



Respect
the rural and
agricultural heritage
of the area by protecting
existing land uses and
conserving open
space.



CARTY ROAD SUBAREA PLAN

Planning a Vision that Works for the Community.

ACKNOWLEDGEMENTS

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SECTION 1

INTRODUCTION

Purpose of the Subarea Plan

P 1

Subarea Planning Process

P 1





Figure 1. Vicinity Map

Introduction

The Carty Road subarea consists of approximately 266 acres of land located in the southern portion of Ridgefield. The subarea is located directly east of the intersection of Northwest Hillhurst Road and South Royle Road and west of the Interstate 5 (I-5) corridor. Northwest Carty Road functions as the southern boundary for a portion of the subarea, and the entire subarea is located outside of city limits within the city's urban growth area (UGA), in unincorporated Clark County (see Figure 1).

Planning Process

Ridgefield continues to be the fastest growing city in the state according to 2021 population projections conducted by the Washington Office of Financial Management. The city is projected to continue experiencing substantial growth and development over the next 20 years. Ridgefield City Council has been petitioned by several property owners within the subarea to consider annexation of the area adjacent to Carty Road. At the same time, other property owners and residents in the area have expressed concerns over the city's rapid growth and frustration at the loss of rural areas within and surrounding Ridgefield.

In order to develop a plan for this area, in 2019, the City Council initiated the subarea planning process prior to considering annexation. The Carty Road subarea plan establishes future land uses and identifies the appropriate intensity of development, as well as required transportation and utility infrastructure improvements.

Subarea Plan Development

The subarea plan provides the City with a better understanding of the community vision and opportunities and constraints related to future development. In 2019 and 2020, the project team developed a subarea plan that consisted of the following elements.

Visioning and Outreach

- Property owner and stakeholder survey
- Stakeholder interviews
- Project advisory committee meetings
- Community open house
- Vision statement and guiding principles

Analysis

- Existing conditions analysis, including land use, transportation, utility, and environmental conditions
- Fiscal impact assessment

Conceptual Planning

- Draft concept plans to address property owner and stakeholder feedback
- Preferred alternative concept plan consistent with subarea guiding principles
- Design guideline recommendations

Implementation

- Implementation action plan
- Recommended policy refinements and development code amendments

In the spring of 2020, adoption of the subarea plan was put on hold due to safety concerns associated with COVID-19. In

Introduction

April 2022 the city reengaged stakeholders and reevaluated the plan as a result of the two-year delay. Input provided by the PAC and additional stakeholders and residents in the study area resulted in minor changes to the preferred alternative plan and recommendations. These changes are reflected in the preferred alternative plan included in Section 4 and the recommendations included in Section 5. A summary of the PAC discussion is included in the meeting summaries in Appendix A.

SECTION 2

VISIONING AND OUTREACH

Vision Statement

P 4

Guiding Principles

P 4





Figure 2. Community Open House

Visioning and Outreach

The vision and outreach process began with an online survey sent to all property owners within the subarea boundary. Survey responses provided initial information on resident values and desires for the future of the area. The survey also identified individuals that wanted to stay involved in the planning process through a stakeholder interview and/or participation on a project advisory committee. Following the survey, the project team conducted stakeholder interviews with 11 property owners or stakeholders in the area.

The goal of the stakeholder interviews was to have a more in-depth discussion of the assets and potential constraints that exist in the subarea. A consistent theme emerged in the survey results and stakeholder interviews — stakeholders understand that development is likely within the community given the speed with which surrounding areas are developing, but there is a desire to maintain the privacy, seclusion, and rural and natural character of the subarea. Stakeholders were generally interested in working with the City of Ridgefield to ensure future development respects property rights, existing single-family homes and agricultural uses, and retains open space.

To build on the framework established through the survey and stakeholder interviews and to guide the remainder of the subarea planning process, a project advisory committee (PAC) was convened. The PAC met twice during the initial planning phase of the project and a third time in 2022.

During the first PAC meeting, the group provided input on a vision and guiding principles for the Carty Road subarea. The vision and guiding principles were then refined during the second PAC meeting and with input from the community at an open house. No changes to the vision statement or guiding principles were suggested at the third PAC meeting in 2022. The final vision and guiding principles are as follows.

Vision Statement

Stakeholders and residents of the Carty Road area understand that Ridgefield is growing, but even as the city evolves, the Carty Road area is unique and stands as a good example of Ridgefield's rural and agricultural heritage.

The rural character is reflected in residential development and transportation options that respect privacy, property, and safety. Development in this community protects both the natural areas along Gee Creek and the citizens that live and work in the community, now and in the future.

Guiding Principles

Future development in the Carty Road subarea will:

- **Respect the rural and agricultural heritage of the area by protecting existing land uses and conserving open space.**
- **Create quality design through design standards and landscaping requirements.**
- **Respect existing development patterns in the Carty Road area.**
- **Protect natural areas and buffers along the Gee Creek corridor.**
- **Provide transportation options that promote the safety of all users (motorists, cyclists, and pedestrians) and improve emergency vehicle access and evacuation options.**
- **Provide a range of development options for landowners that allow flexibility to retain existing uses and meet development regulations and state land use laws.**

Summaries of all outreach activities, including the survey, stakeholder interviews, PAC meetings, and community open house, are included in Appendix A.



SECTION 3

ANALYSIS

Existing Conditions

P 7

Fiscal Impact Assessment

P 8

Analysis

The analysis phase of the subarea planning process included an existing conditions analysis and fiscal impact assessment. These elements are further described below

Existing Conditions

The existing conditions analysis (Appendix B) identified existing land uses and zoning; parks, trails, and open spaces; critical areas; utility (water and sewer) infrastructure and capacity; and the current transportation network and planned improvements. The subarea is currently characterized by a rural development pattern with single-family residential homes on lots ranging in size from approximately 1 to 28 acres with an average lot size of approximately 6 acres. Existing uses in the subarea include residential uses, wedding venues, stained glass studios, and family farms. The entirety of the subarea is within the County and includes single-family residential (R1-6, R1-7.5, R1-10) zoning designations. Some of the land in the Carty Road subarea is in use as farmland; however, the area is zoned for single-family residential (Figure 3).

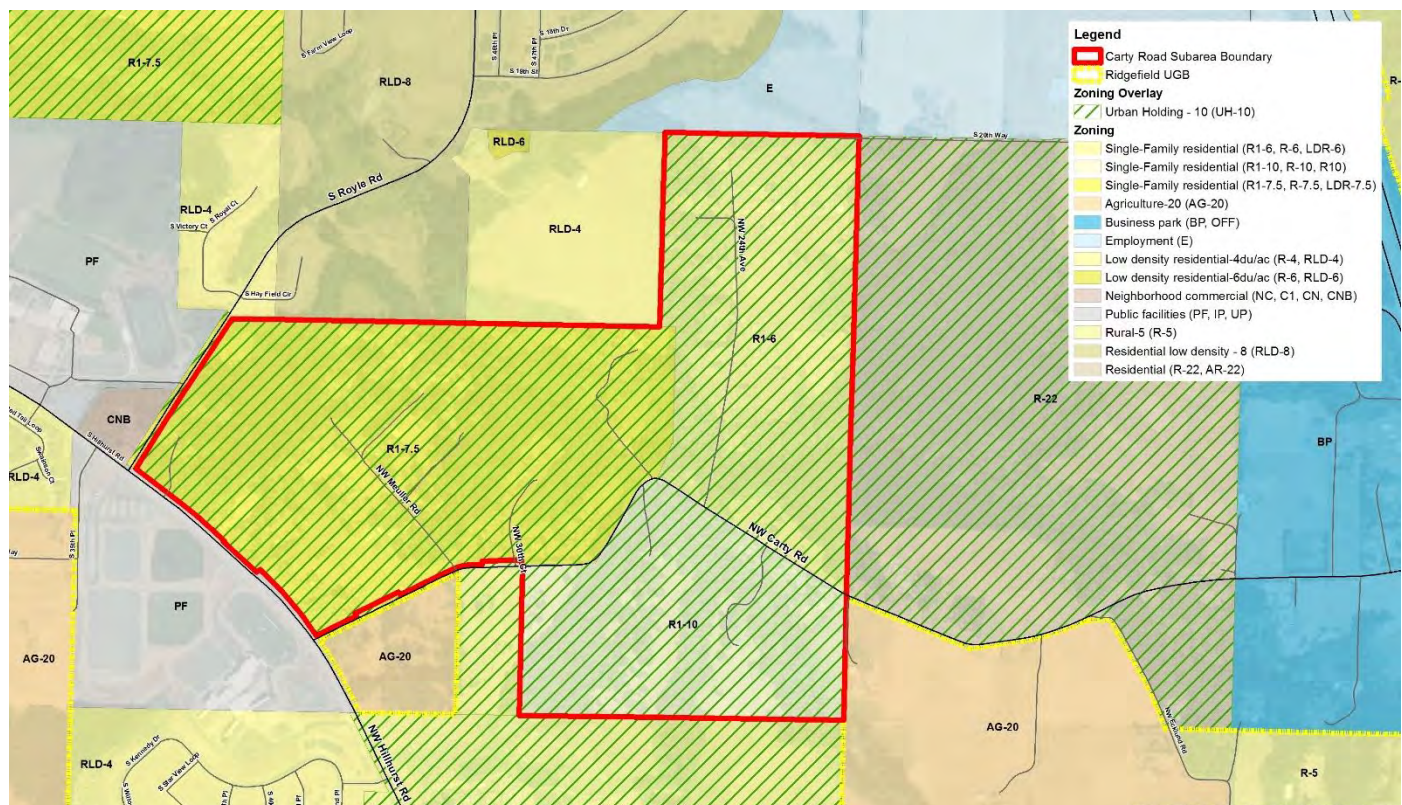


Figure 3. Existing Zoning

The subarea includes approximately 133 acres (or 50 percent of the land area) of critical areas (Figure 4). The critical areas include steep slopes and riparian habitat corridors associated with Gee Creek, which runs through the center of the subarea, and several unnamed tributaries that drain to Gee Creek.

As part of the existing conditions analysis, DKS Associates evaluated the existing transportation network, including pedestrian and bicycle facilities, current traffic volumes, and planned transportation improvements. Carty Road is classified as a minor arterial with approximately 700 daily trips. The only planned road improvement in the area in the Ridgefield transportation CFP (2018) is the upgrade of Carty Road to an 80 foot right-of-way. The analysis noted a lack of pedestrian and bicycle facilities in the area.

Water and sewer infrastructure does not currently exist in the subarea and will be required with future development. The existing conditions analysis indicated there are no significant capacity concerns with future water or sewer service. There is a planned 8-inch sewer line in Carty Road and a pump station near the intersection of Carty Road and Northwest 24th Avenue. Additional sewer and water infrastructure will be required to serve individual developments.

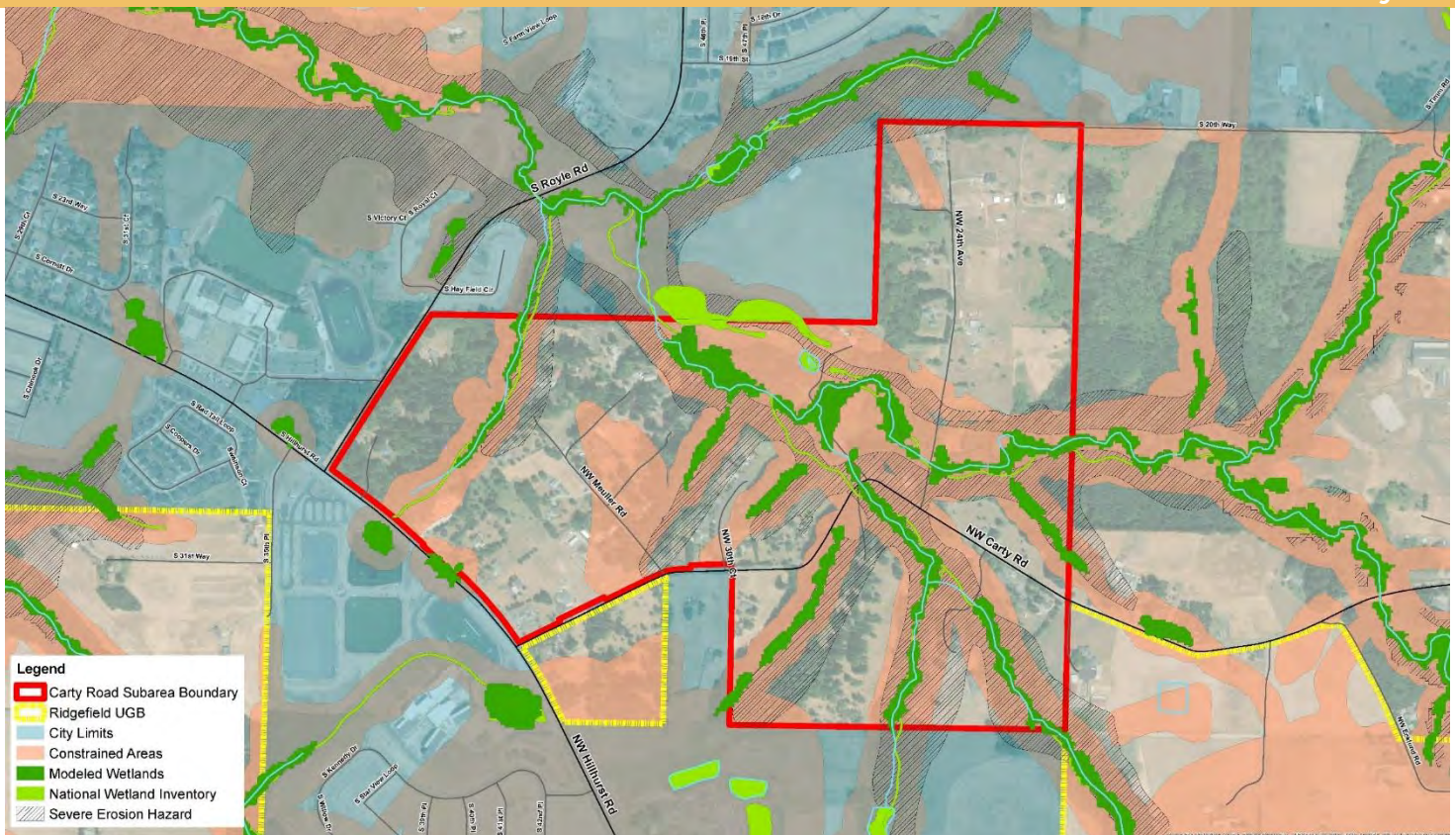
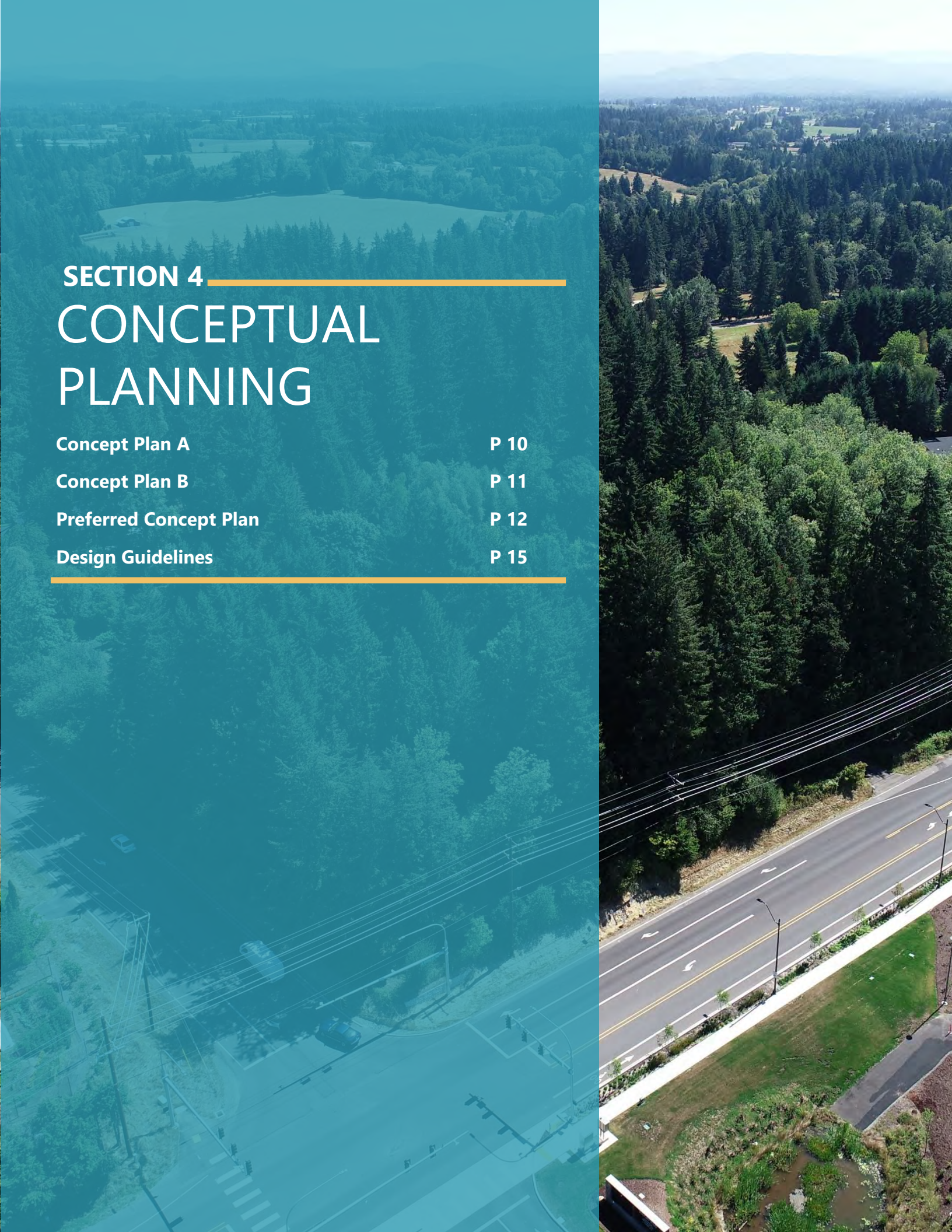


Figure 4. Constrained Lands

Fiscal Impact

The fiscal impact assessment (Appendix C) provides a preliminary review of existing property valuation and fiscal considerations as part of the Carty Road subarea planning process. The assessment includes a brief subarea profile based on Clark County assessor data and an assessment of potential future development (or build-out) capacity based on existing County zoning, valuation potential, tax rate considerations, and notes regarding utility provisions. Development potential in the assessment is based on current Clark County zoning but assumes the availability of urban services.

Based on anticipated buildout under existing County zoning, the subarea could reach an assessed valuation of \$344 million, an increase from approximately \$24.4 million in 2019. As noted in the Preferred Alternative section of this report, the number of allowed units under proposed City zoning would be less than those currently allowed under County zoning. Therefore, the potential valuation of the preferred plan would be less than the valuation identified in the preliminary fiscal impact assessment. At present, the property tax rates within the city are approximately five percent less than the current rates in the county. For the average priced home in the subarea (approximately \$504,500), this equates to a property tax savings of about \$263 per year.



SECTION 4

CONCEPTUAL PLANNING

Concept Plan A	P 10
Concept Plan B	P 11
Preferred Concept Plan	P 12
Design Guidelines	P 15

Conceptual Planning

Two concept plans were developed based on the subarea vision and guiding principles identified above, as well as the information collected through the existing conditions analysis. Each concept plan includes land use, transportation, and recreational improvements. The primary distinction between the two concepts is the proposed residential zoning designations. Concept A (Figure 5) includes two residential zones (RLD-4 and RLD-6) and Concept B (Figure 6) includes three residential zones (RLD-4, RLD-6, and RLD-8). The concept plans were evaluated by the PAC at their second meeting, as well as by the community at the open house and by the Ridgefield City Council at a Council Workshop. Based on the feedback received during those outreach efforts, a preferred concept plan was prepared.

Concept A

- Two residential zones – RLD-4 and RLD-6
- Community/Civic – provide an opportunity for community-oriented uses
- Heritage Overlay – protect and enhance historic character
- Community Supported Agriculture Overlay – allow limited commercial activity related to special events or agriculture
- Trail connectivity through existing critical areas and a new multiuse path on Carty Road
- Transportation improvements on Carty Road, NW 24th Avenue, and entering the subarea from Royle Road¹

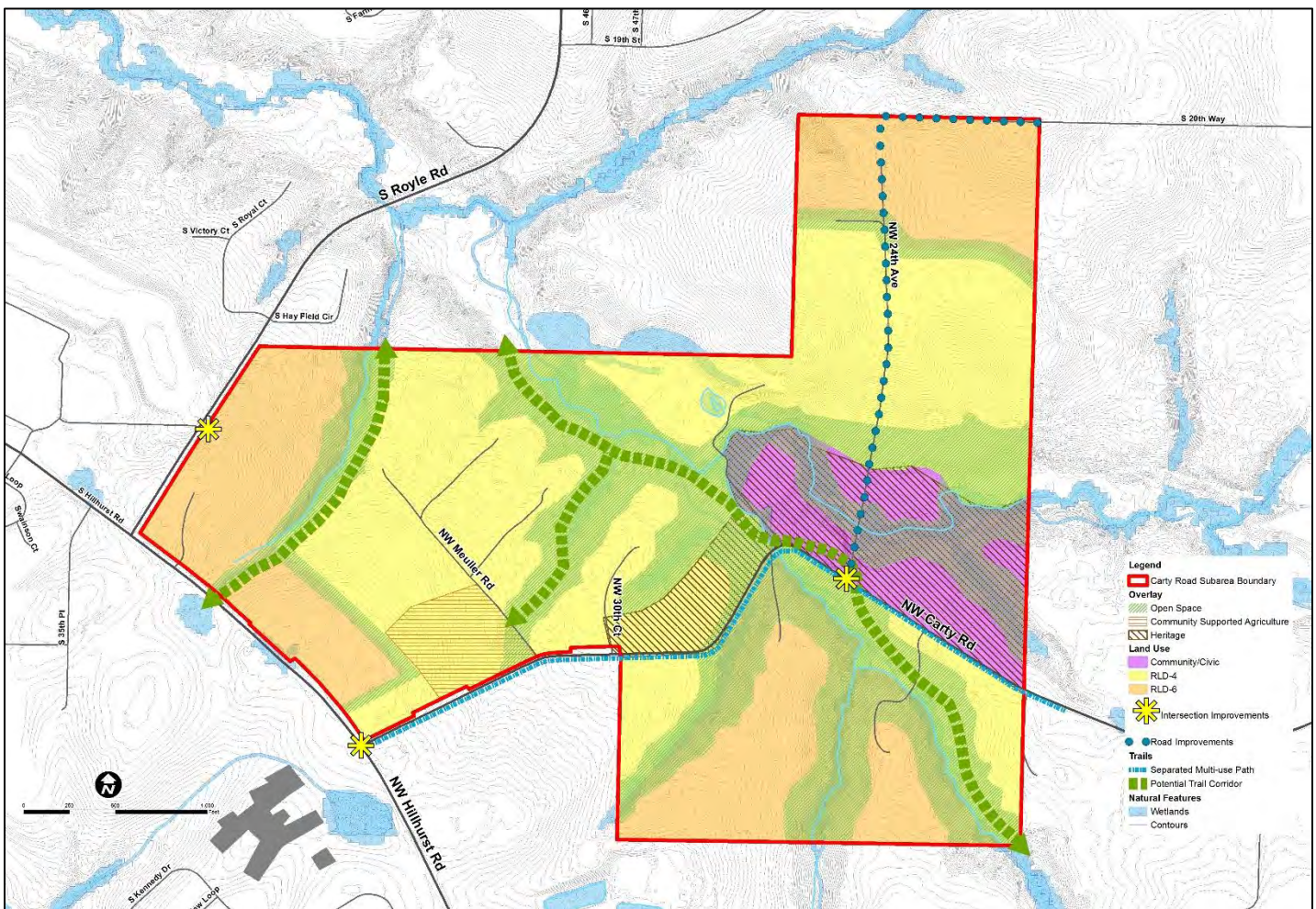


Figure 5. Concept Plan A

¹ The intersection improvement included on Royle Road is intended to show access to the western portion of the subarea from Royle Road rather than Carty Road in order to avoid a stream crossing. An analysis of the potential roadway alignment extending from the proposed intersection improvement on Royle Road would be required at the time of development.

