



PROJECT NARRATIVE
For
PARADISE PARK SITE PLAN

**A PRELIMINARY SITE
PLAN, SHORT PLAT &
CONDITIONAL USE PERMIT
APPLICATION**

Submitted to
CITY OF LA CENTER

For
Luke Sasse
9321 NE 72nd Ave Bldg C#7
Vancouver, WA 98665

June 2024

GENERAL PROJECT INFORMATION

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Location:	SW ¼ Section 4, T4N R1E, WM
Site Address:	No Situs Address
Project Size:	3.36 acres
Jurisdiction:	La Center
Zoning:	JP – Junction Plan
Comprehensive Plan:	JP - Junction Plan
Comprehensive Plan Overlay:	None
Current Use:	Vacant
Tax Lot Information:	209708000
School District:	La Center
Water District:	Clark Public Utilities
Sewer District:	Rural/Resource
Fire District:	Clark Co Fire

Table of Contents

Project Description.....	4
Transportation and Utilities:	4
Critical Areas:	4
LCMC 3.35 Impact Fees	6
Chapter 8.60 Sign Regulations	6
Title 12 Streets, Sidewalks and Public Ways.....	6
LCMC 120.5 & 12.10 Street, Curbs, and Sidewalks	6
Title 13 Public Utilities	9
LCMC 13.10 Sewer & Water System Rules and Regulations.....	9
LCMC 13.10.240 Latecomer's Agreement Requirements	9
Title 15 Buildings and Construction	9
Title 18 - Development Code.....	10
LCMC 18.30 Procedures	10
LCMC 18.158 La Center Junction Plan Zoning District (JP).....	10
LCMC 18.158.030-General rules for new development	10
LCMC 18.205 Short Plat Provisions	16
LCMC 18.205.040 Approval Criteria for a Preliminary Short Plat.....	17
LCMC 18.215 Site Plan Review.....	17
LCMC 18.215.060 Criteria for site plan approval.....	17
LCMC 18.225 Legal Lot Determinations.....	17
LCMC 18.240 Mitigation of Adverse Impact.....	18
LCMC 18.245 Supplementary Development Standards.....	18
LCMC 18.250 Conditional Uses	19
LCMC 18.260 Variances	20
LCMC 18.280 Off-Street Parking and Loading Requirements	21
LCMC 18.282 Outdoor Lighting	22
LCMC 18.300 Critical Areas.....	22
LCMC 18.310 Environmental Policy	23
LCMC 18.320 Stormwater and Erosion Control	23
LCMC 18.340 Native Plant List	24
LCMC 18.350 Tree Protection	24

LCMC 18.360 Archaeological Resource Protection	24
Summary	24

Project Description

The applicant proposes a phased commercial development on a 3.36-acre site zoned Junction Plan within the City of La Center's Urban Growth Area. The site is designated Commercial/Mixed Use on the City of La Center's Comprehensive Plan Map and is zoned Junction Plan (JP). The site is further designated as being within the Town Center (TC) plan district of the Junction Plan.

The proposal includes a Short Plat that will split the site into two lots: lot 1 is proposed to be 54,246 sf in size while lot 2 will be 95,230 sf in size. Lot 1 will include a 3,900 sf commercial building (specific use to be determined), and a 2,200 square foot quick-serve restaurant (QSR) with indoor seating and drive-through service, and associated parking. Lot 2 will include a 109-unit 5-story hotel with approximately 56,357 total square feet and associated parking. The hotel, restaurant and commercial/retail uses are permitted within the JP zone. The drive-through associated with the QSR requires a Type III Conditional Use Permit (CUP). Additional applications sought include a Type II Critical Areas Permit, Type I Legal Lot Determination, and a Type II Variance. A Tree Cutting Permit is not required since no jurisdictional trees will be removed with this development. All applications will run concurrently and will be required to be processed under the highest-level procedure; therefore, the Paradise Park Site Plan project will be processed as a Type III proposal that will include a public hearing and decision by the City's Hearing Examiner.

The site is identified as tax lot 209708-000, located in the Southwest ¼ of Section 04, Township 4 North, Range 1 East of the Willamette Meridian. The site is vacant with scattered trees and grass. The site is bordered by NW Paradise Park Road on the west, NW La Center Road to the north and vacant parcels on the south and the east.

