

# CARTY ROAD SUBAREA PLAN

*Planning a Vision that Works for the Community.*



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The Carty Road Subarea is approximately 266 acres of land within Ridgefield's urban growth area that borders the southeastern portion of the city limits – southeast of Royle Road and northeast of Hillhurst Road.

## WHY A CARTY ROAD SUBAREA PLAN?

The subarea planning process is a response to several annexation petition requests received by City Council. Initiating a subarea plan is a tool that will allow the City Council to address impacts and compatibility related to future growth in the subarea boundary.

## The Carty Road Subarea Plan process includes:

-  Visioning – guided by property owner and community input
-  Analysis – of existing natural areas, infrastructure, and market conditions
-  Conceptual Planning – that outlines future land use designations, roadways, and utilities to support the vision
-  Adoption – of a subarea plan to guide future development

# Visioning and Outreach

- Property Owner Survey – distributed to all residents in the study area (17 responses)
- Stakeholder Interviews (11 participants)
- Project Advisory Committee (2 meetings)
- Community Open House (approximately 30 attendees)



# Vision and Guiding Principles

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## 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.

# Vision and Guiding Principles

## Guiding Principles

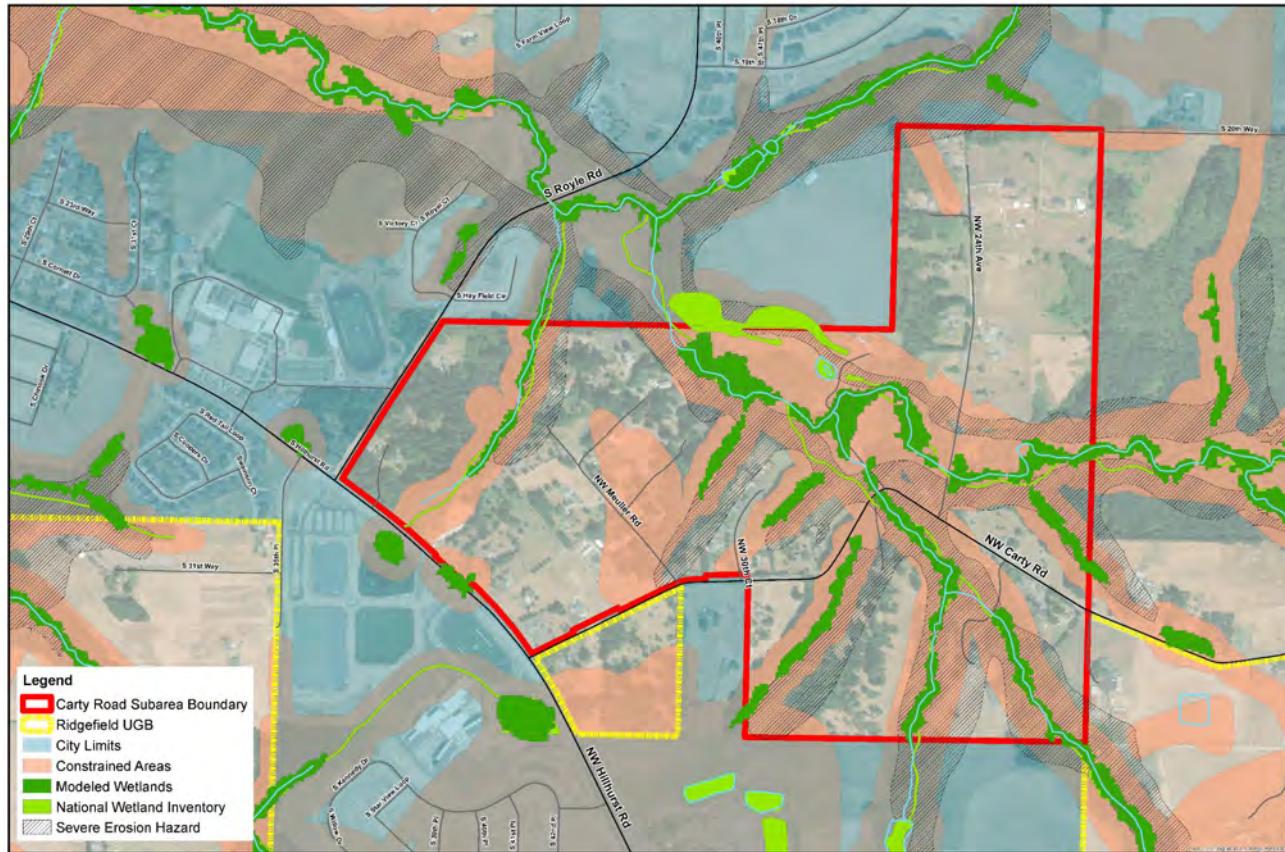
Future development in the Carty Road area will:

- 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.



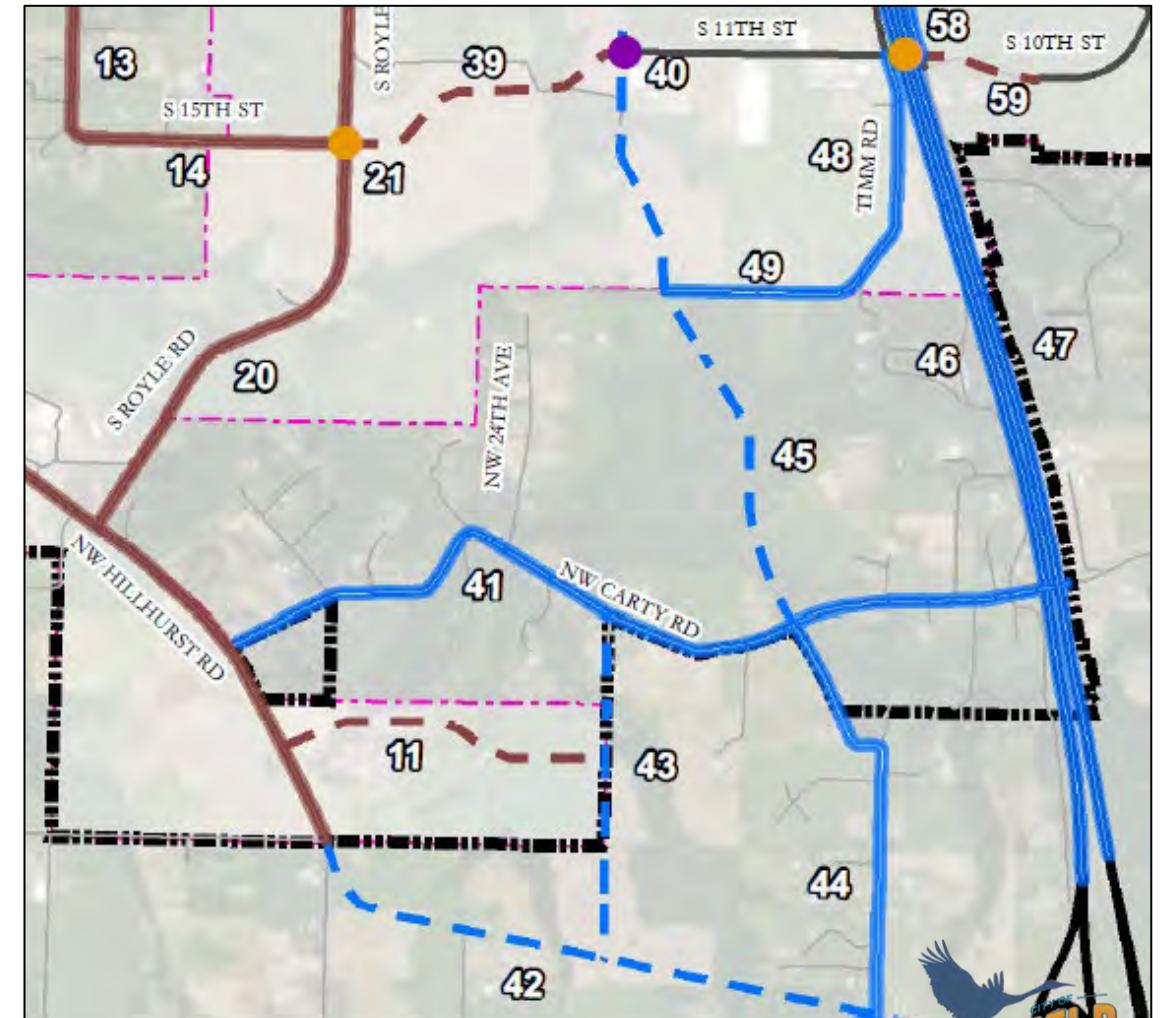
# Existing Conditions

- Fifty percent of the area is identified as critical areas.
- Water and sewer infrastructure will be required with future development – no significant capacity concerns.
- Planned 8-inch sewer line in Carty Road and a pump station near the intersection of Carty Road and NW 24th Avenue.