Concept Plan B

- Three residential zones – RLD-4, RLD-6, and RLD-8
- Allows for greater density on the edge of the subarea
- Community/Civic – provide an opportunity for community-oriented uses
- Heritage Overlay – protect and enhance historic character
- Community Supported Agriculture Overlay – allow limited commercial activity related to special events or agriculture
- Trail connectivity through existing critical areas and a new multiuse path on Carty Road
- Transportation improvements on Carty Road, on a portion of NW 24th Avenue, and entering the subarea from Royle Road; no improvement to intersection of Carty Road and NW 24th

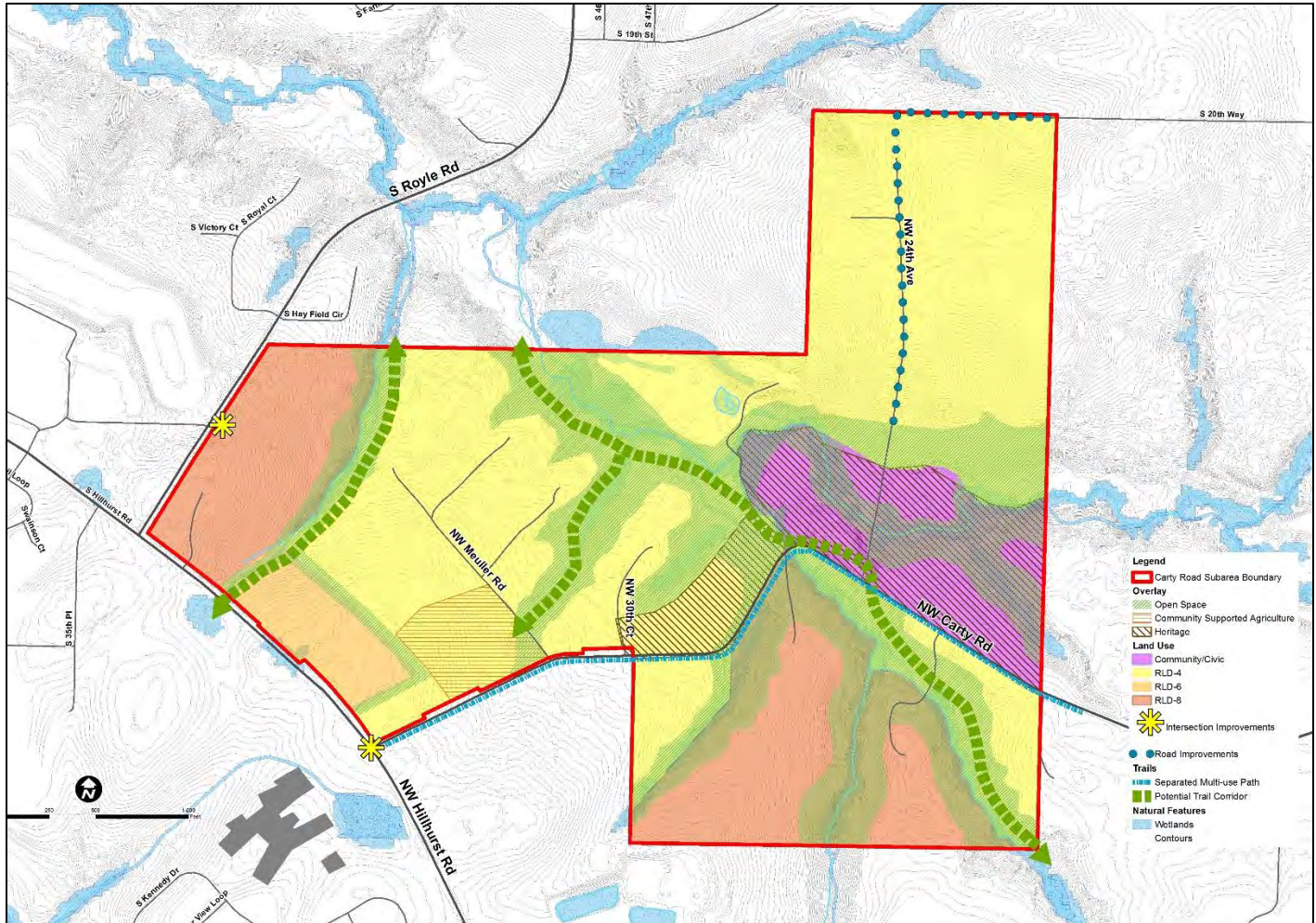


Figure 6. Concept Plan B

Preferred Alternative Plan

The preferred alternative plan reflects comments and feedback received throughout the subarea planning process, including comments received during the PAC meetings and open house in 2020 and during the third PAC meeting held in 2022. Many of the comments received in the 2020 process indicated a desire to retain large lots and minimize density to the greatest extent possible within the requirements of the Growth Management Act². Based on this feedback, the preferred concept plan (Figure 7) includes one low-density residential zone (RLD-4). One zoning designation became the preferred approach based on community input from stakeholders and council members and to better reflect the vision of the subarea. The entirety of the area (approximately 266 acres) is proposed as RLD-4. During the third PAC meeting, a PAC member requested reconsideration of this zoning. However, there was not consensus among the group and given the extensive conversation regarding the single zoning designation during the 2020 process, the RLD-4 zoning was retained. In addition to baseline zoning densities, the preferred concept includes recommended text amendments to the Ridgefield Development Code that implement the plan. One recommendation is to allow developments in the Carty Road subarea to achieve an average density of four units per acre with an approved master plan. This provision would allow the development of larger lots than otherwise allowed in the base zones while maintaining the overall required densities.

At the third PAC meeting, property owners and stakeholders expressed concerns with the location of the preferred trail network and it was recommended that trails follow public rights-of-way to minimize impacts to private property. The preferred plan below and the recommendations included in Section 5 reflect these comments.

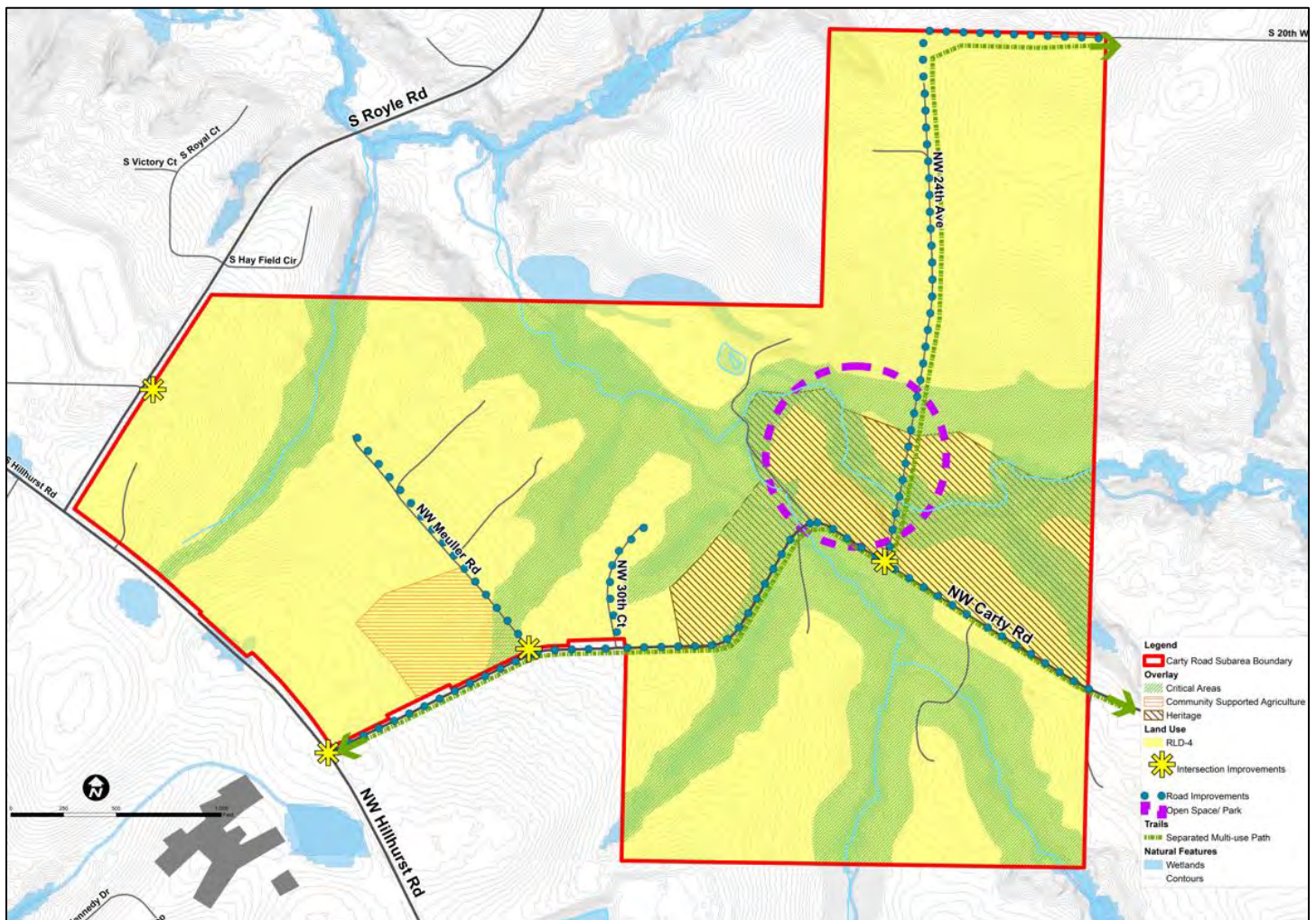


Figure 7. Preferred Plan

² The Growth Management Act (GMA) is a series of state statutes, first adopted in 1990, that require fast growing cities and counties to develop comprehensive plans and enact development provisions to implement 13 planning goals. The goals are intended to encourage development in urban or urbanizing areas, reduce sprawl, provide for efficient multimodal transportation systems, provide for affordable housing, and the protection of environmentally sensitive areas. See RCW 36.70A.020 for a complete list of the GMA planning goals.

Conceptual Planning

Land Use Capacity and Trip Generation

The maximum allowed dwelling units and potential population under existing and proposed zoning designations are outlined in Table 1. The number of vehicular trips associated with these dwelling units are outlined in Table 2. Additional details on trip generation and cost estimates for transportation improvements are included in Appendix D.

Table 1. Land Use Capacity Comparison

Zone	Net Acres ¹	Max. Density (Dwelling Unit (DU)/Acre)	Max. Allowed DU ²	Population ³
Existing Clark County Zoning Designations				
R1-10	27	4.4	119	352
R1-7.5	55	5.8	317	938
R1-6	35	7.3	254	752
Existing Zoning Total			690 units	2042 people
Proposed City Zoning Designations				
RLD-4	116	4	464	1373
Proposed Zoning Total			464 units	1373 people

¹ Net acres equals gross acres with a 50% deduction for critical areas and 12.5% deduction for infrastructure. For example, net acres for RLD-4 is calculated as follows: 266 gross acres - 50% (133 acres) for critical areas = 133 acres - 12.5% (12.5 acres) for infrastructure = 116 net acres.

² Maximum allowed dwelling units includes an existing 44 units within the subarea boundary that are assumed to remain with future development.

³ Based on average household size of 2.96 per the City's 2016 comprehensive plan.

Table 2. Trip Generation Estimate

Zone	ITE Land Use	Max. Allowed Dwelling Units	Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Existing Clark County Zoning	Single-Family Detached Housing	690	6,448	126	379	505	426	250	676
Proposed City Zoning	Single-Family Detached Housing	464	4,380	85	258	343	289	170	459
Net Change in Trips¹			-2,068	-41	-121	-162	-137	-80	-217

¹ Net Change in Trips equals the change in trips from proposed zoning versus existing zoning.

Source: ITE (Institute of Transportation Engineers) manual, Trip Generation, 10th Edition.

Connectivity Improvements

To address connectivity within and beyond the subarea, which stakeholders identified as a key consideration, the preferred concept plan uses existing critical areas to provide off-street trail connections and includes recommended transportation improvements. Improvements include connecting Northwest 24th Avenue to South 20th Way/Northwest Timm Road, a new road and intersection improvement from South Royle Road to access the western edge of the subarea, improvements to Carty Road with a new separated multiuse path, and intersection improvements at the intersections of Northwest Carty Road and Northwest Hillhurst Road and Northwest Carty Road and Northwest 24th Avenue. See Figure 8 and Figure 9 for proposed cross sections.

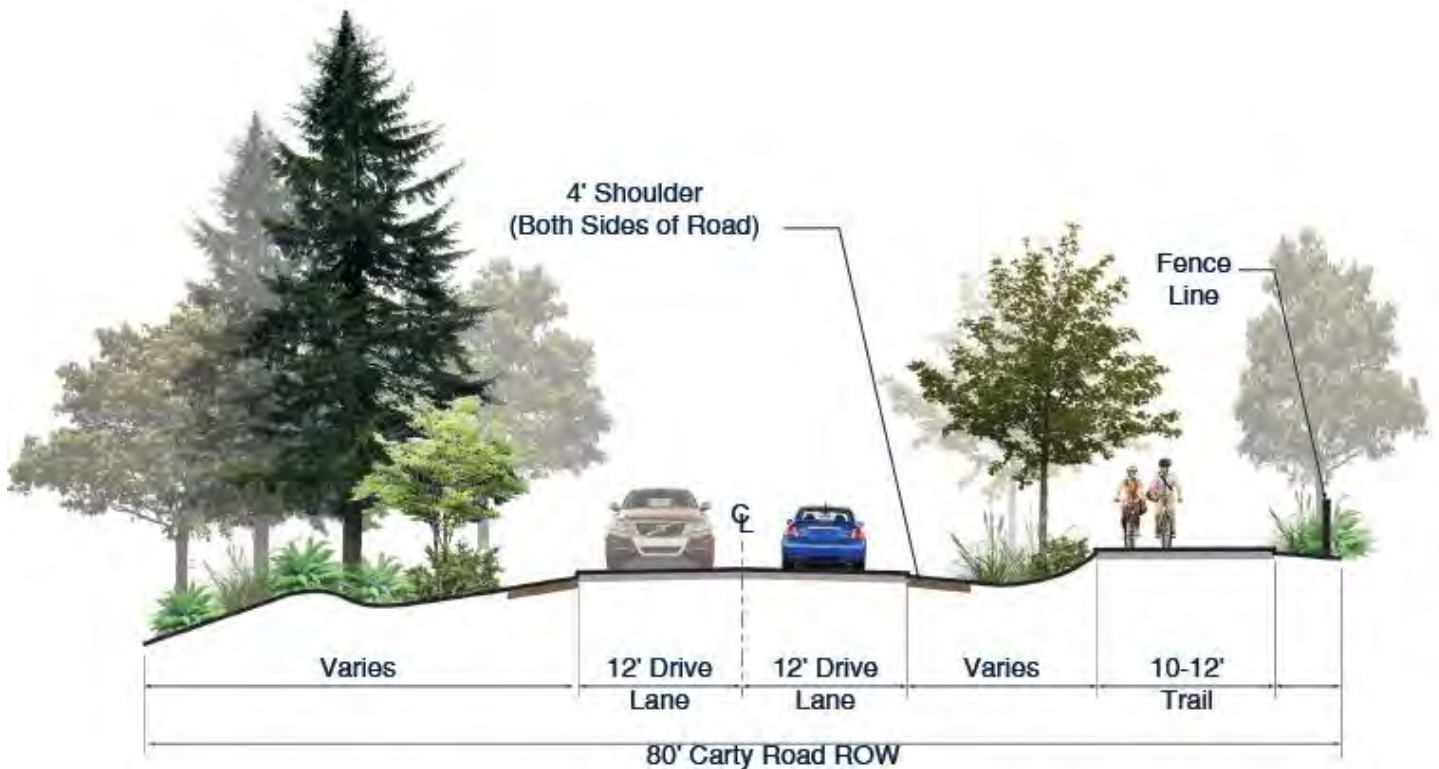


Figure 8. Carty Road Cross Section

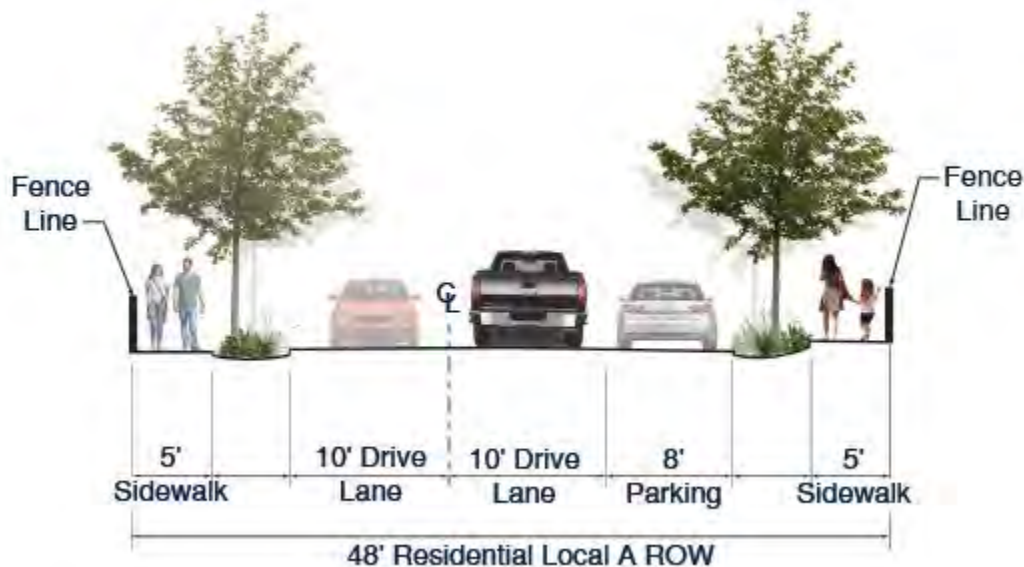


Figure 9. Residential Local A Cross Section

Design Guidelines

Design guidelines establish an aesthetic framework to implement the design principles discussed through the planning process. The following design guidelines were prepared with input from the PAC and are intended to provide additional details on the visual elements that are important to consider for future development in the Carty Road subarea. These guidelines are recommendations and must be implemented through development and design standards in the Ridgefield Municipal Code.

Subarea-Wide Guidelines

- Allow agricultural uses and the keeping of livestock for private or commercial purposes.
- Provide a minimum 30-foot-wide perimeter/compatibility landscape buffer (dense shrubbery, ground cover, and trees at least 20 feet on center) between existing and new uses.
- Provide minimum setbacks that are greater than the typical RLD-4 setbacks and reflect historic development patterns.
 - Additional setback standards provided for the Heritage Overlay zone.
- Vary lot sizes in new developments to mimic existing development patterns — minimum and maximum lot sizes based on applicable zone.
- Consider views from public rights-of-way and parks to protect view sheds.

Natural Areas and Trails

- Encourage the preservation of native soils, existing tree cover, and topography to the greatest extent possible.
- Limit buffer width averaging and buffer width reduction in critical areas to preserve the natural features and character of the Carty Road subarea.
- Provide a multimodal trail network along public ROW to provide transportation and recreation options throughout the subarea and connect to the larger regional trail system.

Community/Civic Zone

Encourage the establishment of community-oriented uses, such as a community center, historical museum, or other community destinations and open spaces for community gatherings.

Community-Supported Agriculture Overlay

Encourage the creation of limited commercial uses or event facilities in tandem with residential uses that support the selling or promotion of agricultural or ancillary products.

Heritage Overlay

- Encourage the preservation and continued use of historic properties and structures.
- Require design review for development within the Heritage Overlay to ensure compatibility with historic elements.
- Encourage the listing of properties and structures on local and national historic registers.
- Provide a minimum 30-foot front setback.

Right-of-Way

- Maintain the rural character of Carty Road with two 12-foot travel lanes, natural drainage swales, and detached multimodal trail.
- Maintain the rural character of local public roads in residential areas throughout the subarea with 10-foot travel lanes shared with bicycles, natural drainage swale, and detached sidewalk.
- Natural drainage swales should be landscaped with native, mowable plant materials and street trees approximately 25 feet on center.
- Split-rail fencing should be placed along the public right-of-way

SECTION 5

IMPLEMENTATION

Implementation Measures

P 17

Development Code Amendments

P 19



Implementation

The following implementation measures establish the regulatory framework that will support development in the Carty Road area compatible with the vision and guiding principles.

Table 3. Implementation Measures

Implementation Item	Action	Priority (short- or long-term)
Planning		
Subarea Plan Adoption	<ul style="list-style-type: none"> Adopt the Carty Road subarea plan by reference into the Ridgefield Urban Area Comprehensive Plan. See Figure 10 for proposed comprehensive plan designations. Review existing comprehensive plan goals and policies to reflect the Carty Road subarea vision. 	Short
Ridgefield Development Code Amendments	<ul style="list-style-type: none"> Amend the Ridgefield Development Code to codify recommended zoning amendments (see Table 2, Development Code Amendments) and establish recommended overlay zones. See Figure 11 for proposed zoning designations. Implement recommended design guidelines to ensure future development reflects the Carty Road subarea vision. 	Short
Annexation	<ul style="list-style-type: none"> Evaluate annexation petitions — annexation can occur in phases or the entire subarea can be annexed at one time. Apply proposed zoning and overlay designations in conjunction with annexation. 	Short to Long – depending on annexation requests
Removal of the Urban Holding Overlay District (UH-10)	<ul style="list-style-type: none"> Amend the zoning map to remove the UH-10 overlay designation following annexation and certification of adequate capital improvements. 	Short to Long – phased as capital improvements are installed
Infrastructure (Utilities and Transportation)		
Expanded Water and Sewer Service	<ul style="list-style-type: none"> Confirm planned infrastructure improvements will support subarea development and are financially viable based on planned densities. Review timing of infrastructure improvements in conjunction with annexation petitions and development applications. 	Short to Long
Expansion of Franchise Utilities	<ul style="list-style-type: none"> Confirm franchise utilities can be provided to support future development. Expand franchise utilities in conjunction with development. 	Short to Long
Roadway Improvements	<ul style="list-style-type: none"> Identify specific roadway alignments in conjunction with development proposals. Review and update engineering standards consistent with proposed cross sections. Ensure future roadway improvements are consistent with the Carty Road subarea vision and provide multimodal transportation options. 	Short to Long – based on timing of development proposals
Parks and Trails		
Park and Trail Improvements	<ul style="list-style-type: none"> Update the City Parks and Recreation Comprehensive Plan to incorporate park and trail locations proposed in the Carty Road subarea plan. Refine park and trail locations in conjunction with future development proposals. 	Short to Long

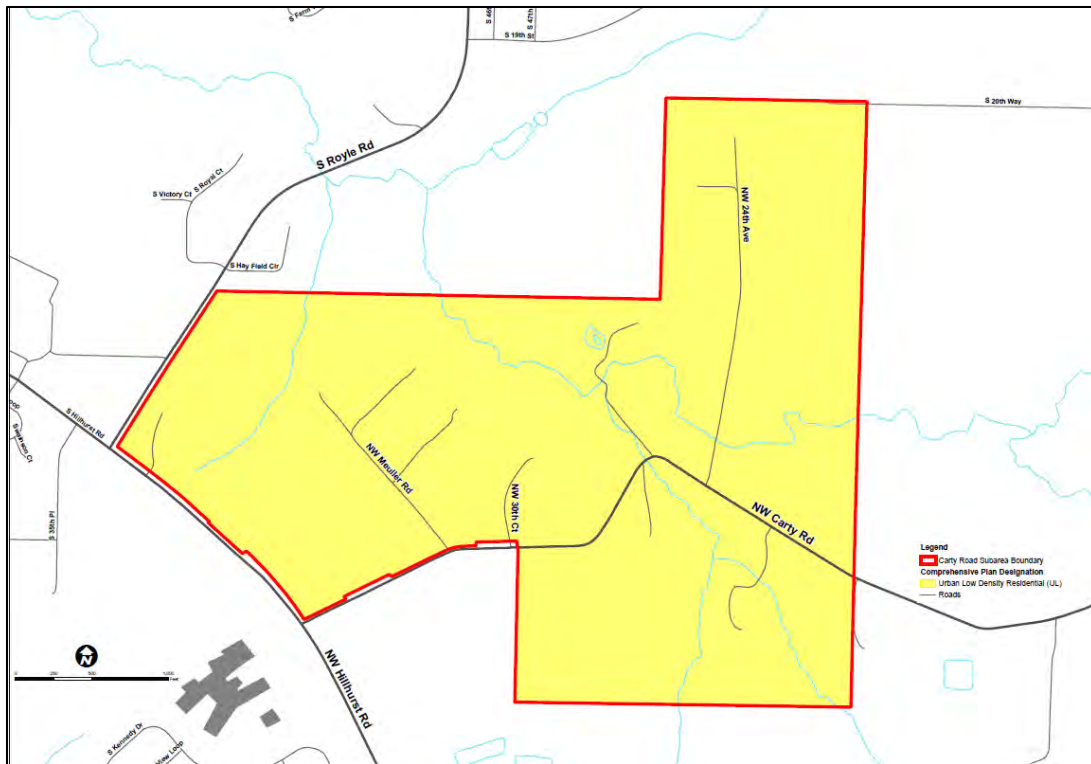


Figure 10. Proposed Comprehensive Plan Map

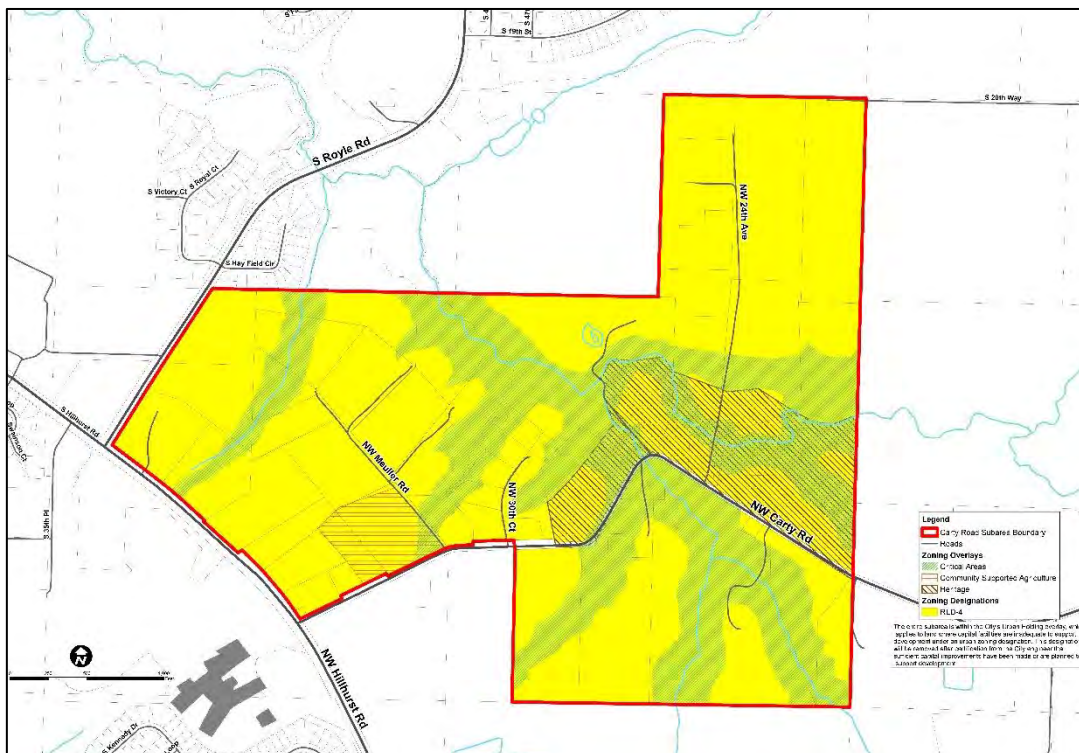


Figure 11. Proposed Zoning Map

Development Code Amendments

The following development code amendments are recommended to implement the Carty Road Subarea Plan.

