

Chapter 2 – Livability

Introduction

The Livability Element represents what the citizens of Battle Ground have identified as an important component of their community and its image. This Element of the Plan focuses on blending Battle Ground’s new development with the downtown core and other unique residential and commercial areas. It fosters a greater connection between Battle Ground residents and their town, the preservation of public views, protection of historic and cultural resources, and increased civic engagement.

Neighborhood units are the key to making this Element a success. Neighborhoods include parks, schools, and unique characteristics that residents identify with their place. The Livability Element promotes the development of a complete community that provides a strong sense of place for residents and visitors to Battle Ground. The Livability Element is not required under GMA.

Growth Management Act

GMA encourages the preservation and protection of Washington’s quality of life. The GMA provides for communities to establish policies related to design as an optional component of their comprehensive plan but does not provide specific programmatic guidance. Historic preservation protects and enhances a community’s special attributes. The GMA mandates that communities strive to:

- Identify and encourage the preservation of lands, sites, and structures that have historical, cultural and archaeological significance.

The GMA calls for public involvement and participation in the development of the Plan and implementing plans. It mandates “early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations implementing such plans.” It is within the mandate and spirit of the GMA to encourage communities to involve citizens in a range of planning and policymaking activities. One of the goals of the GMA is to:

- Encourage citizen participation and coordination between communities.

Legacy Standards

In April 1999, the Legacy Standards adopted by the Battle Ground City Council went into effect. The standards prescribe architectural variety, streetscapes that are pedestrian friendly and street networks that connect in a grid pattern when possible. The intent of the Legacy Standards is to create a community where it is possible for people to meet on the sidewalk in front of their homes, eliminate “fenced canyons” (unwelcoming thoroughfares which have no relationship with surrounding residential uses), and human scale architecture (designed to primarily relate to pedestrians rather than automobiles). In addition, the Legacy Standards are intended to provide a more efficient transportation system that allows people the choice of walking, biking or driving to their destination.

Embedded throughout the development code, the Legacy Standards manage growth to create a built environment that would have a positive effect long into the future – one that would conserve services such as sewer, water, police and fire protection, and demonstrate the City’s respect for its natural setting. The standards are founded on the following set of premises:

- Establish a new baseline standard for new development.
- Recognize existing community identity.
- Establish interrelationships between neighborhoods and commercial developments.
- Recognize the need to meet individual choice in housing and neighborhoods.
- Improve neighborhood livability.
- Create incentive systems, options and opportunities for new development to implement desirable design elements.
- Recognize the physical and environmental constraints within the city and their impacts on new development design.
- Enhance the natural environment.
- Provide and preserve the opportunity to establish and maintain open spaces.
- Recognize multiple modes of transportation and make driving optional.
- Encourage multiple uses of the street system.

Livability Element Goals and Objectives

Livability Goal 1:

An integrated mix of uses.

Objectives

LO1.1 Encourage a lively and active downtown core through a mix of uses.

LO1.2 Encourage a mix of uses in new neighborhood centers that serve the local neighborhood and create a unique neighborhood identity.

LO1.3 Protect and strengthen existing mixed-use areas.

LO1.4 The City will encourage development in new mixed-use areas to have compatible building orientation.

LO1.5 The City will endeavor to promote the placement of new mixed-use development in a manner that creates compatibility and support among uses.

Livability Goal 2:

Human-scaled architectural design and spatial relationships.

Objectives

LO2.1 Promote new development, both public and private that is human-scaled.

LO2.2 Encourage the use of design elements that reinforce the small town identity of Battle Ground (GMA1.3.2).

LO2.3 Encourage innovative design solutions in private development projects that add diversity and depth to Battle Ground's character.

LO2.4 Promote new development that provides an appropriate balance between pedestrian orientation and automobile access.

LO2.5 Encourage store sizes that are compatible with surrounding uses, particularly adjacent to, and within new and existing neighborhoods.

LO2.6 Promote the design of public and recreation spaces and rights-of-way that improve the pedestrian environment and increase the opportunity for social interaction.

LO2.7 Encourage the creation of civic spaces in both private and public facilities that provide opportunities for neighbors to meet.

LO2.8 Encourage the development of a distinct and attractive identity in each of Battle Ground's neighborhoods.

LO2.9 Foster the development of an attractive urban character along Battle Ground's commercial streets and its commercial districts.

LO2.10 The City will consider tree preservation and enhancement programs.

Livability Goal 3:

An integrated mix of housing types and densities.

Objectives

LO3.1 Encourage a wide range of living choices in all neighborhoods while respecting existing housing.

LO3.2 Promote residential design and location that provides transitions between housing types.

LO3.3 Encourage master planning of new residential neighborhoods.

Livability Goal 4:

Create the opportunity for participation of all residents, landowners and business owners in public decisions.

Objectives

LO4.1 Encourage involvement in land use decisions through a variety of means.

Livability Goal 5:

The City will encourage new development design that protects and promotes significant views.

Objectives

LO5.1 Preserve and enhance unique and significant existing public views.

LO5.2 Promote the creation of new views through innovative development designs and master planning.

