is conducted the dismantling and/or wrecking of used motor vehicles, machinery or trailers, or the storage or sale of dismantled, obsolete or wrecked vehicles or parts, or the storage of motor vehicles unable to be moved under the power of the vehicle. (Ord. 475 § 1 (part), 1996)

17.08.090 Bed and breakfast.

“Bed and breakfast” means an owner-occupied single-family dwelling in which not more than two bedrooms for not more than six guests total are rented for money or other consideration to the traveling public. Only one meal, breakfast, may be served at a bed and breakfast. (Ord. 475 § 1 (part), 1996)

17.08.100 Boarding home and congregate care facilities.

A “boarding home” means any home or other institution which is advertised, announced or maintained for the express or implied purpose of providing lodging, meal service, personal care for three or more elderly and/or people with functional disabilities, not related by blood or marriage to the operator, whether or not they receive public assistance. Such facilities shall be licensed by the state and shall include congregate care facilities which are facilities operated under contract with the state. (Ord. 475 § 1 (part), 1996)

17.08.110 Buildable area.

“Buildable area” means the space remaining on a lot after the minimum open space requirements (coverage, yards, setbacks) have been met. (Ord. 475 § 1 (part), 1996)

17.08.120 Building.

“Building” means a structure built for the support, shelter or enclosure of persons, animals or property of any kind. (Ord. 475 § I (part), 1996)

17.08.130 Building coverage.

“Building coverage” means the amount of land covered or permitted to be covered by a building or buildings, usually measured in terms of percentage of a lot. (Ord. 475 § I (part), 1996)

17.08.140 Building height.

“Building height” means the vertical distance measured from the average elevation of the native grade adjacent to the building foundation, to the highest point of the roof, excluding chimneys, antennas, and other secondary roof structures. (Ord. 475 § I (part), 1996)

17.08.150 Building line.

“Building line” means a line, fixed parallel to the lot line, beyond which a building cannot extend. (Ord. 475 § I (part), 1996)

17.08.160 Bus stop.

“Bus stop” means a facility where bus passengers are picked up and dropped off, including waiting areas but not service or storage facilities for busses. (Ord. 475 § I (part), 1996)

17.08.170 Bus terminal.

“Bus terminal” means a facility used for the storage and service of busses. (Ord. 475 § I (part), 1996)

17.08.180 City.

“City” means the city of Bridgeport, Washington. (Ord. 475 § I (part), 1996)

17.08.190 City council.

“City council” means the duly elected city council of the city of Bridgeport, WA. (Ord. 475 § I (part), 1996)

17.08.200 Comprehensive plan.

“Comprehensive plan” means the comprehensive land use plan of the city of Bridgeport. (Ord. 475 § I (part), 1996)

17.08.210 Convalescent center or nursing home.

“Convalescent center or nursing home” means a state-licensed facility, other than a home, used to house and provide nursing, dietary and other personal services for the elderly and people with functional disabilities. (Ord. 475 § I (part), 1996)

17.08.220 Corner lot.

“Corner lot” means a lot located at the intersection of two or more streets having an angle of intersections of not more than one hundred thirty-five degrees. (Ord. 475 § I (part), 1996)

17.08.230 Day care center.

“Day care center” means a state-licensed agency which regularly provides care for a group of children for periods of less than twenty-four hours in a place of business other than a residence. For the purposes of this title, a day care center may include pre-school activity. (Ord. 475 § I (part), 1996)

17.08.240 Day care home.

“Day care home” means the residence of a state-licensed day care provider who regularly provides day care for not more than twelve children in the family living quarters. For the purposes of this title, a day care home may include pre-school activity. (Ord. 475 § I (part), 1996)

17.08.250 Density.

“Density” means the average number of dwelling units per acre (dua). (Ord. 475 § I (part), 1996)

17.08.260 Dish antenna.

“Dish antenna” means a structure designed to receive radio or television signals from communication satellites. (Ord. 475 § I part), 1996)

17.08.270 Drive-in restaurant.

“Drive-in restaurant” means an eating establishment that provides for the ordering and pick-up of food from the window of a vehicle. (Ord. 475 § I part), 1996)

17.08.280 Duplex.

Duplex” means a building designed or arranged to be occupied by two families living independently, the structure having only two dwelling units. (Ord. 475 § I (part), 1996)

17.08.290 Dwelling, multifamily.

“Multifamily dwelling” means a building containing more than three dwelling units. (Also, see definition for Use, multifamily.) (Ord. 475 § I (part), 1996)

17.08.300 Dwelling, single-family.

“Single-family dwelling” means a detached building containing one dwelling unit. (Ord. 475 § I (part), 1996)

17.08.310 Dwelling unit.

“Dwelling unit” means a building or portion thereof providing complete housekeeping facilities for one family as defined in this title. (Ord. 475 § I (part), 1996)

17.08.315 Essential Public Facilities.

Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.

17.08.320 Family.

“Family” means an individual, or two or more persons related by blood, marriage, adoption or legal guardianship, living together in a dwelling unit in which meals or lodging may also be provided for not more than two additional persons excluding servants; or a group of not more than three unrelated persons living together in a dwelling unit. Persons with functional disabilities, as defined in this title, shall be considered the same as related individuals. (Ord. 475 § I (part), 1996)

17.08.330 Fence.

“Fence” means any arrangement of wood, stone, brick, metal, chain link, or other similar material running around, along, or by the side of any open area to prevent or restrict passage or to mark a boundary, provided that fences composed solely of live shrubbery or plantings shall not be included under this definition. “Fence” does not include the use of materials that are not generally used and/or sold specifically for fencing, such as plywood, metal or fiberglass roofing panels, or other similar materials. (Ord. 475 § I (part), 1996)

17.08.340 Floor area.

“Floor area” means the total area of all floors of a building as measured to the outside surfaces of exterior walls and including halls, stairways, elevator shafts, attached garages, porches, basements and balconies. (Ord. 475 § I (part), 1996)

17.08.350 Floor, finished.

“Finished floor” means the finished horizontal base of any story of a dwelling unit, or group of dwelling units, that meets all building code requirements for a habitable space. (Ord. 475 § I (part), 1996)

17.08.360 Functional disabilities, people with.

“People with functional disabilities” means:

A. A person who, because of a recognized chronic physical or mental condition or disease, is functionally disabled to the extent of:

1. Needing care, supervision or monitoring to perform activities of daily living or instrumental activities of daily living, or
2. Needing supports to ameliorate or compensate for the effects of the functional disability so as to lead as independent a life as possible, or
3. Having a physical or mental impairment which substantially limits one or more of such person’s major life activities, or
4. Having a record of having such an impairment; and

B. A person being regarded as having such an impairment, but such term does not include current, illegal use of or active addiction to a controlled substance. (Ord. 475 § I (part), 1996)

17.08.370 Farmers market.

“Farmers market” means a site used for the retail sale of fresh agricultural products, grown either on or off site, but may include as incidental and accessory to the principle use, the sale of factory sealed or pre-packaged food products and some limited nonfood items. This definition does not include the regular sale of livestock. (Ord. 475 § I (part), 1996)

17.08.380 Grade.

“Grade” (adjacent ground elevation) is the lowest point of elevation of the finished surface of the ground, paving or sidewalk within the area between the building and the property line or, when the property line is

more than five feet from the building, between the building and a line five feet from the building. (Ord. 475 § I (part), 1996)

17.08.390 Group home.

“Group home” means a place for dependent or predelinquent children which provides special care in a homelike environment. This definition does not include homes of this nature for three or fewer persons (excluding house parents). (Ord. 475 § I (part), 1996)

17.08.400 Halfway house.

“Halfway house” means a home for juvenile delinquents or adult offenders leaving correctional and/or mental institutions or rehabilitation centers for alcohol and/or drug users. (Ord. 475 § I (part), 1996)

17.08.410 Hazardous waste.

“Hazardous waste” means all dangerous and extremely hazardous waste as defined in RCW 70.105.010. (Ord. 475 § I (part), 1996)

17.08.420 Hazardous waste storage.

“Hazardous waste storage” means the holding of dangerous waste for a temporary period as regulated by state dangerous waste regulation, WAC Chapter 173-303. (Ord. 475 § I (part), 1996)

17.08.430 Hazardous waste treatment.

“Hazardous waste treatment” means the physical, chemical or biological processing of dangerous wastes to make them less dangerous, safer for transport, amenable for storage, or reduced in volume. (Ord. 475 § I (part), 1996)

17.08.440 Hazardous waste treatment and storage facility, off-site.

“Off-site hazardous waste treatment and storage facility” means those treatment and storage facilities that treat and store waste from generators on properties other than those on which the off-site facilities are located. These facilities must comply with the state siting criteria as adopted in accordance with 70.105 RCW as the same exists or may be hereafter amended. (Ord. 475 § I (part), 1996)

17.08.450 Hazardous waste treatment and storage facility, on-site.

“On-site hazardous waste treatment and storage facility” means those treatment and storage facilities which treat and store hazardous wastes generated on the same, or on geographically contiguous, or bordering property. These facilities must comply with the state siting criteria adopted in accordance with 70.105 RCW as the same exists or may be hereafter amended. (Ord. 475 § I (part), 1996)

17.08.460 Height, building.

“Building height” means the vertical distance above the average existing grade measured to the highest point of the building. The height of a stepped or terraced building is the maximum height of any segment of the building. (Ord. 475 § I (part), 1996)

17.08.470 Home business.

“Home business” means the use of a dwelling unit or any of its accessory structures for lawful and gainful employment involving the manufacture, provision or sale of goods and/or services in the home, and meeting the standards and restriction of Chapter 17.68 of this title. (Ord. 98-497 § I, 1998: Ord. 475 § I (part), 1996)

17.08.480 Hotel.

“Hotel” means a nonresidential building containing three or more guest rooms where lodging, with or without meals, is provided and where no provision is made for cooking in any individual room or suite. (Ord. 475 § I (part), 1996)

17.08.490 Impervious surface.

“Impervious surface” means any material or structure that prevents the natural absorption of water into the earth. (Ord. 475 § I (part), 1996)

17.08.500 Junkyard.

“Junkyard” means any lot, parcel, tract of land, building, structure or part thereof used for the storage, collection, processing, purchase, sale or abandonment of wastepaper, rags, scrap metal, vehicular parts, glass, used building materials, household appliances, brush, wood or other scrap or discarded goods, materials, machinery or two or more unregistered, inoperable motor or recreational vehicles or any other type of junk. This definition shall not include recycling drop-off stations. (Ord. 475 § I (part), 1996)

17.08.510 Kennel.

“Kennel” means any premises or building commercial establishment (including a residence) in which dogs or other domestic animals are housed, kept, groomed, bred, boarded, trained or sold. (Ord. 475 § I (part), 1996)

17.08.520 Lodging house.

“Lodging house” means a residential building where lodging with or without meals is provided for a fee for three or more persons in addition to members of the family occupying such building and no more than ten persons on a permanent or semipermanent basis. (Ord. 475 § I (part), 1996)

17.08.530 Lot.

“Lot” means the basic development unit; an area with fixed boundaries shown on a final plat or short plat officially recorded in the Douglas County auditor’s office; or which is a legally recognized prior division or parcel under the provisions of the city of Bridgeport’s subdivision or short subdivision ordinance. (Ord. 475 § I (part), 1996)

17.08.540 Lot area.

“Lot area” means the total horizontal land area (generally measured in square footage) within the lot lines of a lot. (Ord. 475 § I (part), 1996)

17.08.550 Lot coverage.

“Lot coverage” means the building coverage plus the amount of land covered or permitted to be covered by improvements that create impervious surfaces, and by driveways and parking areas, usually measured in terms of percentage of total lot area. (Ord. 475 § I (part), 1996)

17.08.560 Lot line.

“Lot line” means the property line bounding a lot. (Ord. 475 § I (part), 1996)

17.08.570 Lot line, front.

“Front lot line” means the property line separating the lot from the street upon which a building has its official address, except, for corner lots, the shorter of the two street-side lot lines shall be considered as the front lot line. If both street frontages are the same length, the official address shall determine which is front. (Ord. 475 § 1 (part), 1996)

17.08.580 Lot line, rear.

“Rear lot line” means the property line which is opposite and most distant from the front lot line. In the case of an irregular, triangular or other shaped lot, a line ten feet in length within the lot parallel to and at a maximum distance from the front lot line. (Ord. 475 § 1 (part), 1996)

17.08.590 Lot line, side.

“Side lot line” means any property line not a front or rear lot line. (Ord. 475 § 1 (part), 1996)

17.08.600 Lot line, side street.

“Side street lot line” means a side lot line on a corner lot that runs parallel with a street. This line shall always be equal to or longer than the front lot line. (Ord. 475 § 1 (part), 1996)

17.08.610 Lot, through.

“Through lot” means a lot having street frontage in both the front and rear. (Ord. 475 § 1 (part), 1996)

17.08.620 Lot width.

“Lot width” means the average horizontal distance between the side lot lines, ordinarily measured at the front building line. (Ord. 475 § 1 (part), 1996)

17.08.625 Designated Manufactured Home.

“Designated manufactured home” means a manufactured home that meets the following:

- A. Is comprised of at least two fully enclosed parallel sections each of not less than twelve feet wide by thirty-six feet long;
- B. Was originally constructed with and now has a composition or wood shake or shingle, coated metal or similar roof of not less than 3:12 pitch;
- C. Has exterior siding similar in appearance to siding materials commonly used on conventional site-built uniform building code single family residences; and
- D. Is not older than fifteen (15) years.

17.08.630 Manufactured home, HUD certified.

“HUD certified manufactured home” means a manufactured home built within the last fifteen (15) years and having affixed to it a certification of the U.S. Department of Housing and Urban Development (HUD). For zoning purposes, structures that meet this definition and the design standards of the district shall be allowed as if they were built on-site.

17.08.640 Mobilehome park.

“Mobilehome, Manufactured Home park” means a parcel of land under single ownership used for or available for rent for the placement of two or more mobile or manufactured homes used as dwellings and meeting the certification requirements of this title.

17.08.650 Mobile home

“State-certified mobile/manufactured home” means a structure manufactured within the last fifteen (15) years and having affixed to it an insignia of the Washington State Department of Labor and Industries indicating that it is an approved mobile or manufactured home meeting fire and safety inspections and certification. Structures meeting this definition but not the definition for a “HUD certified manufactured home” shall be allowed in the city but only in an approved mobilehome park. Mobile or manufactured homes not meeting this definition shall not be allowed to locate within the city.

17.08.660 Modular home.

A residential structure which meets the requirements of the Washington State Building Code, as amended, and is constructed in a factory and transported to the building sites in modules and assembled on site.

17.08.670 Motel.

“Motel” means a hotel designed to accommodate the automobile tourist and provide parking conveniently located near each guest room. Facilities may include kitchenettes in the room for temporary cooking use. (Ord. 475 § 1 (part), 1996)

17.08.680 Microbrewery/winery.

“Microbrewery/winery” means a plant where beer and/or wine is annually produced on a scale of two hundred fifty thousand gallons or less. (Ord. 475 § 1 (part), 1996)

17.08.690 Ministorage.

“Ministorage” means a building(s) or site used for temporary indoor or outdoor storage on a commercial basis (excluding the storage of hazardous materials and waste). (Ord. 475 § 1 (part), 1996)

17.08.700 Nonconforming lot.

“Nonconforming lot” means a lot, the area, width and other dimensional characteristics of which fail to meet the minimum requirements of the zoning district in which it is located and was a conforming lot at the time it was created. (Ord. 475 § 1 (part), 1996)

17.08.710 Nonconforming structure.

“Nonconforming structure” means a legally established structure existing at the time the ordinance codified in this title or any amendment thereto becomes effective which does not conform to the lot size, yard, height or lot coverage requirements of the district in which it is located. (Ord. 475 § 1 (part), 1996)

17.08.720 Nonconforming use.

“Nonconforming use” means a legally established use existing at the time the ordinance codified in this title or any amendment thereto becomes effective which does not conform to the use requirements of the district in which it is located. (Ord. 475 § 1 (part), 1996)

17.08.730 Nursery, greenhouse.

“Nursery/greenhouse” means a facility, structure or use of land for the commercial production of bedding plants, street stock or associated horticultural products. (Ord. 475 § 1 (part), 1996)

17.08.740 Person.

“Person” means an individual, firm, partnership, association, corporation, estate, trust, receiver, syndicate, branch of government, social or fraternal organization, or any group or combination acting as a legal entity, and including representative(s) thereof. (Ord. 475 § I (part), 1996)

17.08.750 Planning commission.

“Planning commission” means the planning commission of the city. (Ord. 475 § I (part), 1996)

17.08.760 Preschool, agency.

“Agency preschool” means a place where prekindergarten children are taught that meets all state requirements to conduct such activity. (Ord. 475 § I (part), 1996)

17.08.770 Professional office.

“Professional office” means an office occupied by doctors, dentists, accountants, attorneys, optometrists, architects, professional engineers and surveyors, and persons engaged in other similar occupations. (Ord. 475 § I (part), 1996)

17.08.780 Recreational facilities.

“Recreational facilities” means a structure or use designed to provide indoor or outdoor recreation opportunities for the public. (Ord. 475 § I (part), 1996)

17.08.790 Recreational vehicle.

“Recreational vehicle” means a vehicular type unity primarily designed for recreational camping, travel or seasonal use which has its own motive power or is mounted on or towed by another vehicle. The basic entities are: travel trailer, folding camper trailer, park trailer, truck, motor home and/or multiuse vehicle.