# Existing Conditions

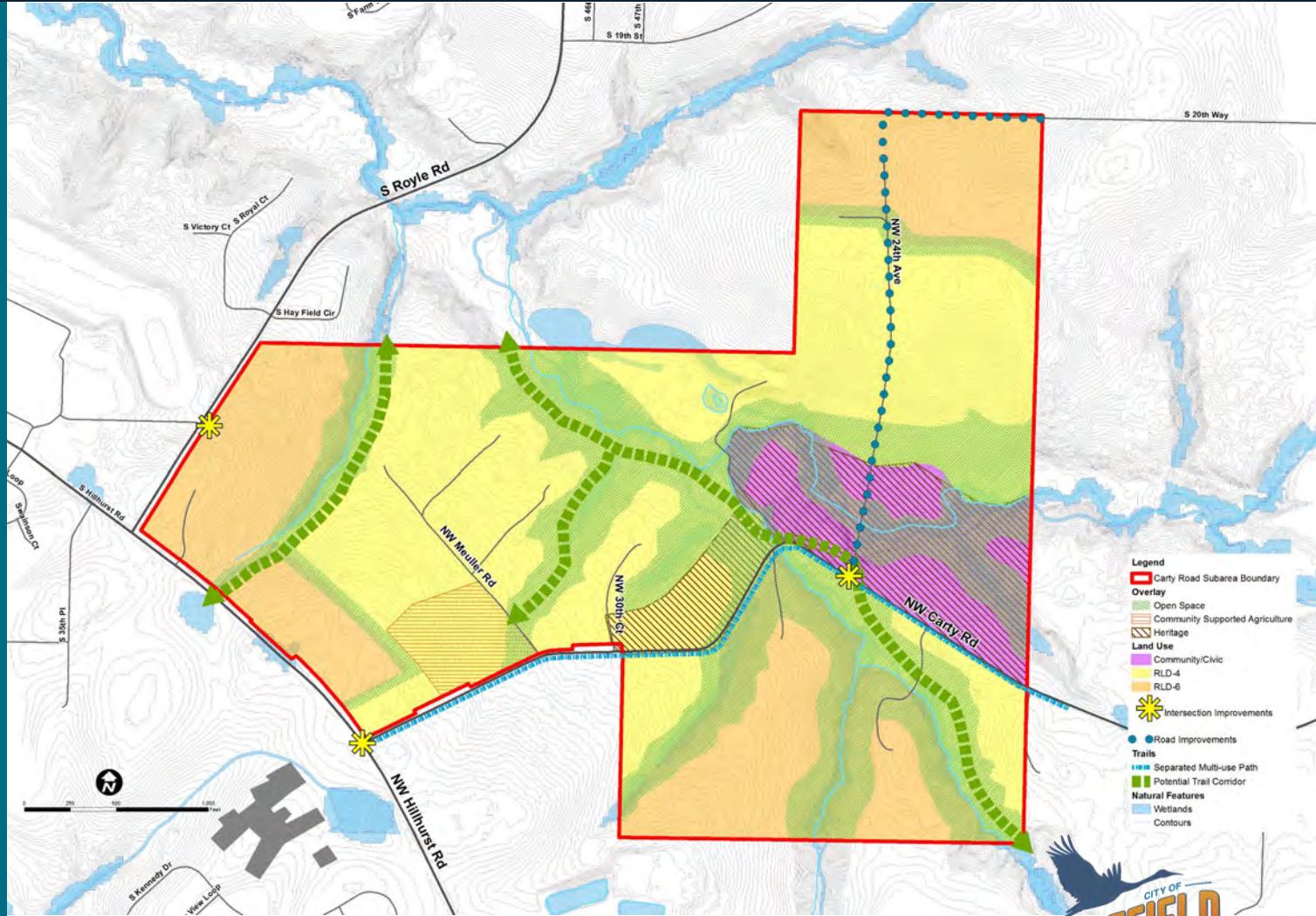
- Carty Road is classified as a minor arterial with approximately 700 daily trips.
- The only planned road improvement in the area is the upgrade of Carty Road to an 80-foot right-of-way.
- There is a lack of pedestrian and bicycle facilities in the area.