LO5.3 Explore the location of new public spaces and parks that will preserve significant views.

LO5.4 The City will seek to protect the views of the night sky.

Livability Goal 6:

The City will encourage preservation, enhancement and integration of its historic resources and cultural heritage

Objectives

LO6.1 Encourage the preservation of historic architecture and significant cultural resources through public information, advocacy and (where necessary) regulation.

LO6.2 Support opportunities for organizations and institutions that celebrate the historic and cultural resources of Battle Ground.

LO6.3 Encourage the celebration of the agricultural tradition of the Battle Ground area.

Existing Conditions

Neighborhoods

Battle Ground's older neighborhoods reflect changes that took place during more than a century of settlement and development. The identities of new neighborhoods have changed to correspond with changes in the City's broader identity as it has been transformed from a small town, to a suburban community, to its current status as a growing city.

The Battle Ground UGA was developed during four main periods. Although the earliest known European settlements in the area occurred during the late 1800s, a cohesive community began to take shape between 1901 and 1944 when Battle Ground was first platted and the railroad was constructed. Neighborhoods were slow to develop during this period. Battle Ground's first neighborhood began to develop during this period around what is today known as Old Town. Many of the houses and other structures that were developed during 1901 to 1944 can still be found both north and south of East Main Street. Housing that was built during this era reflects a mix of design types and densities, and utilizes a grid-like street network for circulation.

Other structures built during this period are spread throughout the UGA, with a concentration being located near Cramer Road and 189th Street.

A second wave of development occurred during 1945 to 1959. Battle Ground was first incorporated during this period, in 1951, when it began providing water and sewer services and fire and police protection. The rate of growth in Battle Ground's neighborhoods became more regular during this period, although was still modest compared to today. Much of the new construction that took place

during this period was infill development, and was concentrated within the previously existing neighborhood that surrounded East Main Street.

The neighborhood reflected traditional aesthetics and design values, such as connected grid-like streets, and a variety of design types and densities.

The rate of development within Battle Ground steadily increased between 1960 and 1985, with growth spikes occurring during the late 1960s and early 1970s. The development pattern in Battle Ground began to change significantly during this period, as increased mobility provided by automobiles spurred development further away from downtown Battle Ground and people who worked in Vancouver or Portland began to settle in the city. Distinct new neighborhoods were constructed during this era throughout Battle Ground, with subdivisions located north and south of the Old Town area, near the intersection of Parkway and SW 11th Avenue, and near Main and SW 20th Avenue. Development that took place during this era was typically constructed with cul-de-sac streets, and houses shared homogeneous designs and densities.

The most recent wave of development, which occurred between 1985 and the present, was marked by a rapidly increasing rate of growth. New and distinct subdivisions that were developed during this period were also constructed around cul-de-sacs, and had smaller parcel sizes than earlier development. Ingress and egress to subdivisions was typically provided through few street connections that linked to arterials, making access to the areas limited for automobiles, pedestrians and cyclists. These subdivisions are located at the northern, western, and southern extents of the 2004 City boundaries. Additionally, some subdivisions were developed in County land that is within the 2004 UGA, which typically have larger lot sizes.

The City of Battle Ground recently adopted Legacy Standards, during 1999, to guide the development of new subdivisions that are better integrated with surrounding neighborhoods and the City-at-large.

New subdivisions that were constructed subsequent to the adoption of the Legacy Standards have greater architectural diversity, and improved street connectivity that encourages circulation for pedestrians and cyclists.

Commercial Districts

Battle Ground contains three distinct commercial districts that serve regional, sub-regional, and local markets.

A regional commercial center is generally located along W. Main Street between 102nd Avenue and 10th Avenue. Retail businesses in this area serve markets in Battle Ground and outlying areas. Several new national big-box retail chains on large parcels anchor this district. Smaller businesses that rely on higher traffic volumes along W. Main Street are also present. Stores in this area offer ample off-street parking because they primarily serve shoppers who arrive by automobile.

Another commercial center is located along W. Main Street and E. Main Street, between 10th Avenue and Parkway Avenue. Retail and service oriented businesses in this area serve the Battle Ground market, and outlying areas. This area contains a greater mix of small and large stores on small to medium sized parcels. Development in this area generally predates the regional commercial center to the west.

Old Town is generally located along E. Main Street between Parkway Avenue and Grace Avenue.

Businesses in this area are a mix of restaurants, service providers, and specialty retailers. This area has a “main street feel”. Buildings in this area have storefront windows, are oriented towards the street, have curb-tight sidewalks, and minimal setbacks from the sidewalk.

Commercial development is generally not present within residential areas.

Industrial Areas

The City of Battle Ground presently contains a variety of industrial uses concentrated in the southeast corner of the city. A small industrial park was recently developed near SE Grace Avenue and NE 199th Street. The industrial park contains light manufacturing and warehousing facilities. This area provides convenient access to regional transportation facilities, permits easy ingress and egress of heavy trucks, has ample parking, and yet supports non-motorized transportation through the provision of sidewalks. Buildings in this area generally have a large footprint but still maintain a relationship with adjacent streets by having a small setback on at least one wall. Additionally, a dairy and plastic manufacturing plant is located on E. Main Street.