Table 4. Development Code Amendments

Existing Code	Recommended Amendments
RDC Chapter 18.205 – Uses. The City’s Master Use Table (18.205.020-1)	<ul style="list-style-type: none"> Amend the City’s master use table to define uses permitted in the three newly established overlays for the Carty Road subarea: Carty Road Community-Supported Agriculture (CR-CSA) overlay zone, Carty Road Heritage (CR-H) overlay zone, and the Carty Road Critical Areas (CR-CA) overlay. Create a category for community-supported agricultural uses for the CR-CSA overlay, allowing for commercial uses or event facilities in tandem with residential uses that support the selling or promotion of agricultural or ancillary products. Create a community/civic use category for the CR-H overlay, including community centers, historical museums, or other community destinations and open spaces for community gatherings. Uses in the CR-CA overlay zone must comply with RDC 18.280, Critical Areas Protection, and no amendments to the Master Use Table are needed to implement this overlay.
RDC Chapter 18.210 – Residential Low Density Districts	<ul style="list-style-type: none"> Add a subsection to the Residential Low Density chapter of the RDC to provide special provisions for the Carty Road subarea, including development standards and overlay zones. Design guideline recommendations are outlined in Section 6.0 of this report and include requiring varied lot sizes in new developments to mimic existing development patterns; requiring a 30-foot-wide perimeter/compatibility landscape buffer (dense shrubbery, ground cover, and trees at least 20 feet on center) between existing and new uses; and protections for view sheds. Include a provision that allows developments in the Carty Road subarea to achieve an average density equal to four dwelling units per acre with an approved master plan. Density averaging would be allowed with a master plan for developments greater than 10 lots. Master plan provisions would include minimum lot size of 7,500 square feet in RLD-4 zone; and a requirement to disperse smaller lots throughout the development.
RDC Chapter 18.280 – Critical Areas Protection	<ul style="list-style-type: none"> Amend the critical areas ordinance to limit the use of buffer width averaging and buffer width reductions within the Carty Road subarea.

Existing Code	Recommended Amendments
RDC 18.401 – Planned Unit Developments	<ul style="list-style-type: none"> Amend the PUD ordinance to include special provisions for the Carty Road subarea. Include limitations on the modification of standards. Do not allow a reduction in building setbacks, landscape requirements, or density increases. Only allow lot size reduction in conjunction with a master plan as identified above to allow density averaging.
RDC Chapter 18.725 – Landscaping	<ul style="list-style-type: none"> Amend Chapter 18.725 – Landscaping to identify perimeter landscaping consistent with the intent of the subarea: 30-foot-wide perimeter/compatibility landscape buffer (dense shrubbery, ground cover, and trees at least 20 feet on center) between existing and new uses. Amend Table 18.725.050-1 Landscaping, Screening, and Buffering Matrix to accommodate the above provisions.

APPENDIX A

PUBLIC INVOLVEMENT SUMMARIES

Online Survey

Stakeholder Interviews

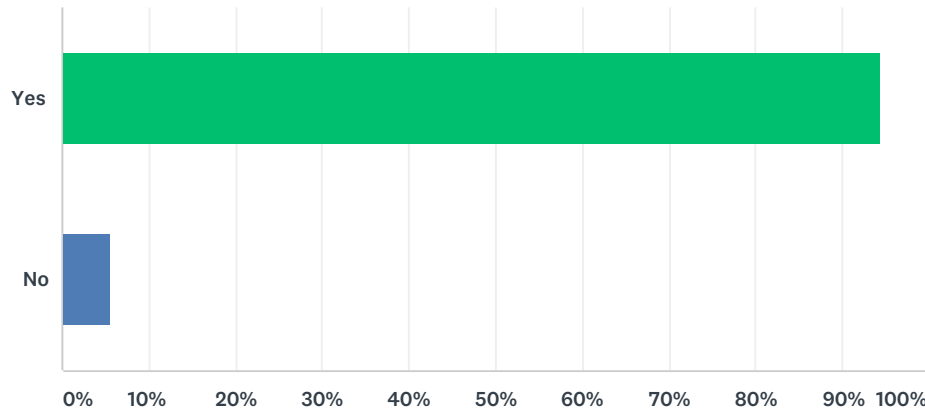
Project Advisory Committee Meetings

Community Open House



Q1 Do you live within the study area boundaries shown on the map?

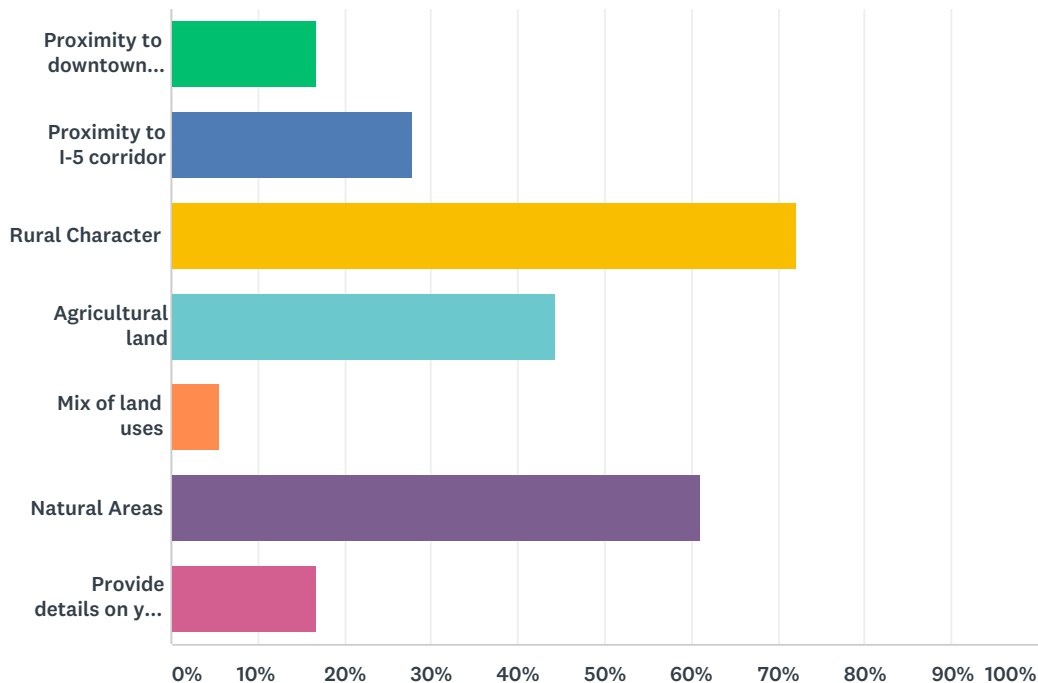
Answered: 18 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	94.44%	17
No	5.56%	1
TOTAL		18

Q2 What do you value most about the Carty Road study area? Select all that apply.

Answered: 18 Skipped: 0

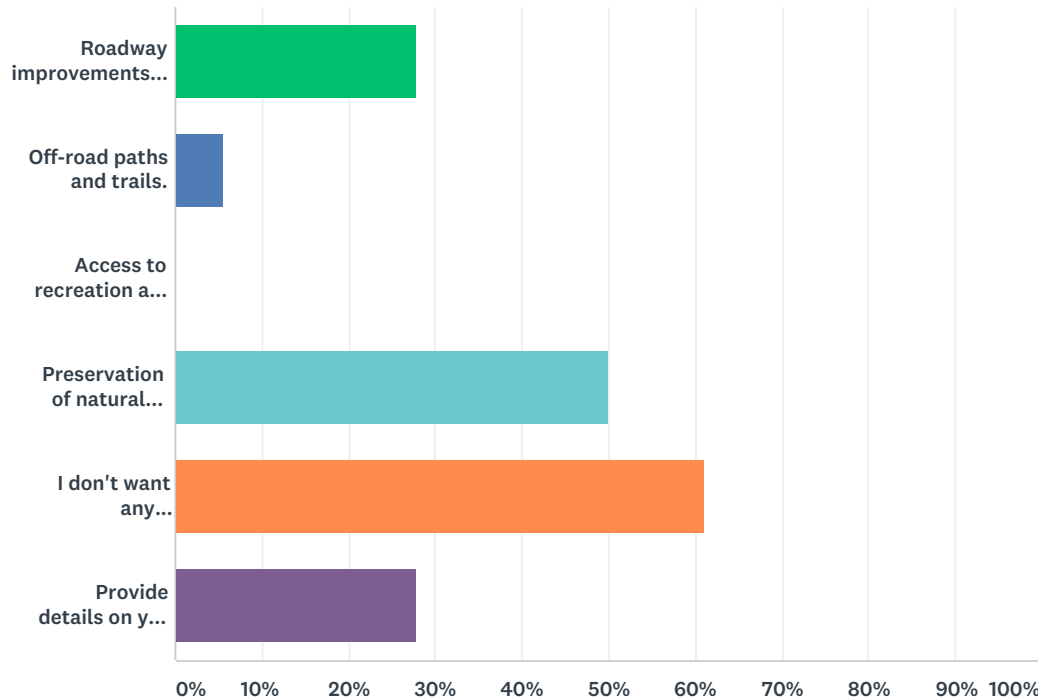


ANSWER CHOICES		RESPONSES	
Proximity to downtown Ridgefield		16.67%	3
Proximity to I-5 corridor		27.78%	5
Rural Character		72.22%	13
Agricultural land		44.44%	8
Mix of land uses		5.56%	1
Natural Areas		61.11%	11
Provide details on your choice or list other options.		16.67%	3
Total Respondents: 18			

#	PROVIDE DETAILS ON YOUR CHOICE OR LIST OTHER OPTIONS.	DATE
1	Nice community, as well as proximity.	12/15/2019 8:10 PM
2	Selusion, we see no other houses from our home, that's why we purchased it.	12/2/2019 7:29 PM

Q3 How would you like to see the area improved? Select all that apply and provide details in the space provided.

Answered: 18 Skipped: 0

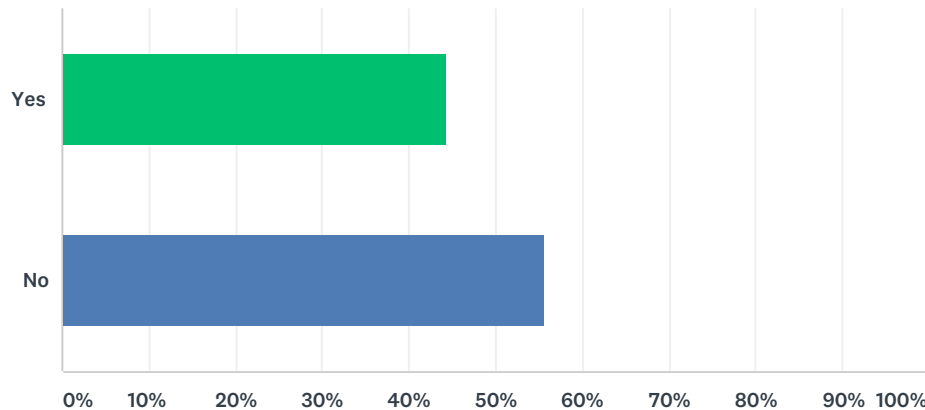


ANSWER CHOICES	RESPONSES	
Roadway improvements (sidewalks, bike lanes, etc.)	27.78%	5
Off-road paths and trails.	5.56%	1
Access to recreation and parks.	0.00%	0
Preservation of natural areas.	50.00%	9
I don't want any improvements.	61.11%	11
Provide details on your choice or list other options.	27.78%	5
Total Respondents: 18		

#	PROVIDE DETAILS ON YOUR CHOICE OR LIST OTHER OPTIONS.	DATE
1	Carty road has no shoulder, dangerous curves!	12/15/2019 8:10 PM
2	I just want my complete parcel added in the subarea plan. Driveway is not the property line.	12/14/2019 12:40 AM
3	Sewer and water	11/18/2019 2:02 PM
4	Keep the area the way it is. Too much growth equals Ridgefield losing its identity	11/16/2019 6:39 PM

Q4 As part of the planning process, the City will form a project advisory committee. The committee will meet twice over the next 6 months and will assist with the development of a vision and guiding principles for the Carty Road study area. Would you like to participate on the committee?

Answered: 18 Skipped: 0

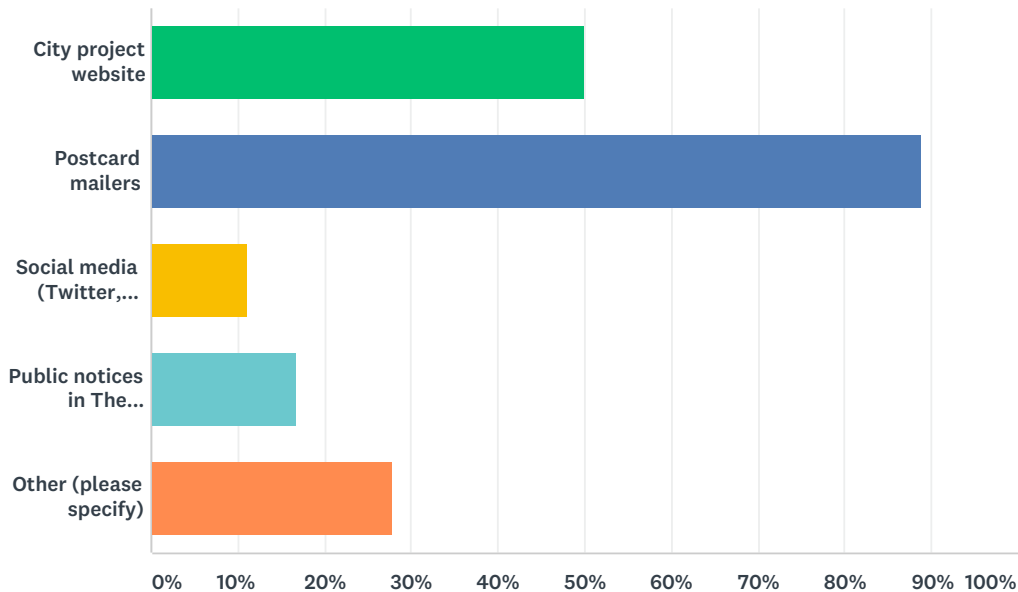


ANSWER CHOICES	RESPONSES
Yes	44.44% 8
No	55.56% 10
TOTAL	18

#	IF YES, PLEASE PROVIDE YOUR NAME AND PREFERRED CONTACT INFORMATION (EMAIL OR TELEPHONE NUMBER).	DATE
1	Contact information redacted for privacy	12/18/2019 2:47 AM
2	Contact information redacted for privacy	12/15/2019 8:10 PM
3	Contact information redacted for privacy	12/14/2019 12:40 AM
4	Contact information redacted for privacy	12/2/2019 10:18 PM
5	Contact information redacted for privacy	12/2/2019 7:29 PM
6	I am against the development so you wouldn't want me on your committee.	12/2/2019 3:44 AM
7	Contact information redacted for privacy	11/24/2019 12:47 AM
8	Contact information redacted for privacy	11/17/2019 12:09 AM

Q5 In addition to the project advisory committee, there will be regular project updates and other opportunities to participate in the project. What do you think are the best ways to keep everyone informed about these updates and opportunities? Select all that apply.

Answered: 18 Skipped: 0

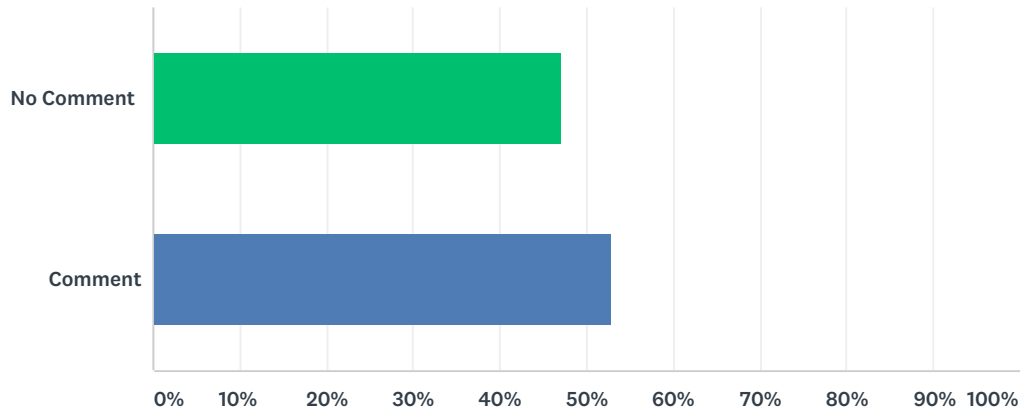


ANSWER CHOICES	RESPONSES	
City project website	50.00%	9
Postcard mailers	88.89%	16
Social media (Twitter, Facebook)	11.11%	2
Public notices in The Columbian and The Reflector	16.67%	3
Other (please specify)	27.78%	5
Total Respondents: 18		

#	OTHER (PLEASE SPECIFY)	DATE
1	Email	12/15/2019 8:10 PM
2	email mailing list	12/14/2019 12:40 AM
3	Direct email.	12/2/2019 7:29 PM
4	emails	11/17/2019 12:09 AM

Q6 Is there anything else you would like to add?

Answered: 17 Skipped: 1



ANSWER CHOICES	RESPONSES
No Comment	47.06% 8
Comment	52.94% 9
TOTAL	17

#	COMMENT	DATE
1	Why does Carty subarea require additional planning, when there's all this other construction go-ahead? For example: at the bottom of Royle Rd, there's construction in what appeared to be a wetland? I would love to be able to subdivide like everyone else. Thank you!	12/15/2019 8:10 PM
2	Please keep some of our rural/natural areas intact! Thank you	12/2/2019 10:18 PM
3	If this has nothing to do with annexation, why isn't this process a county effort?	12/2/2019 7:29 PM
4	The schools and the roads can NOT handle any more people. The main people benefiting from annexation are the developers, who get their pockets lined and leave it to the taxpayers to build schools and improve the infrastructure. I move here 28 years ago to live on acreage in a rural setting.	12/2/2019 3:44 AM
5	Ridgefield needs to deal with the current growth that's already started	11/27/2019 2:06 AM
6	Please annex us in	11/18/2019 2:02 PM
7	I didn't know there was a meeting in Oct. I feel being left out because of my opinion and we have a neighbor who is pressuring for this without telling all the facts	11/17/2019 12:09 AM
8	There's no doubt that a few people will make a lot of money. The rest will have to give up their rural living.	11/16/2019 6:39 PM



CARTY ROAD SUBAREA PLAN STAKEHOLDER INTERVIEW SUMMARY

The City of Ridgefield is initiating a subarea planning process for the Carty Road subarea. The process will connect the City with Carty Road study area property owners to create a vision, establish the appropriate scale of development, and identify policy recommendations and action items for implementation. To solicit input, the City's consultant, WSP, conducted a series of stakeholder interviews in late January 2020. Interviewers posed a total of 11 questions seeking to understand individual and community perspectives. A summary of interview responses is provided below.

1. How would you describe the Carty Road subarea? Are there site attributes that you would like to see retained through the subarea planning process?

Stakeholders described the Carty Road subarea as a unique place that was secluded from surrounding development and provided a rural and agricultural lifestyle within close proximity to other amenities, such as downtown. Stakeholders commented on having great neighbors that were made better by having distance between them.

Stakeholders acknowledged the rapid growth they have seen in the city surrounding the subarea and remarked that the Carty Road area was special because it wasn't cookie-cutter development. The rich history of agriculture and the ability to raise animals on private property was a common element that was expressed as a great attribute of the area. The following are some specific responses from interviewees.

- Secluded
- Rural
- Agricultural
- Great neighbors
- Close to amenities
- Private
- Quiet
- Can have animals
- Heritage - history of agricultural uses
- It's what makes Ridgefield attractive
- Not cookie cutter

2. What do you like about your neighborhood? What do you wish was better about your neighborhood?

Similar to the first question, stakeholders shared that what they liked about their neighborhood was the rural and agricultural components. Privacy, property rights, and ability to operate and sustain a business were all elements that stakeholders valued. The rural character of the subarea results in an abundance of wildlife and ability to see the stars at night.

Elements that stakeholders wish were better about their neighborhood were access for emergency services and potential for fire hydrants. Several interviewees remarked at the substantial increase in vehicle traffic along Carty Road and having to wait for extended periods to turn off of private roads. Utilities, including water and sewer, were amenities that several interviewees wished could be provided to the area. Internet service within the subarea is poor and often unusable. Some private roads in the subarea have very steep grades and substandard creek crossings that could be improved. There is a lack of pedestrian-scale access to the nearby schools, which could be improved. Specific responses included the following.

- Ability to operate a business
- Good neighbors
- Privacy
- Good school district
- Quiet
- Wildlife
- Ability to see the stars

Desired improvements:

- Regulations to protect open space and agricultural uses
- Private road and stream crossing culvert quality
- Trails/parks
- Fire hydrants/emergency access
- Internet service
- Pedestrian-scale connections to schools

3. What type/scale of development would you like to see in the subarea? If your neighborhood was to develop, what are the elements that you would like to have (parks, streetscapes, design standards, sidewalks, etc.?).

There was no unanimous consensus on what type and scale of development stakeholders wanted to see because some wanted zero development, while others were open to some development. Stakeholders valued private property rights and some were interested in being able to build second homes on larger lots to support extended family. Density requirements for the area were one element where there was agreement — larger lots resembling one to four units per acre or two units per 5 acres were two examples that were provided. The Wishing Well Subdivision and the gated community on Northwest Third Drive were cited as two good examples of the type of density that was liked.

Other elements that stakeholders expressed an interest in were shared spaces for farmers to sell produce, parks and trails, and open space. A common element was that regardless of the development that may occur, the preservation of farm land and its uses and keeping open space was desired. Specific responses included the following.