Transportation and Utilities:

Access to the site will be provided from NW La Center Road. Right-of-way dedication to accommodate a future roundabout at NW Paradise Park Road will be granted along with road widening and sidewalks. No frontage improvements are proposed along NW Paradise Park Road as the street meets current standards.

The site will be served with public water by Clark Public Utilities and public sanitary sewer by the City of La Center.

Critical Areas:

An offsite Category IV wetland exists and Clark County GIS maps geologically hazardous areas on site. DNR maps show a non-fish bearing stream offsite to the south and east of the project site. The Washington Department of Health (DOH) Source Water Assessment Program (SWAP) maps the site as being within 5-year and 10-year time of travel zones for a Group A wellhead. A Critical Areas Report, Geotechnical Report and Hydrogeological Report have

been prepared for this site to investigate the above critical areas. Minor impacts to wetland buffer are proposed in the SE portion of the site.

The site is also within moderate-high- and high-risk areas of containing archaeological resources. An Archaeological Predetermination Report for the site is included with this application.

Proposal & Code Compliance Discussion

In order to obtain preliminary plat approval, it is necessary to demonstrate how the proposal meets or exceeds each of the applicable approval criteria and various standards set forth in the La Center Municipal Code (LCMC). The following addresses these items, including a general description of how services will be provided to the site and how the proposal is consistent with all applicable provisions.

LCMC 3.35 Impact Fees

All impact fees are collected at the time of building permit.

Chapter 8.60 Sign Regulations

No signs are proposed at this time.

Title 12 Streets, Sidewalks and Public Ways

LCMC 120.5 & 12.10 Street, Curbs, and Sidewalks

Street Standards:

Access to the site is provided via NW La Center Road and NW Paradise Park Road. NW La Center Road abuts the site to the north/northeast and is classified as a Minor Arterial A (Std. detail ST-11). Per the pre-application conference report, the City has plans to provide a roundabout at the intersection of NW La Center Road and Paradise Park Road. Additional right-of-way is proposed to be dedicated to accommodate the future roundabout as well as provide a 50' +/- half-width right-of-way. Road widening is proposed to provide a 31' paved half-width with a 12' paved multi-modal path and 6' planter and curb.

NW Paradise Park Road lies to the west on the other side of a narrow strip owned by the Cowlitz Tribe. The site has no frontage on NW Paradise Park Road, which is already fully improved, therefore no frontage improvements are required or proposed.

No new streets are proposed. New drive aisles are proposed to serve the site and provide circulation through the development.

A variance to the roadway section for La Center Road within the JP zone is requested, allowing the Major Arterial Section ST-11 as modified by the City of La Center along the frontage of the site for consistency with the roadway section to the east. A separate written variance narrative is included with this application.

Circulation:

A shared access with the southern property is proposed on the west side of the site that connects to Paradise Park Road. A roadway is proposed in the Junction Plan on the east side of the site in the north-south direction. This roadway, as with all the roadways in the junction plan, did not consider the existing steep grades and critical areas. In addition to the steep grades and critical areas, there is also an existing storm facility directly south of the site that would prevent this roadway from being useful for north-south circulation. The City of La Center staff agrees that this road will not be required.

Concurrency:

A Traffic Analysis Report was prepared for this project by Charbonneau Engineering. The traffic report assumed a sit-down restaurant for the 3,900 sf commercial building and a drive-through coffee shop for the QSR since these uses have a higher trip generation. The report dated December 2023 summarizes and recommends the following:

- The traffic study for the La Center Retail Mix development has been prepared to determine the potential impacts at the site access points and several study intersections along La Center Road. Development of the site includes a hotel with 109 rooms, a separate 3,900 square foot restaurant (fast casual type), and a 2,200 square foot coffee shop with in-door seating and drive-through service. The trip generation is projected to be 1,349 daily trips with 87 AM peak hour trips and 98 PM peak hour trips.
- Sight distance at the proposed accesses on La Center Road and NW Paradise Park Road was reviewed in accordance with the AASHTO standards. Based on a local street speed of 35 MPH on La Center Road and an assumed speed of 40 MPH on NW Paradise Park Road the intersection sight distance standards will be met. The sight distance standards shall be maintained for safety purposes and potential obstruction to the sightlines by vegetation, walls, parking, signing, buildings, above ground utilities, or other items must be avoided. It is especially important that any site improvements on the north side of the development property west of the site access on La Center Road not interfere with the driver's sightline from the access approach as the road contains a curved horizontal alignment.
- The intersections on La Center Road at West 5th Street and both site accesses will operate at acceptable LOS 'E' or better through the year 2026 total traffic scenario. According to the City's Comprehensive Plan policy the minimum acceptable level of service mobility standard for stop controlled intersections is LOS 'E', therefore no mitigation is necessary at these locations.