Historic Preservation

The Battle Ground area has been settled for over a century and has a rich and colorful history. There are fifteen historic properties on the Clark County Register of Historic Places. These resources root residents in their community’s history. Although there are currently no historic places within the UGA that are listed on the National Register, it is possible that there are properties that are eligible.

Views

Battle Ground residents currently enjoy views of Mt. Saint Helens, Mt. Hood, and the foothills of the Washington Cascades. There are currently no view protection requirements.

Public Involvement

The Battle Ground Public Participation Plan consists of the following key elements:

1. Broad dissemination of project proposals. Completed drafts that are being discussed and deliberated on by the Planning Commission and the City Council will be posted on its web site. Published drafts of material being considered by the Planning Commission and City Council located at City Hall and the City Library. Notice that these materials are available will be given to the local paper of record for publication.
2. Opportunity for written comment. The City will accept written comment on any and all aspects of the Plan and process at any Public Workshop, Planning Commission or City Council meeting or hearing. The City will accept any written testimony, opinions, and thoughts on the GMA Plan or process at any time during the Plan’s creation up to final adoption of the Plan by City Council.
3. Public meetings after effective public notice. The City will not conduct public hearings or public meetings unless such meeting or hearing complies with the public notice requirements as set forth in the Battle Ground Municipal Code. Notice will be placed on the City web site. Notice will be on display at City Hall on public notice boards. The City will keep a record of names and addresses of any person interested in receiving a direct notice of a hearing or meeting on the GMA. The City will send notice of a meeting or hearing on the GMA in a timely manner before the hearing or meeting.

4. Provision for open discussion. The Planning Commission, City Council, and Public Workshops, will provide the opportunity for public comment on any and all aspects of the GMA planning effort. The Planning Commission and City Council provide, at all of the regularly scheduled meetings, an opportunity for open public comment as standard practice. The Public Hearings for the GMA Plan and process will provide for open public discussion of issues. There will also be open discussion opportunity provided at the GMA Public Workshops that the City staff will be conducting.
5. Communication programs. The City will provide at the earliest possible time available, notice of any workshops, meetings, hearings, or session that involve presentation, discussion, review, deliberation, or adoption of any part of the GMA Plan or regulation. Notice of such meetings will be placed in the paper of record, posted on the City web site and on public notice boards in City Hall.
6. Information services. The City will strive to keep the web site up to date with activities that relate to the GMA planning process. The City will place articles within the citywide newsletter updating the public on the GMA process. The City will, on occasion, provide information on the GMA process on utility bills.
7. Consideration of and response to public comments. City staff will catalogue all written response and note verbal input to the GMA Plan. Staff will then provide input, and possibly a recommendation on each issue to the Planning Commission and City Council.

Analysis and Projections

As growth continues to occur at a rapid rate, Battle Ground could lose some of the unique identity and qualities that originally attracted people to the City. Development during the past decade in Battle Ground has not created a cohesive identity for the town because design characteristics of new subdivisions are inwardly focused rather than well- integrated with surrounding neighborhoods and the City-at-large. Well-designed buildings, attractively landscaped streets, mix and character of land uses, parks, open spaces, and location and character of commercial areas all are important to the overall quality of life in Battle Ground. Implementation of the City's Legacy Standards has guided new development that reflects these design characteristics, and creates a better fit with other neighborhoods and the City-at-large. Development of residential property will continue under the Legacy Standards, but this development is not required to be master planned or designed as a neighborhood. In addition, new commercial development has not occurred in a manner that promotes a small town feel and future development is likely to continue this trend, with bigger and bigger stores that are isolated from existing and future neighborhoods. The following analysis provides visual examples of how Battle Ground can continue to grow while preserving the small town feel that is so important to residents.

Human-Scale Design

Human scale is the proportional relationship of buildings and public spaces to people. Human scale design creates places that are ordered in such a way that people feel comfortable and safe. People are drawn to these places and tend to enjoy spending time in them. By contrast, a place that is either too small or too large is out of human scale, and will tend to make people feel uncomfortable. People react by avoiding these places or moving through them quickly. Human scale can be further reinforced by the choice of materials, textures, patterns, colors, and details. The following illustrations depict design concepts that will help guide implementation of the City's goals and objectives related to human scale design.