- Large lots
- One to four dwelling units per acre
- Wishing Well Subdivision as a good example
- Private subdivision on Northwest Third Drive as a good example
- Carty Road too narrow
- No development is preferred
- Safety issues on Carty Road
- Grandfather in farming/agricultural land
- No farming restrictions
- Open space
- Trails
- Parks/dog parks
- Density restrictions
- Property-owner rights
- Signal/roundabout at Carty Road and Northwest Hillhurst
- Access to city sewer and water

4. Do you have any future plans for your property that you are willing to share?

Most respondents indicated that they did not have any substantial plans for their property and wished to continue their current uses of raising animals, farming, or renting land to use for agricultural purposes. Some respondents indicated that they and their neighbors were interested in looking at subdividing land into lots to sell off and/or building a second home for family members. Some respondents saw subdividing land and connecting to city services (water/sewer) as potential improvements to properties if the area was annexed in the future.

Specific responses included the following.

- Nothing
- Keep wooded buffer
- Raising animals
- Rent property for agricultural purposes
- Connect to city sewer/water
- Build houses for family members
- Sell off lots to reduce mortgage
- Neighbors want to subdivide

5. Are there areas of Clark County, Ridgefield, or other areas that you like?

Areas that stakeholders liked were typically rural or agricultural settings that had either large minimum lot sizes or distinct agricultural uses. Subdivisions like Wishing Well and the private development on Northwest Third Drive in Clark County were nearby examples of projects stakeholders liked. Leavenworth was also cited as an example of good design standards. Historic

Ridgefield with low-density development and large lot sizes was another example of the type of development some stakeholders liked. Specific responses included the following.

- Oregon State as a whole and their approach to preserving/protecting farmland
- Wishing Well
- Subdivision on Northwest Third Drive in Clark County
- Leavenworth
- Kalispel, Montana
- Historic Ridgefield

6. Although annexation is not part of this subarea planning process, what are your thoughts on future annexations to the city? Are you supportive and why?

Stakeholders were divided on being supportive of any future annexation to the city. Those that were supportive indicated it would allow them to subdivide their property and connect to city services. Stakeholders that were not supportive expressed concerns that are addressed in Question 7 below.

7. Do you have specific questions or concerns in regards to annexation that you would like addressed in the subarea plan?

Stakeholders had many questions on what annexation would mean for their property that they would like to see addressed in the subarea plan. The following questions and comments were asked.

- What would be the density restrictions of future development?
- What are the financial impacts of connecting to city services? When would properties be required to connect to services?
 - Do properties need to connect to services when sold?
 - Would a new pump station be required?
- Afraid of dense development pushing out farming and agricultural uses; how can those uses be preserved?
- How can we ensure that farming and agricultural land uses are not restricted?
- Preservation of property rights.
- What would be the financial impacts on taxes? How could seniors not be pushed out?
- How can stormwater be managed with increased development? The creek already floods from impacts of adjacent development.
- Property owners/stakeholders need to be treated fairly during the process.
- How can light pollution be minimized?

- How can Carty Road be made to be safer?
- How and which private roads will become city roads (24th/30th Court)?
- Will there be additional access routes into the subarea, potentially from the north?
- From a larger perspective, how is Ridgefield and this subarea connected to larger planning efforts like the Columbia River bridge replacement and light rail expansion?

8. *If the stakeholder is not supportive of annexation – Would anything alleviate your concerns and help you support annexation?*

Generally, the most common concerns that could be addressed through the subarea planning process were maximum density standards and regulations to preserve open space and agricultural land uses. Another common concern was the lack of information on the financial impact of annexation. Having more information available on these elements could help alleviate concerns with annexation.

9. *The subarea planning process will address street and utility infrastructure, as well as management of wetland, riparian, and other critical areas. Do you have suggestions as to how these are addressed — either with respect to your property or the full subarea?*

Stakeholders had strong opinions about keeping or enhancing protections for critical areas located in the subarea, including creeks, wetlands, and riparian corridors. Stormwater management and flood prevention was another component that interviewees indicated needed to be considered with any future development. In regards to street infrastructure, it was commented that adding more lanes would increase the speed of traffic. Installing a traffic light or roundabout at Northwest Hillhurst Road and Carty Road was offered as one option to address traffic congestion at that intersection. Specific responses included the following.

- Stormwater management
- Protection of riparian corridors
- Protection of critical areas
- Leaving creeks and wetlands alone
- Not creating a transportation system focused on having more lanes and faster traffic.

10. *Are you planning to continue participating in the process as a member of the stakeholder advisory group?*

All of the stakeholders interviewed were planning to participate in the advisory committee meetings.

11. *Is there anything else you'd like to add?*

Responses to this question reiterated previous responses and have been incorporated into the responses for Questions 1 to 10 above.

Stakeholder Interview Participation

Stakeholder interview participants were selected in several ways, including:

- Indicating they were interested in participating through the online survey distributed to property owners within the subarea boundary.
- Responding to the mailer distributed by the City indicating they would like to participate.
- Reaching out directly to the City to be included.

Stakeholder participants included people that worked and lived within the subarea. The eleven interview participants were:

- Sherry Poole
- Gail Golden
- Roger Green
- Ralph Greear
- Rich Young
- Steve Mukensnabl
- James McPhee
- Carina Nebdal
- Sue Buck
- Betsy Heidgerken
- Dave Tanner



Memorandum

Date: February 18, 2020

Subject: Carty Road Subarea Plan
Project Advisory Committee Meeting No. 1 – Visioning and
Guiding Principles

From: Sam Rubin and Nicole McDermott

To: Claire Lust, Ridgefield Planner

Route To: Project Advisory Committee, (sign-in sheet attached)

WELCOME AND PROJECT INTRODUCTION

The first meeting of the Project Advisory Committee (PAC) was held on January 30, 2020 at the Ridgefield Outdoor Recreation Center. Attendance included PAC members (sign-in sheet is attached) composed of Carty Road project area property owners and stakeholders, consultant team members from WSP, Claire Lust (Planner, City of Ridgefield), and Louisa Garbo (Community Development Director, City of Ridgefield). Claire welcomed the group and noted the purpose of the meeting was to facilitate a collective community vision and gather input for guiding principles to be used in developing the Carty Road subarea plan. After a round of self-introductions, Claire turned it over to Don Hardy, WSP, to provide a project overview.

Don provided an overview of the project's milestones and timeline, noting that the project work began with WSP preparing an existing conditions memorandum and conducting stakeholder interviews in December 2019 and January 2020. A draft plan is expected in April 2020, followed by public hearings, and final adoption of the plan is expected in May 2020. The PAC will meet one more time during the process in order to review the draft concept plans, vision, and guiding principles prior to adoption by the City.

Following an overview of the timeline and project steps, Don introduced Nicole McDermott and Sam Rubin to review the existing conditions of the subarea, initial feedback through stakeholder interviews, and describe the visioning process planned for the remainder of the meeting. The WSP team led a discussion with property owners and stakeholders at the meeting, discussing what made the Carty Road area special and recording initial visions and ideas for the future of Carty Road.

ADVISORY COMMITTEE GROUP DISCUSSION OF SUBAREA VISION AND GUIDING PRINCIPLES

Nicole shared an overview of the existing conditions of the Carty Road subarea boundaries and reminded attendees that the purpose of the meeting was to get initial ideas for a draft vision and guiding principles for the area. The discussion started with each of the attendees sharing what they thought was unique about the Carty Road area and their experience there. The following sections summarize common themes expressed by the PAC: Overall, the committee members valued the rural character and agricultural history of the area, specifically the abundance of wildlife, trees, and privacy. The committee also expressed the sentiment that property owners should be able to manage their property as they desired while sharing the belief that development should be contextual to the area and its history (agricultural uses and residences on large lots).

The committee sees the Carty Road area as a place that preserves the natural areas and protects designated critical areas to the highest standard in order to maintain the presence of wildlife and connection to the natural landscape. Landscaping requirements and required tree plantings for future development is seen as one tool to ensure the natural aesthetic of the area. The committee strongly focused on having less density and a different style of development than recent nearby residential development. The committee envisions a safer transportation system that provides greater access for emergency vehicles, while also providing for safe options for pedestrians and cyclists.

While discussing the group's vision for the community, Nicole solicited committee feedback on guiding principles for the subarea plan. The discussion is organized into four categories: land use, environmental, transportation, and parks and trails.

Land Use: There was general consensus that the Carty Road area is unique and one of the last places in Ridgefield that continues to have a rural and agricultural feel. The main environmental corridor that bisects the study area should be protected and development density should fan out and increase the further it is removed from that corridor. Low density residential development should be the predominant land use in the area. Discussions included:

- Maintaining large lots (1- to 2.5-acre minimums) through zoning (the Wishing Wells subdivision, adjacent northwest of the project area, was given as a positive example).
- Allowing multiple residences on 5-acre parcels in order to facilitate creating residences for family members
- Creating a community gathering place (communal farmers' market venue).
- Providing reasonable City services as development occurs.
- Retaining agricultural uses and minimizing conflict between other adjacent land uses.
- Creating design standards and landscaping requirements to ensure contextual development and retain privacy.

Environmental: Gee Creek and the surrounding wildlife corridor includes significant critical areas, and future development must protect natural features.

- Protect natural landscapes and regulated buffers in the area.

- Preserve rural feel by preserving trees.
- Use design standards and landscaping requirements to ensure the area maintains the feeling of being rural.
- Promote preservation of trees and wildlife
- Locate lower density development closer to critical areas.
- Minimize the extent to which critical areas can be reduced to accommodate development and limit or prohibit the use of off-site mitigation.

Transportation: Overall, the committee focused on making the existing transportation network safer, but acknowledged that Carty Road traffic has steadily increased as surrounding development has occurred.

- Carty Road has existing limitations on future improvements (right of way, topography, vegetation)
- Need to improve connectivity in the northeast.
- Need safe bicycle and pedestrian infrastructure. Potentially separated facilities from Carty Road to make it safer to drive.
- Need to improve access for emergency vehicles and evacuation routes.

Parks and Trails: The City does not have any planned trail or greenway expansions on their six-year capital facilities plan, but the Ridgefield Parks and Recreation Comprehensive Plan has identified the Gee Creek area as a potential trail corridor. PAC members were interested in preserving the existing park-like qualities of the subarea over designating new locations for parks. Committee members expressed some concern regarding safety with trail expansion into the subarea.

- Design safe trails (location, lighting, and access).
- Locate trails in areas that reduce private property encroachment

Nicole concluded the discussion on guiding principles and stated that the subarea planning process is separate from any future potential annexation process, but the subarea plan would be a guiding document regardless. The subarea planning process will allow the people most impacted as owners to help shape the future of this distinctive neighborhood. Nicole then asked Claire to share the next steps in the process.

NEXT STEPS

WSP will use input from the group to develop a draft Vision Statement and Guiding Principles, as well as a Subarea Concept Plan. The drafts will be sent to the PAC before the next meeting, and input on the draft vision and guiding principles via email will be requested. WSP will use the vision and principles to develop and present the draft Subarea Concept Plan (showing natural areas, new and improved roads and pathways, and general land use densities) at the next PAC meeting (planned for early March).

MEMO: Carty Road Subarea Plan
Project Advisory Committee Meeting No. 1 – Visioning and
Guiding Principles, January 30, 2020
Page 4

In closing, the group was told they would be contacted regarding the scheduling of the next PAC meeting.

SGR:llt
February 18, 2020



Memorandum

Date: March 9, 2020

Subject: Carty Road Subarea Plan
Project Advisory Committee Meeting No. 2 – Concept Plans

From: Sam Rubin and Nicole McDermott

To: Claire Lust, City of Ridgefield

Route To: Project Advisory Committee (sign-in sheet attached)

WELCOME AND PROJECT INTRODUCTION

The second meeting of the Project Advisory Committee (PAC) was held on March 4, 2020 at the Ridgefield Outdoor Recreation Center. Attendance included PAC members (sign-in sheet is attached) composed of Carty Road project area property owners and stakeholders, consultant team members from WSP USA, and Claire Lust (interim planning director of City of Ridgefield). Claire welcomed the group and explained that the purpose of the meeting was to review the work completed to date and to provide feedback on the vision statement, guiding principles, and concept plans that would be presented. Claire turned the meeting over to Sam Rubin, WSP, to provide a project update on the vision and guiding principles.

Sam welcomed the PAC members and presented the draft guiding principles and vision statement. The guiding principles were developed with input from the PAC members, online survey, and stakeholder interviews. The guiding principles then provided the framework for creating the draft vision statement for the subarea. Sam also noted that the draft guiding principles and vision statement were used to develop the draft concept plans that would be reviewed later in the meeting. The group broke into two small groups and worked with WSP staff to brainstorm, review, and edit the draft guiding principles and vision statement.

ADVISORY COMMITTEE GROUP DISCUSSION OF DRAFT SUBAREA VISION STATEMENT AND GUIDING PRINCIPLES

The PAC members broke into two small groups and reviewed the draft vision statement and guiding principles prepared for the subarea. Overall, both of the groups liked the drafts but provided input and clarification on several elements. Some stakeholders that were present for the second meeting noted that they largely were not in favor of annexation. Attendees did comment that although they may not be in favor of potential annexation the subarea plan could provide regulatory guidance on how they would like to see development occur if it were to take place.

Vision Statement

The PAC members provided feedback on the draft vision statement and requested that it be updated to reflect the idea that the stakeholders understand the area will change but the subarea plan is a tool to help protect what makes the area special.

Guiding Principles

- Update guiding principle language to be more direct
- Edit guiding principles to say “Respect existing development patterns in the Carty Road Area”
- Edit guiding principles to include preservation of viewsheds

ADVISORY COMMITTEE GROUP DISCUSSION ON CONCEPT PLANS

Nicole McDermott, WSP, introduced Concept Plan A and Concept Plan B to the PAC members and reviewed the key differences between the two concepts; she highlighted how the concept plans drew from the vision statement, guiding principles, existing development patterns, and natural features in the area. Nicole also introduced the draft design guidelines, which will be included in the subarea plan as a recommended implementation measure.

Nicole indicated the PAC members do not need to select a concept plan they preferred but instead discuss both of the concept plans and identify the elements they like, which would be incorporated into a preferred concept. As the group reviewed the concept plans, they were asked to think about whether the plans reflected the vision statement and guiding principles. Similar to the discussion of the vision statement and guiding principles, the group broke into two groups to have detailed discussions of the concept plans and design guidelines. Both concept plans offer several new zoning categories, overlay districts, trails, and transportation improvements that were discussed in the break-out sessions.

Concept Plan A

Concept Plan A proposes three base zoning designations (Community/Civic, Low-Density Residential, and Medium-Density Residential) and three overlay zones (Open Space, Community Agriculture, and Heritage). Concept Plan A proposes two residential zones that provide for densities of four dwelling units per acre (Low-Density Residential) and six dwelling units per acre (Medium-Density Residential).

Concept Plan B

Concept Plan B shares many similarities with Concept Plan A but includes an additional residential zoning category, Medium-High Density at eight dwelling units per acre.

PAC Discussion

The two break-out groups primarily focused on the discussion of densities, design standards, trails, and transportation improvements. In general, the PAC members wanted to have as low a density as possible but understood the regulatory constraints of the Growth Management Act. Cyclist, pedestrians, and trail safety and privacy were also issues that were discussed during the meeting.

Key takeaways and questions from the concept plan discussions included

- How to protect private properties when trails are adjacent to the property?
- Is density averaging across the subarea possible?
- What does the Community/Civic zone entail and is that better captured through an overlay compared to a zone designation?
- How will existing commercial uses be incorporated into the zoning regulations?
- How do you regulate quality of design?
- Will accessory dwelling units be allowed in the subarea?
- Is it possible to have the area remain the same and not be developed?

General feedback on the design guidelines included

- Proposed 30-foot minimum setback throughout the subarea
- Height restrictions and viewshed protections
- Color palette regulations
- Limiting light pollution through materials and design
- Limitations on neighborhood associations
- Preservation of old growth and significant trees
- Prohibition of sound walls
- Residential home design standards and variability

Nicole concluded the PAC meeting thanking participants for their engagement with the project and outlining the next steps in the process and how their input would be incorporated into the preferred concept plan and subarea report.

NEXT STEPS

The PAC meeting was immediately followed by a community open house. WSP will gather the input received from the PAC and open house and present it, together with the vision statement, guiding principles, concept plans, and draft design guidelines, to the Ridgefield City Council at a workshop on March 12. WSP will consolidate all feedback from the PAC, open house, and City Council and prepare a revised vision statement and guiding principles, a preferred concept plan, and subarea plan report, including revised design guidelines. Revised materials will be circulated to the PAC for comments via email.

SGR:nb

March 9, 2020

Attachment



MEETING SUMMARY

PROJECT NAME	Carty Road Subarea Plan
PROJECT NUMBER	31600114
DATE	March 4, 2020
TIME	6 p.m. to 8 p.m.
VENUE	Ridgefield Outdoor Recreation Complex (RORC)
SUBJECT	Community Open House

1.0 PURPOSE

This community open house is for the Carty Road Subarea Plan. The event gave interested community members, residents, and stakeholders the opportunity to review the draft concept plans, ask questions one-on-one with subject matter experts on the project team, and provide their comments and feedback related to two concept plans, road cross sections, and design guidelines. The event was facilitated by the City of Ridgefield and consultant staff members, as follows.

2.0 PROJECT TEAM ATTENDANCE

- Claire Lust, City of Ridgefield, Interim Planning Director
- Brenda Howell, City of Ridgefield, Engineer
- Bryan Kast, City of Ridgefield, Public Works Director
- Reah Flisakowski, Transportation Engineer, DKS
- Nicole McDermott, Planner/Public Involvement, WSP
- Don Hardy, Project Manager, WSP
- Sam Jones, Landscape Architect, WSP
- Sam Rubin, Planner, WSP

3.0 PROJECT BACKGROUND

The City is developing a subarea plan for the Carty Road area. Following several annexation petitions within the area, Ridgefield City Council directed City staff to prepare a subarea plan and identify a community vision for the area prior to further annexation discussions. Ridgefield is a fast-growing city that has seen increases in traffic and housing demand. The Carty Road subarea is unique and represents a rural development pattern more reflective of Ridgefield's agricultural heritage. The subarea is located outside the city limits, within the city's urban growth area. The subarea plan will evaluate existing traffic and environmental conditions, gather input from the community to craft a vision, and recommend land use and transportation improvements through a concept plan and implementation measures.

4.0 EVENT OVERVIEW

The community open house for the subarea plan was held at the Ridgefield Outdoor Recreation Complex on Wednesday, March 4, 2020 from 6 p.m. to 8 p.m. An open house announcement was mailed to all residents with the subarea boundaries. Approximately 30 community members attended, including several members of the City Council. When they arrived, attendees were asked to sign in and view the project boards. Team members were available at all stations to discuss the materials presented and answer questions from attendees.

Five stations were set up and staffed by team members to discuss and answer questions

1. Welcome and Sign in
2. Project Introduction, Vision Statement, and Guiding Principles
3. Concept Plans and Cross Sections
4. Design Guidelines
5. Comment Drop Box (not staffed)

5.0 COMMENTS

There were no written comments submitted at the open house. Verbal discussions and comments are described below.

Many of the open house attendees had questions regarding the implementation of the project. Team members elaborated on the process and emphasized that the transportation improvements, trail and path additions, and zoning regulations would be further defined through implementation and driven by future development. Other attendees asked for more information on the various zoning designations and overlay districts and how the trail and paths would connect to the broader trail system. These items will be further addressed in the subarea report and through implementation. Other specific concerns or suggestions from open house attendees are noted below.

- Consider adding a design guideline for viewshed protection
- Consider street lighting standards to minimize/prevent light pollution
- Consider noise protection around higher intensity land uses – RORC is loud and attendees noted any additional noise sources in the area should include noise mitigation
- Consider the impact of additional people on local schools and infrastructure

6.0 NEXT STEPS

The project team will present the input received at the open house to the Ridgefield City Council on March 12, 2020. Following Council review, the project team will prepare a subarea report including a preferred land use concept plan, zoning recommendations, and design guidelines. The report will be presented to the Ridgefield Planning Commission and City Council for adoption in April.

7.0 FIGURES



Figure 1. Mailer Announcement (front)

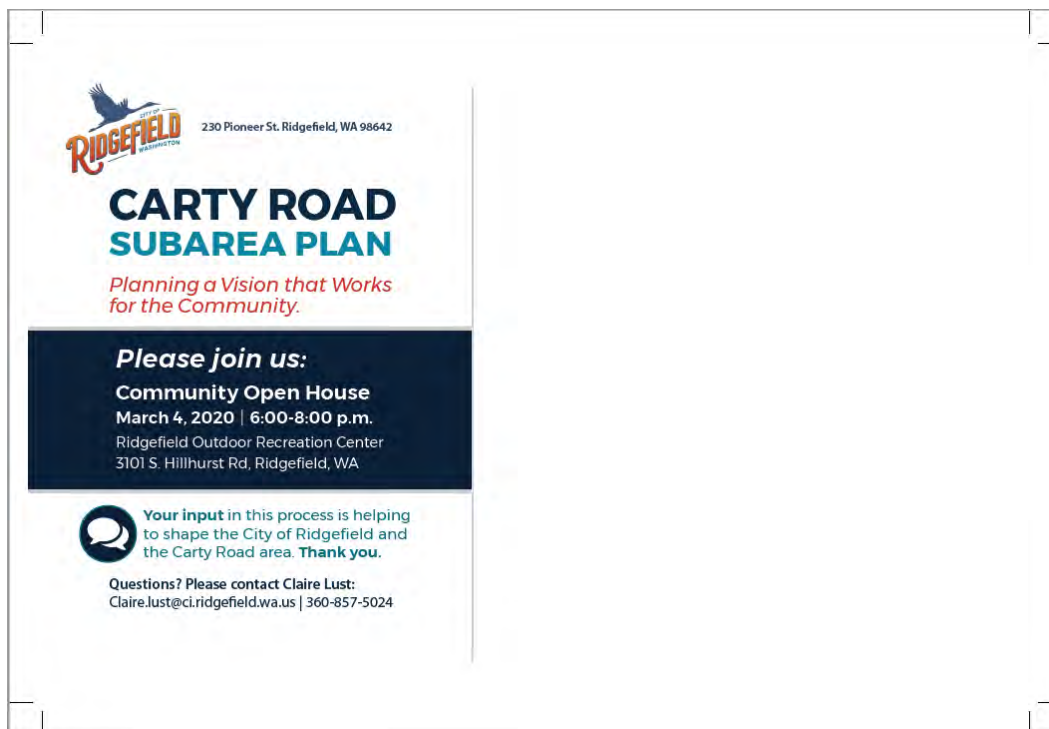


Figure 2. Mailer Announcement (back)