- La Center Road at NW Timmen Road currently operates at LOS 'F' in the PM peak hour. For the year 2026 background and total traffic scenarios it will continue to experience failing conditions (LOS 'F') during the PM peak hour. In the future the intersection will become signalized, or a roundabout will be constructed according to the City's Capital Facilities Plan. With either improvement the intersection will operate at acceptable LOS 'C'. As a dedicated intersection improvement is planned and the failing condition is current, no improvements are necessary in conjunction with the proposed development.
- La Center Road at NW Paradise Park Road currently operates at LOS 'D'. For the year 2026 background and total traffic scenarios it will experience failing conditions (LOS 'F') in the PM peak hour. In the future the intersection will become signalized according to the City's Capital Facilities Plan. With this improvement the intersection will operate at acceptable LOS 'B'. As a dedicated improvement is planned and the failing condition occurs due to background traffic no intersection improvements are necessary in conjunction with the proposed development.
- Traffic queuing on the stop-controlled approaches to La Center Road at Paradise Park Road and at Timmen Road was determined with the capacity analyses. The results indicated that queues will increase by one vehicle on the northbound approach at each location in the worst-case PM peak hour when comparing the year 2026 background and total traffic scenarios. Traffic queues on the West 5th Street stop approaches to La Center Road will not exceed one to two vehicles in the AM & PM peak hours.
- Traffic queues on the westbound stop approach to NW Paradise Park Road at the site access will not exceed two to three vehicles in the AM & PM peak hours. Traffic queues on the northbound stop approach to La Center Road at the site access will not exceed two to three vehicles in the AM & PM peak hours.
- Crash data for the study intersections was obtained from WSDOT staff and reviewed to identify potential safety issues. The latest five years of available data was reviewed. None of the intersection crash rates exceed 0.21 accidents per MEV per year indicating safety mitigation is not necessary.
- Based on evaluation of the study intersections no intersection improvements beyond those planned at the site accesses and street frontage are required in conjunction with the proposed development. The site accesses on La Center Road

and on NW Paradise Park Road will require stop sign control and inclusion of stop bar pavement markings.

- The following turn lane improvements on La Center Road at the site access will be necessary due to meeting the left turn lane and the right turn lane warrants.
 - A westbound left turn lane providing for 100 feet of storage is required on La Center Road at the site access intersection. To install the turn lane it will be necessary to extend the existing left turn by 150 feet that now serves the NW Paradise Park Road (WB to SB movement) intersection.
 - The eastbound to southbound right turn movement for traffic entering the site from La Center Road will require a right turn taper design length of 100 feet.

Road Modifications:

No road modifications are proposed for this development.

Title 13 Public Utilities

LCMC 13.10 Sewer & Water System Rules and Regulations

The Paradise Park Site Plan project will connect to public sewer. All work will be performed by a duly licensed Contractor in the City of La Center. Work will be performed using an open trench method unless otherwise approved. The applicant shall bear all costs associated and required for the installation of the main and side sewer as required for the development.

Water and power will be provided by Clark Public Utilities, there are existing water mains in both La Center Road and Paradise Park Road. Water will be looped through the site and will connect the water mains in both roadways.

LCMC 13.10.240 Latecomer's Agreement Requirements

A latecomer agreement was approved by City Council in April of 2018 that requires connection to the sewer system in La Center Road be assessed for development according to the cost per equivalent ERU. The latecomer cost is based on the location within the sewer basin in the latecomer agreement and cost table. This site will connect to basin A and will be assessed at \$6,173.96 per equivalent ERU. This is in addition to the sewer impact fee.