Figure 2-1: Streetscape Concept

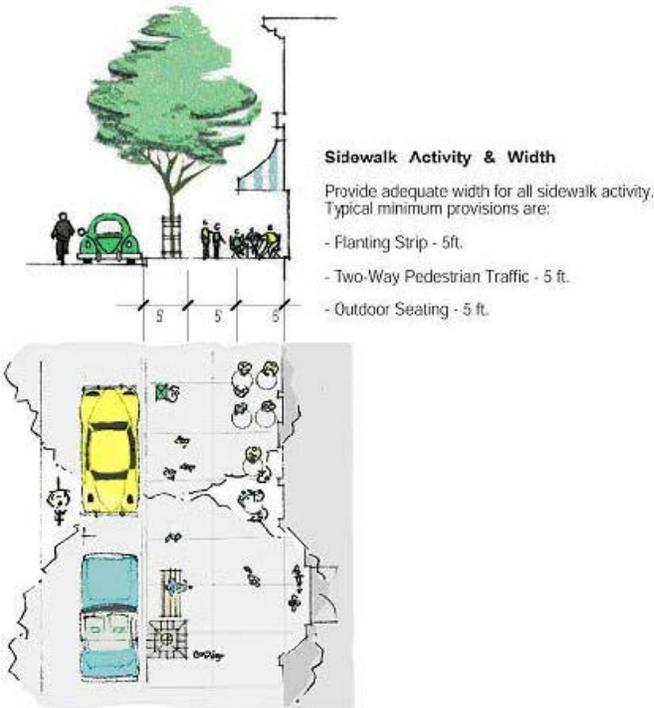
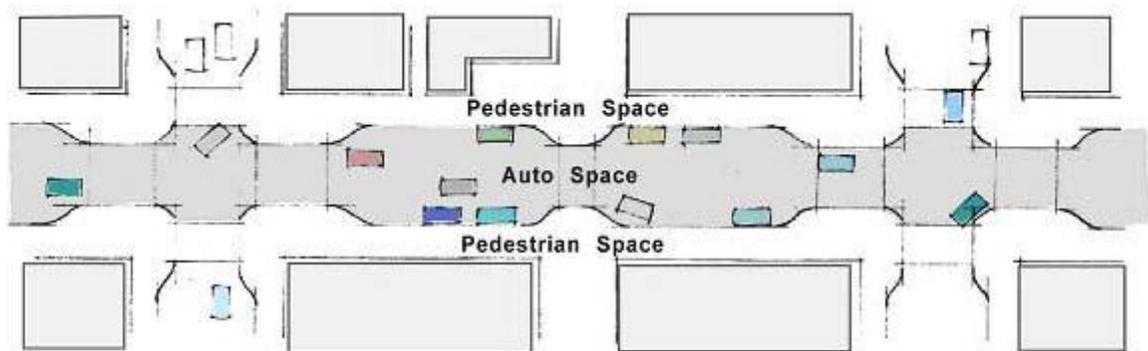


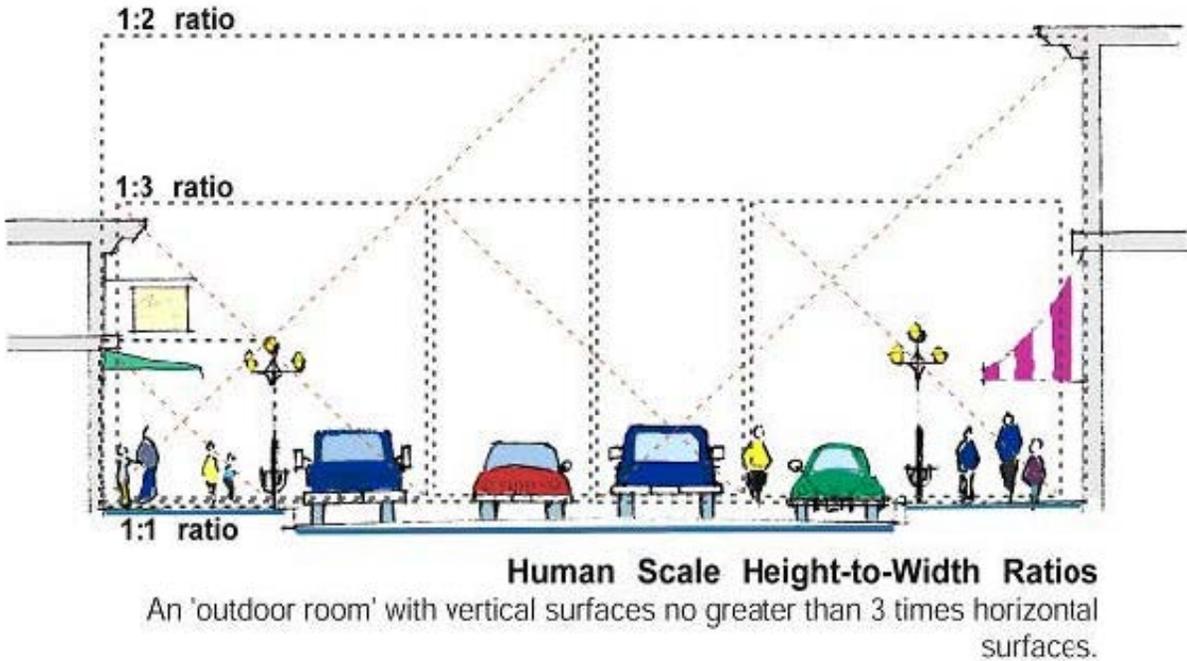
Figure 2-2: Balance of Pedestrian and Automobile Spaces in Mixed Use Areas



Balanced Amount of Pedestrian & Auto in Mixed Use Areas

The amount of horizontal surface area dedicated to autos should be equal to that dedicated to pedestrians.