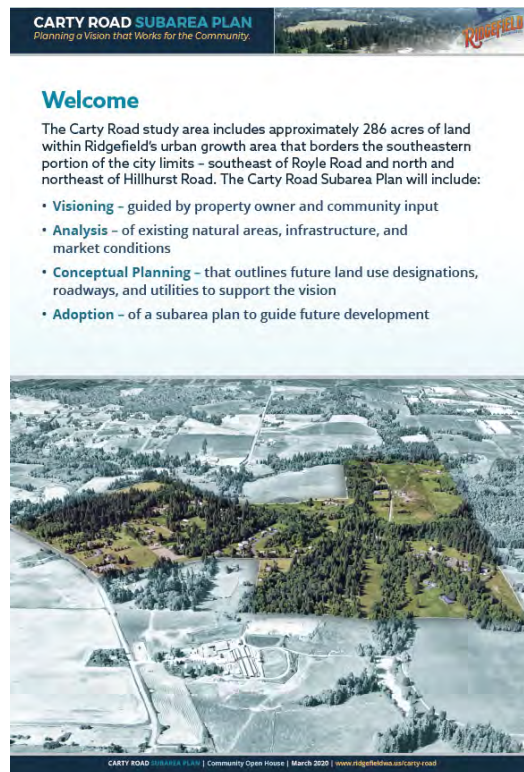


Figure 3. Welcome Board



Figure 4. Vision Statement and Guiding Principles

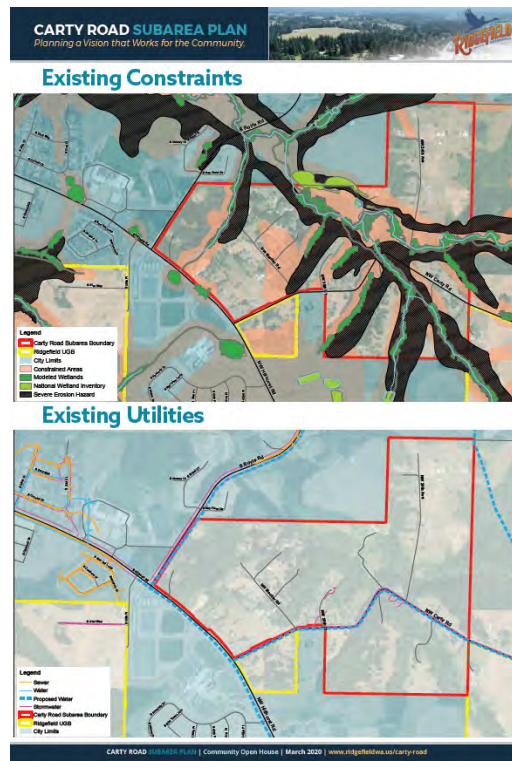


Figure 5. Existing Conditions



Figure 6. Proposed Street/Road Cross Sections

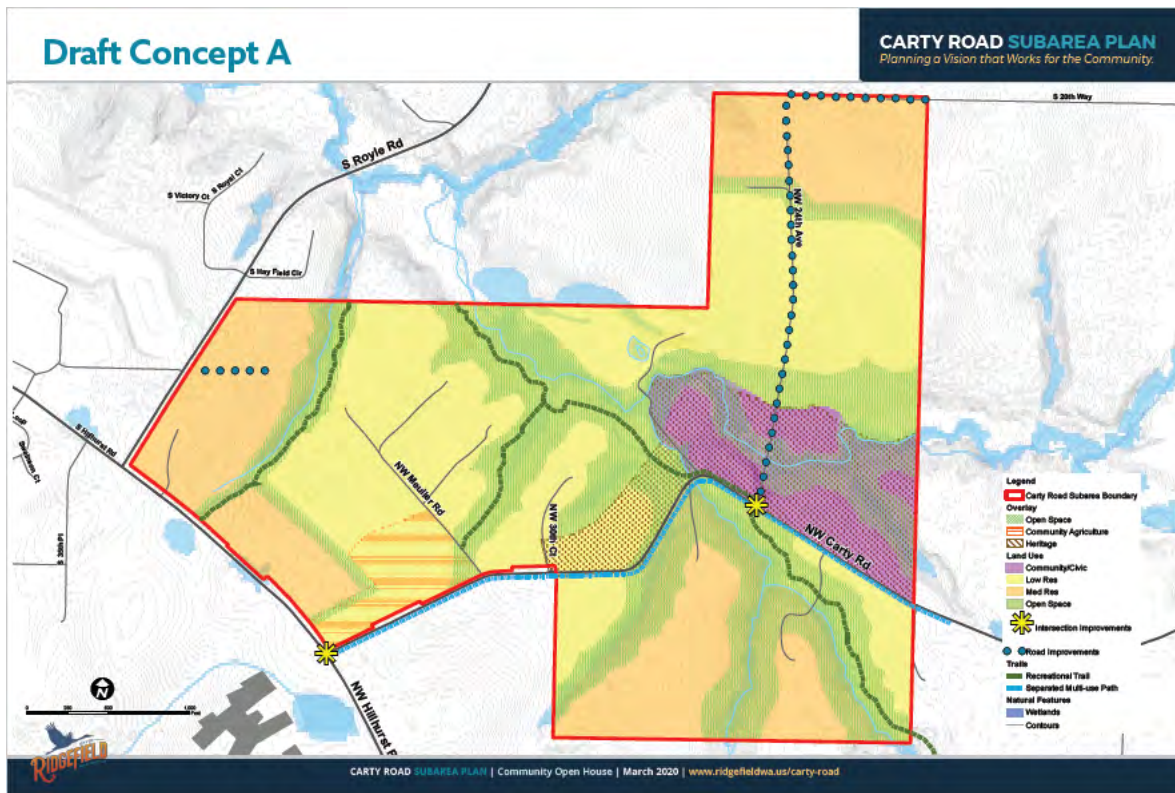


Figure 7. Draft Concept Plan A

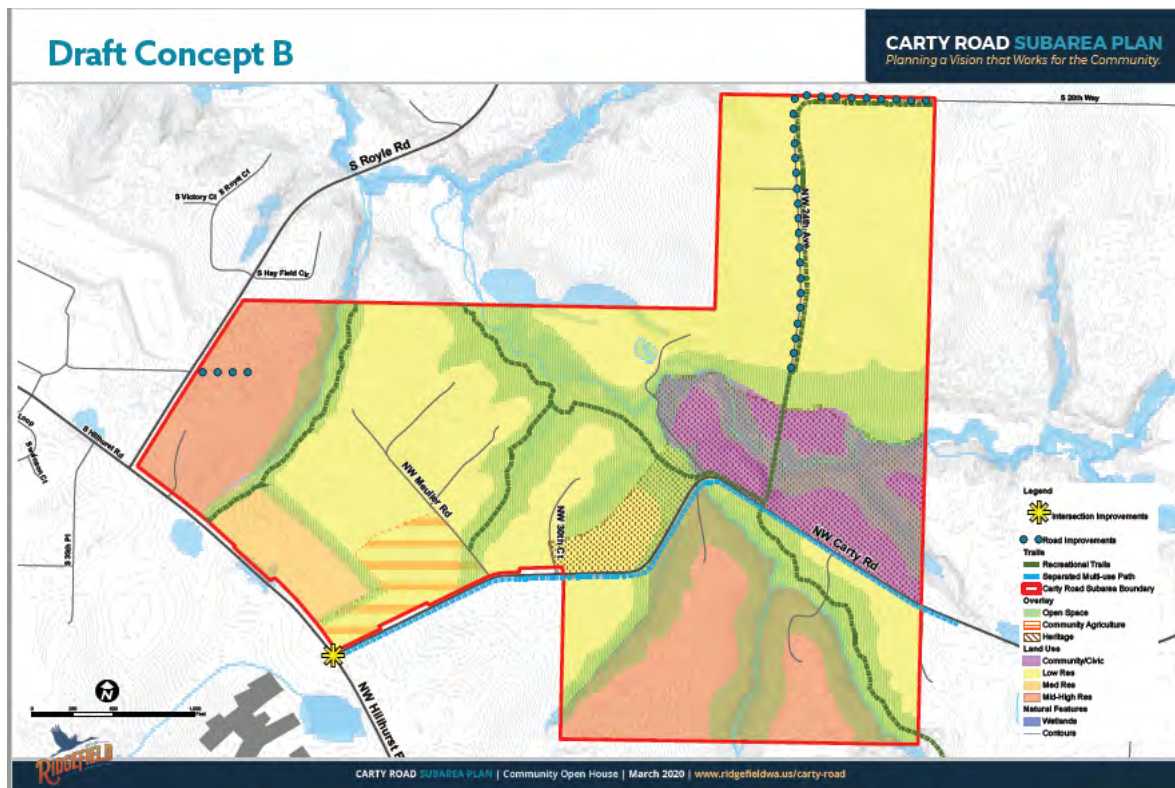


Figure 8. Draft Concept Plan B

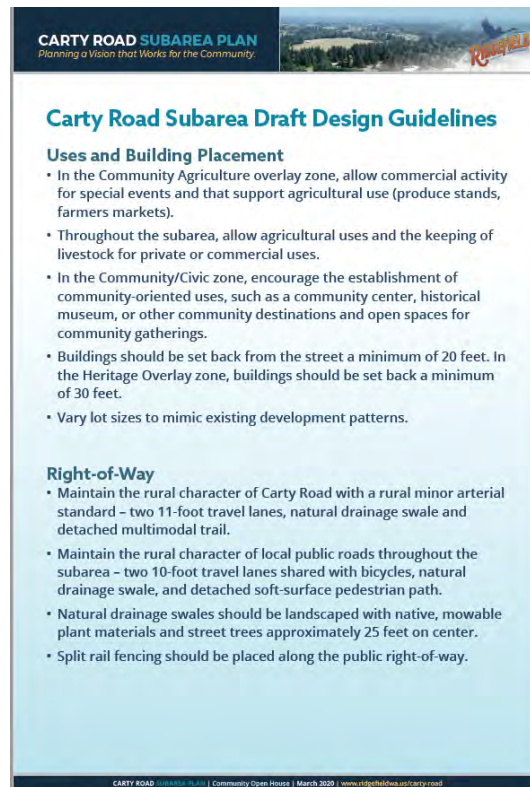


Figure 9. Design Guidelines (1 of 2)



Figure 10. Design Guidelines (2 of 2)



DRAFT Memorandum

Date: April 25, 2022

Subject: Carty Road Subarea Plan
Project Advisory Committee Meeting No. 3

From: Sam Rubin and Nicole McDermott

To: Claire Lust, Ridgefield Planner

Route To: Project Advisory Committee

WELCOME AND PROJECT INTRODUCTION

The third meeting of the Project Advisory Committee (PAC) was held on April 19, 2022, at the Ridgefield Outdoor Recreation Center. Attendance included approximately 16 PAC members and attendees composed of Carty Road project area property owners and stakeholders, consultant team members from WSP, and city staff (Claire Lust, Community Development Director, and Brenda Howell, Interim Director of Public Works). Claire welcomed the group and noted the purpose of the meeting was to review the draft plan prepared for the subarea in 2020. Claire reminded the attendees of the two previous PAC meetings held in February and March of 2020 and the Open House in March 2020. Claire noted that due to Covid-19 the adoption of the plan was put on hold and the city is now ready to reengage stakeholders and property owners and reevaluate the plan to determine if any elements need to be updated. Claire introduced Nicole McDermott, WSP, and Sam Rubin, WSP to provide a project overview.

SUMMARY PRESENTATION

Nicole introduced herself and thanked everyone in attendance at the meeting and started the presentation prepared by WSP. A draft plan was developed with the PAC in 2020 after two PAC meetings and an open house. Input and feedback were received from the PAC, stakeholder interviews, and an online survey and were used to create the Vision and Guiding Principles in the plan. The first PAC meeting held in January covered four elements of the subarea plan: Environmental, Land Use, Transportation, and Parks and Trails. The discussion provided guidance for the development of a draft vision and guiding principles.

The summary presentation covered the following elements. Specific details about the development of these concepts and guidelines can be found in the subarea plan report (available on the project webpage: https://ridgefieldwa.us/wp-content/uploads/Carty-Road-Subarea-Final-Report_June-2020.pdf).and the PAC meeting summaries included as appendices to that report. Reviewed elements include:

- Existing Conditions Analysis
- Development of Vision and Guiding Principles
- Development and evaluation of Concept A and Concept B
- Design Guidelines and transportation cross sections
- Implementation and Next Steps.

PAC DISCUSSION

Throughout the presentation, attendees asked clarifying and follow up questions related to the information presented and general questions of city staff. Many of the questions focused on the proposed trail system and some attendees had concerns for safety and privacy related to future development of the trail. An additional concern associated with proposed trail development was the issue of eminent domain or takings. Staff reiterated that all the proposed elements of the subarea plan are driven by development. Meaning, that if a property owner did not sell their property or did not seek to subdivide or develop their property then the proposed plans would not be initiated.

Discussion items raised by attendees ranged from broad questions on the subarea planning process to specific questions about proposed setbacks. These questions and discussion items are summarized below and will guide the reevaluation of the subarea plan.

Zoning and Setbacks

Some attendees had questions about the proposed zoning and the potential impact on future development. The following considerations and questions were raised.

- Consider the extent of critical areas when recommending zoning for Carty Road. Would the RLD-4 zoning combined with the extent of critical areas, significantly limit development potential in the subarea?
- Consider adjustments to the required side setback. Does the 15-foot side setback and minimum lot requirements create unforeseen circumstances limiting private development?
- How does the Urban Holding (UH-10) overlay limit property development? What scenarios would allow for the UH-10 overlay to be removed?

Trails

As previously noted, many of the questions and comments at the meeting focused on safety and privacy related to trail location and development. In general, there were a mix of opinions regarding the need and desire for trails throughout the subarea with several attendees expressing dislike for the proposed trail locations. It was suggested that trails should be located on public right-of-way and not on private property. Attendees also noted future designs should consider privacy and safety as a priority. Questions were also raised with regards to trail development in environmentally sensitive areas. City staff and the consultant team reiterated that the trail

locations as noted on the subarea plan are very preliminary, but these concerns will be considered in the subarea reevaluation and adjustments to trail locations could be made.

Annexation

Attendees had a few questions related to annexation. Specifically, property owners asked if they could be annexed even if they do not initiate annexation. Staff noted that annexation will be considered at the property owner's request and the city is not otherwise pursuing annexation.

Miscellaneous Topics

In addition to the discussion of the subarea plan elements and prior process, attendees asked several questions of city staff related to construction traffic and speed on Carty Road. Specific questions included the following:

- What can the city do now to address weight limits of dump trucks along Carty Road?
- What can the city do now to address the speed limit on Carty Road?
- Will there be intersection improvements along Carty Road to make them safer?

NEXT STEPS

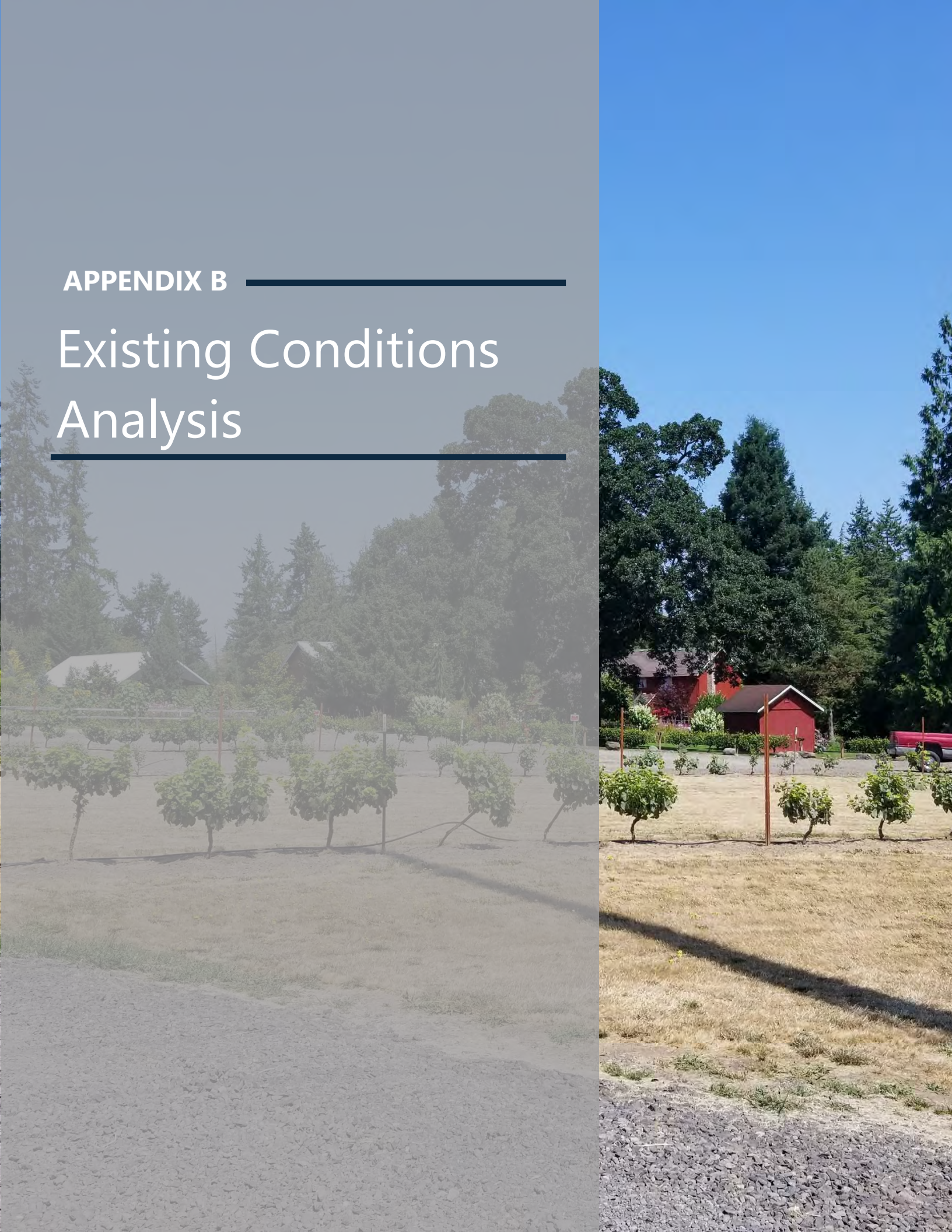
The city will use input from the group to reevaluate elements of the draft subarea plan and preferred alternative plan. The draft subarea plan will be sent to the Ridgefield Planning Commission to review prior to a recommendation being made to the Ridgefield City Council. Ridgefield Planning Commission meetings are open to the public and public notice will be issued per Ridgefield Development Code.

SGR:llt

April 22, 2022

APPENDIX B

Existing Conditions Analysis



Existing Conditions Analysis

**Carty Road Subarea
Ridgefield, Washington**

Submitted to

**Claire Lust, Planner
City of Ridgefield
Ridgefield, Washington**

March 2020

Submitted by

**WSP USA
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31600114

EXISTING CONDITIONS ANALYSIS

Carty Road Subarea Ridgefield, Washington

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1.0 INTRODUCTION

The Carty Road subarea consists of approximately 266 acres of land located in the southern portion of Ridgefield. The subarea is located directly east of the intersection of Northwest Hillhurst Road and South Royle Road and is located west of the Interstate 5 (I-5) corridor. As shown on Figure 1, Northwest Carty Road functions as the southern boundary for a portion of the subarea, and the entire subarea is located outside of city limits within the city's urban growth area (UGA), in unincorporated Clark County (county).

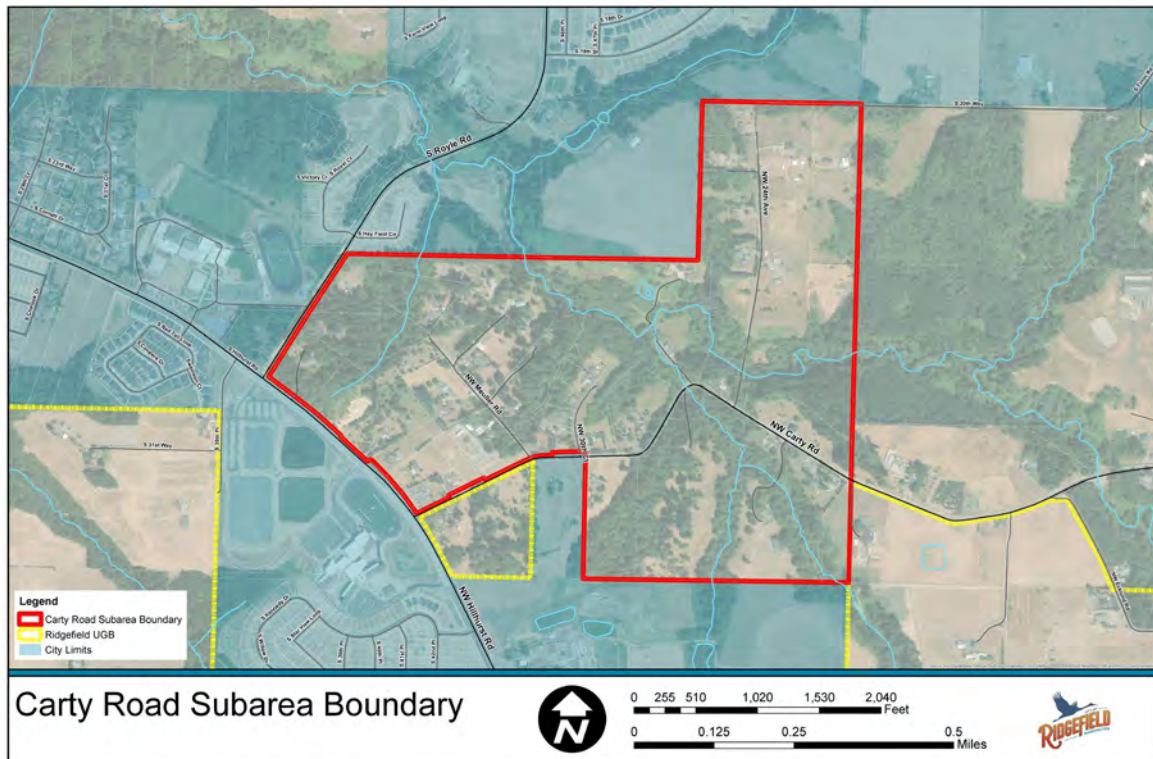


Figure 1. Carty Road Subarea Boundary

Ridgefield continues to be the fastest growing city in the state according to 2019 population projections conducted by the Washington Office of Financial Management, and is projected to experience substantial growth and development over the next 20 years. City Council has been petitioned by several property owners within the subarea to consider annexation of the area adjacent to Carty Road. At the same time, other property owners and residents in the area have expressed concerns over the city's rapid growth and frustration at the loss of rural areas within and surrounding Ridgefield.

In order to develop a plan for this area, City Council initiated the subarea planning process prior to considering annexation. The subarea plan for the Carty Road area will establish future land uses and identify the appropriate intensity of development, as well as required transportation and utility infrastructure improvements. The subarea plan will provide the City with a better understanding of the community vision and infrastructure needs of the area at buildout. Upon completion of the subarea plan, City Council will

resume annexation discussions with the property owners who previously petitioned to be annexed.

This report includes an assessment of existing conditions within the boundaries of the subarea and evaluates the adequacy of Ridgefield's regulatory framework to support the types of future land uses anticipated for this area. Key considerations for the development of the subarea plan are summarized in Section 4.

2.0 EXISTING CONDITIONS

The subarea plan will define a vision and map a route to its realization — in this case, a vision that celebrates and works to protect the unique rural character of the Carty Road area even as development occurs. The following sections describe the existing conditions within the subarea, including land use; zoning and development standards; parks, trails, and open spaces; critical areas; and utility (water and sewer) and transportation infrastructure, capacity, and planned improvements.

2.1 LAND USE AND ZONING

The subarea is currently characterized by a rural development pattern with single-family residential homes on lots ranging in size from approximately 1 to 28 acres with an average lot size of approximately 6 acres. Existing uses in the subarea include residential uses, wedding venues, stained glass studios, and family farms.

The entire subarea has a City comprehensive plan land use designation of Urban Low Density Residential (UL) and is within the Urban Holding comprehensive plan overlay. The subarea is adjacent to other City and County land use designations, including Public Facility (PF), Employment (EM), Urban Medium Density Residential (UM), and Urban High Density Residential (UH); see Figure 2.

The entire subarea is within the City's Urban Holding (UH-10) overlay district, a designation applied to land where capital facilities are inadequate to support development under an urban zoning designation. This designation can be removed by the City's planning director after certification from the City engineer that sufficient capital improvements have been made or are planned to support development. The planned infrastructure improvements described in Section 2.5 could satisfy the requirements for capital improvements and support the removal of the UH-10 designation; however, additional analysis will be required as infrastructure improvements are completed and individual properties are proposed for development.

Zoning within and immediately surrounding the subarea is identified on Figure 3 and includes both Ridgefield and Clark County designations. The entirety of the subarea is within the County and includes single-family residential (R1-6, R1-7.5, R1-10) zoning designations. Some of the land in the Carty Road subarea is in use as farmland; however, the area is zoned for single-family residential (Figure 2). City and County zoning adjacent to the subarea includes a mix of residential (RLD-4, R-22, RLD-8), neighborhood commercial (CNB), agriculture (AG-20), public facilities (PF), and employment (E). The entirety of the subarea is also within the UH-10 zoning overlay.

The Ridgefield Municipal Code (RMC) calls for land designated UL by the comprehensive plan to be zoned as residential low-density RLD-4, RLD-6, or RLD-8 (RMC 18.210.015). Therefore, were the subarea to be annexed, it is anticipated zoning in the subarea would consist of a combination of one or more of these three zones. However, the subarea planning process will identify the zones and zoning overlays that best accommodate the land uses anticipated and preferred within the subarea and additional zoning designations may be recommended.

To provide an overview of the development potential based on existing City zoning provisions, development standards for the RLD-4, RLD-6, and RLD-8 zoning designations are outlined in Table 1 below.

Table 1. Residential Zone Development Standards

Standard	Zone		
	RLD-4	RLD-6	RLD-8
Density (Dwelling Units/Net Developable Acre):			
Min.	4	4	6
Max	4	6	8
Min. Lot Area (SF)	10,890	7,200	5,000
Max. Lot Area (SF) ¹	150% of Min Lot Area (16,335)	150% of Min Lot Area (10,800)	150% of Min Lot Area (7,500)
Min. Lot Width (FT)	50	50	50
Max. Building Coverage	45%	50%	50%
Max. Impervious Surface	60%	60%	65%
Setbacks (FT)			
Front yard	15	15	10
Rear yard	10	10	5
Side yard	5	5	5
Street side yard	15	15	10
Max. Building Height (FT)	30 (35 with pitched roof)	30 (35 with pitched roof)	35

¹Maximum lot area standards only apply to new lots and do not apply to the remaining parent parcel after a land division or to lots created for non-residential uses such as parks, trails, utilities, and critical areas.

Flexibility in the development standards identified above is allowed through the City's planned unit developments (PUD) ordinance. The PUD process is required for all developments in the RLD zones that include critical areas. The PUD process is further described in Section 3.3.3.