17.08.800 Recreational vehicle park.

“Recreational vehicle park” means a tract of land under single ownership or control upon which two or more recreational vehicle sites are located, established or maintained for occupancy by the general public as temporary living quarters. (Ord. 475 § I (part), 1996)

17.08.810 Recreational vehicle site.

“Recreational vehicle site” means a plot of ground within a recreational vehicle park available for accommodation of a recreational vehicle for thirty consecutive days or fewer unless an extension of this time period is granted in accordance with Section 17.72.020 of this title. (Ord. 475 § I (part), 1996)

17.08.820 Recycling center.

“Recycling center” means a facility where discarded recyclable products such as aluminum and tin cans, glass, paper, and other similar individual consumer products are deposited and stored for future reprocessing (excluding drop stations). (Ord. 475 § I (part), 1996)

17.08.830 Recycling drop station.

“Recycling drop station” means a facility or area for consumer deposit of small recyclable household items (glass, paper, aluminum, etc.) in enclosed containers which are collected and emptied on a regular basis without processing, crushing or other handling, and which does not create a nuisance due to odor, noise, appearance, rodent or bug attraction. (Ord. 475 § I (part), 1996)

17.08.840 Residential care facility.

“Residential care facility” means a facility not otherwise meeting the definition of an adult family home or nursing home that provides limited nursing services and personal care for people with functional disabilities pursuant to Chapter 70.128 RCW as the same exists now or may be hereafter amended. Examples of residential care facilities include but are not limited to state-licensed boarding homes, congregate care facilities, group care facilities, foster family homes and assisted living facilities. (Ord. 475 § I (part), 1996)

17.08.850 Setback.

“Setback” means the required distance between structures and all lot lines. (Ord. 475 § I (part), 1996)

17.08.860 Sign.

“Sign” means an identification, description, illustration or device which is affixed to or represented, directly or indirectly, upon a structure or land, and which directs attention to a product, service, place, activity, person, institution, business or profession. (Ord. 475 § I (part), 1996)

17.08.870 Small appliance.

“Small appliance” means indoor household appliances weighing fifty pounds or less that can be hand-carried by one person. (Ord. 475 § I (part), 1996)

17.08.880 Small engine repair.

“Small engine repair” means and includes the repair of lawnmowers, chainsaws and similar size equipment. (Ord. 475 § I (part), 1996)

17.08.890 Storage facilities, bulk.

“Bulk storage facilities” means either enclosed or outdoor areas designed for the storage of either large quantities of materials or materials of a large size. (Ord. 475 § I (part), 1996)

17.08.900 Street.

“Street” means a public right-of-way for roadway, sidewalk and utility installation. (Ord. 475 § I (part), 1996)

17.08.910 Structural alteration.

“Structural alteration” means any change to the supporting members of a structure including but not limited to foundations, bearing walls or partitions, columns, beams, girders, trusses or any structural change in the roof or exterior walls. (Ord. 475 § I (part), 1996)

17.08.920 Structure.

“Structure” means anything constructed or erected on the ground, or which is attached to something located on the ground. The term includes buildings, radio and TV towers, sheds and signs. The term does not include residential fences and retaining walls less than six feet in height, rockeries, sidewalks and other paved surfaces, and similar improvements of a minor character. (Ord. 475 § I (part), 1996)

17.08.930 Transportation facility.

“Transportation facility” means a structure or use designed to provide services and support for persons using public conveyance. (Ord. 475 § I (part), 1996)

17.08.940 Triplex.

“Triplex” means a building designed or arranged to be occupied by three families living independently, the structure having only three dwelling units. (Ord. 475 § I (part), 1996)

17.08.950 Use.

“Use” means the purpose for which land or a structure is primarily designed, arranged or intended; or for which it is primarily occupied or maintained. (Ord. 475 § I (part), 1996)

17.08.960 Use, multifamily.

“Multifamily use” means:

- 1. Two or more single-family dwellings; or
- 2. Two or more duplexes, triplexes or multifamily dwellings; or
- 3. Any combination of two or more of the above located on a single lot and under common or condominium ownership. (Ord. 475 § I (part), 1996)

17.08.970 Vocational school.

“Vocational school” means a school for educating, training or retaining persons in a trade, vocation or other technical field. (Ord. 475 § I (part), 1996)

17.08.980 Warehouse.

“Warehouse” means a structure used for the storage of goods and materials. (Ord. 475 § I (part), 1996)

17.08.990 Yard.

“Yard” means an open space on a lot which is unobstructed from the ground upward except as otherwise provided for in this title. (Ord. 475 § I (part), 1996)

17.08.994 Zoning district.

“Zoning district” means a section of the city designated in this title in which requirements of the use of land and building and development standards are prescribed. (Ord. 475 § I (part), 1996)

17.08.998 Zoning map.

“Zoning map” means the official zoning map of the city of Bridgeport as the same exists or may be hereafter amended delineating the boundaries of zoning districts which, along with the text of this title, comprise the zoning ordinance of the city. (Ord. 475 § I (part), 1996)

Chapter 17.12

USE DISTRICTS

Sections:

- 17.12.010 Use districts and regulations established.**
- 17.12.020 Zoning map.**
- 17.12.030 Interpretation of zoning map.**

17.12.010 Use districts and regulations established.

Use districts and standards specific to each district are established for use throughout the city and are described in Chapter 17.16 through Chapter 17.48 of this title. For each district, the allowed uses are shown in the district use chart contained in Chapter 17.52. Required setback, height, density, lot coverage, and other requirements are shown in Chapter 17.56. Parking requirements are listed in Chapter 17.60. (Ord. 475 § I (part), 1996)

17.12.020 Zoning map.

The location and boundaries of the districts designated in this title are established as shown on the map entitled the “Bridgeport zoning map.” The zoning map shall be adopted by ordinance with the ordinance number shown thereon, the date adopted, and shall be signed by the mayor. The signed map shall be maintained on display at City Hall and considered a part of this title. The zoning map may be amended as set forth in this title. (Ord. 475 § I (part), 1996)

17.12.030 Interpretation of zoning map.

Where uncertainty exists as to the boundaries of districts as shown on the Bridgeport zoning map, the following rules shall apply:

- A. Boundaries indicated as approximately following the centerlines of streets, highways or alleys shall be construed as following such centerlines;
- B. Boundaries indicated as approximately following platted lot lines shall be construed as following such lot lines;
- C. Boundaries indicated as approximately following the corporate limits of the city shall be construed as following the corporate limits of the city;
- D. Boundaries indicated as following railroad lines shall be construed to be midway between the main tracks;
- E. Boundaries indicated as following shorelines shall be construed as following such shorelines, and in the event of change in the shoreline shall be construed as moving with the actual shoreline; boundaries indicated as approximately following the centerline of streams, rivers, lakes, or other bodies of water shall be construed to follow such centerline;
- F. Boundaries indicated as parallel to or extensions of features indicated in subsections A through E above shall be so construed. Distances not specifically indicated on the Bridgeport zoning map shall be determined by the scale of the map;
- G. Where physical or cultural features existing on the ground are at variance with those shown on the Bridgeport zoning map or in other circumstances not covered by subsections A through F above, the administrator shall interpret the district boundaries. (Ord. 475 § I (part), 1996)

Chapter 17.16

R-I SINGLE-FAMILY LOW DENSITY DISTRICT

Sections:

- 17.16.010 Purpose.**
- 17.16.020 Allowed uses.**
- 17.16.030 Signs.**

17.16.040 Minimum design standards.

17.16.010 Purpose.

The purpose of the single-family low density district (formerly titled "A agricultural district") is to provide for low density residential use in those areas where existing lots are platted at or more than ten thousand square feet, and in unplatted areas designated by the comprehensive plan for single-family residential use. Maximum density shall be four dwelling units per acre. (Ord. 475 § I (part), 1996)

17.16.020 Allowed uses.

Uses allowed in this district shall be as shown in the district use chart, Chapter 17.52, under Allowed Uses. In general, allowed uses shall include single-family residences, parks and family day care. Prohibited uses include duplexes and other higher density residential uses, and all commercial and industrial uses. In the event of a conflict between this section and the use chart, Chapter 17.52 shall apply. (Ord. 475 § I (part), 1996)

17.16.030 Signs.

A. In this district, the following signs shall be permitted:

1. One name plate for each dwelling unit, not more than three square feet in area;
2. One temporary sign advertising the sale, lease or rental of the property on which it is located, of not more than six square feet in area;
3. Signs expressing personal or political opinions for an upcoming election, or endorsing a political candidate; however, they shall not exceed three square feet in area and must be removed within one week of the close of the elections for which they are addressed.

B. No signs in this district shall be illuminated.

(Ord. 475 § I (part), 1996)

17.16.040 Minimum design standards.

The following standards apply to all residential structures to be placed outside of a mobilehome park within this district, both site built or structures transported to the site to be erected as residential dwellings:

- A. Construction shall meet applicable building codes (see Sections 17.56.090 and 17.56.100);
- B. Exterior siding must be similar in appearance to siding materials commonly used on conventional site-built Uniform Building Code single-family residences;
- C. Roof pitch must be a minimum three in twelve;
- D. Minimum overall width and length is seventeen feet with a minimum floor area of eight hundred square feet excluding porches, decks, patios or other attached accessory structures;
- E. The bottom of supporting members of the lowest finished floor (normally the floor joists) of a residence shall not exceed an average of fifteen inches above grade as measured at the center of each external wall of the structure. Structures shall be pit-set and/or backfilled to achieve this in order to maintain required crawl space. Structures with basements or below-grade floorspaces shall be considered as meeting this requirement since the lowest finished floor is below ground level. (Ord. 475 § I (part), 1996)

Chapter 17.24

R-2 MIXED-FAMILY MEDIUM DENSITY RESIDENTIAL DISTRICT

Sections:

- 17.24.010 Purpose.**
- 17.24.020 Allowed uses.**
- 17.24.030 Signs.**
- 17.24.040 Minimum design standards.**
- 17.24.050 Multifamily development design standards.**
- 17.24.060 Multifamily development—Contact person.**

17.24.010 Purpose.

The purpose of the mixed-family residential designation (formerly titled “RI residential district”) is to provide for the development of a mixture of housing needs that have low to medium levels of density. This district allows both single-family residences and multifamily dwellings; however, multifamily dwellings are required to have larger minimum lot sizes to preserve an overall density between that of the single-family residential district and the multifamily residential district. In no case shall overall density exceed eight dwelling units per acre. Additionally, the Bridgeport Shoreline Master Program shall be consulted to determine any additional restrictions that apply to portions of this district that may be located within shorelines jurisdiction. (Ord. 475 § I (part), 1996)

17.24.020 Allowed uses.

Uses allowed in this district shall be as shown in the district use chart, Chapter 17.52. In general, allowed uses shall include single-family residences, duplexes, triplexes, family day care and parks. Multifamily dwellings shall be allowed by conditional use permit. All commercial and industrial uses shall be prohibited. In the event of a conflict between this section and the use chart, Chapter 17.52 shall apply. (Ord. 475 § I (part), 1996)

17.24.030 Signs.

- A. In this district, the following signs shall be permitted:
 - 1. One name plate for each dwelling unit, not more than three square feet in area;
 - 2. One temporary sign advertising the sale, lease or rental of the property on which it is located, of not more than six square feet in area;
 - 3. Signs expressing personal or political opinions for an upcoming election, or endorsing a political candidate; however, they shall not exceed three square feet in area and must be removed within one week of the close of the elections for which they are addressed;
 - 4. One sign of not more than six square feet in area identifying, by name, a multifamily complex of four units or more which may be illuminated by directional lighting attached directly to the edge of the sign and directed only at the sign itself;
 - 5. Signs for parking areas of a multifamily complex used for parking and traffic control, and compliance with the Americans With Disabilities Act.
- B. No signs in this district shall be illuminated except as indicated under subsection (A)(4) of this section. (Ord. 475 § I (part), 1996)

17.24.040 Minimum design standards.

The following standards apply to all residential structures to be placed outside of a mobilehome park within this district, both site built or structures transported to the site to be erected as residential dwellings:

- A. Construction shall meet applicable building codes (see Sections 17.56.090 and 17.56.100);
- B. Exterior siding must be similar in appearance to siding materials commonly used on conventional site-built Uniform Building Code single-family residences;
- C. Roof pitch must be a minimum three in twelve;
- D. Minimum width and length is fourteen feet (minimum width may have an actual measurement of thirteen feet, six inches) with a minimum floor area of six hundred square feet excluding porches, decks, patios or other attached accessory structures;
- E. The bottom of supporting members of the lowest finished floor (normally the floor joists) of a residence shall not exceed an average of fifteen inches above grade as measured at the center of each external wall of the structure. Structures shall be pit-set and/or backfilled to achieve this in order to maintain required crawl space. Structures with basements or below-grade floorspaces shall be considered as meeting this requirement since the lowest finished floor is below ground level. (Ord. 475 § 1 (part), 1996)

17.24.050 Multifamily development design standards.

A. In addition to the above standards, multifamily dwellings in this district shall meet the following standards:

1. Visual screening of trash areas and other service areas of the development shall be provided through landscape plantings, fencing, or other methods which provide for visual screening and which prevent blowing of trash.
2. Parking areas and buildings shall be provided with landscaping which breaks up the visual impact of the development from adjacent properties, and which prevents the occurrence of noxious weeds. If parking is to be located in the front yard area of the lot, then landscaped buffers must be included between the street and such parking areas.
3. All landscaping must commence immediately upon completion of construction. Landscaping must be maintained to assure long-term viability of plantings; underground or timed water systems may be required for water conservation.
4. Landscape plans shall be submitted as part of the development application process.
5. Stormwater shall be channeled and disposed of on-site by dispersal through a grassy area of sufficient size for the anticipated amount of runoff, or by release into a properly designed dump area with appropriate filtration devices, or through other methods to assure no degradation of water sources or increased levels of runoff onto adjoining property.

B. The administrator shall review the measures proposed to meet the above standards and shall approve or conditionally approve a building permit application to assure compliance with these standards. (Ord. 475 § 1 (part), 1996)

17.24.060 Multifamily development—Contact person.

A contact person shall be identified who can be contacted and respond within a maximum of thirty minutes at any time of day regarding emergencies or other problems that may occur within a multifamily complex. (Ord. 475 § 1 (part), 1996)

Chapter 17.28

R-3 MULTIFAMILY RESIDENTIAL DISTRICT

Sections:

- 17.28.010 Purpose.**
- 17.28.020 Allowed uses.**
- 17.28.030 Signs.**
- 17.28.040 Minimum design standards.**
- 17.28.050 Multifamily development standards.**
- 17.28.060 Multifamily development—Contact person.**

17.28.010 Purpose.

The purpose of this district is to provide for the development of higher density residential uses. Density shall not exceed twenty dwelling units per acre. (Ord. 475 § I (part), 1996)

17.28.020 Allowed uses.

Uses allowed in this district shall be as shown in the district use chart, Chapter 17.52. In general, allowed uses shall include single-family dwellings, duplexes, triplexes, multifamily uses by conditional use permit, family day care and parks. All commercial and industrial uses are prohibited. In the event of a conflict between this section and the use chart, Chapter 17.52 shall apply. Additionally, the Bridgeport Shoreline Master Program shall be consulted to determine any additional restrictions that apply to portions of this district that may be located within shorelines jurisdiction. (Ord. 475 § I (part), 1996)

17.28.030 Signs.

A. In this district, the following signs shall be permitted:

1. One name plate for each dwelling unit, not more than three square feet in area;
2. One temporary sign advertising the sale, lease or rental of the property on which it is located, of not more than six square feet in area;
3. Signs expressing personal or political opinions for an upcoming election, or endorsing a political candidate; however, they shall not exceed three square feet in area and must be removed within one week of the close of the elections for which they are addressed;
4. One sign of not more than six square feet in area identifying, by name, a multifamily complex of four units or more which may be illuminated by directional lighting attached directly to the edge of the sign and directed only at the sign itself;
5. Signs for parking areas of a multifamily complex used for compliance with the Americans With Disabilities Act.