# Concept Plans

## Concept A

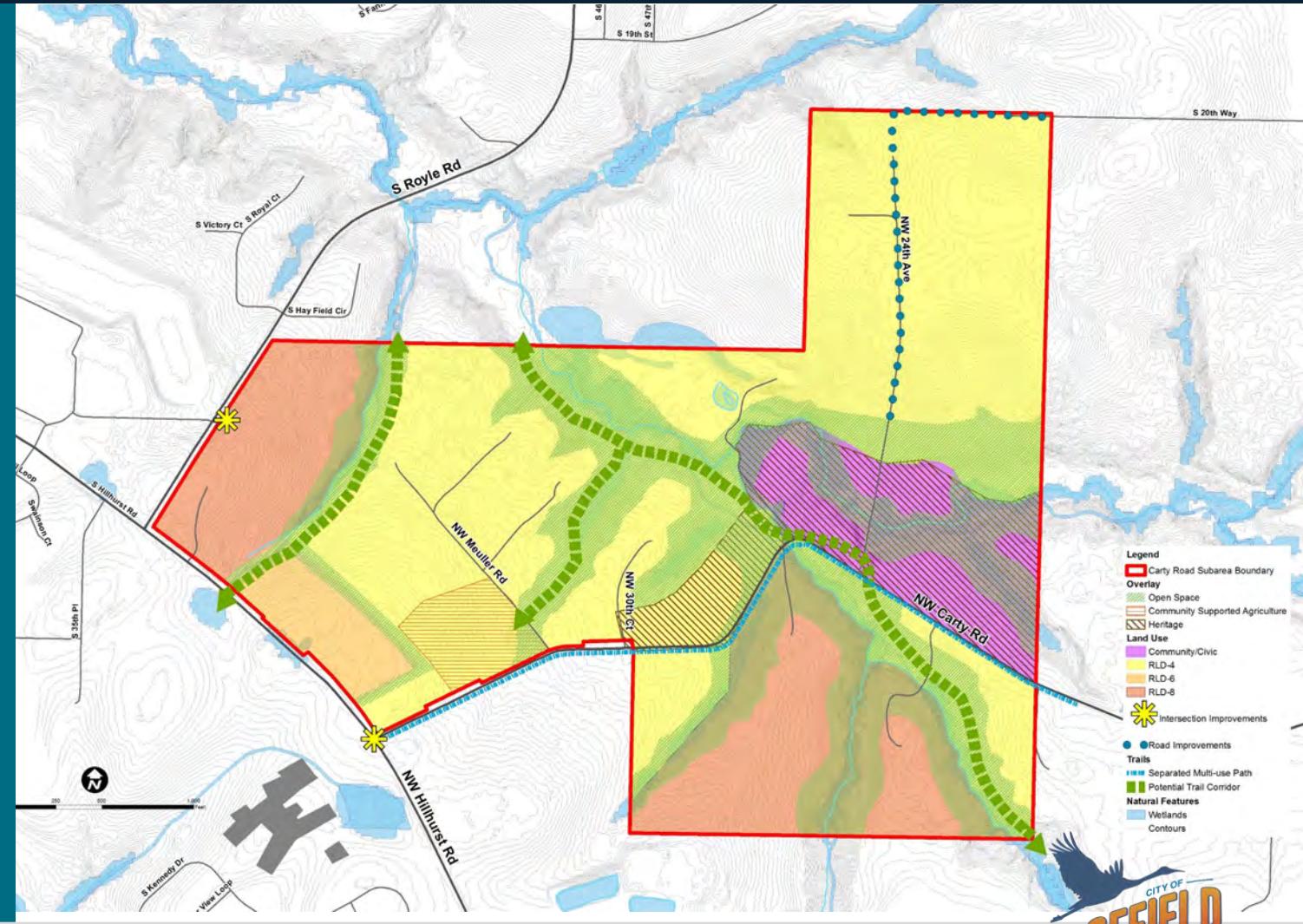
- Two residential zones – RLD-4 and RLD-6
- Community/Civic – provide an opportunity for community-oriented uses
- Heritage Overlay – protect and enhance historic character
- Community Supported Agriculture Overlay – allow limited commercial activity related to special events or agriculture
- Transportation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