Title 15 Buildings and Construction

LCMC Chapter 15 documents a variety of requirements related to buildings and structures, including building codes, grading requirements, plumbing codes, mechanical codes, and

energy codes. During the building permit review process, the applicant will be required to demonstrate compliance with applicable codes and regulations found in Title 15 of LCMC.

A preliminary Grading and Erosion control plan is submitted with this application. Two retaining walls are proposed with this development.

A Geotechnical Report for the development is included with this application. Development of the site will not create hazardous conditions for any adjacent parcels.

One new fire hydrant is proposed for this development. The hydrant is centrally located between the hotel and the commercial building.

Title 18 - Development Code

LCMC 18.30 Procedures

The applicant filed a preapplication submittal and a preapplication conference was held on February 22, 2023. The formal Site Plan Application will be reviewed as a Type III process with a Conditional Use Permit.

LCMC 18.158 La Center Junction Plan Zoning District (JP)

The site is zoned Junction Plan (JP). The JP zone includes four plan districts with their own character and standards. This site falls within the Town Center (TC) plan district of the JP. The TC district allows shopfronts, sidewalk cafes and commercial/office uses at the street level. Upper level residential and office use is also allowed. Wide sidewalks with shade trees are standard requirements to create a pedestrian friendly experience. Hotels, restaurants and commercial/retail uses are permitted while the drive-through associated with the QSR requires a Conditional Use Permit.

Development of the La Center junction is essential to provide the city with a strong employment center, consistent with the comprehensive plan standard of nine jobs per industrial acre and 10 jobs per commercial acre, and sustainable tax base. Therefore, this chapter is intended to encourage rather than limit economic development.

LCMC 18.158.030-General rules for new development

Blocks/Accessways:

City code requires that all lots must share a frontage line with a street and that no block shall have a greater length than 400 feet without an approved accessway such as a common driveway or access easement, street, or pedestrian pathway providing access to another street or

driveway/access easement. Further, lots with over 250 feet of frontage shall meet the above requirement within their lot, unless already satisfied within that block face.

The applicant has had ongoing conversations with City staff regarding the roadway connection requirement to the east. The eastern portion of the site contains critical areas that make providing a road connection to the east problematic and would not meet the City's critical areas ordinance. City staff concurs that the roadway is not feasible. A 12' wide paved multi-modal path along the frontage of NW La Center Road, along with sidewalk connections to proposed buildings and parking, will provide pedestrian and bicycle access to the east. A variance is submitted with this application to exempt the applicant from using the roadway sections within the Junction Plan and instead will utilize ST-11 per the City's recommendations.

Buildings

- The building façade shall be built to the required building line (RBL) except for 45-degree corner entrances or designated corner pedestrian plazas.

A variance is requested for this element. The proposed hotel provides modulation and an outdoor patio that is built on the RBL. In order to meet ADA compliance from the public right-of-way to the QSR/Commercial pad and to the hotel pad, the grade of the hotel pad will sit 6' higher than the public right-of-way on the northeast corner which will require a large retaining wall. As previously mentioned, and discussed with the City of La Center Staff, the Junction Plan (JP) must have assumed the entire JP was nearly flat without encumbrances of trees and critical areas which makes meeting the requirements of the JP physically impossible.

The ADA connection from the public right-of-way to and from the QSR/Commercial Pad and the Hotel pad resulted in the QSR/commercial pad being 8' below the roadway grade at the intersection of Paradise Park Road and La Center Road. If the building were to be placed at the RBL it would be sunk into the ground 8' making marketability for the commercial building infeasible and defeating the very purpose of the RBL, which is to make the development inviting for pedestrians. Commercial properties, especially retail commercial, need to be inviting to attract potential tenants and customers. If this building was to be placed on the RBL and therefore situated 8' into the ground only 4' of the façade, roof and roof equipment would be visible to vehicles passing by. This would not provide the curb appeal that commercial properties require and would be in direct conflict with the intent of the Town Center district of the JP zone, where streetscapes define the environment.

A variance is proposed to allow a drive-thru and sloping ground between the RBL and the proposed QSR/commercial building which will allow the QSR/commercial building to set back from the RBL. Since this building is lower than the roadway by 8' this additional setback from the roadway will enable the development to add curb appeal and make the development more inviting for pedestrians, so the view is of the side of the structure rather than the top of the structure. This curb appeal is imperative to the viability of commercial

properties and will provide a more inviting streetscape for pedestrians, in keeping with the goals of the Town Center district. Separate variance findings are being provided.