B. No signs in this district shall be illuminated except as indicated under subsection (A)(4) of this section. (Ord. 475 § I (part), 1996)

17.28.040 Minimum design standards.

The following standards apply to all residential structures to be placed outside of a mobilehome park within this district, both site built or structures transported to the site to be erected as residential dwellings:

- A. Construction shall meet applicable building codes (see Sections 17.56.090 and 17.56.100);
- B. Exterior siding must be similar in appearance to siding materials commonly used on conventional site-built Uniform Building Code single-family residences;

- C. Roof pitch must be a minimum three in twelve;
- D. Minimum width and length is seventeen feet with a minimum floor area of six hundred square feet excluding porches, decks, patios or other attached accessory structures;
- E. The bottom of supporting members of the lowest finished floor (normally the floor joists) of a residence shall not exceed an average of fifteen inches above grade as measured at the center of each external wall of the structure. Structures shall be pit-set and/or backfilled to achieve this in order to maintain required crawl space. Structures with basements or below-grade floorspaces shall be considered as meeting this requirement since the lowest finished floor is below ground level. (Ord. 475 § I (part), 1996)

17.28.050 Multifamily development standards.

- A. Multifamily development in this district shall meet the following standards:
 - 1. Visual screening of trash areas and other service areas of the development shall be provided through landscape plantings, fencing, or other methods which provide for visual screening and which prevent blowing of trash.
 - 2. Parking areas and buildings shall be provided with landscaping which breaks up the visual impact of the development from adjacent properties, and which prevents the occurrence of noxious weeds. If parking is to be located in the front yard area of the lot, then landscaped buffers must be included between the street and such parking areas.
 - 3. All landscaping must commence immediately upon completion of construction. Landscaping must be maintained to assure long-term viability of plantings; underground or timed water systems may be required for water conservation.
 - 4. Landscape plans shall be submitted as part of the development application process.
 - 5. Stormwater shall be channeled and disposed of on-site by dispersal through a grassy area of sufficient size for the anticipated amount of runoff, or by release into a properly designed dump area with appropriate filtration devices, or through other methods to assure no degradation of water sources or increased levels of runoff onto adjoining property.
- B. The administrator shall review the measures proposed to meet the above standards and shall approve or conditionally approve a building permit application to assure compliance with these standards. (Ord. 475 § I (part), 1996)

17.28.060 Multifamily development—Contact person.

A contact person shall be identified who can be contacted and respond within a maximum of thirty minutes at any time of day regarding emergencies or other problems that may occur within a multifamily complex. (Ord. 475 § I (part), 1996)

Chapter 17.32

CB CENTRAL BUSINESS DISTRICT

Sections:

- 17.32.010 Purpose.**
- 17.32.020 Allowed Uses.**
- 17.32.030 Minimum design standards.**

17.32.010 Purpose.

The purpose of this district (formerly titled “B-I business district”) is to provide for 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. The central business district is the retail commercial center of Bridgeport. In the event of a conflict between this section and the use chart, Chapter 17.52 shall apply. (Ord. 523 § 2 (part), 2001; Ord 475 § 1 (part), 1996)

17.32.020 Allowed Uses.

Uses allowed in this district shall be as shown in the district use chart, Chapter 17.52. In general, allowed uses shall include retail stores, professional offices, Laundromats, restaurants and cafes. Residential use shall be limited to existing single-family residences, and living quarters for persons working in existing businesses where overnight staffing is necessary, provided such living quarters must be contained in the building which houses the business and shall not occupy separate structures. For the purposes of this chapter, “existing single-family residences” shall mean those single-family residential structures, as defined and classified by this title and the UBC, that exist within the district as of the effective date of the ordinance adopting these provisions. This term shall not apply to any structure that has been converted from some other building classification and/or use into a single-family residence; nor shall it apply to any structures that are currently being used as multifamily residential structures, regardless of its existing and/or previous classification and/or use. Hotels and motels are prohibited uses. (Ord. 523 § 2 (part), 2001; Ord 475 § 1 (part), 1996)

17.32.030 Minimum design standards.

- A. Commercial uses in this district shall meet the following standards:
 1. Visual screening of trash areas and other service areas of the development shall be provided through landscape plantings, fencing, or other methods which provide for visual screening and which prevent blowing of trash.
 2. Parking areas and buildings shall be provided with landscaping which breaks up the visual impact of the development from adjacent properties, and which prevents the occurrence of noxious weeds. If parking is to be located in the front yard area of the lot, then landscaped buffers must be included between the street and such parking areas.
 3. All landscaping must commence immediately upon completion of construction. Landscaping must be maintained to assure long-term viability of plantings; underground or timed water systems may be required for water conservation.
 4. Landscape plans shall be submitted as part of the development application process.
 5. Storm water shall be channeled and disposed of on-site by dispersal through a grassy area of sufficient size for the anticipated amount of runoff, or by release into a properly designed dump area with appropriate filtration devices, or through other methods to assure no degradation of water sources or increased levels of runoff onto adjoining property.
 6. Where remodels, expansions, rehabilitation and/or replacement of existing single family residences, as described in Section 17.32.020 above, occur, the following minimum standards shall apply:
 - a. Construction shall meet applicable building codes, including but not limited to, Sections 17.56.090 and 17.56.100;
 - b. Exterior siding must be similar in appearance to siding material commonly used on conventional site-built uniform building code single-family residences;
 - c. Roof pitch must be a minimum three in twelve;

d. Minimum width and length is seventeen feet with a minimum floor area of six hundred square feet excluding porches, decks, patios or other attached accessory structures;

e. The bottom supporting members of the lowest finished floor (normally the floor joists) of a residence shall not exceed an average of fifteen inches above grade as measured at the center of each external wall of the structure. Structures shall be pit-set and/or backfilled to achieve this in order to maintain required crawl space. Structures with basements or below-grade floor spaces shall be considered as meeting this requirement since the lowest finished floor is below ground level;

f. The building setbacks and lot dimensional requirements shall be consistent with the R-2 standards described in Section 17.56.020, Table I;

g. All permitted storage of equipment, product, materials, etc. shall be located entirely within an enclosed building or shall be screened from view of the surrounding properties with a sight-obscuring fence at least six feet, but not exceeding eight feet, in height. Barbed wire may only be used on the portion of a fence that is more than six feet high, and shall not exceed the allowable eight feet in height maximum. Material enclosed within a sight-obscuring fence shall not be placed, stacked or located so as to be visible above the fence. No storage of materials shall be located within any required front yard.

B. The administrator shall review the measures proposed to meet the above standards and shall approve or conditionally approve a building permit application to assure compliance with these standards. (Ord. 523 § 2 (part), 2001; Ord 475 § 1 (part), 1996)

Chapter 17.36

TC TOURIST COMMERCIAL DISTRICT

Sections:

17.36.010 Purpose.

17.36.020 Allowed uses.

17.36.030 Signs.

17.36.040 Development standards.

17.36.050 Minimum residential design standards.

17.36.010 Purpose.

The purpose of this district is to provide for motels, recreational vehicle parks and other tourist-oriented businesses while at the same time assuring that their development will be compatible with surrounding residential uses. Light industrial uses will not be allowed in this area. (Ord. 475 § 1 (part), 1996)

17.36.020 Allowed uses.

Uses allowed in this district shall be as shown in the district use chart, Chapter 17.52. In general, allowed uses shall include retail stores which are tourist-oriented, such as restaurants, antique stores, bookstores, clothing stores, and beauty shops. Motels and hotels are allowed. Low density residential uses are allowed. Such uses as professional offices, manufacturing and service stations are prohibited. In the event of a conflict between this section and the use chart, Chapter 17.52 shall apply. Additionally, the Bridgeport Shoreline Master Program shall be consulted to determine any additional restrictions that apply to portions of this district that may be located within shorelines jurisdiction. (Ord. 475 § 1 (part), 1996)

17.36.030 Signs.

In this district, the following signs shall be permitted:

A. Signs related to specific on-site activities shall not exceed thirty-two square feet in surface area. Freestanding signs shall not exceed: six feet in height (sign dimension, e.g., six feet high by five feet wide); and fifteen feet in height (structural, i.e., overall height of sign from ground).

B. Spinners, streamers, pennants, flashing light used for commercial purposes and other attention-getting devices are prohibited, except for temporary events not to exceed a total of thirty days within a calendar year.

C. Whenever feasible signs shall be flush-mounted against existing buildings.

D. Temporary or obsolete signs shall be removed within ten days of elections, closures of businesses, or termination of any other intended function.

E. Lighted signs shall be hooded, shaded or aimed so that direct light of lamps will not result in glare when viewed from surrounding properties or rights-of-way. (Ord. 475 § 1 (part), 1996)

17.36.040 Development standards.

A. All commercial uses in this district shall meet the following standards:

1. Visual screening of trash areas and other service areas of the development shall be provided through landscape plantings, fencing, or other methods which provide for visual screening and which prevent blowing of trash.

2. Parking areas and buildings shall be provided with landscaping which breaks up the visual impact of the development from adjacent properties, and which prevents the occurrence of noxious weeds. If parking is to be located in the front yard area of the lot, then landscaped buffers must be included between the street and such parking areas.

3. All landscaping must commence immediately upon completion of construction. Landscaping must be maintained to assure long-term viability of plantings; underground or timed water systems may be required for water conservation.

4. Landscape plans shall be submitted as part of the development application process.

5. Stormwater shall be channeled and disposed of on-site by dispersal through a grassy area of sufficient size for the anticipated amount of runoff, or by release into a properly designed dump area with appropriate filtration devices, or through other methods to assure no degradation of water sources or increased levels of runoff onto adjoining property.

6. All permitted storage of equipment, product, materials, etc. shall be located entirely within an enclosed building or shall be screened from view of the surrounding properties with a sight-obscuring fence at least six feet, but not exceeding eight feet, in height. Barbed wire and/or razor ribbon (security wire) may only be used on the portion of a fence that is more than six feet high, and shall not exceed the allowable eight feet in height maximum. Material enclosed within a sight-obscuring fence shall not be placed, stacked or located so as to be visible above the fence. No storage of materials shall be located within any required front yard.

B. The administrator shall review the measures proposed to meet the above standards and shall approve or conditionally approve a building permit application to assure compliance with these standards. (Ord. 523 § 4, 2001; Ord. 475 § 1 (part), 1996)

17.36.050 Minimum residential design standards.

The following standards apply to all residential structures to be placed outside of a mobilehome park within this district, both site built or structures transported to the site to be erected as residential dwellings:

A. Construction shall meet applicable building codes (see Sections 17.56.090 and 17.56.100);

- B. Exterior siding must be similar in appearance to siding materials commonly used on conventional site-built Uniform Building Code single-family residences;
- C. Roof pitch must be a minimum three in twelve;
- D. Minimum width and length is seventeen feet with a minimum floor area of six hundred square feet excluding porches, decks, patios or other attached accessory structures;
- E. The bottom of supporting members of the lowest finished floor (normally the floor joists) of a residence shall not exceed an average of fifteen inches above grade as measured at the center of each external wall of the structure. Structures shall be pit-set and/or backfilled to achieve this in order to maintain required crawl space. Structures with basements or below-grade floorspaces shall be considered as meeting this requirement since the lowest finished floor is below ground level. (Ord. 475 § 1 (part), 1996)

Chapter 17.40

TRC TRAFFIC COMMERCIAL DISTRICT

Sections:

- 17.40.010 Purpose.**
- 17.40.020 Allowed uses.**
- 17.40.030 Development standards.**

17.40.010 Purpose.

The purpose of this designation is to provide for a mix of low-intensity retail and service commercial businesses that are compatible with vehicular traffic. (Ord. 475 § 1 (part), 1996)

17.40.020 Allowed uses.

Allowed in this district shall be such uses as restaurants, professional offices, auto repair and service, most retail and service commercial uses while a few manufacturing uses are allowed by conditional use permit. Residential uses shall not be allowed in this district. In the event of a conflict between this section and the use chart, Chapter 17.52 shall apply. (Ord. 475 § 1 (part), 1996)

17.40.030 Development standards.

- A. All commercial uses in this district shall meet the following standards:
 - 1. Visual screening of trash areas and other service areas of the development shall be provided through landscape plantings, fencing, or other methods which provide for visual screening and which prevent blowing of trash.
 - 2. Parking areas and buildings shall be provided with landscaping which breaks up the visual impact of the development from adjacent properties, and which prevents the occurrence of noxious weeds. If parking is to be located in the front yard area of the lot, then landscaped buffers must be included between the street and such parking areas.
 - 3. All landscaping must commence immediately upon completion of construction. Landscaping must be maintained to assure long-term viability of plantings; underground or timed water systems may be required for water conservation.
 - 4. Landscape plans shall be submitted as part of the development application process.
 - 5. Stormwater shall be channeled and disposed of on-site by dispersal through a grassy area of sufficient size for the anticipated amount of runoff, or by release into a properly designed dump area with appropriate

filtration devices, or through other methods to assure no degradation of water sources or increased levels of runoff onto adjoining property.

6. All permitted storage of equipment, product, materials, etc. shall be located entirely within an enclosed building or shall be screened from view of the surrounding properties with a sight-obscuring fence at least six feet, but not exceeding eight feet, in height. Barbed wire and/or razor ribbon (security wire) may only be used on the portion of a fence that is more than six feet high, and shall not exceed the allowable eight feet in height maximum. Material enclosed within a sight-obscuring fence shall not be placed, stacked or located so as to be visible above the fence. No storage of materials shall be located within any required front yard.

B. The administrator shall review the measures proposed to meet the above standards and shall approve or conditionally approve a building permit application to assure compliance with these standards. (Ord. 523 § 5, 2001; Ord. 475 § 1 (part), 1996)

Chapter 17.44

GI GENERAL INDUSTRIAL DISTRICT

Sections:

17.44.010 Purpose.

17.44.020 Allowed uses.

17.44.030 Development standards.

17.44.010 Purpose.

The purpose of this district, formerly titled the “B2 business district,” is to provide for existing and future industrial uses. (Ord. 475 § 1 (part), 1996)

17.44.020 Allowed uses.

Uses allowed in this district shall be as shown in the district use chart, Chapter 17.52. In general, allowed uses shall include industrial uses such as truck terminals, automobile wrecking yards, wholesale trade, commercial storage, heavy equipment storage and fruit processing facilities. Residential use shall be prohibited. In the event of a conflict between this section and the use chart, Chapter 17.52 shall apply. (Ord. 475 § 1 (part), 1996)

17.44.030 Development standards.

A. Industrial uses in this district shall meet the following standards:

1. Visual screening of trash areas and other service areas of the development shall be provided through landscape plantings, fencing, or other methods which provide for visual screening and which prevent blowing of trash.

2. Parking areas and buildings shall be provided with landscaping which breaks up the visual impact of the development from adjacent properties, and which prevents the occurrence of noxious weeds. If parking is to be located in the front yard area of the lot, then landscaped buffers must be included between the street and such parking areas.

3. All landscaping must commence immediately upon completion of construction. Landscaping must be maintained to assure long-term viability of plantings; underground or timed water systems may be required for water conservation.

4. Landscape plans shall be submitted as part of the development application process.
5. Stormwater shall be channeled and disposed of on-site by dispersal through a grassy area of sufficient size for the anticipated amount of runoff, or by release into a properly designed dump area with appropriate filtration devices, or through other methods to assure no degradation of water sources or increased levels of runoff onto adjoining property.
6. All permitted storage of equipment, product, materials, etc. shall be located entirely within an enclosed building or shall be screened from view of the surrounding properties with a sight-obscuring fence at least six feet, but not exceeding eight feet, in height. Barbed wire and/or razor ribbon (security wire) may only be used on the portion of a fence that is more than six feet high, and shall not exceed the allowable eight feet in height maximum. Material enclosed within a sight-obscuring fence shall not be placed, stacked or located so as to be visible above the fence. No storage of materials shall be located within any required front yard.
7. Access from a public street to industrial uses in this zone shall be located as to minimize traffic congestion and avoid directing truck traffic through residential or commercial areas.
 - B. The administrator shall review the measures proposed to meet the above standards and shall approve or conditionally approve a building permit application to assure compliance with these standards. (Ord. 523 § 6, 2001; Ord. 475 § 1 (part), 1996)

17.46

LI LIGHT INDUSTRIAL

Sections:

- 17.46.010 Purpose.
- 17.46.020 Allowed uses.
- 17.46.030 Development standards.