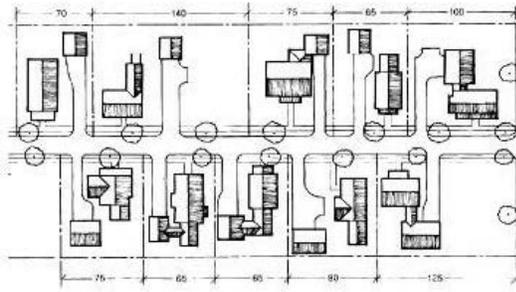
Figure 2-3: Human Scale Width to Height Ratios



Residential Design

Battle Ground residents prefer residential areas that are human scaled, integrated, cohesive, and diverse neighborhood units. The design of Battle Ground's residential areas should help to create unique, comfortable, and interesting places for residents and visitors. These areas will promote leisurely evening strolls and more walking trips to school, work, parks, and commercial areas. Battle Ground's neighborhoods should be designed to make them memorable places for families to live. The layout of streets and buildings will also promote improved access to transit services. A variety of design concepts are illustrated in this section to help guide development of new residential areas that meet the goals and objectives established by the Plan. The following illustrations depict how good neighborhood design concepts should be applied depending on the area's density.

Figure 2-4: 6-8 Units per Acre (5,600-7,000 Square Feet per Unit)



- Average lot sizes
- Living spaces oriented to streets
- Garages set-back from house
- Consistent streetscape design
- Planter strip
- Street trees
- Wide sidewalks



Figure 2-5: 10-12 Units per Acre (3,500-5,000 Square Feet per Unit)



- More building frontage at street
- Skinny streets
- Alley access to garages
- More signalized crossings
- Pedestrian scale streetscape
- Pervasive pedestrian connections

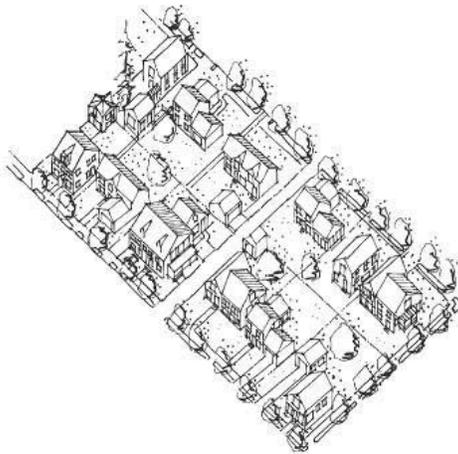
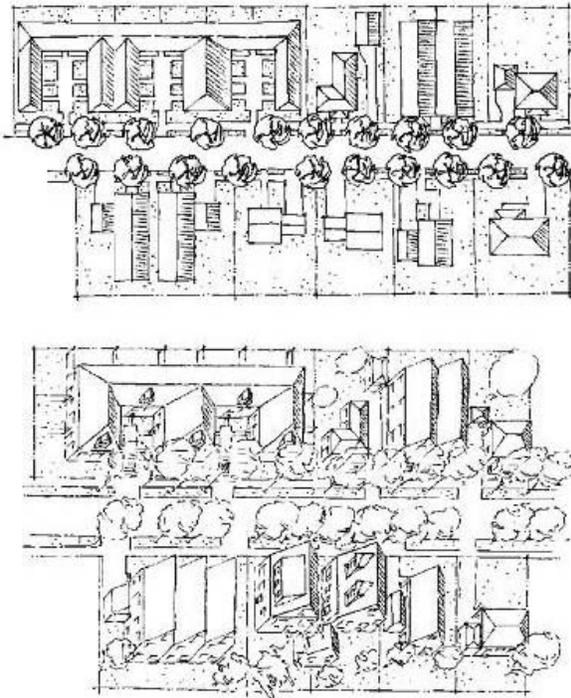
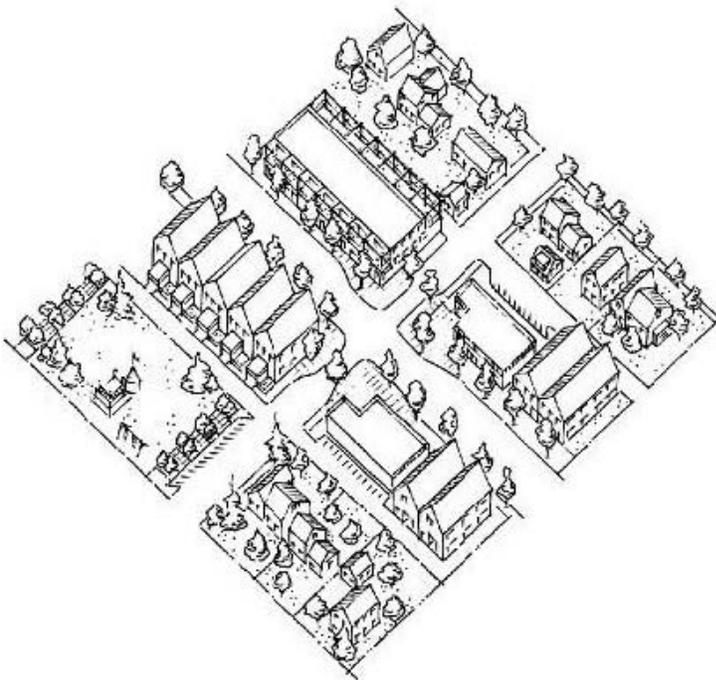