# Concept Plans

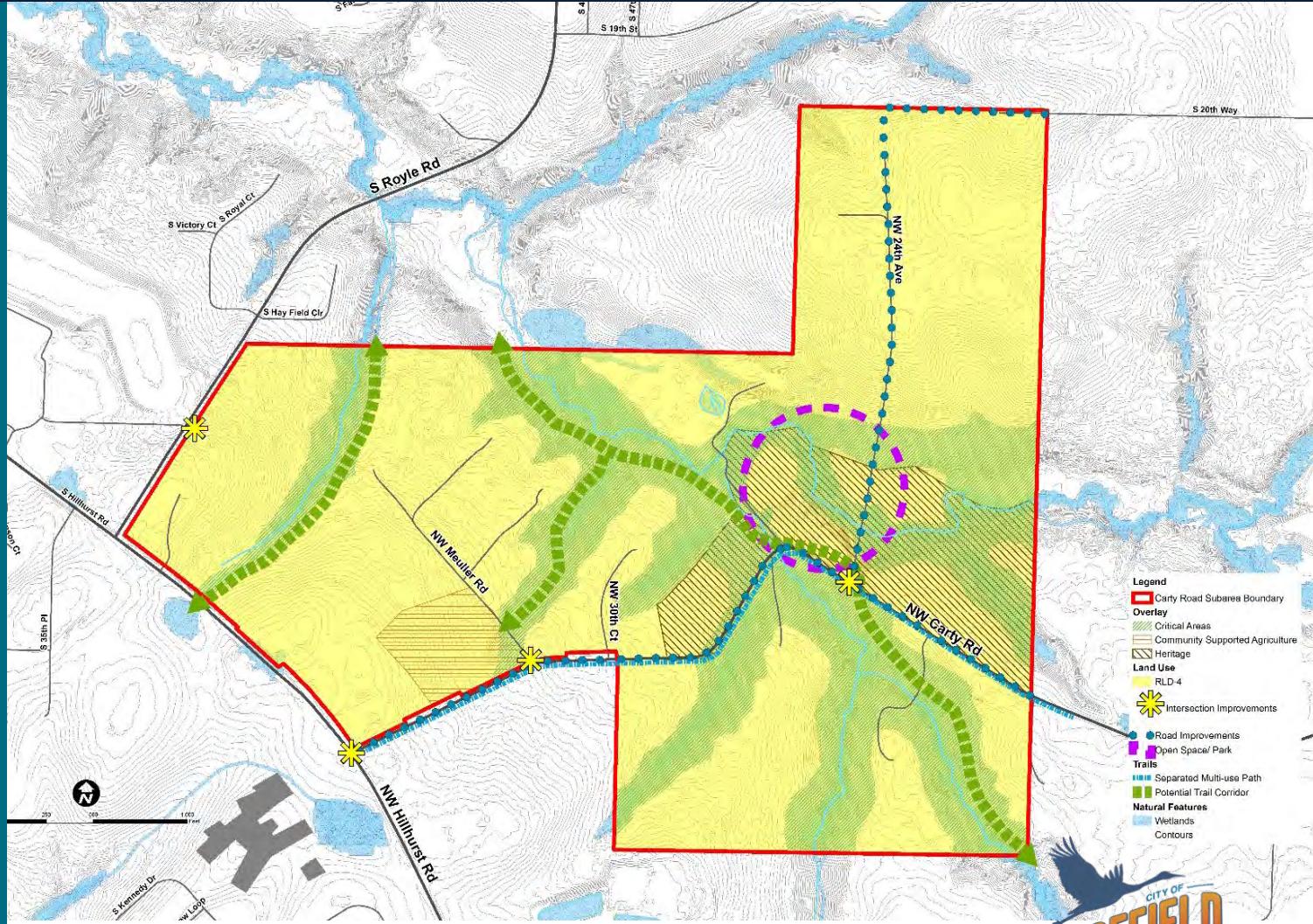
# Concept B

- Three residential zones – RLD-4, RLD-6, and RLD-8
- Allows for greater density on the edge of the subarea
- Other zones and overlays – same as Concept A
- Trail connectivity – same as Concept A
- Transportation improvements – same as Concept A, except no improvement to intersection of Carty Road and NW 24th