17.46.010 Purpose

The purpose of this district is to provide for light industrial uses.

17.46.020 Allowed uses.

Uses allowed in this district shall be as shown in the district use chart, Chapter 17.52. In general, allowed uses are those that have less impact than general industrial, especially those related to agricultural activities such as garden nursery, packing facilities and winery/microbrewery or technology related industries. Light industry may have some truck traffic and day-time noise, but that generally does not produce negative impacts to air, water, etc. In the event of a conflict between this section and the use chart, Chapter 17.52 shall apply.

17.46.030 Development standards.

- A. Industrial uses in this district shall meet the following standards:
 1. Visual screening of trash and service areas of the development shall be provided through landscape plantings, fencing, or other methods compatible with the surrounding area.
 2. Parking areas and building shall be provided with landscaping which breaks up the visual impact of the development from adjacent properties, and which prevents the occurrence of noxious

weeds. If parking is to be located in the front yard area of the lot, then landscaped buffers must be included between the street and such parking areas.

3. All landscaping must commence immediately upon completion of construction. Landscaping must be maintained to assure long-term viability of plantings; underground or timed water systems may be required for water conservation.
4. Landscape plans, including greenways and screening, shall be submitted as part of the development application process.
5. Stormwater shall be channeled and disposed of on-site by dispersal through a grassy area of sufficient size for the anticipated amount of runoff, or by release into a properly designed dump area with appropriate filtration devices, or through other methods to assure no degradation of water sources or increased levels of runoff onto adjoining property.
6. All permitted storage of equipment, product, materials, etc. shall be located entirely within an enclosed building or shall be screened from view of the surrounding properties. Screening may consist of attractive sight-obscuring fence at least six feet, but not exceeding eight feet, in height. No storage of materials shall be located within any required front yard.
7. Access from a public street to industrial uses in this zone shall be located as to minimize traffic congestion and avoid directing truck traffic through residential or commercial areas.
8. To ensure compatibility, the surrounding neighborhood shall be considered in design, layout and construction.

B. The administrator shall review the measures proposed to meet the above standards and shall approve or conditionally approve a building permit application to assure compliance with these standards.

Chapter 17.48

PU PUBLIC USE DISTRICT

Sections:

17.48.010 Purpose.

17.48.020 Allowed uses.

17.48.010 Purpose.

The purpose of this district is to preserve and provide lands for those community facilities and utilities which are of cultural or physical benefit to the city. (Ord. 475 § 1 (part), 1996)

17.48.020 Allowed uses.

Uses allowed in this district shall be as shown in the district use chart, Chapter 17.52. In general, only public uses such as parks, playgrounds, boat launches, or city facilities such as the City Hall, fire hall or sewer plant will be allowed. In the event of a conflict between this section and the use chart, Chapter 17.52 shall apply. Additionally, the Bridgeport Shoreline Master Program shall be consulted to determine any additional restrictions that apply to portions of this district that may be located within shorelines jurisdiction. (Ord. 475 § 1 (part), 1996)

Chapter 17.52

DISTRICT USE CHART

Sections:

17.52.010 Purpose.

17.52.020 Use chart.

17.52.010 Purpose.

A district use chart is established and contained herein as a tool for the purpose of determining the specific uses allowed in each use district. No use shall be allowed in a use district that is listed in the use chart as prohibited, by variance or otherwise. (Ord. 475 § 1 (part), 1996)

17.52.020 Use chart.

The use chart is located on the following pages and is made a part of this section. (Ord. 523 § 3, 2001; Ord. 475 § 1 (part), 1996)

Table 17.52.020

DISTRICT USE CHART

Use district abbreviation:

- R-1 = Single-family residential
- TC = Tourist commercial district
- R-2 = Mixed-family residential
- TRC = Traffic commercial district
- R-3 = Multifamily residential
- GI = General Industrial district
- LI = Light Industrial district
- CB = Central business district
- PU = Public use district
- A = Allowed outright
- C = Conditional use permit
- P = Prohibited

	R-1	R-2	R-3	CB	TC	TRC	GI	LI	PU
Use: Amusement									
Bowling alleys	P	P	P	A	P	A	P	P	P
Gyms, exercise facilities	P	P	C	A	A	A	P	P	A
Parks	A	A	A	C	A	A	P	P	A
Recreation and amusement facilities, commercial	P	P	P	C	C	C	P	P	P
Recreational vehicle park	P	P	P	P	C	C	P	P	A

	R-1	R-2	R-3	CB	TC	TRC	GI	LI	PU
Theaters	P	P	P	A	P	A	P	P	P
Use: Agricultural									
Agricultural	P	P	P	P	P	P	P	P	P
Use: Community Services									
Animal shelters	P	P	P	P	P	P	A	P	A
Cemetery	C	C	C	P	P	P	P	P	A
Churches	C	C	C	A	C	P	P	P	P
Community center, meeting hall, fraternal organizations	P	P	P	A	C	P	P	P	C
Convalescent centers/nursing homes	C	C	C	P	P	P	P	P	P
Day care center	A	A	A	C	C	P	P	P	P
Day care home	A	A	A	P	A	P	P	P	P
Essential Public Facilities (not specified here in)	P	P	P	P	P	P	C	C	C
Fire, police stations	P	P	P	A	C	A	A	A	A
Funeral homes	P	C	C	A	P	P	P	P	P
Halfway houses	P	P	C	P	P	P	P	P	P
Hospitals	P	C	C	A	P	P	P	P	A
Libraries	P	P	P	A	C	P	P	P	A
Museums, art galleries	P	P	P	A	A	P	P	P	A
Museums, nonprofit historical	P	P	P	A	A	P	P	P	A
Preschools, agency	C	C	C	C	P	P	P	P	A
Residential care facilities	C	C	A	C	C	A	P	P	C
Schools, grader 1-12	C	C	C	P	P	P	P	P	A
Schools, jr. colleges, vocational	C	C	C	P	P	P	C	C	A
Use: Manufacturing									
Apparel and accessories	P	P	P	C	P	C	A	A	P
Bakery (wholesale)	P	P	P	A	P	C	A	A	P
Beverage industry (also, see microbrewery)	P	P	P	P	P	P	A	C	P
Canning/packaging food	P	P	P	P	P	P	A	C	P

	R-1	R-2	R-3	CB	TC	TRC	GI	LI	PU
Cement/concrete plants	P	P	P	P	P	P	A	P	P
Confectionery	P	P	P	A	P	P	A	C	P
Electric components/Electronic	P	P	P	C	P	P	A	A	P
Fabricated structural metal products	P	P	P	P	P	P	A	P	P
Food processing	P	P	P	P	P	P	A	C	P
Furniture	P	P	P	C	P	P	A	A	P
Glass, pottery, related	P	P	P	C	P	P	A	C	P
Leather tanning	P	P	P	P	P	P	A	C	P
Machinery and equipment	P	P	P	P	P	P	A	P	P
Microbrewery/winery	P	P	P	C	C	C	A	A	P
Paperboard containers	P	P	P	P	P	P	A	P	P
Pharmaceuticals	P	P	P	P	P	P	A	C	P
Plastic assembly	P	P	P	P	P	P	A	A	P
Prefabricated wood products	P	P	P	P	P	P	A	C	P
Printing, publishing	P	P	P	A	P	C	A	A	P
Rubber products	P	P	P	P	P	P	A	C	P
Sawmills, planing mills	P	P	P	P	P	P	A	P	P
Sheet metal	P	P	P	P	P	C	A	A	P
Slaughterhouse/Rendering plants	P	P	P	P	P	P	P	P	P
Stone products	P	P	P	P	P	P	A	C	P
Welding	P	P	P	P	P	C	A	A	P
Use: Mining/Refining									
Asphalt materials	P	P	P	P	P	P	C	P	P
Mining, including sand and gravel	P	P	P	P	P	P	C	P	P
Rock crushing	P	P	P	P	P	P	C	P	P
Use: Parking									
Public parking lots complying with Chapter 17.60, Off-Street Parking	P	P	P	C	C	C	P	P	A
Use: Residential									
Adult family home	A	A	A	P'	A	P	P'	P	P'

	R-1	R-2	R-3	CB	TC	TRC	GI	LI	PU
Business owner/employee living quarters (see Section 17.32.020)	A	A	A	A	A	A	A	A	A
Condominiums – residential	P	C	A	P	C	P	P	P	P
Condominiums – timeshare and similar resort operations	P	P	P	P	A	P	P	P	P
Duplex or triplex	P	A	A	P	A	P	P	P	P
Group home (see Section 17.08.390)	A	A	A	P	A	P	P	P	P
Manufactured Home, designated	A	P	A	P	A	P	P	P	P
Manufactured home, HUD certified	P	A	P	P	P	P	P	P	P
Manufactured/Mobile Home Park	C	C	C	C	C	P	P	P	C
Modular Home, 17 feet wide or less	P	A	P	P	P	P	P	P	P
Modular Home, greater than 17 feet wide	A	P	A	P	A	P	P	P	P
Multifamily use including lodging house	P	P	C	P	C	P	P	P	P
Single-family dwelling	A	A	A	P ²	A	P	P	P	P
Use: Retail Trade									
Adult book/novelty store	P	P	P	P	P	P	P	P	P
Animal clinic/hospital	P	P	P	C	P	A	A	A	P
Antique store	P	P	P	A	A	A	P	P	P
Arts and crafts supply	P	P	P	A	A	A	P	P	P
Auto, trailer or manufactured home sales	P	P	P	P	P	A	P	C	P
Auto repair shops	P	P	P	P	P	A	P	C	P
Auto body/paint shops	P	P	P	P	P	A	P	C	P
Auto parts- retail	P	P	P	A	P	A	P	P	P
Auto towing	P	P	P	P	P	A	P	P	P
Auto wrecking yards	P	P	P	P	P	P	C	P	P
Bakery-retail	P	P	P	A	A	A	P	P	P
Beauty, barber shops	P	P	P	A	A	A	P	P	P
Bed and breakfasts	C	C	C	P	A	A	P	P	P
Books, newsstands, video stores	P	P	P	A	A	A	P	P	P
Bulk fuel distributor	P	P	P	P	P	P	A	P	P

	R-1	R-2	R-3	CB	TC	TRC	GI	LI	PU
Car wash	P	P	P	P	P	A	P	P	P
Clothing store	P	P	P	A	A	A	P	P	P
Condominiums-residential	P	C	A	P	C	P	P	P	P
Condominiums-timeshare and similar resort operations	P	P	P	P	A	P	P	P	P
Convenience store (grocery with gas)	P	P	P	P	P	C	P	P	P
Department, discount store	P	P	P	A	P	A	P	P	P
Farm machinery, heavy equipment	P	P	P	P	P	C	A	C	P
Farmers market	P	P	P	A	P	A	P	P	A
Farm supplies	P	P	P	C	P	A	P	P	P
Financial institutions	P	P	P	A	P	A	P	P	P
Furniture, appliances	P	P	P	A	P	A	A	P	P
Gifts, pottery and souvenirs	P	P	P	A	A	A	P	P	P
Glass, retail	P	P	P	A	P	A	P	P	P
Grocery stores	P	P	P	A	P	A	P	P	P
Hardware, garden	P	P	P	A	P	A	P	P	P
Heating, plumbing sales and service	P	P	P	A	P	A	A	A	P
Heavy equipment storage, maintenance and repair	P	P	P	P	P	C	A	C	P
Inns and lodges other than bed and breakfasts	P	P	P	P	A	A	P	P	P
Insurance agencies	P	P	P	A	P	A	P	P	P
Junkyards, waste material processing	P	P	P	P	P	P	C	P	P
Kennels	P	P	P	P	P	P	A	P	P
Laundries, Laundromat	P	P	C	A	C	A	P	P	P
Liquor stores	P	P	P	A	C	A	P	P	P
Lumberyards	P	P	P	P	P	C	A	A	P
Marina or other water-related commercial uses	P	P	P	P	A	C	P	P	P
Medical/dental offices and clinics	P	P	P	A	P	A	P	P	P
Mini storage	P	P	P	P	P	A	P	P	P
Motels and hotels	P	P	P	P	A	A	P	P	P

	R-1	R-2	R-3	CB	TC	TRC	GI	LI	PU
Motorcycle sales and repair	P	P	P	P	P	A	P	C	P
Nursery (garden)	P	P	P	P	P	A	P	A	P
Paint-retail	P	P	P	A	P	A	P	P	P
Professional office building	P	P	P	A	P	A	P	P	P
Real estate offices and travel agencies	P	P	P	A	A	A	P	P	P
Recycling center	P	P	P	P	P	C	C	C	A
Recycling drop-off center (enclosed containers only)	P	P	P	C	P	C	C	C	A
Repairs-small appliances	P	P	P	A	P	C	P	C	P
Restaurants, drive-ins and cafes	P	P	P	A	A	A	P	P	P
Service stations- no repair services	P	P	P	P	P	C	P	P	P
Service stations- with repair services	P	P	P	P	P	C	P	P	P
Sewing and alterations	P	P	P	A	A	A	P	P	P
Shoe repair	P	P	P	A	P	A	P	P	P
Small engine repair	P	P	P	P	P	A	P	P	P
Tavern, bars and cocktail lounges	P	P	P	A	C ³	A	P	P	P
Upholstery	P	P	P	A	P	A	P	A	P
Use: Transportation and Utilities									
Bus terminals	P	P	P	A	C	C	P	P	A
Electrical substations	P	P	P	P	P	P	C	P	A
Telephone switching offices	C	C	C	A	P	P	A	P	A
Truck stops	P	P	P	P	P	C	C	P	P
Truck terminal	P	P	P	P	C	A	A	P	P
Use: Wholesale Trade and Storage									
Bulk storage facilities	P	P	P	P	P	P	A	C	A
Commercial storage	P	P	P	P	P	P	A	C	P
Hazardous waste, on-site treatment and/or storage	P	P	P	C ⁴	C ⁴	C ⁴	C	C ⁴	C ⁴
Hazardous waste, off-site treatment, manufacture and/or storage	P	P	P	P	P	P	C	P	P
Wholesale trade	P	P	P	P	P	P	A	A	P

- ¹ Except allowed in existing residences.
- ² Except existing single-family residences allowed, pursuant to Sections 17.32.020 and 17.32.030(A)(6).
- ³ Not allowed within one hundred fifty feet of any residential zoning district.
- ⁴ Allowed only as accessory use to permitted use existing on-site or on geographically contiguous property.

Chapter 17.56

**GENERAL USE DISTRICT
REGULATIONS AND STANDARDS**

- 17.56.110 Modular homes.**
- 17.56.120 Relocated structures.**
- 17.56.130 Recreational vehicles.**
- 17.56.140 Utilities.**
- 17.56.150 Agricultural lands.**

Sections:

- 17.56.010 Purpose.**
- 17.56.020 Setbacks and dimension requirements.**
- 17.56.030 Height, bulk and density requirements.**
- 17.56.040 Accessory buildings.**
- 17.56.050 Fences.**
- 17.56.060 Noxious vegetation.**
- 17.56.070 Vision clearance at intersections.**
- 17.56.080 Junk.**
- 17.56.090 Building codes.**
- 17.56.100 Mobile and manufactured homes.**

17.56.010 Purpose.

The purpose of the general use district regulations and standards is to provide a concise reference for bulk, density and setback regulations as well as general requirements that are common to many different zoning districts. (Ord. 475 § 1 (part), 1996)

17.56.020 Setbacks and dimension requirements.

Building setbacks and lot dimensional requirements shall be as provided in Table 17.56.020, below.

Table 17.56.020

Setbacks and Lot Dimensional Requirements

Zone	Minimum Square Feet	Minimum Width	Setbacks			
			Front ¹	Rear	Side	Street ²
R-1	10,000	75 feet	20 feet	10 feet	5 feet	15 feet
R-2	5,000	50 feet	20 feet	10 feet	5 feet	15 feet
R-3	5,000	50 feet	20 feet	10 feet	5 feet	15 feet
CB	2,500	25 feet	0	0	0	0
TC ³	5,000	50 feet	10 feet ³	5 feet ³	5 feet ³	10 feet ³
TRC	5,000	50 feet	10 feet	5 feet	5 feet	10 feet
I	5,000	50 feet	10 feet	10 feet	5 feet	10 feet
PU	None	50 feet	10 feet	10 feet	5 feet	15 feet

¹ On corner lots, the front lot line shall be the shorter of the two lines that border the streets (e.g., on a 50-foot lot line that abuts the street is considered the front lot line). If both street front ages are the same length, the official address shall determine which is front.