Figure 2-6: 16-18 Units per Acre (Mix Of 3,500 Square Foot Lots, Row / Town Houses, Garden- Style Apartments)



- Architectural diversity
- Primary entrances oriented to sidewalk
- More building frontage at street
- Building massing has traffic calming effect
- Flexibility for environmental conservation
- Pedestrian scale streetscape
- Supports well integrated parks system

Figure 2-7: Neighborhood-Scale Commercial



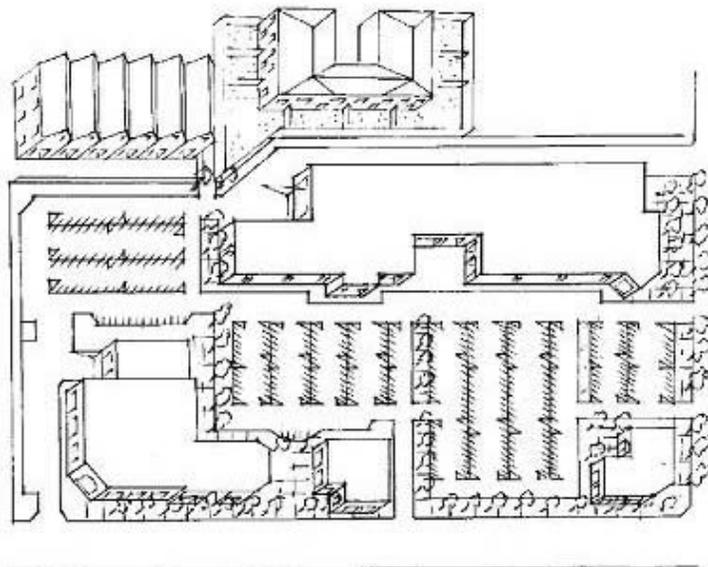
- More local walking trips
- Reduces traffic trips and volumes
- More building frontage at street
- Slower traffic speeds
- Safer streets
- Less crime - more eyes on street
- More retail variety
- Greater convenience
- Better access for young and elderly
- Pedestrian scale streetscape

Commercial Design

Battle Ground residents prefer commercial areas to be well integrated with other areas of the city, at a variety of scales, and to comfortably accommodate pedestrians. Regional commercial areas should be developed to draw shoppers and workers to walk to several stores in the area by designing the area to promote pedestrian circulation. Large-scale commercial areas should provide multiple safe pathways for people with disabilities.

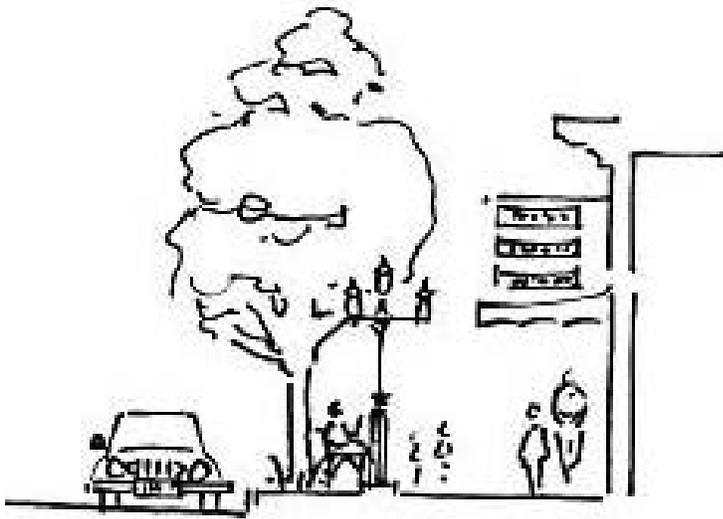
Neighborhood-scale commercial establishments should be convenient for residents to walk to and that meets basic shopping needs and provides local meeting places. Alternatively, strip-mall development promotes reliance on automobiles for even short-distance trips and does not promote community livability that is preferred by this Plan. The illustrations that have been included in this section depict design concepts that should be included in existing and new development to help meet the goals and objectives established by the Plan.

Figure 2-8: Pedestrian-Friendly Large-Scale Retail



- Variety of uses allows combined trips
- Reduces traffic trips and volumes
- More building frontage at street
- Pedestrian scale streetscape
- Slower, safer traffic
- More signalized crossings
- Longer hours of operation - less crime
- Less area for surface parking
- More development area
- Lower commercial rents
- More retail variety
- Greater convenience
- Pedestrian connections to adjacent housing

Figure 2-9: Pedestrian-Friendly Streetscape as Buffer to Large-Scale Commercial Sites



Industrial Design

Battle Ground’s industrial areas will be developed in the future in a way that integrates them with their broader urban context. Development in these areas should be designed to make them pedestrian friendly, cohesive, and well connected to adjacent areas. The following illustration depicts design concepts that should be implemented to accomplish the goals and objectives established in the Plan.