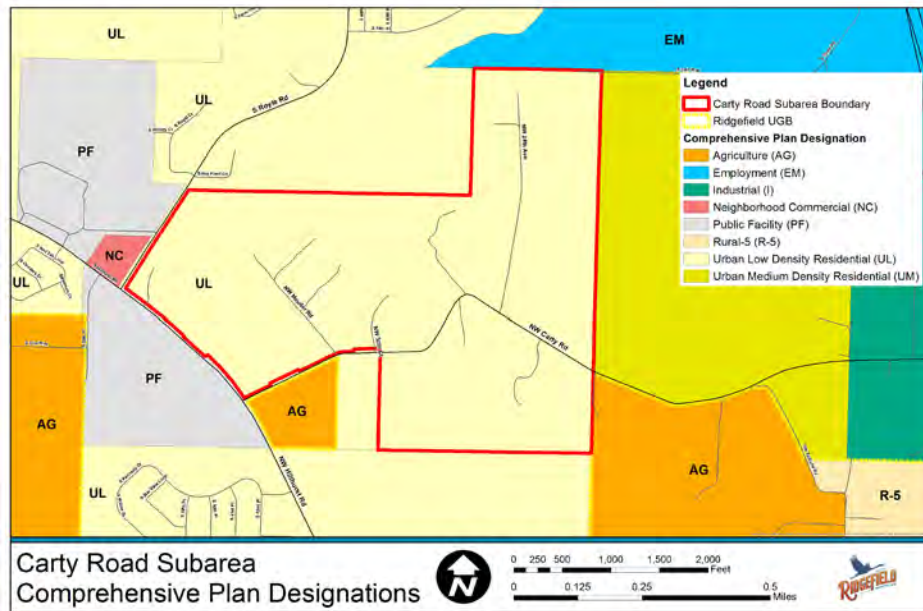


Figure 2. Comprehensive Plan Designations

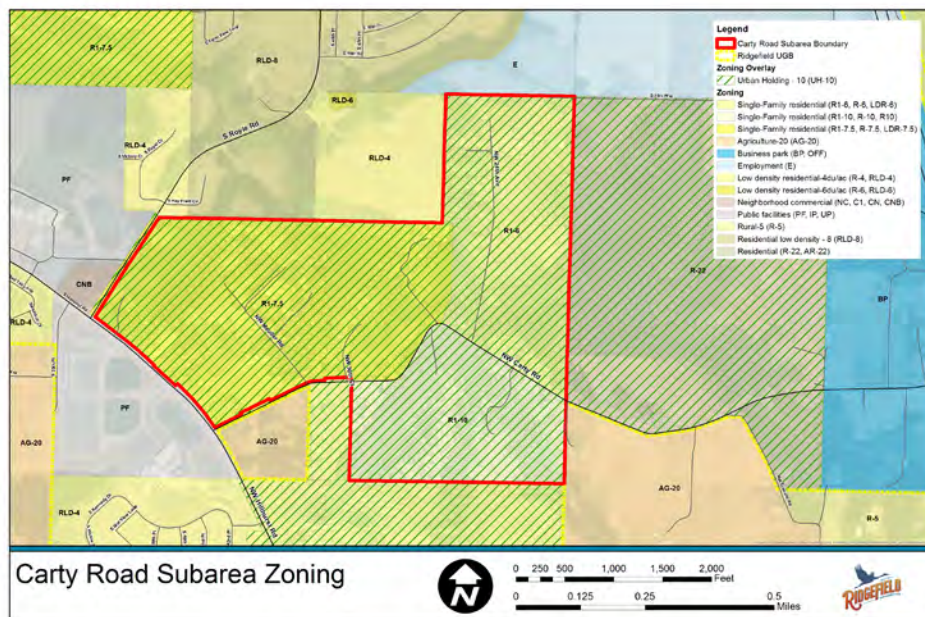


Figure 3. Zoning Designations

2.2 PARKS, TRAILS, AND OPEN SPACES

There are currently no existing formal parks, trails, or open spaces identified within the subarea, although there are several adjacent to the area (see Figure 4). The Carty Road subarea is immediately adjacent to View Ridge Middle School across Hillhurst Road to the southwest and also Ridgefield High School across South Royle Road to the northwest. The Ridgefield Outdoor Recreation Complex is located across Hillhurst Road from the subarea. The complex is a 53-acre outdoor facility with six multipurpose sports fields, a playground, walking trails and open space, and a community building. The site is

jointly owned by the City and the School District. The parks comprehensive plan has a goal of partnering with the Ridgefield School District to maximize the use of recreational facilities on school sites and to link schools through a city-wide trail system.

Conceptual opportunities for additional recreational facilities in the Carty Road subarea were identified in the 2020 Parks, Recreation, & Open Space Plan (Parks and Rec Plan), including a potential trail corridor along Gee Creek. Additional details on planned parks and recreation facilities are included in Section 3.2.

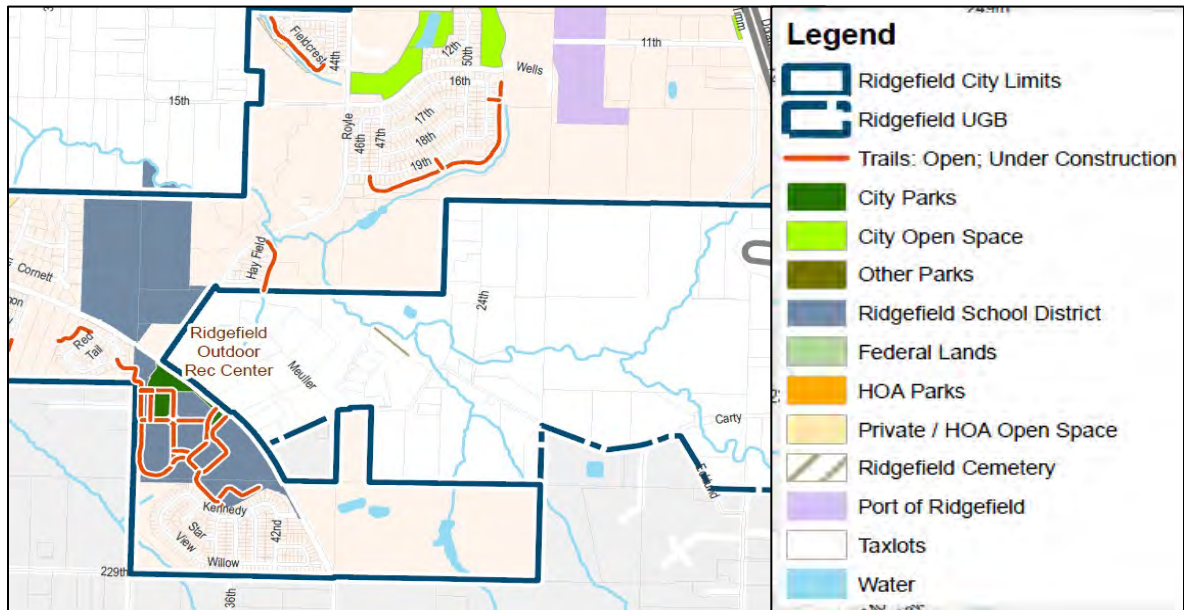


Figure 4. Existing Parks and Trails

Source: Ridgefield Parks, Recreation & Open Space Plan (2020)

2.3 CRITICAL AREAS AND ARCHAEOLOGICAL RISK

Critical areas protected in the city include wetlands, fish and wildlife habitat conservation areas, geologically hazardous areas (steep slopes, erosion hazard areas, and seismic hazard areas), critical aquifer recharge areas (CARAs), and frequently flooded areas. WSP identified potential critical areas in the subarea using several digital databases and online mapping tools, including the National Wetland Inventory (NWI), Clark County Maps Online, Washington Department of Natural Resources (DNR) Forest Practices Application and Review System (FPARS), and Washington Department of Fish and Wildlife (WDFW) Priority Habitats and Species on the Web, and SalmonScape. Based on a review of these resources, all five types of critical areas are present within the subarea (see Figure 5).

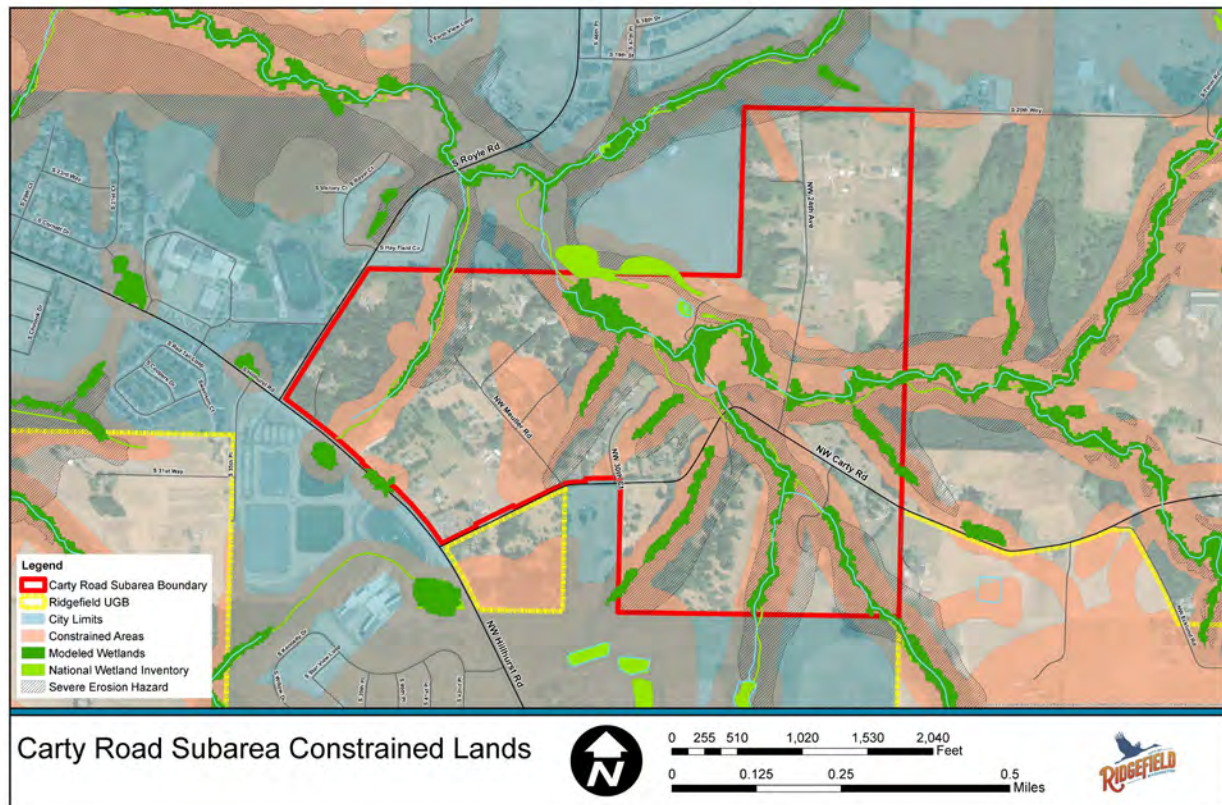


Figure 5. Constrained Lands

Approximately 50 percent (133 acres) of land within the subarea contains critical areas. A detailed critical areas report was not prepared as part of this existing conditions analysis; however, the amount of critical areas contained within the subarea will affect future development, and the extent of critical areas must be considered as a concept plan for the subarea is developed. Furthermore, future development in these areas will require the preparation of critical areas reports and compliance with RMC 18.280, Critical Areas Protection, to ensure no net loss of functions and values of critical areas. Compliance with the State Environmental Policy Act (SEPA) will also be required per RMC 18.810, Environmental Standards.

2.3.1 Fish and Wildlife Habitat Conservation Areas

Streams and Riparian Areas

Gee Creek flows from the northwest corner of the subarea to its eastern boundary. Gee Creek has a well-defined bed and bank with multiple contributing unnamed tributaries. The streams and creeks that flow through the subarea boundary also include riparian habitat and buffers, as determined by the critical areas ordinance. The buffer widths are determined by the stream's DNR water type classification. According to DNR's FPARS web map, Gee Creek is identified as a fish-bearing stream (Type F), which has a riparian buffer width of 150 feet where greater than 5 feet wide or 125 feet where less than 5 feet wide. The tributaries to Gee Creek are identified as non fish-bearing streams (Type Np or Ns), which have a riparian buffer width of either 100 feet or 50 feet, depending on their

potential for slope failure. Stream conditions will need to be verified on site during future permitting processes, and future development will need to either avoid riparian habitat and buffers or compensate for impacts. Critical areas reports will be required to demonstrate no net loss of functions.

Non-riparian habitat

A small portion of land on the southern boundary is identified as Adjacent to Species Area by Maps Online. Per PHS on the Web, this buffer is associated with an area to the south of the subarea, which contains regular concentrations of waterfowl (family Antidae) in winter. Waterfowls (ducks, geese, swans), are considered a priority species by WDFW, with the exception of Canada geese. Given the small amount of land identified as Adjacent to Species Area (approximately 0.3 acre), it is not expected to significantly affect development in the subarea.

2.3.2 Wetlands

PHS on the Web and NWI identify wetlands within the subarea, primarily freshwater emergent wetlands associated with Gee Creek and its tributaries. Future development in wetland buffers will need to comply with the critical areas ordinance. The width of wetland buffers will depend on the intensity of the proposed land use and the wetland rating score. Wetland conditions will need to be verified on site during future permitting processes, and critical areas reports prepared by a professional ecologist or biologist may be required. The report will be required to document how the proposed development will achieve no net loss of wetland or buffer functions.

2.3.3 Geologically Hazardous Areas

There are several geologic hazard areas within the subarea. These include landslide hazard areas (areas of potential instability and slopes greater than 25 percent), severe erosion hazard areas, and seismic hazard areas (liquefaction susceptibility and ground shaking amplification). The steep slopes often correspond with the unnamed tributaries, which flow through areas at the bottom of moderate-to-steep slopes ranging from 5 to 40 percent in grade.

Future development within geologic hazard areas will require geotechnical reports prepared by a registered geotechnical engineer or registered geologist. The reports would include an evaluation of the impacts of the geologic hazard area(s) on the proposed development and provide mitigation measures to protect human health and safety.

2.3.4 Critical Aquifer Recharge Areas

There are no wellhead protection areas within the subarea. The entire subarea is within a Category 2 CARA, as is most of Clark County. Given the assumed future land uses in the subarea (low density residential), it is not anticipated that any land uses that constitute a high risk to aquifers would be proposed (e.g., chemical treatment storage). Future development activities may require hydrogeological assessments in compliance with the critical areas ordinance.

2.3.5 Frequently Flooded Areas

Gee Creek cuts across the subarea boundary and includes several smaller streams and tributaries. The bed of Gee Creek is located in the floodway and the associated adjacent

riparian areas meander through 100-year floodplain. Adjacent areas are also located within the 500-year flood area (0.2 percent chance of flood). Development within the floodway or 100-year floodplain, which are defined as the 'special flood hazard area' by the Federal Emergency Management Agency, will require compliance with RMC 18.750, Flood Control, and will require a floodplain permit.

2.3.6 Archaeological Risk

Most of the subarea is categorized as high or moderate-high probability of encountering archaeological resources according to the County's Archaeological Predictive Model. Future development will likely require the preparation of archaeological predeterminations and/or surveys and compliance with Washington State law relating to the identification and protection of archaeological resources. Coordination with an archaeologist early in the development process will be essential for moderate-high and high probability areas. The earlier resources are identified, the sooner these areas can be protected and planned around.

2.4 UTILITY INFRASTRUCTURE AND CAPACITY

As shown on Figure 6, public sewer and water infrastructure is located adjacent to the subarea within Hillhurst Road. The subarea is located within the City's potable water service area and the Clark Regional Wastewater District (District) sewer service area. Because the subarea is located within the City's UGA, development within the subarea has been addressed by previous efforts of City and District utility planning as required by the Growth Management Act (GMA).

Previous planning studies include the City's comprehensive water system plan and the District's Comprehensive General Sewer Plan (2017). The utility plans recommend extending both sewer and water infrastructure through the subarea, as seen on Figures 6 and 7. The identified infrastructure extensions along Hillhurst Road are required to serve regional growth, including development within the subarea. The extension of water and sewer service in Carty Road would further serve the subarea, while additional localized utility extensions would be required to serve individual developments.

As shown on Figure 6, a 10-inch City water line is located east of the subarea in Northwest Hillhurst Road. The waterline in Northwest Hillhurst Road is complete and now extends to NW 229th Street. The CFP also identifies a new 10-inch City water line (D-2) in South Royle Road from Northwest Hillhurst Road to the northern boundary of the city limits (Figure 6).

Based on the prior planning studies and identified improvements, the overall water and sewer systems have capacity to support population growth and development in the Carty Road subarea. In the long term, the City will require additional water rights and water source capacity to serve projected populations throughout the City. Furthermore, due to the topography within the subarea, some property-specific sewer pump stations may be required to connect individual developments to the larger system.

Stormwater is currently managed locally throughout the subarea. Portions of publicly owned stormwater culverts exist at driveways and are scattered throughout the subarea. It

is anticipated that future development will include stormwater detention/retention basins sized appropriately to handle stormwater runoff on a development-by-development basis.

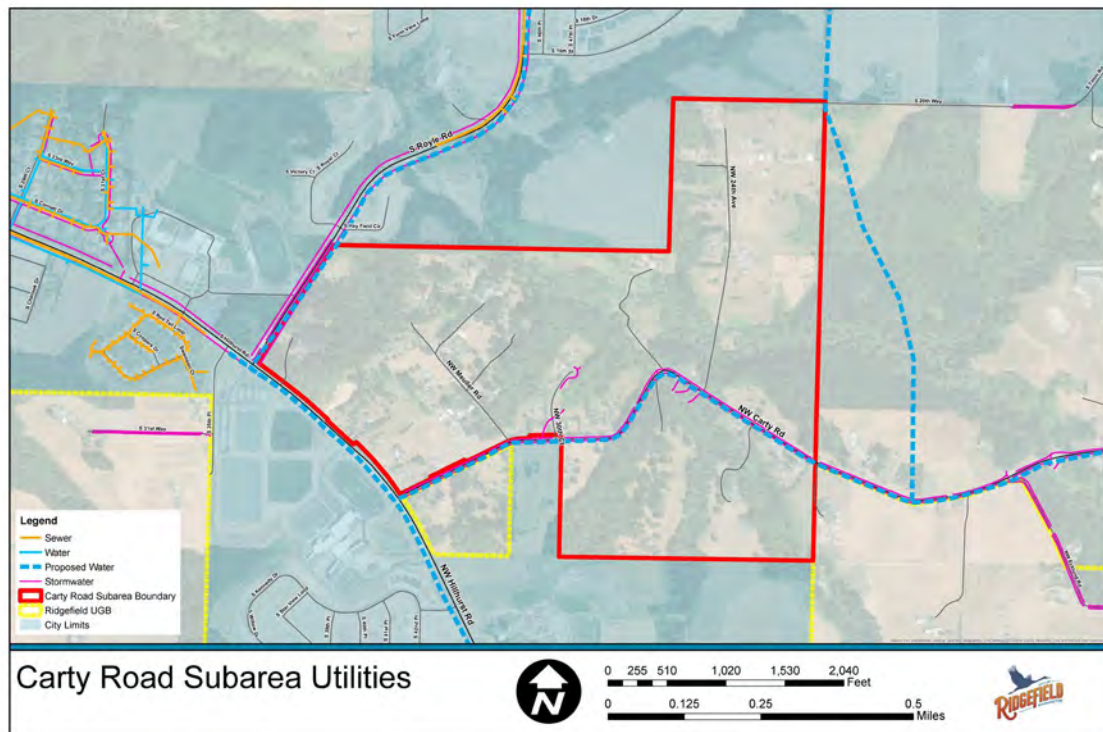


Figure 6. Existing Utilities and Proposed Water System Plan

Source: City of Ridgefield Comprehensive water system plan

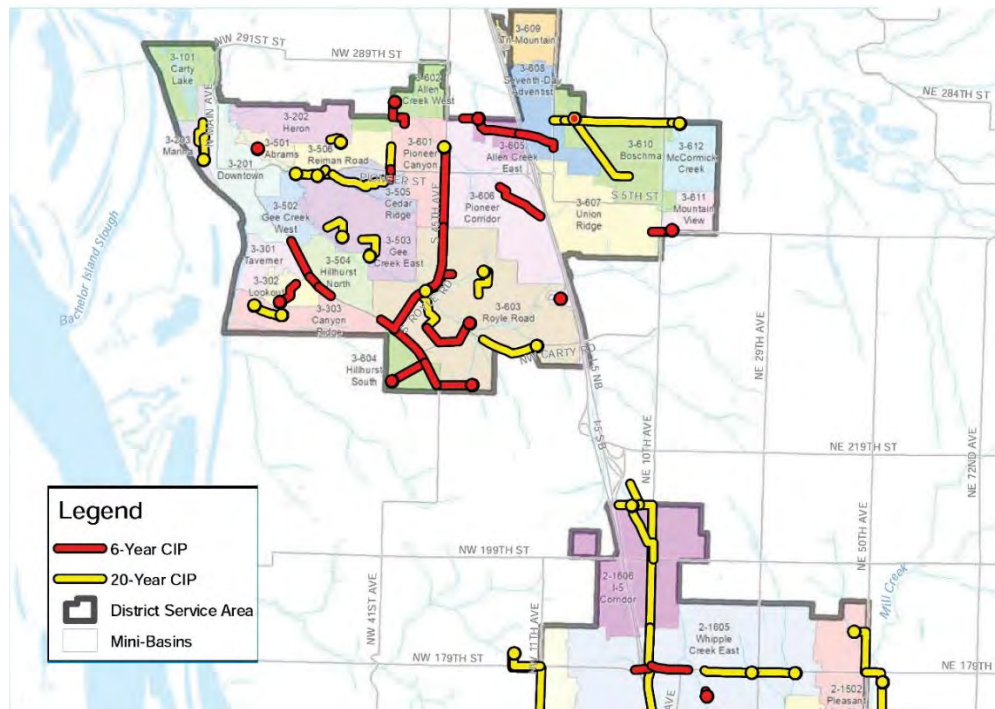


Figure 7. Comprehensive General Sewer Plan

Source: Clark Regional Wastewater District Comprehensive General Sewer Plan (2017)

Electrical service within the subarea is provided by Clark Public Utilities and includes a 3-phase aboveground line along Hillhurst and Carty Road. It is anticipated that this service will be extended in conjunction with development to serve the subarea. Clark Substation is located at the intersection of Carty Road and Hillhurst Road. Overhead transmission and distribution lines in this area will be particularly difficult to underground due to proximity to the substation. Nevertheless, the City should require development to underground electrical distribution lines within the subarea consistent with its engineering standards and code. The primarily residential development types anticipated for the subarea are not expected to place an unusual burden on electrical service.

2.5 TRANSPORTATION NETWORK AND CAPACITY

As part of the existing conditions analysis, DKS Associates evaluated the existing transportation network, including pedestrian and bicycle facilities, current traffic volumes, and planned transportation improvements. Traffic volumes from 2017 and 2018 are summarized in Table 2, including volumes anticipated from approved development near the subarea (Figure 8). The recently approved development includes approximately 1,240 homes, as well as parks and school facilities.

Table 2. Traffic Volume Summary (2017 and 2018)

Location	AM Peak Hour	PM Peak Hour	Daily	Daily with Approved Development
Carty Road east of Hillhurst	88	68	700	1600

Hillhurst Road north of Carty Road	480	376	4,000	12,500
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Source: DKS Associates.