² Street setback is for corner lots only and is the side setback for the side of the lot parallel to the street right-of-way that is not the front lot line.

³ R-1 setbacks apply to residential uses in this district.

(Ord. 475 § 1 (part), 1996)

17.56.030 Height, bulk and density requirements.

Height, bulk and density requirements shall be those provided in Table 17.56.030, below.

Table 17.56.030

Height, Bulk and Density Requirements

Zone	Maximum Height	Minimum Floor Space	Maximum Lot Coverage¹	Maximum Building Coverage	Maximum Density
R-1	35	800	65%	50%	4 DUA ²
R-2	35	600	65%	50%	8 DUA ³
R-3	35	600	70%	50%	20 DUA ⁴
CB	35	None	None	100%	None
TC ⁵	35	None	75%	50%	None
TRC	35	None	75%	75%	None
I	35	None	None	None	None
PU	35	None	None	None	None

DUA=Dwelling Units Per Acre

- ¹ Any development shall be undertaken in accordance with BMC Title 14, Stormwater Drainage and Disposal.
- ² Ten thousand square feet per dwelling unit required to achieve maximum density.
- ³ Five thousand square feet per dwelling required to achieve maximum density.
- ⁴ Five thousand square feet required for first dwelling unit and one thousand five hundred square feet required for each additional dwelling unit to achieve maximum density.
- ⁵ R-1 standards apply to residential uses in this district.

(Ord. 475 § 1 (part), 1996)

17.56.040 Accessory buildings.

Accessory uses and/or buildings shall be permitted in conjunction with any principal use or building provided that the following criteria are met:

A. The accessory use or building must meet the definitions provided in Chapter 17.08 of this title;

B. An accessory building must have been originally and specifically constructed for use as a permanent accessory building unless it is to be located in the industrial district. Cargo containers, truck vans, converted mobilehomes and similar prefabricated containers and structures originally built for alternative purposes do not meet this criteria and are prohibited for use as accessory buildings;

C. The use or structure must not be expressly forbidden by this title;

D. An accessory building shall be located in a side or rear yard and conform with setback regulations. (Ord. 475 § 1 (part), 1996)

17.56.050 Fences.

A. In the residential zoning districts, no fence shall exceed the following height standards:

1. Front yard and side street yard: forty-two inches maximum height as measured from the finished grade of the lot within ten feet of the front lot line; however, chain link fences without slats may be up to forty-eight inches within ten feet of the front lot line. On corner lots and when located within a vision clearance area at intersections as defined in Section 17.56.070 of this chapter, no fence or other physical obstruction shall be higher than forty-two inches as measured from the established road grade, except that a chain link fence without slats may be up to forty-eight inches within the vision clearance area.

2. Side yard: a maximum of forty-two inches in height as measured from the finished grade of the lot within ten feet of the front lot line, at which point it may be a maximum of six feet in height as measured from the finished grade of the lot.

3. Rear yard: six feet maximum height from the finished grade of the lot.

B. Barbed wire fences shall not be allowed within the residential zoning districts.

C. Above-ground electric fences shall not be allowed within any zoning district in the city of Bridgeport. (Ord. 553 § 1, 2005; Ord. 523 § 7, 2001; Ord. 475 § 1 (part), 1996)

17.56.060 Noxious vegetation.

Grass, weeds, shrubs, bushes, trees or vegetation growing or which have grown and died, which constitute a fire hazard or a menace to public health, safety and welfare are considered a hazard and shall be subject to provisions of Chapter 8.40 of the Bridgeport Municipal Code, entitled Vegetation, Weed and Debris Abatement, as it currently exists and is hereinafter amended. If the official responsible for enforcement of said Chapter 8.40 is a person other than the official designated for the enforcement of this zoning code, the zoning administrator is granted the same authority to enforce Chapter 8.40 as if it were contained in this chapter. (Ord. 475 § 1 (part), 1996)

17.56.070 Vision clearance at intersections.

In all residentially zoned areas, no fence, wall, structure of any kind, bush or foliage, shall be erected or placed or be allowed to grow or to be maintained at a height of over three and one-half feet above the established top of any curb grade, except that a chain link fence without slats may be up to forty-eight inches above the established top of any curb grade, on any public or privately owned land within an area having a direct base line as follows:

A. Street Intersections. From the intersection of two street lines at points twenty-five feet back from the intersection of such street lines.

B. Alley Entrances. Intersecting the street and alley line at points twenty feet back from the intersection of such street and alley lines. (Ord. 553 § 2, 2005; Ord. 475 § 1 (part), 1996)

17.56.080 Junk.

In no district will there be permitted a collection of junk, trash, scrap, unlicensed disabled cars or

parts of cars, equipment, abandoned sheds or buildings except as specifically allowed in this title. Violators of this provision shall be subject to penalties as provided in Section 17.84.080 of this title. (Ord. 475 § I (part), 1996)

17.56.090 Building codes.

In accordance with the standards and definitions contained in this title, all structures built subsequent to the effective date of the ordinance codified in this title must meet the requirements described and adopted in Chapter 15.04 of the Bridgeport Municipal Code as the same exists now or may be hereafter amended, except that structures that are not built on-site shall comply with the provisions of this title and applicable state laws. (Ord. 475 § I (part), 1996)

17.56.100 Manufactured homes (Designated and HUD certified).

1. Manufactured homes must be no more than 15 years old;
2. Manufactured homes must be placed upon a permanent foundation and the space from the bottom of the home to the ground must be enclosed;
3. Manufactured homes must comply with all local design standards applicable to other homes within the neighborhood; and
4. Manufactured homes must be thermally equivalent to the state energy code;

17.56.110 Modular homes.

Modular homes shall be treated like site-built homes and inspected as the structure is being assembled on-site according to codes referenced in Chapter 15.04. Like any other residential structure, modular homes must meet the minimum design standards for the district in which they are to be located.

17.56.120 Relocated structures.

Buildings and structures that were legally constructed on a lot and being moved to a new site shall comply with all applicable codes contained in Chapter 15.04 pertaining to any new construction

required to place the structure including but not limited to foundation, plumbing and electrical construction. All relocated buildings, structures, including mobilehomes and manufactured homes, must meet the minimum design standards for the particular district to which they are to be relocated. (Ord. 475 § I (part), 1996)

17.56.130 Recreational vehicles.

A. No recreational vehicle, travel trailer or similar vehicle, whether licensed or unlicensed, shall be parked on a public street, alley or right-of-way for a period of more than sixty hours.

B. Recreational vehicles shall be located in recreational vehicle parks which shall be for the use of self-contained recreational vehicles only, which may be either motorized or towed. Recreational vehicle parks shall be developed and located according to Chapter 17.52, District Use Chart, and Chapter 17.62, Recreational Vehicle Parks.

C. Within the residential zoning districts, the temporary occupancy of not more than two recreational vehicles per residence are permitted for a time period not exceeding fourteen days in any three month period, provided the following minimum standards are met:

1. The unit shall be parked off of the public right-of-way and not within the first ten feet of the front yard area;
2. No rental or lease fees shall be charged for temporary use;
3. The occupants staying in the recreational vehicle shall be the owners or relatives/friends of the owners of the vehicle; and
4. The recreational vehicle shall not be hooked to city water or sewer service, and shall not be skirted in anyway. (Ord. 523 § 8, 2001: Ord. 475 § I (part), 1996)

17.56.140 Utilities.

No building permit shall be issued for any development proposal on any lot that does not have adequate city water, city sewer and electricity available on-site as specified by the city public works superintendent unless the nature of such development does not require these utilities. Addi-

tionally, no building permit shall be approved without the certification of the city fire marshal indicating that fire control measures (i.e., fire hydrants, sprinkler system, access) are adequate as required by city and state regulations. (Ord. 475 § I (part), 1996)

17.56.150 Agricultural lands.

A. Any development permit to be issued within three hundred feet of an existing agricultural use shall include a notice 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.

B. Rezones within the UGA shall be allowed on existing agricultural lands, with such agricultural use allowed to remain as a legal non-conforming use.

17.56.160 Concurrency.

New building and development which negatively affects the established level of service standards adopted for transportation in the comprehensive plan shall be prohibited if such impacts unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. "Concurrent with the development" shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

17.56.170 Water Quality.

The following are intended to provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state.

A. The Department of Ecology's Stormwater Management Manual for Eastern Washington, most current version, shall be used during the design, permitting process, and construction.

B. Failing septic systems shall be required to take corrective actions, such as hooking up to the city wastewater treatment facility(s).

Chapter 17.60

OFF-STREET PARKING REQUIREMENTS

Sections:

17.60.010	Purpose.
17.60.020	Scope of application.
17.60.030	Location of off-street parking.
17.60.040	Mixed uses.
17.60.050	Uses not specified.
17.60.060	Joint use.
17.60.070	Paving.
17.60.080	Size of stalls.
17.60.090	Off-street parking requirement table.

17.60.010 Purpose.

The purpose of this chapter is to set forth requirements for the provision of off-street parking for new development to ensure that adequate parking will be available for the future on city streets. Also, it is intended that adequate off-street parking will reduce hazardous vision obstructions on city streets and avoid the use of certain public areas and private property for indiscriminate parking. (Ord. 475 § I (part), 1996)

17.60.020 Scope of application.

This chapter applies to new construction only including expansions as specified in Section 17.60.030C. (Ord. 475 § I (part), 1996)

17.60.030 Location of off-street parking.

Off-street parking facilities shall be located as follows:

A. For single-family or multifamily dwellings, off-street parking facilities shall be located on the same lot as the buildings they are required to

serve. Calculation of maximum lot coverage shall include any required parking areas.

B. For uses other than single-family or multi-family dwellings, and for dwellings in conjunction with other uses, parking facilities shall be no more than six hundred feet from the building they are required to serve and shall not be in any required yard area.

C. Expansion and Enlargement. Whenever any building is enlarged in height or ground coverage, off-street parking shall be provided for the extent of the modification in accordance with the requirements of this chapter; provided, however, if the modification does not increase the number of parking spaces required by greater than ten percent, no additional parking spaces need to be provided. (Ord. 475 § I (part), 1996)

17.60.040 Mixed uses.

In the case of mixed uses or occupancies, the total requirement for off-street parking shall be the sum of the requirements for the various uses computed separately. (Ord. 475 § I (part), 1996)

17.60.050 Uses not specified.

In the case of a use not specifically listed in the use charts contained in this title, requirements for off-street parking shall be determined by the administrator. The determination shall be based upon the most comparable use listed and the specific needs of the development as determined by the administrator. (Ord. 475 § I (part), 1996)

17.60.060 Joint use.

The administrator may authorize the joint use of parking facilities for the following uses or activities under the conditions specified below:

A. Up to fifty percent of the parking facilities required by this chapter for a theater, bowling alley, dancehall, bar or restaurant, may be supplied by the off-street parking facilities referred to in this chapter as daytime use. For the purposes of this chapter, daytime uses are: banks, offices, retail outlets, personal services, shops, clothing and furniture stores, and such other similar businesses as determined by the administrator.

B. Up to fifty percent of the off-street parking facilities required by this chapter for any building or uses specified as daytime uses may be supplied by parking facilities provided by uses referred to in this chapter as nighttime uses. For the purposes of this chapter, nighttime uses are: auditoriums incidental to schools, churches, bowling alleys, dancehalls, theaters, bars and restaurants.

C. The hours of operation for uses which are utilizing joint use of off-street parking shall not substantially conflict.

D. A properly drawn legal instrument, executed by the parties participating in joint uses of off-street parking facilities, shall be filed with the city. The instrument shall grant the users the right to use the facilities as may be appropriate and necessary to meet the conditions of this chapter. Termination of the agreement shall result in termination of one or both joint uses until adequate separate off-street parking as required for each use is provided for in accordance with the requirements of this chapter. (Ord. 475 § I (part), 1996)

17.60.070 Paving.

For new commercial uses and multifamily dwellings, required parking areas shall be paved. Paving shall consist of asphalt, concrete or bituminous surface treatment. (Ord. 475 § I (part), 1996)

17.60.080 Size of stalls.

Each parking space shall be a minimum of nine feet by eighteen feet in area, except that for multifamily, commercial and industrial uses, up to forty percent of the required parking spaces may be eight by sixteen feet, provided that these spaces are marked as reserved for compact cars. (Ord. 475 § I (part), 1996)

17.60.090 Off-street parking requirement table.

Table 17.60.090, below, shall be used to determine the number of parking spaces required for specific developments. The following table establishes the required number of parking spaces for specified uses:

Table 17.60.090

Off-Street Parking Requirements

	Parking Space
Family dwellings and duplexes	2 per dwelling unit (garage or carport as parking space)
Single-family dwellings	1.5 per dwelling unit
Hotels and rooming houses	1 per sleeping unit
Restaurants and institutions	1 per four beds
Stadiums and arenas	1 per four seats
Theaters and auditoriums	1 per four seats
Offices	1 per 500 sq. ft. of floor area
Stores	1 per 200 sq. ft. of floor area
Bars, taverns, clubs, and saloons	1 per four seats
Funeral homes	1 per four seats
Warehouses and wholesale buildings	1 per two employees
Restaurants and drinking places	1 per 100 sq. ft. of floor area plus one space per 10 employees
Stores, except those primarily dealing in bulky items.	1 per 200 sq. ft. of floor area plus one space per 10 employees
Auto repair shops, equipment dealers, and appliance stores, etc.	1 per 500 sq. ft. of floor area
Printing establishments (other than elementary)	1 per two employees
Elementary schools (other than elementary)	1 per two employees
High schools (other than elementary)	1 per 25 students plus 1 per two employees

(CUPs) and to provide a method for their processing. This chapter also describes the criteria or conditions to be applied to specific conditional uses as listed for each district in the district use chart, Chapter 17.52. Certain conditional uses may require additional criteria and are listed as separate chapters to this title (e.g., Chapter 17.72, RV Parks). (Ord. 475 § 1 (part), 1996)

17.64.020 Type of application.
 A CUP is a Type III application as set forth in Title 19 of the Bridgeport Municipal Code (BMC). The planning commission makes a final decision, which is appealable to the city council. A CUP is acted upon by the planning commission and shall be considered at a public hearing conducted pursuant to Chapter 19.05, BMC and after proper notice as set forth in Chapter 19.03, BMC. A use for which a CUP may be approved and shall be considered a conditional use in the use district provisions of this title. (Ord. 475 § 1 (part), 1996)

17.64.030 Preapplication conference.
 A preapplication conference is required as set forth in Section 19.02.010. (Ord. 475 § 1 (part), 1996)

(Ord. 475 § 1 (part), 1996)

Chapter 17.64

CONDITIONAL USE PERMITS

Sections:

- 17.64.010 Purpose.**
- 17.64.020 Type of application.**
- 17.64.030 Preapplication conference.**
- 17.64.040 Requirements for a completed application.**
- 17.64.050 Criteria for approval.**
- 17.64.060 Conditions.**
- 17.64.070 Examples of conditions.**

17.64.010 Purpose.

The purpose of this chapter is to provide a procedure for applying for conditional use permits

17.64.040 Requirements for a completed application.

- A. In addition to the requirements for a completed application as set forth in Section 19.02.020, an applicant for a CUP shall submit the following:
 - 1. A nonrefundable fee established by resolution of the city council. The permit application shall not be considered complete without this fee;
 - 2. If required, a completed SEPA environmental checklist.
- B. Applications shall be processed as set forth in Chapter 19.02 of the Bridgeport Municipal Code. (Ord. 475 § 1 (part), 1996)

17.64.050 Criteria for approval.

The planning commission may approve a CUP only upon finding that:

- A. The proposal is compatible with the intent of the comprehensive plan for the city;
- B. The proposal is compatible with the surrounding neighborhood;
- C. The surrounding neighborhood would not be negatively impacted by the size, arrangement or architectural design of the proposed use;
- D. The proposal has no materially detrimental effects on neighboring properties due to excessive noise, lighting or other interference with the peaceful use and possession of said neighboring property;
- E. The proposal has been designed to minimize adverse effects on neighboring property;
- F. Landscaping materials are provided in sufficient quantities and locations to screen objectionable views, break up large parking areas, and present an aesthetically attractive appearance;
- G. The proposal meets all other provisions of this title. (Ord. 475 § I (part), 1996)

17.64.060 Conditions.

The planning commission may impose any conditions upon granting the permit, subject to the following limitations:

- A. The conditions imposed are reasonably calculated to achieve the standards identified in Section 17.64.050;
- B. That such conditions are the minimum necessary to achieve these purposes;
- C. That the proposed conditions will be in harmony with the terms of the comprehensive land use plan and this title;
- D. That the proposed conditions will protect the public health, safety and welfare. (Ord. 475 § I (part), 1996)

17.64.070 Examples of conditions.

The following are examples of the types of conditions which the commission may impose:

- A. Require a performance bond or acceptable surety in an amount and with conditions satisfactory to the planning commission, providing for and

securing to the city the performance of conditions imposed on the construction of improvements;

- B. Specify a time limit within which actions related to the permit shall be begun or completed or both;
- C. Require an annual review of the issued permit to assure compliance with any imposed conditions;
- D. Increase the required lot size or yard dimensions;
- E. Conditions related to automobile and pedestrian traffic control and design;
- F. Requirements to install landscaping, fencing, screening, or other visual barriers to separate incompatible uses;
- G. Controls on hours of operation;
- H. Controls on the generation of noise, color, air pollution, wastes, vibration, traffic, or similar neighborhood concerns. (Ord. 475 § I (part), 1996)

Chapter 17.68

HOME BUSINESSES

Sections:

- 17.68.010 Purpose and intent.**
- 17.68.020 Accessory uses.**
- 17.68.030 Licensed home businesses.**
- 17.68.040 Type of application and procedure.**
- 17.68.050 Permit and license required.**
- 17.68.060 Exemptions.**
- 17.68.070 Requirements for a completed application.**
- 17.68.080 Revocation of license.**
- 17.68.090 Violation—Penalty.**

17.68.010 Purpose and intent.

A. The purpose of this chapter is to provide a means to allow residents to conduct limited business in residential districts while keeping intact the residential character of neighborhoods. According to their nature, certain businesses are allowed outright as accessory uses to the primarily residential

use; some are allowed to be licensed as home businesses; and some are outright prohibited.