Historic Resources, Views and Public Involvement

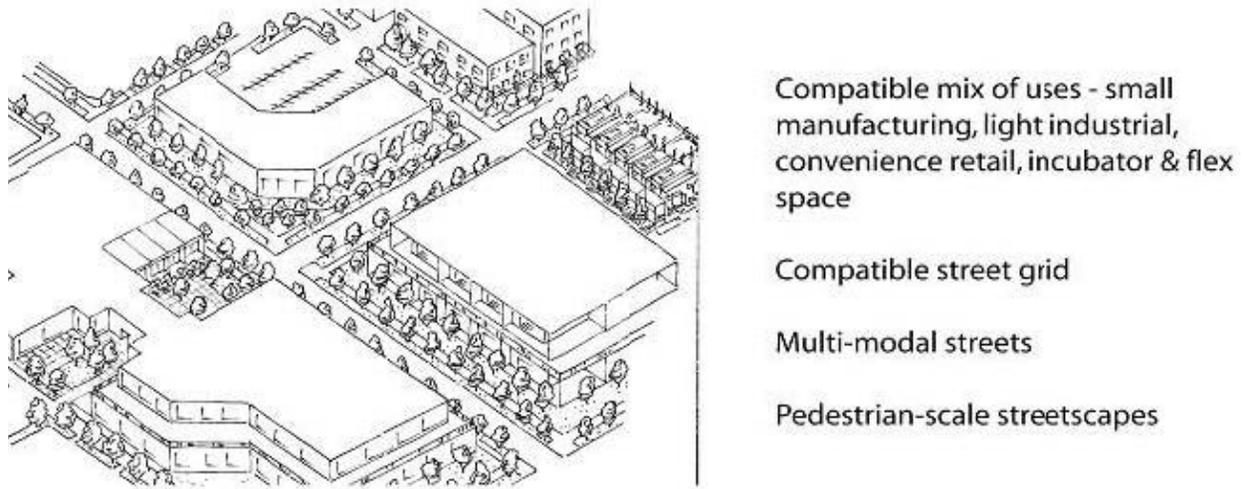
Battle Ground’s historic resources could play an increasingly important part in defining a unique identity for the City. An opportunity exists for Battle Ground to build on the historical development pattern that is typical of the areas north and south of E. Main Street through continued implementation of the City’s Legacy Standards.

Views of Mt. St. Helens and Mt. Hood may become obscured by new development unless viewsheds are preserved through strategically siting new parks and open space, and through master-planned developments that preserve and enhance significant viewsheds. No new regulations to protect private views are suggested; rather views should be preserved through the strategic location of streets, public parks and open space.

Public involvement will continue to play an important role in the City’s planning and policymaking processes. The City will need strategies that help to foster a sense of ownership among new residents by engaging and involving them regularly.

Human-Scale Industrial

Figure 2-10: Human-Scale Industrial



Findings:

The livability of Battle Ground's communities will continue to improve as the Legacy Standards are implemented and refined. Enhancing neighborhood livability requires a level of completeness. A greater effort must be made to improve on existing Legacy Standards, enhance traffic circulation between neighborhoods, and support development of commercial areas tailored to the needs of neighborhood and local markets. The Livability Goals provide the basic framework for the creation of these neighborhoods throughout Battle Ground. They will be complete places – neighborhoods with well-integrated commercial areas, human-scaled streets that are safe, commercial and industrial development with a mix of compatible uses – that encourage private-sector investment. These neighborhoods will be a more enjoyable place for Battle Ground residents to shop, gather and recreate. Battle Ground's key opportunities for enhancing neighborhood completeness are neighborhood-scale commercial, pedestrian-friendly large-scale retail development, pedestrian-friendly industrial, human scale development, and residential development variety. The following describes the policy justification for the Livability Goals addressing those opportunities.

Human-scale Design

Human scale districts will be developed in the future to reflect the following characteristics:

- Pedestrian-oriented area - Equity in pedestrian and auto space within mixed-use districts optimizes commercial viability and long-term success.
- Connectivity - Pervasive connections will maximize walking trips – mid-block crossings, pedestrian alleys, curb extensions, etc.
- Continuity - Continuous building frontage, and architectural treatment and detail will add intrigue and interest to the streetscape.

Human scale streetscapes will be developed in the future to reflect the following characteristics:

- Horizontal vs. vertical space relationships
Humans are most comfortable in “outdoor rooms” similar in dimension to indoor rooms
A ratio of vertical to horizontal space less than 1:3.

Human scale sidewalks will be developed in the future to reflect the following characteristics:

- Furnishing zone - Street-trees, seating, lighting (minimum depth 5 feet).
- Clear zone - Circulation area (minimum depth 5 feet).
- Activity zone - Activity area associated with interior use, café tables, etc., (minimum depth 5 feet).