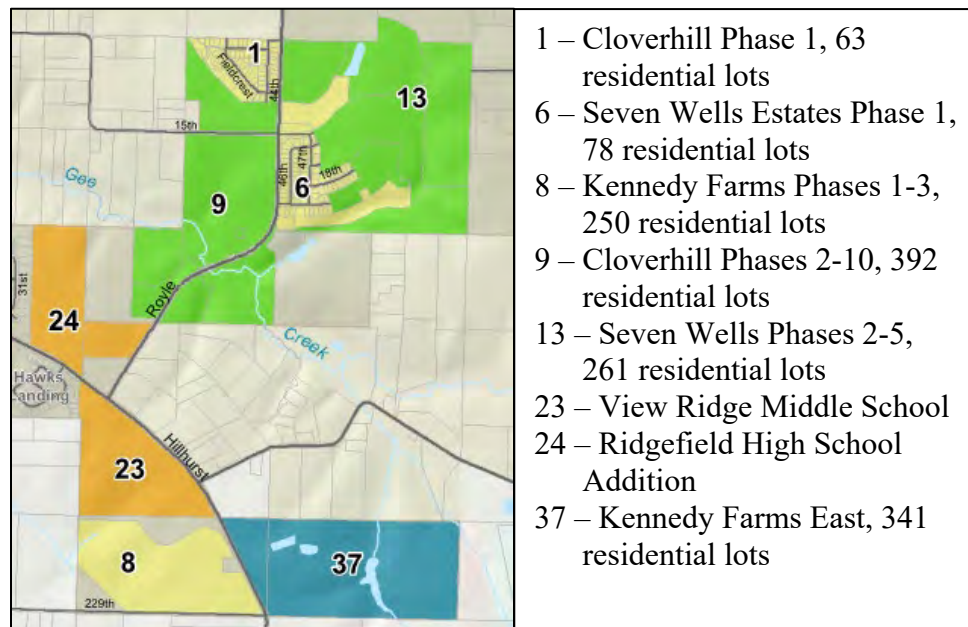


Figure 8. Recently Approved Development

Source: City of Ridgefield Development Activity Map (2020)

As shown in Table 2, the addition of trips from nearby approved developments represents a considerable increase to traffic volumes within the subarea. Planned transportation improvements are anticipated to accommodate these increased traffic volumes.

2.5.1 Roadway Classifications

The transportation CFP classifies existing and future roadways in the city, as shown on Figure 9. These classifications will guide the facility cross sections and access spacing standards applied with future improvements.

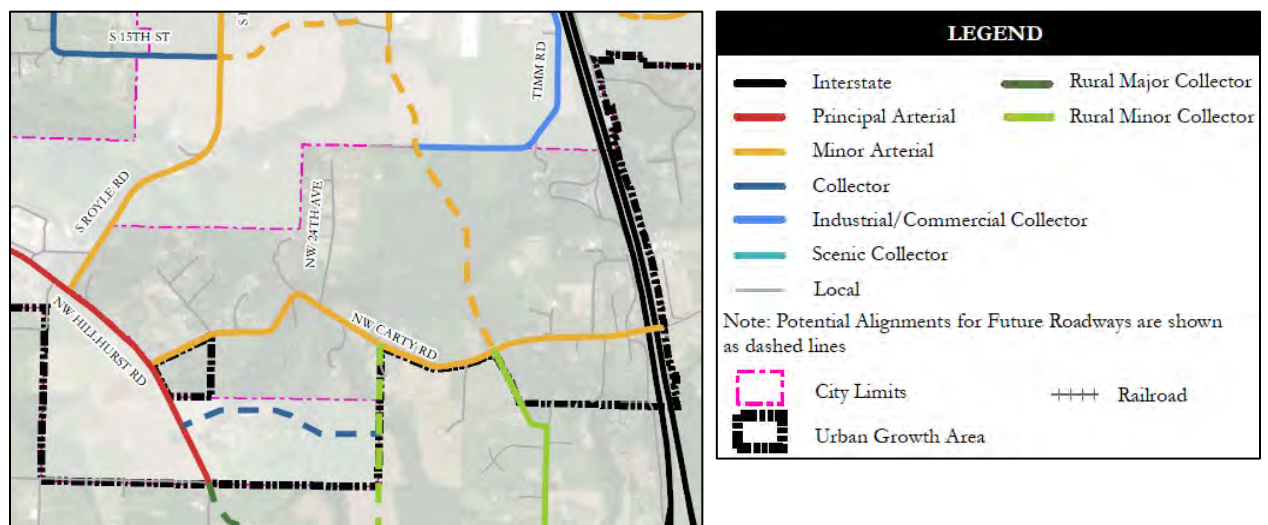


Figure 9. Functional Classification

Source: Ridgefield Transportation Capital Facilities Plan (December 2018)

As illustrated, there is a lack of both east-west and north-south facilities in the subarea. Carty Road is the only continuous east-west facility within the subarea. Hillhurst Road and Royle Road serve as the major north-south facilities on the west boundary of the subarea.

Pedestrian and bicycle infrastructure within the subarea is also limited. Hillhurst Road has sidewalks and a bike lane on the south side along new development frontage; however, the remaining facilities have no sidewalks or bike lanes. On Carty Road, pedestrians must use the narrow gravel shoulders, and cyclists must share the travel lane with vehicles. Existing street cross sections require the construction of sidewalks and bicycle facilities in conjunction with future development. Below is a summary of key characteristics for facilities in the subarea.

Table 3. Key Study Area Facility Characteristics

Facility	Number of Lanes	Posted Speed	Classification
Carty Road	2 lanes	none	Minor Arterial
Hillhurst Road	2/3 lanes	35 mph	Principal Arterial
Royle Road	2/3 lanes	35 mph	Minor Arterial
Timm Road	2 lanes	none	Industrial/Commercial Collector
NW Ecklund Road	2 lanes	none	Local

Minor Arterial (Carty Road, Planned Project 41)

- 80-foot right-of-way
- Three-lane cross section with center median or turn lane
- Bike lanes
- Wide planter strips
- Sidewalks

Industrial/Commercial Collector (Timm Road, Planned Project 48)

- 70-foot right-of-way
- Two-lane cross section with center median or turn lane
- Bike lanes
- Sidewalks

Rural Minor Collector (Ecklund Road, Planned Project 44)

- 60-foot right-of-way
- Two-lane cross section
- Sidewalks
- No bikes lanes or planter strips

Through the subarea planning process, revisions to these cross sections may be proposed in order to achieve the character desired for streets within the Carty Road subarea.

2.5.2 Street Spacing Guidelines

A goal of the Ridgefield Urban Area Comprehensive Plan is that future street construction encourages connectivity. Street sizing for arterials and collectors assumes that the transportation system will encourage non-motorized transportation. To meet the planning objectives, the City has established a standard of at least eight through streets per mile to allow neighborhood trips on a smaller scale. The City's objective is to impose a maximum spacing for new streets of 500 feet (a 500-foot maximum grid) within all new developments and to the limits of the entire parcel of property being developed. The streets proposed for new development must be able to be extended to the limits of the property and must be located to provide a spacing of 500 feet. These stipulations are intended to make sure future streets in new developments can be extended through adjacent parcels, thereby encouraging connectivity within neighborhoods. These guidelines are not intended to create a rigid grid, and the guidelines include flexibility so that roadways can follow topographic features where necessary or desired.

Where topography makes this street spacing requirement not feasible, a 10-foot-wide paved bikeway/multipurpose trail can be substituted for the street if the substitution is approved by the City. The bikeway/multipurpose trail, located in a dedicated 30-foot easement for pedestrians and bicyclists, must extend to the limits of the property. The bikeway/multipurpose trail must follow the general grid pattern of the street layout (500-foot grid) and extend from the ends of dead-end streets where the dead-end street cannot be extended to the limits of the property because of topography. To meet these through street planning objectives, streets or bikeway/multipurpose trails must be designed and constructed to extend to the limits of the property. All costs are to be borne by the developer of the property without reimbursement by the City.

Street-spacing standards are to be addressed in the development of the subarea concept plan.

2.5.3 Planned Improvements

The Ridgefield transportation CFP (2018) includes several key roadway and intersection projects within the plan area. Planned improvements are shown on Figure 10 and described in Table 4. Transportation projects that are considered capital improvement projects by the City are eligible to be built with Traffic Impact Fees (TIF) or would be eligible to receive TIF credits. Projects that are non-TIF eligible would be built by developers or funded as a private/public project not involved with the TIF program. Several projects, noted with an asterisk in Table 4, are located partially or fully outside the urban growth area.

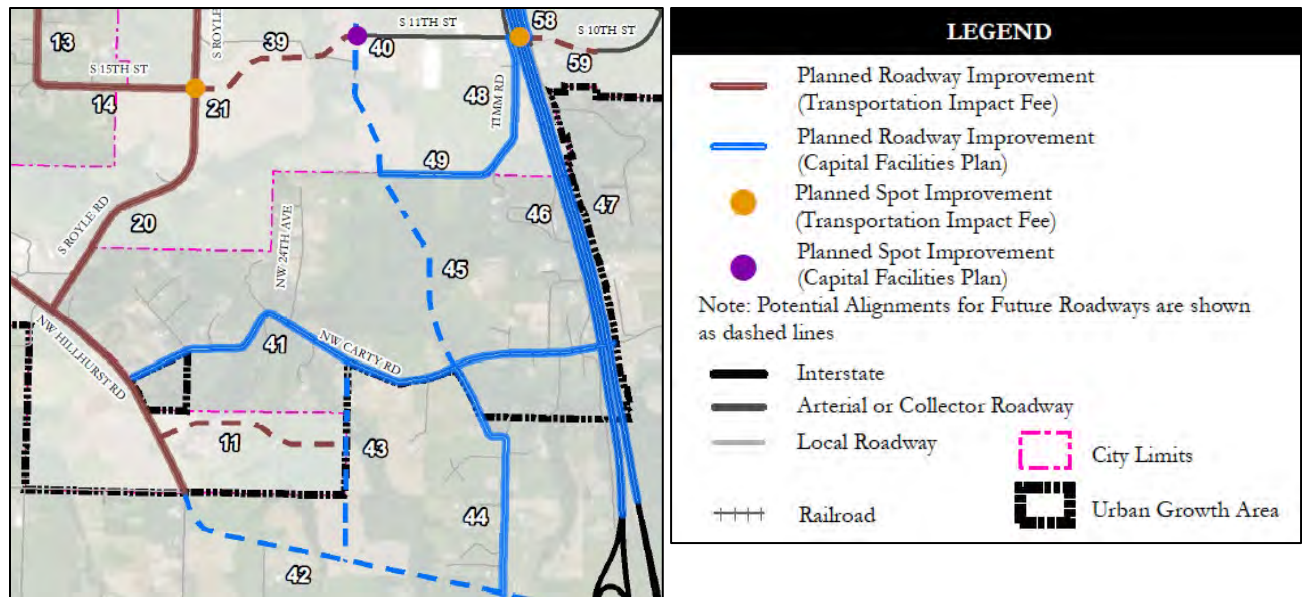


Figure 10. Planned Transportation Projects

Source: Ridgefield Transportation Capital Facilities Plan (December 2018)

Table 4. Capital Facilities Plan Transportation Projects

* Located partially or fully outside the urban growth area

Source: Ridgefield Transportation Capital Facilities Plan (December 2018)

Project ID	Project Description	From	To	TIF Eligible
11	Build new east-west collector (2 lanes)	Hillhurst Road	new rural minor collector roadway	Yes
15	Upgrade Hillhurst Road to principal arterial (5 lanes)	Sevier Road	UGA/Williams Road	Yes
20	Widen S Royle Road to minor arterial (3 lanes)	Hillhurst Road	S. 15th Street	Yes
41	Upgrade Carty Road to minor arterial (3 lanes)	Hillhurst Road	I-5	No
42*	Extend NW 219th Street as rural major collector outside UGA (2 lanes)	I-5	NW 31st Avenue/Hillhurst Road	No
43*	Build new north-south rural minor collector roadway outside UGA (2 lanes)	NW Carty Road	NW 219th Street	No
44*	Upgrade Ecklund Road/NW 11th Ave to rural minor collector outside UGA (2 lanes)	NW Carty Road	NW 219th Street	No
45	Build S 51st Avenue as minor arterial (3 lanes)	S 20th Way	NW Carty Road	No
48	Widen Timm Road to industrial/commercial collector (3 lanes)	S 11th Street	S 20th Way	No
49	Widen S 20th Way to industrial/commercial collector (3 lanes)	Timm Road	S 51st Avenue	No

2.6 ANNEXATION

The entire Carty Road subarea is within unincorporated Clark County and within the Ridgefield UGA. As Ridgefield is experiencing a significant amount of growth and development, several property owners within the subarea boundary have previously petitioned the City to be annexed. The City Council has temporarily put those petitions on hold in order to complete the subarea planning process. The current requests for annexation have occurred under the petition method, pursuant to RCW 35A.14.120, which requires proponents of annexation to demonstrate that they have the signatures of landowners representing 60 percent or more of the assessed property value of the annexation area. An annexation petition requires City Council review and approval in accordance with RMC 13.65.030. Other annexation methods that could be pursued include the Alternative Petition Method (RCW 35A.14.420) and the Election Method (RCW 35A.14.020 and RCW 35A.14.015).

Following the completion of the subarea planning process, the City may resume review of the previous annexation petitions. While the subarea planning process will not result in annexation, it can provide property owners in the area with the opportunity to shape a vision for the Carty Road subarea and incorporate greater protections for the existing character should annexation occur in the future.

3.0 REGULATORY CONTEXT AND PLANNING FRAMEWORK

The existing policy and regulatory documents that will affect development within the subarea following annexation include the Ridgefield Urban Area Comprehensive Plan (last updated in 2016), the Parks and Rec Plan (2020), and the RMC, particularly Title 18 – Development Code. Based on the initial stakeholder interviews and discussions with City staff, it is anticipated that development within the subarea will include primarily single-family residential development and some allowance to maintain existing agricultural uses. The sections below evaluate the current land use policies and development standards relevant to addressing this type of development.

3.1 RIDGEFIELD URBAN AREA COMPREHENSIVE PLAN

The policies in the Ridgefield Urban Area Comprehensive Plan (2016) support the subarea planning process, along with the development of residential uses throughout the city. However, comprehensive plan policy amendments will likely be required to ensure consistency with the anticipated development pattern within the subarea. Some stakeholders have expressed an interest in maintaining the rural character of the subarea and retaining larger lot sizes. Policy recommendations to support the subarea concept plan will be included in the final subarea plan report.

In order to further ensure future development within the subarea is consistent with the Ridgefield Urban Area Comprehensive Plan, the comprehensive plan should be updated to incorporate policy amendments, and the Carty Road Subarea Plan should be adopted by reference into the comprehensive plan.

Relevant existing policies in the comprehensive plan include:

Land Use

LU-1 – Citywide Land Supplies: Establish land supplies and density allowances that are sufficient but not excessive to accommodate adopted long-term City of Ridgefield population, public facilities and employment forecast allocations.

LU-4 – Compatible Development: Facilitate development that minimizes adverse impacts to adjacent areas.

LU-16 – Form neighborhood districts to help guide development of unique and distinctive neighborhoods. Development in districts would reflect their topographic, historical, economic, and natural features. Districts may be formed to relate to key amenities, such as parks, natural resources, schools, or commercial activities.
LU-18 – Land Use Reassessment: Assure consistency of overall land use and capital facilities plans by reevaluating Ridgefield’s land use plan when necessary to ensure adequate funding to provide necessary public facilities and services to implement the plan.

LU-19 – Property rights: Ensure that property owners within the Ridgefield Urban Growth Area (RUGA) enjoy the right to use their property in ways consistent with public policy. City land use decisions shall not deny an owner of all reasonable investment-backed expectations in their property resulting in an unconstitutional ‘taking’ of private property for public use. Critical areas regulations shall ensure an owner of a reasonable use of their property.

The land use policies for the city generally promote walkable neighborhood environments, which may be at a denser scale than is appropriate for the Carty Road subarea. However, the policies also encourage denser development where most appropriate (e.g., near existing services) and identify density as a way to reduce impacts on adjacent areas where density may be less appropriate.

Housing

HO-1 – Accommodate Growth: Provide a continuous and adequate supply of residential land to meet long-range multiple-family and single-family housing needs for the City’s anticipated population growth. The City shall adopt policies and regulations to meet the following objectives:

- *New overall density target of six units per net acre.*
- *No more than 75% of new houses shall be of a single housing type.*
- *A minimum density of four units per net acre (10,890 sq. ft. average lot size) for single-family dwellings in any single development.*

HO-2 – Residential Development Density: Encourage a mix of single family and multiple family housing that achieves an overall goal of 6 units per net acre. 6 units per acre is approximately 6000 square foot lots. However, the goal is to have a variety of housing options so that more dense development of townhomes and the like balances with some large lot single family residences.

The Carty Road subarea plan will support the policy to provide residential land to meet the city’s anticipated population growth; however, amendments to the housing policies may be needed to accommodate larger lots within the subarea.

Environment

EN-1 – Protect, sustain, and provide for healthy and diverse ecosystems.

EN-10 – Trees and other vegetation: Conserve tree and plant cover, particularly native species, throughout Ridgefield. Require street tree plantings and minimum landscaping standards for new development. Promote planting using native vegetation.

The subarea plan will include policies that promote the preservation of environmental resources and the inclusion of landscaping and parks and open spaces consistent with the desired character of the area.

Public Facilities

PF-1 Provide service: Consider water, sewer, police, transportation, fire, schools, stormwater management, parks, and trails as necessary public facilities and services. Ensure that facilities are sufficient to support planned development.

This existing conditions assessment identifies the existing public facilities within the subarea and provides key considerations for improvements moving forward.

Transportation

TR-9 Livable streets: Design streets to manage vehicular traffic, and to provide safe and comfortable routes for walking, bicycling, and public transportation, encourage livability, increase use of alternate modes of transportation, enable convenient and active travel as part of daily activities, reduce pollution, and meet the needs of all users.

TR-18 – Develop recreational trails as an off-street transportation alternative for pedestrian and bicycle use that connect neighborhoods and provide public access to the Ridgefield National Wildlife Refuge, the Gee Creek, and the Allen Creek Basins. Coordinate with Clark County in developing and implementing regional bicycle and recreational trail plans and systems, through public acquisition, dedication, transferable development rights, development exactions and other appropriate means.

TR-22 Urban to rural connections: Coordinate with Clark County in developing a collector street master plan, which identifies the general location of planned minor collector streets for the urban growth area and the urban reserve area. Compliance with this plan shall be required for development approval for both urban and rural developments. In rural areas within Ridgefield's urban reserve (outside the RUGA), and in unincorporated areas within the RUGA, new residential development shall not cause LOS C to be exceeded for any County collector street or arterial street.

Proposed transportation improvements, including off-street trails for pedestrian and bicycle use, will be included in the concept plan for the Carty Road subarea. The trails will provide connections within the subarea to Gee Creek and connect to the city's existing trail system outside the subarea.

Parks and Recreation

P-1 Provide parks: Ensure that park land is acquired, developed, and maintained in an economically efficient way to meet the needs of existing and future residents.

P-2 Local trail system: Plan for and develop a city-wide interconnected system of trails that link schools, parks, and other public facilities with residential and mixed-use areas.

The subarea plan will identify land to accommodate proposed park and trail facilities. As previously noted, trails will also be proposed to connect the city's existing trail system outside the subarea.

Public Involvement

PI-1 – Early and continuous public involvement Ensure early and continuous public involvement in the development and amendments of the Ridgefield Urban Area Comprehensive Plan, including plans adopted by reference such as subarea plans, and development regulations in the Ridgefield Development Code to implement the Plan.

Public involvement is an important component of the Carty Road subarea plan. Individual stakeholder interviews were conducted and a stakeholder advisory group was convened. The group will be involved throughout the planning process to inform the subarea concept plan and policy recommendations. Additionally, a community open house is planned prior to the subarea plan adoption process.

Annexation

The comprehensive plan includes six policies to guide future annexations. The City put annexation discussions on hold until completion of the subarea plan. Once those discussions are underway, the City will need to consider the annexation policies.

3.2 PARKS AND RECREATION COMPREHENSIVE PLAN

The 2020 Parks, Recreation & Open Space Plan (Parks and Rec Plan) outlines a community vision for Ridgefield that includes an interconnected system of parks, trails, and greenways to support a variety of recreation opportunities and contribute to the city's small-town character. The plan further proposes adjustments to the City's level of service standards for parks and recreation facilities to achieve community goals. The level of service standards for parks and recreation areas are outlined in Table 5.

Table 5. Parks and Recreation Facilities Level of Service Standards

Facility Type	Standard
Community Parks	6 acres per 1,000 people – standard is currently met, but 23 additional acres will be needed to serve future population.
Neighborhood Parks	1.56 acres per 1,000 people – standard is currently met and is projected to continue being met over the next ten years.
Trails	0.75 miles of trail per 1,000 people – standard is currently met, but additional trail corridors are needed to serve future population and improve connectivity (see Figure 11 for proposed trails within the study area).
Greenways	9.5 acres per 1,000 people – critical areas can strengthen and broaden the greenway system. Priority is to acquire land adjacent to City-owned greenways or to accommodate future trail connections.

Facility Type	Standard
Specialized Facilities (athletic fields)	1 baseball field per 3,000 people; 1 soccer field per 2,000 people; soccer fields will also accommodate football and lacrosse. The City is currently meeting this standard.

The 2017-2022 Parks & Recreation Capital Facilities Plan (Parks CFP) implements the City's Comprehensive Plan and the 2020 Parks, Recreation & Open Space Plan by elevating park priorities based on current needs and available funding sources. While the 2020 Parks Plan has a 10-year horizon and is broad in perspective, the Parks CFP recommends specific projects and is focused toward a six-year time frame. Figures 11 and 12 show the proposed park and trail system maps from the Parks and Rec Plan.

Figure 11 identifies a potential trail corridor for the South Fork Gee Creek Trail that would bisect the subarea. The trails plan also shows a conceptual trail route across the northwest portion of the subarea.

As shown on Figure 12, potential park facilities envisioned include a potential neighborhood park area ("G") to the south of the subarea and a potential neighborhood park area ("K") to the north of the subarea. The previous Parks Plan identified a potential park area west of Hillhurst. This is now constructed as the Ridgefield Outdoor Recreation Complex. Neighborhood parks are generally smaller (2 to 4 acres) and include unstructured, non-organized play with limited active and passive recreation areas. Community parks are generally 15 to 50 acres and include areas for active and passive recreation.

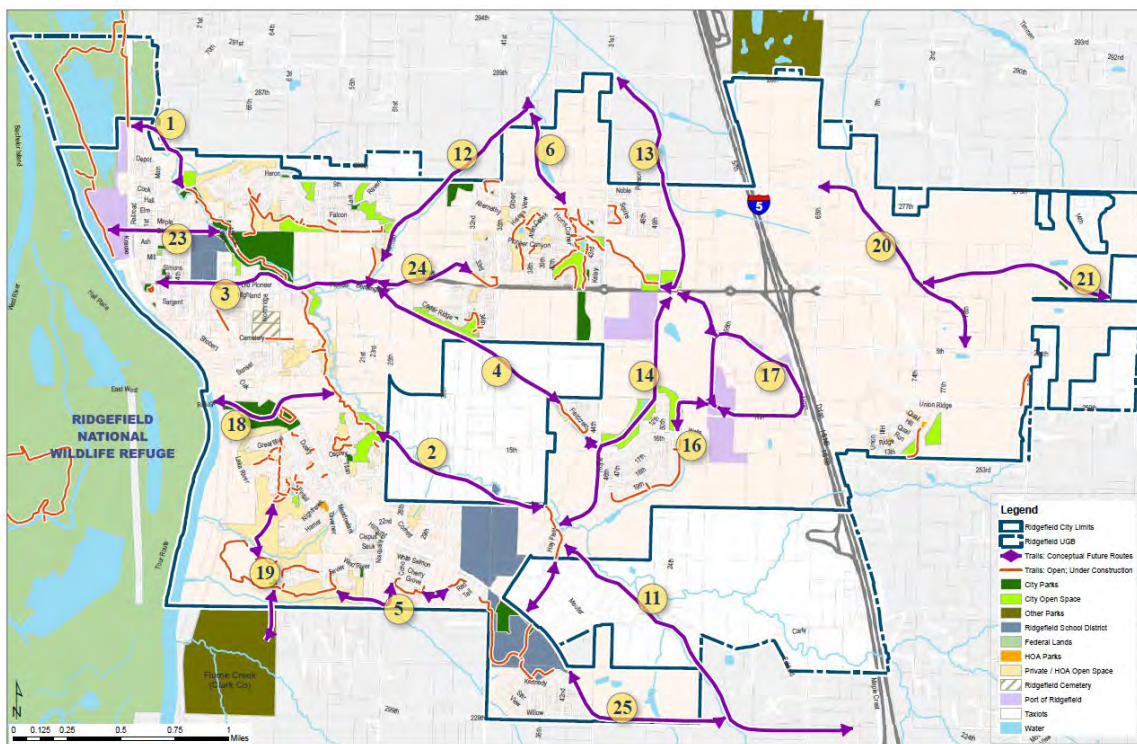


Figure 11. Potential Recreational Trails Map

Source: Ridgefield Parks, Recreation, & Open Space Plan (2020)

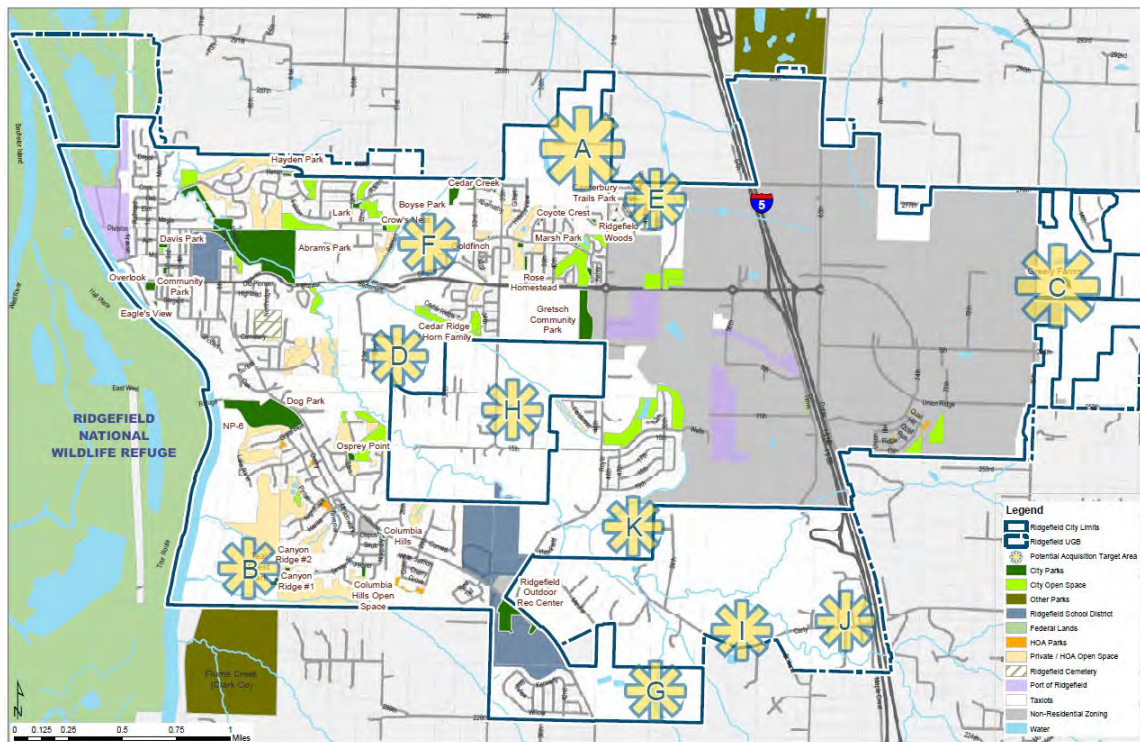


Figure 12. Park Acquisition Target Areas Map

Source: Ridgefield Parks, Recreation, & Open Space Plan (2020)

Stakeholders have expressed some interest in trails through natural areas within the subarea, as long as safety on those trail corridors can be maintained. Stakeholders have also expressed an interest in creating a safer transportation system. The idea of having separated bike and pedestrian paths adjacent to Carty Road was seen as one potential strategy for improving safety along the corridor. Additional or increased critical area regulations were also discussed as an option to ensure natural areas in the subarea are maintained.