B. It is the intent of this chapter to recognize the needs of citizens who are engaged in small-scale business ventures which could not be sustained if it were necessary to lease commercial quarters for them, or which, in the nature of the home occupation, cannot be expanded to full-scale enterprises. (Examples: supplemental retirement income, juvenile self-employment, single parents who must support and remain at home with preschool children, etc.) It is the intent of this chapter that full-scale commercial or professional operations, which would ordinarily be conducted in a commercial or industrial district, continue to be conducted in such districts and not at home. (Ord. 497 § 2(part), 1998: Ord. 475 § 1 (part), 1996)

17.68.020 Accessory uses.

In residential districts, uses that meet the following criteria shall be considered accessory uses and are allowed outright:

A. There are generally no customers or clients visiting the home for the conduct of business;

B. There are no retail sales physically conducted on the premises;

C. There is no physical manifestation of the fact that a business is being conducted on the premises (including signs); and

D. There are no employees working on the premises. (Ord. 497 § 2 (part), 1998)

17.68.030 Licensed home businesses.

Home businesses that do not qualify as accessory uses according to the criteria in Section 17.68.020 of this chapter may be allowed as licensed home businesses if they meet the standards listed below:

A. The use of the dwelling unit for the home business shall be clearly incidental and subordinate to its use for residential purposes with not more than twenty-five percent of the gross floor area of the entire structure being used for conducting the home business.

B. The home business shall be fully enclosed within the primary residential structure or its accessory buildings.

C. No structural alterations shall be allowed to accommodate the home business unless required by law.

D. No persons other than immediate residents of the structure and one outside employee at any one time may be employed in the home occupation.

E. There shall be no exterior or window displays, signs, storage of materials, or sample commodities displayed outside of the premises.

F. No equipment or process shall be used in such home occupation which creates noise, vibration, glare, smoke, dust, fumes, odors, heat or electrical interference with any radio or television receivers, or causes fluctuation in line voltage off the premises which would exceed that normally produced by a single-family residence.

G. No materials or commodities shall be delivered to or from the home occupation which are of such bulk or quantity as to require delivery by commercial vehicle or trailer having more than a single axle.

H. No parking shall be allowed beyond that normal to a residential area and no excessive vehicular or pedestrian traffic shall be present as a result of the home occupation.

I. The hours of operation for uses involving non-resident employees and the delivery of materials shall be limited solely to between six a.m. and nine p.m.

J. Buffers or screens will be provided when deemed necessary to reduce potential impacts to adjacent properties. (Ord. 497 § 2 (part), 1998: Ord. 475 § 1(part), 1996)

17.68.040 Type of application and procedure.

A home business is a Type IIA application and the administrator makes the final decision. Obtaining a home business license requires that an application be completed and submitted to the administrator (or designee) at City Hall. The administrator (or designee) shall review the application to ensure

that standards are met and may issue the license within ten days of its submittal. If the administrator determines that the proposed business is such that standards for operating the home business cannot be met, the license shall not be issued. All other requirements for processing shall be completed as set forth in Chapter 19.02 of this code. The applicant may appeal this determination to the city council according to appeal procedures as set forth in Chapter 19.06 of this code. (Ord. 497 § 2 (part), 1998; Ord. 475 § 1 (part), 1996)

17.68.050 Permit and license required.

A. It is unlawful for a person or individual company, corporation or association or any other entity to engage in a home business as defined in Section 17.08.470 within the city limits without first having obtained a license in compliance with the provisions of this chapter unless it meets the criteria in 17.68.020 deeming it an accessory use. The license shall not be transferred, nor shall it be valid at any address other than the one appearing on the license.

B. All other permits required by the city ordinances or state law, included but not limited to a city business license, must be applied for and obtained as is required for any similar business operating as a permitted use in any zoning district of the city, even if it is an accessory use under 17.68.020. (Ord. 497 § 2 (part), 1998; Ord. 475 § 1 (part), 1996)

17.68.060 Exemptions.

The following uses shall be exempt from the provision of this chapter. Additional exemptions may be established through amendments to this chapter.

A. Babysitting and family day care facilities for up to twelve children at any time in addition to those children living in the home; provided, the business meets licensing requirements of the State of Washington;

B. Newspaper delivery; and

C. Garage and yard sales as long as the sale involved only the sale of household goods, none of which were purchased for the purpose of resale

and the sale does not continue for more than three consecutive days in any calendar month is not in violation of any other provisions of the Bridgeport Municipal Code or other city ordinance. (Ord. 497 § 2 (part), 1998; Ord. 475 § 1 (part), 1996)

17.68.070 Requirements for a completed application.

A. In addition to the requirements for a completed application as set forth in Section 19.02.020, an applicant for a home business license shall sign the application provided by the administrator that clearly identifies the criteria identified in Section 17.68.030 BMC and a statement that the applicant acknowledges the limitations set forth in the criteria for home business. (Ord. 497 § 2 (part), 1998; Ord. 475 § 1 (part), 1996)

17.68.080 Revocation of license.

A license issued under this chapter to conduct a home business is revocable upon a determination by the administrator that there has been a violation of any condition imposed by the chapter.

A. In the event of an alleged violation, a written notice describing the violation and the corrective measures that must be taken shall be mailed by the administrator to the permit holder. Such notice shall advise the license holder that the corrective measures to bring the business into compliance with criteria included in Section 17.68.030 within ten days of the date of the notice or the license will be revoked by the administrator.

B. Upon revocation of the license, a written notice of the revocation shall be sent by certified mail by the administrator to the permit holder together with a written statement of the commission's his/her findings upon which the revocation is based and procedures for appeal.

C. Appeal of the revocation of a license may be made to the city council by following the procedures and administrative timelines set forth in Section 19.01.030(C) and in Chapter 19.06 of the Bridgeport Municipal Code. (Ord. 497 § 2 (part), 1998; Ord. 475 § 1 (part), 1996)

17.68.090 Violation—Penalty.

A. Any person who violates any of the provisions of this chapter or any order or decision of the city entered pursuant to this chapter shall be guilty of a misdemeanor and, upon conviction thereof, shall be punished as set forth in BMC Section 1.20.020 as presently enacted or hereafter amended.

B. The instigation of misdemeanor proceedings in accordance with subsection (A) of this section shall not prevent the city from exercising all available civil remedies to force removal of prohibited conditions or compliance with the chapter. (Ord. 497 § 2 (part), 1998; Ord. 475 § 1 (part), 1996)

Chapter 17.72

RECREATIONAL VEHICLE PARKS

Sections:

- 17.72.010 Purpose.**
- 17.72.020 General requirements.**
- 17.72.025 Type of application.**
- 17.72.030 Criteria for locating a recreational vehicle park.**
- 17.72.040 Conditional use permit required.**
- 17.72.050 Health district approval required.**
- 17.72.060 Application and site plan.**
- 17.72.070 Completion prior to occupancy—Phasing.**
- 17.72.080 Design standards.**
- 17.72.090 Accessory uses.**
- 17.72.100 Recreational vehicle park administration.**

17.72.010 Purpose.

The purpose of this chapter shall be to ensure that recreational vehicle parks are located, developed and occupied in accordance with standards and regulations which will protect the health, safety, general welfare and convenience of the oc-

cupants of such parks and the citizens of the city of Bridgeport. (Ord. 475 § 1 (part), 1996)

17.72.020 General requirements.

A. No recreational vehicle (RV) shall be used as a permanent place of abode, or dwelling, for indefinite periods of time. Occupancy in a RV park by any occupied RV for more than thirty consecutive days shall require the operator of the RV park to register the RV for extended stay in the RV park with the city clerk-treasurer. Unoccupied RVs may be stored for indefinite periods of time provided that they are stored in a clean manner and not unsightly. Also, a manager or host of an RV park shall be exempted from the extended stay requirements. An appropriate registration fee may be charged as determined by resolution of the city council.

B. Any action toward removal of wheels of an RV, except for temporary purposes of repair, or placement of the unit on a foundation, is prohibited.

C. RV parks shall be maintained in a tidy manner. The accumulation of debris, outdoor storage of equipment not directly related to recreational use, or derelict vehicles (as defined in Section 10.36.020 as the same exists now or may hereafter be amended) shall not be permitted.

D. No external appurtenances, such as carports, cabanas or patios, (excluding retractable awnings and table tarps) may be attached to any RV while it is in an RV park.

E. No space within an RV park shall be rented for any purpose other than those expressly allowed by this chapter. RVs shall only be located in appropriate areas within designated RV sites, and not in buffer or open space areas.

F. Electrical power generators shall not be permitted.

G. No person, company or corporation shall establish or expand a RV park without first complying with the provisions of this chapter. (Ord. 475 § 1 (part), 1996)

17.72.025 Type of application.

An application for a private RV park CUP is a Type III application and the planning commission makes the final decision. The application shall be processed as set forth in Chapter 19.02 of the Bridgeport Municipal Code. (Ord. 475 § I (part), 1996)

17.72.030 Criteria for locating a recreational vehicle park.

Privately-owned RV parks may only be established on property within the city which meet the following criteria:

A. RV parks shall be permitted in the public use district, traffic commercial district (TRC) and the tourist commercial (TC) district, subject to first obtaining a conditional use permit upon application and pursuant to criteria established in this title.

B. The minimum site area of a RV park shall be one and one-half acres.

C. RV parks shall be located with direct access to a minimum of a minor arterial as designated in the Bridgeport area comprehensive plan. Appropriate frontage must be available to permit appropriate design of entrances and exits. No entrance or exit from a RV park shall be permitted through a residential district nor require movement of traffic from the RV park through a residential district.

D. The planning commission shall approve an RV park conditional use permit application if the commission finds that the proposed project complies with the provisions of Chapter 17.64 and will likely not result in unreasonable impacts to a particular neighborhood because of the cumulative size and number of RV parks in the neighborhood, taking into consideration the RV park development for which application is made, or if the planning commission finds other impacts which cannot be reasonably mitigated by applying the standards and provisions of this title. (Ord. 475 § I (part), 1996)

17.72.040 Conditional use permit required.

A recreational vehicle park shall be allowed only upon the issuance of a conditional use permit

(CUP) pursuant to this title and Title 19.02 of the BMC. (Ord. 475 § I (part), 1996)

17.72.050 Health district approval required.

Prior to occupancy of a RV park, the owner shall obtain any permits required by the Chelan-Douglas health district and shall comply with all rules, regulations and requirements of said district. Said permit must be kept current at all times, or the park will be closed. The rules, regulations and requirements of the health district shall be construed as being in addition to the provisions of this chapter. (Ord. 475 § I (part), 1996)

17.72.060 Application and site plan.

In addition to the requirements of a completed application as set forth in Section 19.02.020 of the BMC, an applicant for an RV park CUP shall submit a site plan. The site plan shall be subject to review, modification, approval or denial by the Bridgeport planning commission. An approved site plan shall constitute an integral part of the CUP for the RV park, and shall be binding upon the owner of the property, its successors and assigns. All development within the RV park shall be consistent with the approved site plan. Such site plan may be modified or amended at the request of an owner upon receiving written approval of the zoning administrator; provided, that if said modification or amendment is determined by the administrator to be substantial in nature, then such modification or amendment shall be resubmitted to the planning commission for review and reviewed as if it were an initial application. (Ord. 475 § I (part), 1996)

17.72.070 Completion prior to occupancy—Phasing.

All required site improvements and other conditions of this permit and site plan shall be met prior to occupancy of any site by an RV; provided, that completion may be accomplished by phases if such phases are identified and approved in the CUP. (Ord. 475 § I (part), 1996)

17.72.080 Design standards.

The purpose of this section is to establish minimum design standards for RV parks.

A. **Density.** The number of RVs permitted in an RV park shall not exceed a density of twenty-two units per gross acre. The planning commission may limit density further to insure compatibility with the surrounding areas.

B. **RV Site Size.** Each individual RV Site shall be not less than eight hundred square feet in size. Open space and buffer areas shall not be included in calculating allowed RV site size.

C. **Access Points.** Entrances and exits to the RV park shall be designed for safe and convenient movement of traffic into and out of the RV park and to minimize friction with free movement of traffic on adjacent streets. All traffic into and out of the RV park shall be through such entrances and exists. No entrance or exit shall require a turn at an acute angle for vehicles moving in the direction intended, and radii of curbs and pavements at intersections shall be such as to facilitate easy turning movements for vehicles with trailers attached. No material impediment to visibility shall be created or maintained which obscures the view of approaching driver in the right lane of the street within one hundred feet of the intersection with the RV park entrance.

D. **Parking.** At least one off-street parking space shall be provided on each site. At least one off-street parking space for each fifteen sites shall be provided for visitor parking in the RV park.

E. **Internal Park Roads.** All internal RV park roads shall be privately owned and maintained. They shall be constructed to Category III street standards contained in the Okanogan County road and street standards and guidelines for developments. Park roads shall have minimum improved width as follows:

1. One-way road, no parking: twelve feet;
2. One-way road, parking on one side: eighteen feet;
3. Two-way road, no parking: twenty-two feet;
4. Two-way road, parking on one side: twenty-eight feet;

5. Two-way road, parking on both sides: thirty-six feet.

F. **Open Space/Recreational Facilities.** A minimum of twenty percent of the RV park shall be set aside and maintained as open space for the recreational use of RV park occupants. Such spaces and locations shall be accessible and usable by all residents of the RV park for passive or active recreation. Parking spaces, driveways, access streets and storage areas are not considered to be usable open space. The percentage requirement may be reduced if substantial and appropriate recreational facilities (such as recreational buildings, swimming pool or tennis courts) are provided.

G. **Setbacks.** No RV site shall be closer than twenty feet to any exterior RV park property line abutting upon a major arterial, shoreline, or residential district, or fifteen feet from any other exterior RV park property line. Permanent structures within an RV park shall have minimum front and rear property line setbacks of twenty feet each, and minimum side yard setbacks of ten feet each.

H. **Landscaping/Screening.** The RV park shall provide visual screening and landscaping as required in perimeter setback areas and open space. Landscaping may consist of suitable ground cover, shrubs and trees, provided that they are installed prior to the first occupancy of the park and are of such species and size as would normally fulfill a screening function within five years of being planted. Site development shall be sensitive to the preservation of existing vegetation. All trees, flowers, lawns and other landscaping features shall be maintained by the RV park owner in a healthy growing condition at all times. The landscaped area shall include a designated pet exercise area, if pets are permitted in the RV park.

I. **Fencing.** In addition to landscaping requirements, a six-foot high view-obscuring perimeter fence may be required by the planning commission when deemed appropriate.