Residential Design

6-8 units per acre (5,600-7,000 square feet per unit) residential areas will be developed in the future to reflect the following characteristics:

- Average lot sizes - Requiring average lot sizes, instead of minimum lot sizes allows for greater development flexibility.
- Greater architectural flexibility - Differing lot sizes provide opportunity for architectural variety and distinction, and/or context sensitivity.
- Living areas oriented to streets - Orient interior living space, instead of garages is visually preferred.
- Pedestrian-oriented streetscape - Streets with wide sidewalks and street trees create greater human interaction potential.
- Traffic calming effect - Complete streets – on-street parking, street trees, wide sidewalks, and houses closer to the street slow traffic.
- Environmental sensitivity - Greater flexibility for environmental conservation.

10-12 units per acre (3,500-5,000 square feet per unit) residential areas will be developed in the future to reflect the following characteristics:

- Convenience - More residences closer to goods and services – increases convenience- oriented walking trips.
- Single-family infill opportunity - Alley-fed accessory units represent a compatible density increase and help defer mortgage costs.
- Greater housing affordability - Smaller or more efficiently developed units offer increased affordability.
- More efficient use of land - Concentrating residential development provides more opportunity to integrate parks and open space areas.

- Traffic calming effect - Complete streets – on-street parking, street trees, wide sidewalks, and houses closer to the street slow traffic.

16-18 units per acre (mix of 3,500 square foot lots, row / town houses, garden-style apartments) residential areas will be developed in the future to reflect the following characteristics:

- Maximizes neighborhood diversity - Architectural variety adds aesthetic interest to a neighborhood and increases potential for social and ethnic diversity.
- Maximizes social interaction - Clustering development area maximizes potential for public space vitality.
- Compatibility - Unique transition between single-family and mixed-use areas.
- Pedestrian-oriented streets - Greatest potential for pedestrian-oriented streets – skinny streets with better connectivity, traffic calming, and more signalized intersections.
- Alley access - Smaller lots create the greatest potential for rear-lot (alley) parking access.
- Less crime - More eyes on street – more people deter crime.
- Maximizes parks and recreation integration.

Commercial Design

Neighborhood-scale commercial uses will be developed in the future to reflect the following characteristics:

- Greater neighborhood diversity - Retail infill within neighborhoods enhances variety by serving unique neighborhood markets.
- Unique central places within neighborhoods - The unique social and physical characteristics within neighborhoods will result in unique public places.
- Greater convenience - Convenience oriented goods and services are brought directly to the neighborhood.
- Greater opportunity for elderly and children - Neighborhood retail within walking distance best serves those who don't drive.
- Pedestrian-scale streetscapes - Increased pedestrian demand precipitates pedestrian oriented streets – better connectivity, more pleasant sidewalk settings, safer crossings, etc.
- More building frontage at streets - Buildings, instead of parking lots, next to sidewalks provide direct access for pedestrians.
- Lower traffic volumes and speeds - More walking to neighborhood shops means less driving.
- Less crime - The presence of more people, more often – more eyes on street – is a significant crime deterrent.

Pedestrian-friendly large-scale retail areas will be developed in the future to reflect the following characteristics:

- Greater convenience - More uses at a given location encourages leaving the car parked and combine walking trips.
- Reduces community traffic volumes - More localized walking trips means less driving within the community.
- Pedestrian-scale streetscapes - Increased pedestrian access to typically auto-oriented uses precipitates pedestrian oriented streets – better connectivity, more pleasant sidewalk settings, safer crossings, etc.
- More building frontage at streets - Wider set-backs and sidewalks through surface parking lots effectively extends the pedestrian realm.
- More pedestrian connectivity to surrounding residential - For retail centers adjacent to residential areas, providing direct pedestrian access can reduce neighborhood vehicle trips.
- Less crime - Greater variety in retail use extends hours of operation and increases human activity and, therefore, safety.
- More cost-effective use of land - Increasing the intensity and variety of development lowers commercial rents.
- More development area - More area for buildings, less for surface parking.

Industrial Design

Pedestrian-friendly industrial areas will be developed in the future to reflect the following characteristics:

- Mix of uses - Compatible uses include: light industrial, office, flex / incubator space, small manufacturing, and convenience commercial.
- Compatible street grid - Better connectivity and compatibility with existing development is achieved by extending the existing street grid into industrial development.
- Combined mid-day convenience trips - The best combination of uses provides opportunities for workers to walk and reduce mid-day driving trips.
- Better pedestrian connectivity between uses - Buildings, instead of parking lots, next to sidewalks provide direct access for pedestrians.
- More efficient use of land - Industrial development designed for multiple uses extends market life and lowers commercial rents.
- Environmental conservation - Greater variety in building footprints increases flexibility for environmental conservation – wetlands, sensitive habitat, view resources, etc.

Historic Resources, Views and Public Involvement

Historic resources will play an increasingly important role in contributing to the City's livability and sense of place. Historic resources should be celebrated as an integral part of Battle Ground's heritage and have a prominent place in its landscape.

Public involvement approaches and policies will need to continue to evolve as the city grows and changes. New technologies will need to be employed to ensure that as many residents as possible have the opportunity to influence land use decision-making within their community.