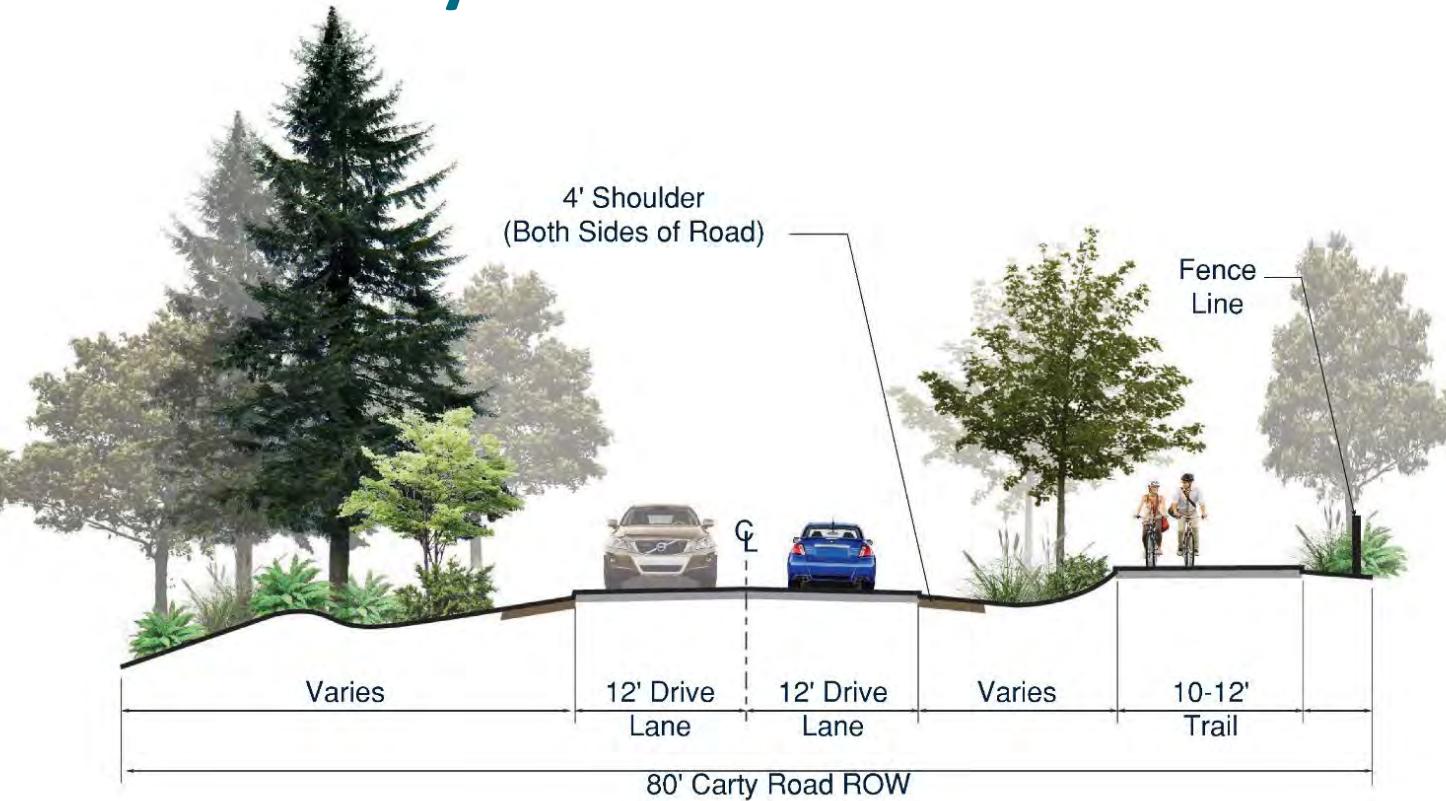
# Preferred Alternative Plan

- One residential zone – RLD-4
- Community Supported Agriculture Overlay – allow limited commercial activity related to special events or agriculture
- Heritage Overlay – protect and enhance historic character
- Trail connectivity – within natural areas and separated multiuse path along Carty Road
- Transportation improvements on Carty Road, NW 24th Avenue, and entering the subarea from Royle Road

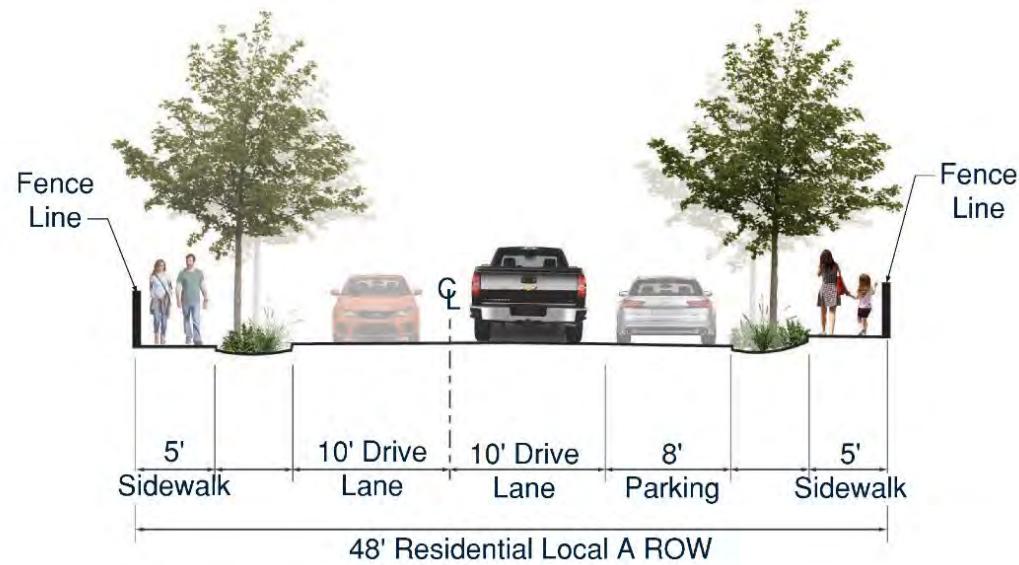


# Preferred Plan– Transportation Improvements

## Carty Road Minor Arterial



## Residential Local A



# Preferred Alternative Plan – Land Use Capacity

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

# Preferred Alternative Plan – Trip Generation Estimate

Zone	ITE Land Use	Max. Allowed DU	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 Trips <sup>1</sup>				-2,068	-41	-121	-137	-80	-217

# Design Guidelines

## 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 as follows.  
Front: 20 feet; Side: 15 feet; Rear: 15 feet  
(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.



# Design Guidelines

## 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 to provide transportation and recreation options throughout the subarea and connect to the larger regional trail system.



# Design Guidelines

## Community/Civic

- 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.