J. **Signs.** Recreational vehicle parks shall be limited to one park entrance sign and such interior directional or informative signs as may be needed for the convenience of guests. All signs are subject to provisions for accessory uses in the use district

for which they are located and, in the case that the RV park is within the jurisdiction of the Bridgeport Shoreline Master Program, the most restrictive provisions shall apply. All park spaces shall be marked by numbered sign posts.

K. Utilities. Water, sewer and electricity shall be provided to each recreational vehicle site. All utility lines in the park shall be underground and shall be approved by the agency responsible for inspection.

L. Storm Drainage. Storm drainage control facilities shall be installed in accordance with the requirements of Title 14 of the Bridgeport Municipal Code and applicable state laws.

M. Public Facilities. RV parks shall provide the following facilities in such quantity, size and location as required by the planning commission:

1. A water distribution system connected to the city's water utility. Fire hydrants, in number and location, shall be required as specified by the fire chief and the city public works superintendent;

2. A water station for filling recreational vehicle water storage tanks;

3. Restroom facilities containing showers and toilets connected to the city's sewer utility, the minimum number of which shall be one commode and one shower for each gender for each twenty-two RV sites;

4. A sanitary waste station for emptying sewage holding tanks of recreational vehicles;

5. Refuse containers for solid waste in adequate quantity shall be placed in approved locations, as specified in the site plan, and picked up by the city's garbage collection service. Garbage can and/or dumpster locations shall be screened from view by a fence or landscaped enclosure, as specified on the site plan.

N. Walkways. When required, pedestrian walkways shall have a three-foot minimum thread width.

O. Americans With Disabilities Act. RV parks shall be designed to comply with the Americans With Disabilities Act. (Ord. 475 § 1 (part), 1996)

17.72.090 Accessory Uses.

Management headquarters, recreational facilities, restrooms, dumping stations, showers, coin-operated laundry facilities, and other uses and structures customarily incidental to operation of an RV park are permitted as accessory uses to the RV park. In addition, grocery stores and convenience shops shall be permitted as accessory uses in the discretion of the planning commission, subject to the following restrictions:

A. Such establishments and parking areas primarily related to their operations shall not occupy more than five percent of the gross area of the RV park.

B. Unless allowed in the district, such establishments shall present no visible evidence from any street outside the RV park of their commercial character which would attract customers other than occupants of the RV park.

C. Unless allowed in the district, the structures housing such facilities shall not be located closer than fifty feet to any public street and shall not be directly accessible from any public street, but shall be accessible only from a street within the RV park. (Ord. 475 § 1 (part), 1996)

17.72.100 Recreational vehicle park administration.

The owner of a RV park shall be responsible for the development and maintenance of the RV park in strict conformity with the site plan, the CUP, and all applicable laws and ordinances. A contact person shall be identified who can be contacted and respond within a maximum of thirty minutes at any time of day regarding emergencies or other problems that may occur within the RV park. (Ord. 475 § 1 (part), 1996)

Chapter 17.76

MOBILEHOME PARKS

Sections:

17.76.010 Mobile/manufactured home park zone.

- 17.76.020 Purpose.**
- 17.76.030 Permitted uses.**
- 17.76.035 Type of application.**
- 17.76.040 Procedures for review and approval.**
- 17.76.050 Size and density standards.**
- 17.76.060 Required elements of site plans.**
- 17.76.070 Design standards.**
- 17.76.080 Park administration.**

17.76.010 Mobile/manufactured home park zone.

There is created a mobile/manufactured home park zone (MHP) which shall be construed as an overlay classification which may be enacted for any area within the city zoned as residential provided that maximum allowable densities specified for the particular district are not exceeded or a maximum of eight dwelling units per acre, whichever is lower. (Ord. 475 § I (part), 1996)

17.76.020 Purpose.

The purposes of the MHP classification are:

- A. To provide a suitable living environment within a park-like atmosphere for persons residing in mobile/manufactured homes;
- B. To encourage variety in housing styles within areas designated for other residential development;
- C. To permit flexibility in the placement of mobile/manufactured homes on a site in order to minimize costs associated with development of roads, utilities, walkways and parking facilities, while providing adequate common and private open space. (Ord. 475 § I (part), 1996)

17.76.030 Permitted uses.

In the MHP zone the following uses are permitted:

- A. Mobile/manufactured home parks, subject to the requirements of this chapter;
- B. Mobile/manufactured homes, located only within an approved mobile/manufactured home park;

C. Recreational facilities located within and primarily for the use of residents of an approved mobile/manufactured home park;

D. Recreational vehicle and boat storage facilities located within and limited to use by residents of an approved mobile/manufactured home park. (Ord. 475 § I (part), 1996)

17.76.035 Type of application.

An MHP overlay zoning classification is a Type IVA application, and the city council makes the final decision after recommendation by the planning commission. The application shall be process as set forth in Title 19 of the BMC. (Ord. 475 § I (part), 1996)

17.76.040 Procedures for review and approval.

Application Contents. In addition to the requirements of a completed application as set forth in Section 19.02.020, an applicant for a MHP overlay zoning classification shall comply with the following:

A. Rezone. For an MHP overlay zoning classification to be enacted, all procedural requirements, including filing fees, shall be complied with in full as set forth in Chapter 19.08.

B. Preliminary Site Plan. A preliminary site plan meeting the requirements of Section 17.76.060A shall be submitted with all applications for MHP rezones to the planning commission. The site plan shall be subject to review, modification, approval or denial by the city council as an integral part of the MHP rezone process. There shall be no grading, clearing, construction or other development activities commenced on an approved mobile/manufactured park until a preliminary site plan is upgraded to a binding site plan, and the same is approved and filed.

C. Site Plan. Following final approval by the city council of an MHP rezone, but before development activities commence on the property, the owner shall submit a site plan, meeting the requirements of Section 17.76.060B. The city staff and the planning commission shall review the site plan to determine whether it conforms to the ap-

proved preliminary site plan, the MHP rezone, and applicable state laws and city ordinances which are in effect at the time of the development permit application filed subsequent to the MHP rezone approval. Upon such conformity being found the site plan shall be signed by the zoning administrator, or, in the zoning administrator's discretion, referred to the city council for final acceptance. An approved site plan shall constitute an integral part of an MHP zoning overlay, and shall be binding upon the owner of the property, its successors and assigns. All development within a mobile/manufactured home park shall be consistent with the approved site plan.

D. Subdivision Exemption. If all land within a mobile/manufactured home park remains completely under individual ownership, compliance with an approved MHP rezone and approved site plan shall preclude the necessity to plat the park or comply with city subdivision laws or ordinances.

E. Amendment of Site Plan. An approved site plan may be modified or amended at the request of the applicant upon receiving administrative approval by the city zoning administrator; provided, that if the modification or amendment is determined by the zoning administrator to be substantial in nature, then such modification or amendment shall be resubmitted to the planning commission and city council as a rezone application pursuant to Chapter 19.08.

F. Duration of Approval. An MHP rezone and the site plan which is an integral part thereof, if not developed fully, shall be effective for three years from the date of approval of the rezone by the city council. An applicant who files a written request with the city council at least thirty days before the expiration of the approval period may be granted a one year extension(s) upon a showing that the applicant has attempted in good faith to progress with the development of the MHP.

G. Completion Prior to Occupancy. All required improvements and other conditions of the MHP rezone and binding site plan approval shall be met prior to occupancy of any site by a mobile/manufactured home; provided, that completion

may be accomplished by phases if approved by the city council.

H. Compliance. Any use of land which requires an MHP rezone and approved site plan, as provided in this chapter, and for which such review and approval is not obtained, or which fails to conform to an approved MHP rezone and site plan, constitutes a violation of this title. (Ord. 475 § 1 (part), 1996)

17.76.050 Size and density standards.

The purpose of this section is to establish minimum development standards for mobile/manufactured home parks.

A. Density. The number of mobile/manufactured home park shall not exceed the maximum allowable density of the underlying district or eight units per acre, whichever is less.

B. Site Area. The minimum site area of a mobile/manufactured home park shall be three acres. (Ord. 475 § 1 (part), 1996)

17.76.060 Required elements of site plans.

All new mobile/manufactured home parks, expansions to, or increases in density of existing parks, shall be subject to site plan approval, as provided in this chapter. The site plan shall be accurately drawn at a scale of not less than one inch for each forty feet, and shall include, at a minimum, the following:

A. Preliminary site plan containing:

1. The title and location of the proposed park, together with the names, addresses and telephone numbers of the owners of record of the land, and if applicable, the names, addresses and telephone numbers of any architect, planner, designer or engineer responsible for the preparation of the plan, and of any authorized representative of the applicant;

2. Area of the site;

3. Project staging or phases, if any;

4. The number of mobile/manufactured homes to be accommodated;

5. A vicinity map at a minimum scale of two inches for each mile, showing sufficient area and

detail to clearly locate the project in relation to arterial streets, natural features, landmarks and municipal boundaries;

6. A list of names and addresses of all adjacent property owners within an area of three hundred feet from the exterior boundaries of the proposed MHP;

7. The location, identification and dimensions of all property lines, streets, alleys and easements. Indicate the conditions of all public rights-of-way;

8. The location of all existing and proposed structures, including but not limited to buildings, fences, culverts, bridges, roads and streets;

9. The proposed location of all mobile/manufactured homes and accessory structures with setback lines sufficiently accurate to ensure compliance with setback requirements and lot coverage limitations;

10. The location of all proposed open space, buffer strips and landscaped areas, showing existing trees and plants, materials to be preserved, and conceptual plantings, berms and other features which are proposed;

11. The location and intended use of outdoor storage areas; and

12. The location and intended use of recreational areas and facilities.

B. Final site plan containing:

1. All elements of the preliminary site plan, as approved by the city council and such additional details as requested by the city council at the time of approval of the preliminary site plan;

2. Original and proposed topography at maximum five-foot contour intervals, and preservation measures for fill and cut slopes;

3. Typical cross-sections of all proposed internal circulation streets;

4. The existing edge and width of pavement of any adjacent roadways and all proposed internal streets, off-street parking facilities, driveway approaches, curbing, sidewalks or walkways, street channelization and type of surfaces;

5. The location, size and type of all proposed signs;

6. The location, type and wattage of all outdoor lighting with typical standards illustrated;

7. The location of all water mains, valves and fire hydrants;

8. The location of all sewer mains, laterals, manholes, pump stations and other such appurtenances;

9. The location of all stormwater drainage facilities, retention/detention ponds and oil/water separators;

10. A statement that all development of the mobile/manufactured home park shall be in strict conformity with the MHP rezone, the site plan, and with all applicable provisions of the Bridgeport Municipal Code, and that no mobile/manufactured homes shall be occupied in the park until all required improvements have been completed to the satisfaction of the city;

11. A certificate of approval prepared for the signature of the administrator;

12. An as-built certification prepared for the signature of the zoning administrator upon satisfactory completion of the mobile/manufactured home park or a designated phase thereof. (Ord. 475 § 1 (part), 1996)

17.76.070 Design standards.

The purpose of this section is to establish minimum design standards for mobile/manufactured home parks.

A. Lot Coverage. All buildings, including accessory buildings and structures, but not including any open space areas used to provide parking spaces or private outdoor recreational uses, shall not cover more than fifty percent of the area of an individual mobile/manufactured home site.

B. Yard Requirements. All mobile/manufactured homes, together with their additions and appurtenant structures, accessory structures and other structures on the site (excluding fences), shall observe the following setbacks (excluding any hitch or towing fixture) which supersede the standards of the underlying zoning district:

1. All mobilehomes shall be located at least twenty feet from the property boundary line abutting upon a street or highway, and at least fifteen feet from other boundary lines of the development.

2. There shall be a minimum distance of ten feet between the mobilehome stand and the abutting MHP street.

3. Side Yard Setback. All mobile/manufactured homes, together with their habitable additions, but excluding open porches and carports, shall be set back not less than three feet from mobilehome space side yard lines.

C. Height. No building or structure and no accessory building or structure shall exceed a height of thirty-five feet.

D. Structure Separations. A minimum ten-foot separation shall be maintained between all mobile/manufactured homes, together with their habitable additions, and other mobile/manufactured homes. One-hour fire-resistant accessory structures and/or service buildings shall maintain a minimum three-foot separation from adjacent mobilehomes. Non-fire-rated accessory structures and/or service buildings shall maintain a minimum six-foot separation between themselves and mobilehomes, except that carports may abut the unit to which they are an accessory use.

E. Accessory Structures.

1. Buildings or structures accessory to individual mobile/manufactured homes are permitted, provided that the total developed coverage of the space shall not exceed the maximum lot coverage requirements.

2. Buildings or structures accessory to the mobile/manufactured home park as a whole, and intended for the use of park occupants, are permitted, provided the building area does not exceed fifty percent of the common open space.

F. Access and Circulation. All mobile/manufactured home developments shall be provided with safe and convenient vehicular access from an abutting public street. Internal MHP access shall be provided for MHP-owned streets and driveways. No city arterial or secondary arterial street shall be within a mobilehome park. More specifically, the following standards shall apply:

1. Right-of-Way Standards. All interior park roads shall be constructed within a private right-of-way which shall be sufficient to construct and main-

tain the roadway plus provisions for utilities, but in no case shall be less than twenty-four feet in width.

2. Pavement Width. Park roads shall have a minimum paved width of twenty-four feet, including the area improved with curbs and gutters. Cul-de-sac turnarounds shall have a minimum paved diameter of seventy feet.

3. Public/Private Streets. The public works superintendent shall determine whether the streets within the park shall be public or private. If the streets are to be public they shall be constructed to public street standards.

4. Roadway Surfaces. All access roadways and drive surfaces shall be bituminous surfacing or better and shall be finished to a Category IV street standard as appropriate for the proposed average daily traffic (ADT), as set forth for internal roads in the Okanogan County road and street standards and guidelines for development, unless otherwise specified herein.

G. Parking Requirements.

1. At least two dust-free parking spaces, located adjacent to each respective mobile/manufactured home, shall be provided for each unit.

2. Improvement standards shall be as specified in subsection (F)(4) of this section, Roadway Surfaces.

3. Fifty percent of off-street parking standards contained in Chapter 17.60 shall be applied for such uses as clubhouses or community buildings within the MHP.

4. The front and side yard setbacks for mobile/manufactured home units shall not be calculated for purposes of meeting the minimum parking requirements.

5. All off-street parking spaces shall have a minimum dimension of nine feet by eighteen feet.

H. Utility Requirements.

1. All mobile/manufactured home parks shall provide permanent electrical, water and sewage disposal connections to each mobile/manufactured home in accordance with applicable state and local rules and regulations.

2. All sewage and wastewater from toilets, urinals, slop sinks, bathtubs, showers, lavatories, laun-

dries and all other sanitary fixtures in a park shall be drained into a public sewage collection system.

3. All water, sewer, electrical and communication service lines shall be underground and shall be approved by the city. Gas shut-off valves, meters and regulators shall not be located beneath mobile/manufactured homes.

I. Open Space/Recreational Facilities.

1. Mobile/manufactured home parks developed at an overall density of more than four dwelling units per acre shall include a minimum of ten percent of the overall development set aside and maintained as open space for the recreational use of park occupants. In mobilehome parks of ten to fifteen acres, recreation facilities may be decentralized with at least one area large enough for team games (two-thirds of an acre). Such space and location shall be accessible and usable by all residents of the park for passive or active recreation. Recreation areas may include space for community buildings and community use facilities, such as indoor service buildings. Parking spaces, driveways, access streets and storage areas are not considered to be usable open space.

2. The area shall be exclusive of the required perimeter buffer, centrally located, and of such grade and surface to be suitable for active recreation.

J. Sidewalks/Walkways. The park shall contain pedestrian walkways to and from all service and recreational facilities. Such walkways shall be adequately surfaced and lit. A portion of the roadway surface may be reserved for walkways, provided that the same are marked and striped and provided that the roadway width is widened accordingly. Walkways shall be a minimum of three feet.

K. Lighting. Outdoor lighting shall be provided to adequately illuminate internal streets and pedestrian walkways. Lights shall be sized and directed to avoid adverse impact on adjacent properties.

L. Storm Drainage. Storm drainage control facilities shall meet the requirements of Title 14 of the Bridgeport Municipal Code.

M. Landscaping/Screening.

1. The park shall provide visual screening and

landscaping as required in perimeter setback areas and open space. Landscaping may consist of suitable ground cover, shrubs and trees, provided that they are installed prior to the first occupancy of the park, and are of such species and size (minimum of six feet), as would normally fulfill a screening function. Site development shall be sensitive to the preservation of existing vegetation.