City staff have identified trail and park system connectivity as a high priority throughout the city. In order to meet this objective, further identification of land to accommodate the proposed park and trail facilities is anticipated through this subarea planning process. In addition to maintaining natural areas, stakeholders also would like to maintain the rural and agricultural heritage of the area. Policy recommendations on lot sizes, on-site mitigation strategies, critical area regulations, and agricultural overlays to address these elements will be included in the subarea final report.

3.3 RIDGEFIELD DEVELOPMENT CODE

The following sections address the adequacy of the Ridgefield Development Code (RDC) to support the types of development anticipated within the subarea.

3.3.1 Zoning Code (RDC 18.210)

As noted previously, based on stakeholder interviews and discussions with City staff, development within the subarea is likely to include large-lot residential development with

some kind of overlay for agricultural uses. Limited commercial or medium-density development may be appropriate along the southern and western boundaries along Royle Road and Hillhurst Road.

The anticipated uses are generally allowed within the existing zoning code with some limitations and conditions. Where anticipated uses are not currently allowed, recommendations for additional zones or overlay zones will be included in the subarea plan report. Use allowance by zone is outlined in Table 6.

Table 6. Uses by Zone

Use	Zone
	RLD-4, RLD-6, RLD-8
Single-Family Residential (attached)	P-L
Single-Family Residential (detached)	P
Duplex	P
Accessory Dwelling Unit	L
Multi-Family Residential	N
Home Occupation	L
Bed and Breakfast	C-L
General Retail Trade/Services	N
Artisan and Specialty Goods Production	N
Eating and Drinking Establishment	N
Park or Trail	P

P = Permitted outright

L = Limitations apply

C = Conditions apply

N = Not permitted

- **Single-Family Residential (attached):** units in the Residential Low Density (RLD) zones must also comply with the townhouse standards in RDC 18.220.140.
- **Home Occupation:** permitted in the RLD zones provided that the home occupation occupies less than 25 percent of a residence (up to 1,000 square feet of combined space) and generates no more than an average of one additional vehicle trip per day.
- **Park or Trail:** public and private parks and trails are allowed in all zoning districts and are required to meet the standards of the P/OS zone (RDC 18.265) regardless of the zoning district in which the facility is located.

As a concept plan is developed through this subarea plan process, the limitations and conditions identified above are important to consider. Code refinements may be necessary to address the allowance of lower-density residential development and the continuation of agricultural uses. Although not addressed in the use provisions in RDC 18.205, additional uses not permitted outright or conditionally in the underlying zone are allowed — on a discretionary basis — in the RLD zones through the Planned Unit Development (PUD) process. Additional details on the PUD process are described in Section 3.3.3.

3.3.2 Urban Holding Overlay District (RDC 18.270)

As stated previously, the UH-10 overlay district is applied in the city to land where capital facilities are inadequate to support development under an urban zoning

designation. The removal of this designation should be explored through the subarea planning process. While the planned infrastructure improvements described in Section 2.5 could satisfy the capital improvement requirements to support the removal of the UH-10 designation, additional utility and transportation access analysis will be needed.

3.3.3 Planned Unit Development Ordinance (RDC 18.401)

The PUD process is required for all developments in the RLD and Residential Medium Density (RMD) zones that include critical areas within project boundaries while the process is optional for all other developments. The purpose of the PUD ordinance is to provide flexibility in design and development standards, while allowing a mix of uses and promoting an interconnected system of open spaces, trails, public rights-of-way, and utility corridors. The requirements and standards set forth in the PUD ordinance encourage well-designed communities that include a mix of single-family and multifamily residential buildings. Additionally, commercial uses are potentially allowed in the RLD and RMD zones through the PUD process (RDC 18.401.030 B). The maximum ratio of developed commercial acreage to developed residential acreage cannot exceed 1:20 for RLD zones and 1:10 for the RMD zone.

Additionally, the PUD process can allow density increases, creating greater densities than would otherwise be allowed in the underlying zone. While PUD objectives include assuring compatibility with adjacent existing neighborhoods (through design, screening, buffering, building setbacks, and other measures), preserving natural landscape features and avoiding steep slopes, and encouraging efficient land use and utilities, the use of the PUD process within the Carty Road subarea could create densities that are not consistent with the vision for the subarea as expressed during initial stakeholder outreach. Therefore, the PUD process may not be appropriate for the Carty Road subarea and limitations on the use of the PUD process should be explored through the subarea planning process.

3.3.4 Density Transfers (RDC 18.280.070)

Density transfers are currently allowed by the City's critical areas ordinance (RDC 18.280). While these transfers are currently only allowed on a property-by-property basis, the City could consider allowing density and/or development right transfers across property boundaries to encourage property owner coordination and allow for greater critical area protection. Approximately 50 percent of land within the subarea contains critical areas and, therefore, density transfers could prove an important tool in keeping a large portion of the subarea as open space. However, density transfers can only be used to protect critical areas and would not be applicable to the protection of agricultural lands.

4.0 KEY CONSIDERATIONS FOR SUBAREA PLAN

A summary of key considerations for the subarea plan, based on the existing conditions analysis, follows below.

Land Use and Zoning

- Adopt the Carty Road subarea plan by reference into the Ridgefield Urban Area Comprehensive Plan in order to ensure future development within the subarea adheres to the goals and objectives established through the subarea planning process.

- Maintain the rural and agricultural character of the community and a sense of place through the development of design standards for streetscapes, lighting, signs, and architecture.
- As the subarea concept plan is developed, analyze planned capital improvements to address the removal of the UH-10 designation.
- Evaluate the potential for an overlay zone to allow for and maintain existing agricultural uses.
- Consider limitations on the use of the PUD process to ensure densities are consistent with the vision for the area.
- Consider the use of density and/or development right transfers to encourage property owner coordination and allow for greater critical area protection.

Parks and Open Space

- City staff have identified trail and park system connectivity as a high priority throughout the city. In order to meet this objective, identify land to accommodate any proposed neighborhood and community parks and trail facilities through the subarea planning process.
- Trail facilities should be adopted into the City's CFP, thereby incentivizing developers to complete these improvements.
- Create design and landscaping standards to maintain the feeling of open space and tree canopy in the area.

Critical Areas

- The sub area includes approximately 133 acres of critical areas, including wetlands, riparian habitat conservation areas, steep slopes, and a Category 2 CARA. The amount of critical areas contained within the subarea will affect future development and must be considered as a subarea concept plan is developed.
- In order to ensure no net loss of functions and values of critical areas, development of properties with critical areas will require a critical areas report prior to development.
- Limiting or prohibiting off-site mitigation as an option for future development would help ensure the natural areas in the subarea are preserved.
- Future development will likely require an archaeological predetermination and/or survey. Coordination with an archaeologist early in the development planning process is critical to preserving sensitive sites.

Utility Infrastructure and Capacity

- There is no significant public sewer and water infrastructure within the subarea. Adopted water and sewer system plans include provisions for serving the subarea as demonstrated on Figures 6 and 7. Stormwater will be handled on site as new development is proposed.
- Due to topography, some property-specific pump stations may be required to connect individual developments to the larger system as the subarea develops.

- It is anticipated that extension of electrical service will occur in conjunction with development, and the types of residential development anticipated are not expected to place an unusual burden on electrical service. The City may want to consider requiring development to underground electrical lines within the subarea.

Transportation Network and Capacity

- If annexed, future development will require compliance with the street-spacing standards, including a maximum block grid of 500 feet. A 10-foot wide bikeway/multipurpose trail can substitute for the street if topographic constraints make street extension impractical.
- Creating a separated bike and pedestrian path is one strategy to make Carty Road safer while promoting a variety of transportation options.
- Key planned projects for the Carty Road subarea are listed in Table 3. The planned transportation improvements are sufficient to serve the anticipated population increase.

5.0 NEXT STEPS

The existing conditions analysis, together with the vision established through stakeholder and property owner input, form the basis for the development of the Carty Road subarea plan. This analysis will be used to develop a subarea concept plan to be presented to the Project Advisory Committee (PAC) at their second meeting scheduled for March 5, 2020. The PAC meeting will be immediately followed by a community open house to solicit input from the broader community. Following the second PAC meeting and the community open house, WSP will revise the concept plan and develop a preferred plan for the Carty Road subarea. A subarea plan final report will be prepared and presented to the Planning Commission and City Council in the spring of 2020.

6.0 REFERENCES

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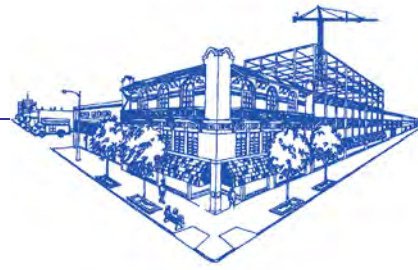
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APPENDIX C

Fiscal Impact Assessment





MEMORANDUM

To: Claire Lust, City of Ridgefield
From: Eric Hovee
Subject: Preliminary Carty Road Subarea Fiscal Impact Review
Date: April 7, 2020

On behalf of WSP and the City of Ridgefield, this memorandum provides a preliminary review of existing property valuation and fiscal considerations as part of the Carty Road subarea planning process. This review begins with a brief subarea profile base on Clark County assessor data – followed by assessment of potential future development (or build-out) capacity, valuation potential, tax rate considerations, and notes regarding utility provision.

Development potential is based on current Clark County zoning but assuming availability of urban services. This analysis may be refined to reflect planning considerations resulting from the subarea planning process. A more complete analysis will also include overview market observations including input from area property owners and stakeholders.

SUBAREA PROFILE

As summarized by the chart to the right, the Carty Road subarea comprises just over 266 acres (on 52 separate tax parcels). Current tax assessed market valuation is \$24.4 million and there are 44 identified residential units.

Carty Road Subarea Statistical Profile (2019)

Current Zoning	Assessor Acres	Tax Assessed Valuation	Housing Units	Zoned DU/Ac
R1-10	61.66	\$3,399,596	5	2.9-4.4
R1-6	79.50	\$5,311,476	10	5.1-7.3
R1-7.5	125.07	\$15,716,961	29	4.1-5.8
Total	266.23	\$24,428,033	44	

Sources: Clark GIS and WSP. Includes allocation of one tax parcel partially in the subarea. With exemptions, value subject to property tax is \$21.6 million.

As an unincorporated area, current zoning is as applied by Clark County. With three zoning districts, allowed residential densities range up to 7.3 units per acre (with R1-6 zoning), but with actual development to these densities predicated on provision of urban services.

POTENTIAL DEVELOPMENT CAPACITY

On a preliminary basis and consistent with current zoning, it is estimated that the Carty Road subarea could support development of an estimated new 435-646 residential units at full-build-out – on developable land estimated at 116.5 acres.

Carty Road Tax Assessed Valuation @ Build-out

Development Factor	Subarea Total	Density Mix per Existing Zoning			Comments
		R1-10	R1-7.5	R1-6	
Base Assumptions					
Subarea Acreage	266.23	61.66	125.07	79.50	Per Clark GIS
Critical Area	50%	50.0%	50.0%	50.0%	Assuming evenly distributed
Infrastructure Set-Aside	12.5%	12.5%	12.5%	12.5%	After critical area deduction
Developable Acreage	116.48	26.98	54.72	34.78	Preliminary estimate
A. Minimum Density					
Min Density (DU/Acre)		2.90	4.10	5.10	Per current Clark County zoning
Residential Unit Capacity	479	78	224	177	
- Existing Homes	(44)	(5)	(29)	(10)	
= Net New Homes	435	73	195	167	
B. Maximum Density					
Max Density (DU/Acre)		4.40	5.80	7.30	Per current Clark County zoning
Residential Unit Capacity	690	119	317	254	
- Existing Homes	(44)	(5)	(29)	(10)	
= Net New Homes	646	114	288	244	Assuming current zoning

Sources: E. D. Hovee & Company, LLC based on current zoning and range of allowed residential densities together with critical area and infrastructure set aside estimates as provided by WSP.

Estimates are preliminary and subject to refinement as the subarea planning process proceeds.

As detailed by the above chart, this estimate is also based on preliminary assumptions that:

- An estimated 50% of the Carty Road subarea comprises critical areas as with wetlands and steep slopes and is therefore assumed as not available for development.
- An added 12.5% of net acreage (after deducting for critical areas) is set aside for infrastructure (as with new and widened road rights-of-way).

VALUATION POTENTIAL WITH FUTURE DEVELOPMENT

With a total tax assessed valuation (TAV – before exemptions) of approximately \$24.4 million as of 2019, potential TAV of the Carty Road subarea could increase to as much as \$344+ million by subarea build-out. As detailed by the chart on the following page, this is predicated on maximum allowed densities yielding an assumed lot size averaging 8,000 square feet per unit across all residential zones, home size averaging about 2,750 square feet, residential sale price in the range of \$200 per square foot and taxable valuation at about 90% of market (or sales) value – with a net addition of up to 646 new subarea homes to area build-out.

Carty Road Potential Tax Assessed Valuation @ Build-Out

Description	Estimate	Comments
Average Per Unit Valuation		
Lot Size (sq ft)	8,000	Based on preliminary sampling of homes in Ridgefield and comparison of tax assessed to market values
Home Size (sq ft)	2,750	
Value per Sq Ft	\$200	
Home Market Value	\$550,000	
Taxable % of Market Value	90%	
Taxable Assessed Valuation	\$495,000	Excluding tax exemptions
Added Valuation with New Development		
# of Net New Units	646	Preliminary estimate
Total Added TAV	\$319,752,050	
Total Valuation @ Build-Out (in 2019 \$)		
Existing Development	\$24,428,033	Per Assessor data
New Development	\$319,752,050	As estimated above
Combined Total	\$344,180,083	

Source: E. D. Hovee & Company, LLC based on estimated build-out capacity and Zillow sampling of potentially comparable home sale transactions.
Estimates are preliminary, intended for illustrative purposes, and subject to change as the subarea planning process proceeds. All estimates are in 2019 dollars.

TAX RATE CONSIDERATIONS

Tax rates associated with properties in the Carty Road subarea – as currently unincorporated – are compared with current rates applicable to properties within Ridgefield’s incorporated city limits. In addition to property taxes, comparisons are also made with respect to other assessments and tax rates, detailed by the chart on the following page.

No assumption is made with this review as to whether the subarea can or should be annexed to the City of Ridgefield or remain as an unincorporated area adjoining Ridgefield. Based on current property tax rates, there is an estimated 5% difference (or savings) in property taxes associated with in-city versus adjoining unincorporated property. This overall difference may vary from year-by-year with changes in jurisdiction-specific component tax rates.

Other differences in fiscal considerations are noted as having included:

- Applicability of other assessments for mosquito control, fire patrol, clean water and septic operating permits for unincorporated property versus only mosquito control and fire patrol assessments in Ridgefield.
- Higher sales tax rate in Ridgefield than unincorporated Clark County.
- No difference in real estate excise taxes (REET) between the jurisdictions.

**Tax Rate Comparison – Carty Road Subarea
(as unincorporated and with annexation)**

Tax Jurisdiction	Unincorporated Clark County	City of Ridgefield	Comments
Levy Rate per \$1,000 Taxable Value (2019)			
WA State Schools - Part 1	\$1.8260405825	\$1.8260405825	State of Washington
WA State Schools - Part 2	\$0.6799951409	\$0.6799951409	
County General Fund	\$0.9805015382	\$0.9805015382	Clark County
Development Disability	\$0.0114738818	\$0.0114738818	Clark County
Mental Health	\$0.0114738818	\$0.0114738818	Clark County
Veterans Assistance	\$0.0103264867	\$0.0103264867	Clark County
Conservation Future	\$0.0390985748	\$0.0390985748	Clark County
Clark County Roads	\$1.2283523376	--	Clark County
Roads Diversion	\$0.1497382054	--	Clark County
Fort Vancouver Library	\$0.3635801481	\$0.3635801481	Regional Library
City of Ridgefield	--	\$0.8572277279	General Fund
School Debt	\$1.9512878066	\$1.9512878066	Ridgefield School District #122
School M&O	\$1.5000000000	\$1.5000000000	Ridgefield School District #122
Fire Bond	\$0.1046597532	\$0.1046597532	Fire District 12 Bond
Fire General	\$1.4450362827	\$1.4450362827	Fire District 11 General
Port of Ridgefield	\$0.1717891641	\$0.1717891641	General Fund
Total Levy	\$10.4733537844	\$9.9524909693	Levy without exemptions
Levy w/Exemptions	\$6.2374110837	\$5.7165482686	Senior/disabled exempt rates
Annual Property Tax Payment (Residential Properties)			
Average Taxable Value	\$504,500	\$504,500	For parcels w/existing homes
Average Tax Payment	\$5,284	\$5,021	For average subarea home
Annexation Savings		\$263	For typical residence + land
Levy Code	122005	122000	
Other Assessments (as consistent with 2017 Gee Creek Subarea Plan Analysis)			
	Mosquito Control	Mosquito Control	
	Clean Water		
	Septic Operating Permit		
Sales Tax Rate	7.7%	8.4%	On construction + retail Sales
Real Estate Excise Tax	1.78%	1.78%	Same rate for all Clark Co except Yacolt @ 1.53%

Sources: Clark County Assessment/GIS and State of Washington Department of Revenue.
Information is preliminary and subject to change over time.

UTILITY PROVISION

In the event of future annexation and/or significant development, water service extensions would be the responsibility of the City of Ridgefield. Sewer extension and service is the responsibility of the Clark Regional Wastewater District (CRWWD).

Applicability is expected to be similar to analysis as conducted for the unincorporated Gee Creek Plateau subarea in 2017. While detailed application specific to the circumstances of Carty Road area individual property owners is not known at this time, information regarding potential service extension can be summarized on a preliminary basis as follows.

Water Extension. In the event of future annexation, water provision would occur consistent with the City of Ridgefield's water system plan. Smaller distribution lines would likely be necessary as well, served by the line that is the main feed to the area. Connection charges will be at the City's standard Water Systems Development Charge (SDC).

Sewer Extension. CRWWD planning typically anticipates that development will conform to standard District process and practices. Property owners/developers are generally responsible for construction of the local gravity sewer infrastructure to serve the area.

Permanent pump stations and force mains are considered as 'general facilities' and paid for by the District. For residential pump stations, this is often accomplished as a reimbursement to the developer who actually provides the easement/tract of land for the station and constructs it.

If the District were to construct gravity sewers, an assessment for the cost of the gravity sewers would be recorded against the benefitting property(s); which the District terms as a Local Facilities Charge (LFC). LFC's are project specific, established by the CRWWD Board and assessed after completion of a specific project at which time actual costs are known.

Similarly, if another developer or property owner constructs local sewers benefitting nearby property(s), the developer would be eligible to recover the costs for the portion of the total project benefit provided to the other properties through a latecomer reimbursement, assessed after project completion.

Both LFC and Latecomer arrangements are project specific and influenced by development patterns and project timing. Therefore, it cannot be readily determined in advance whether or not these charges would be applicable to particular properties in the subarea.

Connection charges typically anticipated include a systems development charge (SDC), local facilities charge (LFC), latecomer reimbursement, residential permit fee per equivalent residential unit (ERU), and development review/inspective fees (based on project requirements).

Next Steps. Further evaluation and updating of water/sewer plan implications in cooperation with service providers – and as specifically applicable to the Carty Road subarea – may be conducted as subarea planning proceeds.

APPENDIX D

Estimated Trip Generation and Transportation Improvement Costs



Carty Road Sub Area Plan – Estimated Trip Generation and Costs

Trip Generation Estimate

Trip generation is the method used to estimate the number of vehicles that are added to the surrounding roadway network as a result of a proposed project. The trip generation estimate for the Carty Road Subarea Plan was based on similar land uses as reported by the Institute of Transportation Engineers (ITE)¹. The trip generation estimate was conducted for both the current Clark County zoning designations and the preferred alternative for the Carty Road Subarea Plan which would apply City of Ridgefield zoning designations.

The current zoning would allow up to 690 residential units. The preferred alternative would allow up to 468 residential units. The potential trip generation for each alternative was estimated for the daily, AM and PM peak hours using the Single-Family Detached Housing (ITE Code 210) land use. Table 1 summarizes the expected trip generation. The proposed change in zoning would result in a reduction in vehicle trips: 2,030 daily trips, 1159 AM peak hour trips and 213 PM peak hour trips.

TABLE 1: TRIP GENERATION ESTIMATE

ZONING ALTERNATIVE	ITE LAND USE	SIZE (UNITS)	DAILY TRIPS	A.M. PEAK HOUR			P.M. PEAK HOUR		
				IN	OUT	TOTAL	IN	OUT	TOTAL
CURRENT COUNTY ZONING	Single-Family Detached Housing	690	6,448	126	379	505	426	250	676
PREFERRED PLAN CITY ZONING	Single-Family Detached Housing	464	4,380	85	258	343	289	170	459
Net Change in Trips			-2,068	-41	-121	-162	-137	-80	-217

Source: Institute of Transportation Engineers (ITE) manual, Trip Generation, 10th Edition.

¹ INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) MANUAL, TRIP GENERATION, 10TH EDITION.

Planned Improvements

Several roadway, trail and intersection projects were identified within the plan area through the subarea planning process. The planned improvements with planning level cost estimates are summarized in Table 2. The cost estimates include contingencies for administration and design costs. The Carty Road project includes right of way costs. For the remaining projects it was assumed right of way would be dedicated with development. Environmental costs were estimated with the Carty Road and Neighborhood trail projects.

TABLE 2: SUBAREA TRANSPORTATION PROJECTS

Project Location	Description	Cost Estimate
Carty Road – Hillhurst Road to Plan Area east boundary	upgrade existing roadway to new minor arterial standard, includes multi-use path, approx. 4,400-feet total	\$10,500,000
Hillhurst Road/Carty Road	Capacity improvements; roundabout control	\$1,725,000
Carty Road/Meuller Road	Capacity improvements; turn lanes	\$325,000
Carty Road/24 th Avenue	Capacity improvements; turn lanes	\$325,000
Royle Road/new neighborhood access	Capacity improvements; turn lanes	\$325,000
Neighborhood Trail Corridors	Construct several trail corridors, approx. 7,200-feet total	\$4,025,000
TOTAL		\$16,775,000