# Design Guidelines

## Heritage Overlay

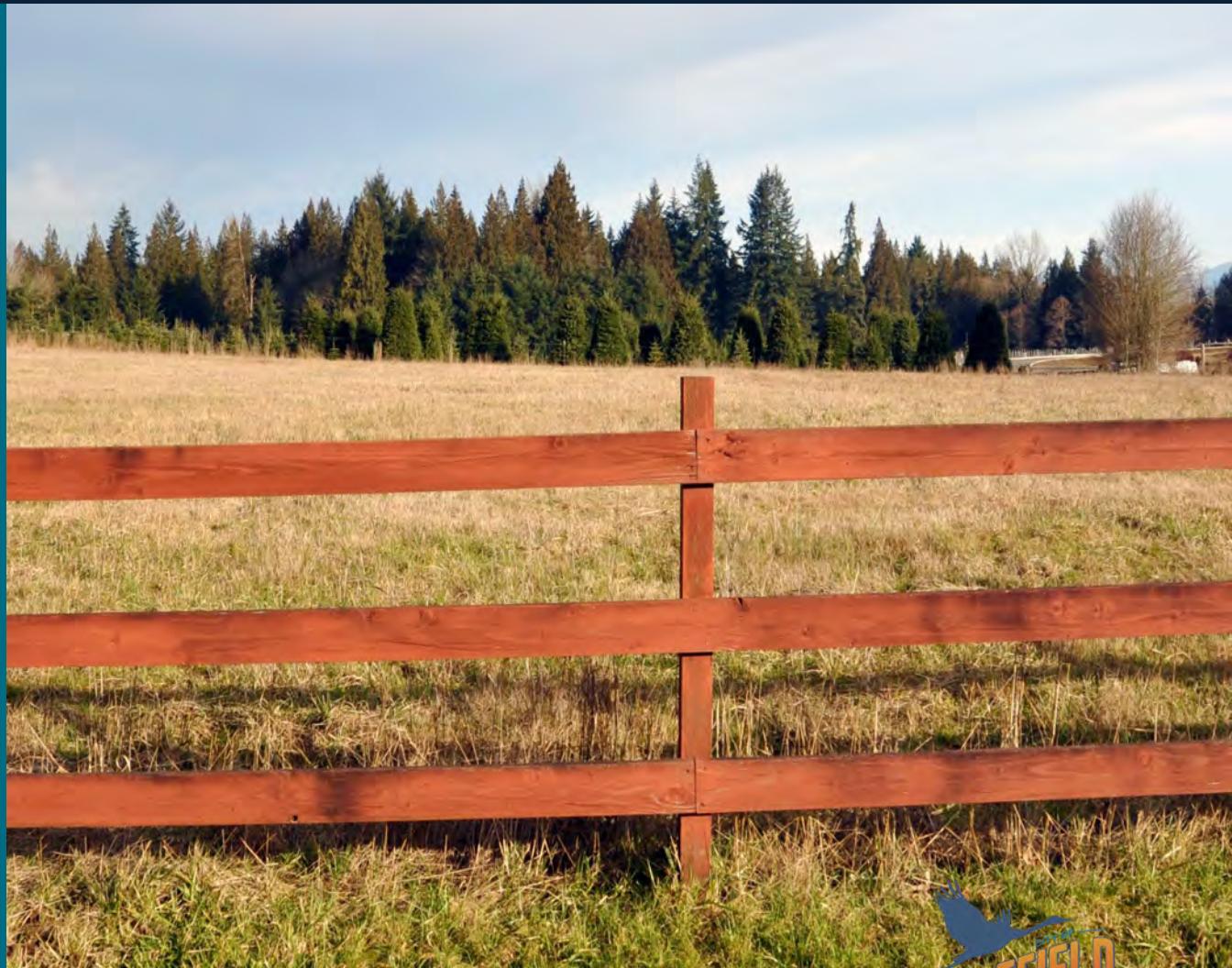
- Encourage the preservation and continued use of historic properties and structures.
- Require design review for development within the Heritage Overlay to ensure compatibility with historic elements.
- Encourage the listing of properties and structures on local and national historic registers.
- Provide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



# Design Guidelines

## 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.



# Implementation - Planning

- Adopt the Carty Road subarea plan
- Review existing comprehensive plan goals and policies to reflect the Carty Road subarea vision
- Amend the Ridgefield Development Code to codify recommended zoning amendments and establish recommended overlay zones
- 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
- Amend the zoning map to remove the UH-10 overlay designation following annexation and certification of adequate capital improvements

## Implementation - Infrastructure

- Confirm planned water and sewer 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
- Confirm franchise utilities can be provided to support future development.
- Expand franchise utilities in conjunction with development
- 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

## Implementation – Parks and Trails

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- 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

# Next Steps

- Planning Commission recommendation
- City Council public hearing and action
- Implementation