2. All trees, flowers, lawns and other landscaping features shall be maintained by the park management in a healthy, growing condition at all times.

3. The following minimum requirements for landscaping and screening shall apply:

a. Along the exterior site boundary, screening shall be provided in the form of wood fencing. A landscaping plan including satisfactory maintenance may be approved by the planning commission to achieve the same purpose.

b. Where abutting a major arterial, a wood sight-obscuring fence and/or an approved landscaping plan shall be used to ensure that the development is buffered sufficiently.

c. Perimeters of common parking areas and bulk storage areas shall be landscaped to provide visual screening.

d. All mobilehome developments shall be screened by fences and/or natural growth along all property boundary lines.

4. Screening shall be a minimum height of five feet and in the case of natural growth a width of at least five feet. Screening operations shall be commenced before thirty days prior to occupancy of the mobile/manufactured home park, and planting shall be completed no more than nine months after occupancy. The city may require the owner to bond for the completion of screening.

N. Signs. Signs and advertising devices shall be prohibited in a mobile/manufactured home park except as permitted in the underlying zoning district. (Amended during 1996 codification; Ord. 475 § 1 (part), 1996)

17.76.080 Park administration.

A. The owner of a mobile/manufactured home park shall be responsible for the development and

maintenance of the park in strict conformity with the MHP rezone, the approved site plan and all applicable laws and ordinances.

B. A mobile/manufactured home park shall have internal rules and regulations governing, at a minimum, the following:

1. A requirement that all tenants comply with city and State inspection codes at the time a mobile/manufactured home is installed or modified;

2. A requirement that all tenants comply with the city zoning code restrictions relating to the use of their mobile/manufactured home and lot;

3. A requirement that all landscaping, buffer areas, recreational areas and facilities, storage areas, streets, walkways and other common areas and facilities be continuously maintained to at least the minimum standards required by the city and approved by the zoning administrator at the time of initial occupancy.

C. A contact person shall be identified who can be contacted and respond within a maximum of thirty minutes at any time of day regarding emergencies or other problems that may occur within the MHP. (Ord. 475 § I (part), 1996)

Chapter 17.80

NONCONFORMING USES AND STRUCTURES

Sections:

- 17.80.010 Purpose.**
- 17.80.020 Nonconforming lots.**
- 17.80.030 Nonconforming use of land.**
- 17.80.040 Nonconforming structures.**
- 17.80.050 Repairs, maintenance and safety of nonconforming structures.**
- 17.80.060 Moving a nonconforming structure.**
- 17.80.070 Changes to a nonconforming use.**
- 17.80.080 Abatement of public nuisance.**

17.80.090 Nonconforming manufactured home.

17.80.010 Purpose.

It is recognized that certain existing lots, structures and uses will not conform to this title at the time of its adoption. The purpose of this chapter is to protect owners and/or tenants of property from unreasonable loss and hardship where such nonconformity is created as a result of the adoption of provisions contained in this title. It is also realized that land, structures and uses of land and structures which do not conform to the provisions of this title can become nuisances, can disrupt the orderly development of the city, and can create unsafe, hazardous and unhealthful conditions; therefore, the city declares that, over time, most nonconforming structures and uses shall be terminated as provided in this chapter. (Ord. 492 § 2, 1998; Ord. 475 § I (part), 1996)

17.80.020 Nonconforming lots.

A structure and its customary accessory buildings may be erected on any legal lot created before the effective date of the ordinance codified in this title. This provision shall apply even though such lot fails to meet the minimum dimensional requirements of the underlying zoning district; provided, that such structure is allowed within that zoning district and all uses of the nonconforming lot shall comply with all other provisions of this title including setbacks, dimensional standards and lot coverage requirements. (Ord. 475 § I (part), 1996)

17.80.030 Nonconforming use of land.

Where lawful use of the land exists on the effective date of the ordinance codified in this title, which is not permissible under the terms of this title, such use may be continued so long as it remains otherwise lawful, subject to the following provisions:

A. No such use shall be enlarged or increased, nor extended to occupy a greater area of land, dimensions or volume than was occupied at the effective date of the ordinance codified in this title without the issuance of a conditional use permit

(CUP). The city council shall not approve such a CUP unless the following criteria are met:

1. It is found that expansion of such use will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which the subject property is situated, and

2. Expansion of such a use shall not include new uses that are not allowed in the district, and

3. Expansion of such a use shall conform to all other standards of this title unless special circumstances should allow a variance to be issued in strict accordance with Chapter 17.88 of this title;

B. If a nonconforming use is discontinued or inactive for a period of one year, it shall be deemed a discontinued nonconforming use. A discontinued nonconforming use cannot be reestablished. Further use of the property must conform to the provisions of this title. (Ord. 492 § 3, 1998; Ord. 475 § 1 (part), 1996)

17.80.040 Nonconforming structures.

Where a lawful structure exists on the effective date of the ordinance codified in this title, which structure could not be built under the terms of this title, such structure may be continued as long as it remains otherwise lawful, subject to the following provisions:

A. No such structure shall be enlarged or altered in a way which increases its nonconformity without the issuance of a conditional use permit, consistent with the provisions of BMC Chapter 17.64 Conditional Use Permits; and

B. Nothing in this title shall require any change in plans, construction, alteration or designated use of a structure for which a legal valid building permit existed prior to the adoption of the ordinance codified in this title and continues to exist on the date of adoption of this title and any subsequent amendments to this title, except that if the structure will be nonconforming it shall be built to conforming standards if not complete within two years of the date of adoption of this title or any amendment to this title; and

C. A nonconforming structure which has been destroyed, damaged or has incurred a loss may be

rebuilt within the existing footprint of the damaged or destroyed building, provided, no more than twelve months shall be allowed in which to resume activity or rebuild, or the structure shall be deemed nonconforming and any rebuilding must conform to the provisions of this title. (Ord. 543 § 1, 2004; Ord. 475 § 1 (part), 1996)

17.80.050 Repairs, maintenance and safety of nonconforming structures.

Repairs and maintenance work may be undertaken on a nonconforming structure and nothing shall prevent the city from requiring repair of any nonconforming structure to protect health and safety. Maintenance work and repair on a nonconforming structure shall conform to all provisions, modifications and amendments to the city building codes. (Ord. 475 § 1 (part), 1996)

17.80.060 Moving a nonconforming structure.

If a nonconforming structure is moved, it shall conform to the zoning regulations of the zone to which it is moved. (Ord. 475 § 1 (part), 1996)

17.80.070 Changes to a nonconforming use.

A nonconforming use shall not be changed to another nonconforming use. A nonconforming use changed to a conforming use may not thereafter be changed back to a nonconforming use. (Ord. 475 § 1 (part), 1996)

17.80.080 Abatement of public nuisance.

Regardless of any provision in this title, any nonconforming use or structure deemed to present a hazard to the public health or safety or deemed be a public nuisance by the city council may be terminated through civil legal proceedings commenced in Douglas County superior court. (Ord. 475 § 1 (part), 1996)

17.80.090 Nonconforming manufactured home.

Notwithstanding any other provision in this chapter or in this title, existing HUD certified manufactured homes and state-certified manufactured homes that legally exist upon the date of adoption of this section, but do not meet the dimensional or design standards of the district in which such home is located, may be replaced with a more conforming, by dimension and design standards, HUD certified manufactured home. (Ord. 475 § 1 (part), 1996)

Chapter 17.84

ADMINISTRATION AND ENFORCEMENT

Sections:

- 17.84.010 Administration and enforcement.**
- 17.84.020 Interpretation and application.**
- 17.84.030 Building permits required.**
- 17.84.040 Permit applications, generally.**
- 17.84.050 Permit processing.**
- 17.84.060 Schedule of fees, charges and expenses.**
- 17.84.070 Complaints regarding violations.**
- 17.84.080 Penalties for violations.**

17.84.010 Administration and enforcement.

A. An administrative official designated by the city council shall administer and enforce this title. The administrator may be provided with the assistance of such other persons as the city council may direct.

B. If the administrative official shall find that any of the provisions of this title are being violated, the administrator shall notify in writing the person responsible for such violations, indicating the nature of the violation and ordering the action neces-

sary to correct it. The administrator shall order discontinuance of any illegal use of land, buildings or structures; removal of illegal buildings or structures or of additions, alterations or structural changes thereto; discontinuance of any illegal work being done; or shall take any other action authorized by this title to insure compliance with or to prevent violation of its provisions. (Ord. 475 § 1 (part), 1996)

17.84.020 Interpretation and application.

A. In interpreting and applying the provisions of this title, they shall be held to be the minimum requirements for promotion of health, safety and general welfare to the public. Therefore, when the provisions of this title impose a greater restriction upon the use of buildings and premises or upon the height of buildings and structures, or require larger open spaces that are imposed or required by other laws, ordinances, codes, easements, regulations or covenants, the provisions of this title shall control.

B. The planning commission may review and make recommendations on any questions regarding the proper interpretation or application of the provisions of this title that may be requested by any property owner, tenant, government officer, department, board or commission affected. If the planning commission undertakes such review, within thirty days following the planning commission's completion of its review, the planning commission shall prepare findings, conclusions and a recommended decision and provide the same to the city council. The city council shall review the planning commission's recommendation and make a final determination on any questions involving the proper interpretation or application of the provisions of this title. The council's decision shall be in keeping with the spirit and intent of this title and of the city's comprehensive land use plan.

C. The city council shall prepare written findings of fact for all rulings made pursuant to this section and a record of said rulings and findings shall be kept as a guide for future administrations. (Ord. 475 § 1 (part), 1996)

17.84.030 Building permits required.

No building or other structure shall be erected, moved, added to or structurally altered without a permit thereof, issued by the city building official. No building permits shall be issued except in conformity with the provisions of this title and no building permit will be issued to construct a building unless sufficient evidence is produced indicating that the building permit applies to a legally created lot. (Ord. 475 § I (part), 1996)

17.84.040 Permit applications, generally.

A. Applications for land use permits required by this title shall be made on forms provided as set forth in Section 19.02.020 and in addition, shall be accompanied by the following:

1. Plans in duplicate unless otherwise specified, drawn to scale, showing the actual dimensions and shape of the lot to be built upon; the exact sizes and location(s) on the lot(s) of buildings already existing, if any; and the location and dimensions of the proposed building(s) or alterations(s); and

2. Other information as lawfully may be required by the zoning administrator and/or this title, including existing or proposed buildings or alterations; existing or proposed uses of the building and land; the number of families, housekeeping units, or rental units the building is designed to accommodate; landscaping plans for commercial uses or multifamily dwellings; conditions existing on the lot; and such other matters as may be necessary to determine conformance with, and provide for the enforcement of, this title.

B. Use or arrangement of land, or construction at variance with that shown and authorized in the submitted building plans, shall be deemed a violation of this title and shall be punishable as provided in this chapter. (Ord. 475 § I (part), 1996)

17.84.050 Permit processing.

Permits shall be processed in accordance with Title 19 of the BMC. (Ord. 475 § I (part), 1996)

17.84.060 Schedule of fees, charges and expenses.

Applicants for appeals, variances, conditional use permits, and other matters pertaining to this title, shall pay application fees with the submittal of their application. No application shall be accepted except when accompanied by the designated fee. Amounts of such fees will be determined from time to time by resolution of the city council. (Ord. 475 § I (part), 1996)

17.84.070 Complaints regarding violations.

Whenever a violation of this title occurs, or is alleged to have occurred, any person may file a written complaint. Such complaint stating fully the causes and basis thereof shall be filed with the zoning administrator. The administrator shall record properly such complaint, immediately investigate, and within ninety days shall take action thereon as provided by this title. (Ord. 475 § I (part), 1996)

17.84.080 Penalties for violations.

A. Violation of the provisions of this title or failure to comply with any of its requirements shall constitute a civil infraction. Any person who violates this title or fails to comply with any of its requirements shall, upon conviction thereof, be fined not more than five hundred dollars, and in addition shall pay all costs and expenses involved in the case. Upon the decision of the court, each day of such violation may be counted as a separate violation.

B. Every violation of this title shall be a separate and distinct offense, and in case of continuing violation, every day's continuance thereof shall be deemed to be a separate and distinct civil infraction offense. The existence of a civil infraction remedy, or the pendency of a civil infraction proceeding, under provisions of this title, shall not be construed to affect the right of the city to proceed through its proper officers with the enforcement of the provisions hereof by civil proceedings whether at law or equity in any court of competent jurisdiction. (Ord. 475 § I (part), 1996)

Chapter 17.88

VARIANCES

Sections:

- 17.88.010 Variance—Generally.**
- 17.88.020 Type of application.**
- 17.88.030 Requirements for a complete application.**
- 17.88.040 Public hearing and notification.**
- 17.88.050 Criteria for approval.**
- 17.88.060 Conditions of approval.**
- 17.88.070 Appeal.**

17.88.010 Variance—Generally.

Applications for variances from the terms of this title, the official zoning map, or other land use regulatory ordinances of the city may be permitted pursuant to the terms and conditions set forth in this chapter. (Ord. 475 § 1 (part), 1996)

17.88.020 Type of application.

A variance is a Type III application, and the city council shall make the final decision. The application shall be processed as set forth in Title 19 of the BMC. (Ord. 475 § 1 (part), 1996)

17.88.030 Requirements for a complete application.

In addition to the requirements for a completed application set forth in Section 19.02.020, an applicant for a variance shall submit the following: a nonrefundable fee established by resolution of the city council. No application shall be complete and no action shall be taken upon an application until the fee has been paid. (Ord. 475 § 1 (part), 1996)

17.88.040 Public hearing and notification.

Before a request for a variance is acted upon by the city council, the council shall consider the application at a public hearing pursuant to the time and notice requirements as set forth in Title 19 of the BMC. (Ord. 475 § 1 (part), 1996)

17.88.050 Criteria for approval.

Decisions of the city council on variance applications shall include written findings of fact to support the decision. Applications for variances may be granted only if the city council finds:

A. The variance does not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and zone in which the property on behalf of which the application was filed is located;

B. The variance is necessary, because of size, shape, topography, location or surroundings of the subject property, to provide it with use rights and privileges permitted to other properties in the vicinity and in the zone in which the subject property is located; and

C. That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which the subject property is situated. (Ord. 475 § 1 (part), 1996)

17.88.060 Conditions of approval.

In approving any variance, the city council may impose reasonable conditions to ensure that the variance shall not be materially detrimental to the public welfare or injurious to property or improvements in the area. (Ord. 475 § 1 (part), 1996)

17.88.070 Appeal.

All appeals of any decision by the city council shall be made in accordance with Title 19 of the Bridgeport Municipal Code. Decisions of the zoning administrator may be appealed pursuant to Chapter 19.06 of the BMC. (Ord. 475 § 1 (part), 1996)

Chapter 17.92

APPEALS

Sections:

- 17.92.010 Administrator actions.**
- 17.92.020 Planning commission actions.**

17.92.030 City council actions.

17.92.010 Administrator actions.

Decisions of the administrator may be appealed to the city council. Such appeals must be submitted to the city clerk-treasurer in writing within ten days of the action in question, and must cite the specific action of the administrator which the appellant believes was in error and the sections of this title which support this claim. Such appeals shall be heard at the next regular meeting of the city council. (Ord. 475 § 1 (part), 1996)

17.92.020 Planning commission actions.

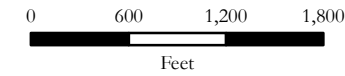
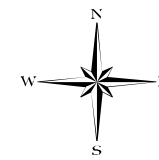
Decisions of the planning commission may be appealed to the city council pursuant to Chapter 19.06 of the Bridgeport Municipal Code. (Ord. 475 § 1 (part), 1996)

17.92.030 City council actions.

All actions of the city council shall be final. Council's decisions shall be subject to judicial appeal as set forth in Section 19.06.060 of the BMC. (Ord. 475 § 1 (part), 1996)

Official Zoning Map Bridgeport, WA

- | | | | | | |
|---|---------------------|---|-------------------------|---|--------------------------|
|  | Columbia River |  | Mixed Family (R-2) |  | Traffic Commercial (TRC) |
|  | City Limits |  | Multi Family (R-3) |  | General Industrial (G-I) |
|  | Urban Growth Area |  | Central Business (CB) |  | Public (PU) |
|  | Single Family (R-1) |  | Tourist Commercial (TC) |  | Roads |



September 2006

Disclaimer:
Data is from the best available source; however, it is subject to change and should not be used as an accurate measurement. All data should be verified with the governing jurisdiction. Invent completed in 2003