- At an intersection of A-plus /or A-minus streets, corner buildings should be beveled or indented to create usable pedestrian areas.

There are no corner buildings located at an intersection of A-plus and/or A-minus streets. However, the proposed QSR proposes a covered patio that will face NW Paradise Park Road and NW La Center Road meeting the intent of a pedestrian area.

- Windows and doors on the primary, street-facing, ground story facades shall comprise at least 20%, but not more than 80%, of the facade area situated between 2 and 10 feet above the adjacent public sidewalk on which the facade fronts.

This criterion is met: Hotel plans show windows and doors make up 43% of façade. Plans for the QSR and Commercial Building state that 40% wall glazing would equal 189 sf, total street facing glazing provided is 206 sf.

- No part of any building, except for overhanging eaves, awnings, balconies, bay windows, stoops, and shopfronts, shall encroach beyond the RBL.

No portion of the buildings are proposed to encroach on the RBL.

- For each block face, buildings along the RBL shall have a new façade design at an average street frontage length of no greater than 60 feet for TC sites.

The applicant will comply with this requirement at the time of building permit.

- Each façade shall include a functioning, primary street space entry. When building envelope changes along a street frontage, the owner has the option of applying building envelope standards for a maximum additional distance of 75 feet in either direction along that frontage.

The applicant is requesting a variance to the requirement for a primary street space entry. A main entrance is physically impossible for the QSR/commercial pad as meeting ADA access from the street frontage to the building cannot be accommodated based on grade differences from the road to the commercial pad. Additionally, there is a wall that starts on the west side of the hotel and grows to be 6' tall on the east side of the hotel making a primary entrance physically impossible. The applicant is proposing a walkway from La Center Road to both the hotel and commercial pad entrances which will be on the south side of both buildings. Separate variance findings are being provided.

Street Walls

- A street wall no taller than three feet is required along any RBL frontage that is not occupied by the principal building on the lot.

Where possible the applicant is proposing enhanced landscaping along the RBL. A wall that ranges from 0-6' tall along the RBL and parking area for the hotel is proposed. The range in height is due to elevation changes. A 3' wall along the RBL that fronts the QSR/Commercial building is not feasible as this building is already 8' below the road grade which makes the viability of this commercial building difficult. Further blocking the view with a wall will eliminate curb appeal and would be in direct conflict with the intent of the Town Center district of the JP zone, where streetscapes define the environment. A variance is requested for this element and separate variance findings are being provided.

- This street wall shall be located no more than 8 inches behind the RBL.

See above bullet point requesting a variance for the street wall.

- The height of the street wall shall be measured from the adjacent public sidewalk, or when not adjacent to a sidewalk, from the ground elevation after construction.

A variance to the requirement for a street wall in LCMC 18.158.030(3)(a) is proposed, allowing for enhanced vegetation instead of a street wall that will provide a more aesthetically pleasing screen that is consistent with surrounding development.

- Trellis, garden screens, and similar features may exceed the three-foot height limitation up to a combined wall height of six feet but screening features may not screen more than 50% of the opening.

No trellis or garden screens are proposed with this development.

- A vehicle entryway no wider than 18 feet or a pedestrian entryway no wider than six feet shall be permitted within any required street wall.

A variance to the 18-foot maximum entryway in LCMC 18.158.030(3)(d) to allow a 28-foot wide entry for safe and efficient vehicular and truck access is proposed. Please see the separate written variance narrative included with this application.

- Privacy fences may be constructed along that portion of a common lot line not otherwise occupied by a building.

No privacy fences are proposed with this development.

Parking

- Vehicle parking areas shall be located behind the parking setback line, in this case that is 30' from the RBL.

A variance to the 30-foot setback for parking in Table 18.158.040-1(e)(iii) is proposed, to reduce it to 3.3 feet based on topography, wetlands, stream corridor, poor visibility down La Center Road and constraints resulting from the narrow configuration of the lot. The change in grade from the west end of the site to the east end of the site is approximately 50'. There is approximately 0.4 acres of unusable property on this site due to this grade change and critical areas. The applicant will propose decorative fall protection fencing and enhanced landscaping to provide an enhanced streetscape. This section of parking will be approximately 6 feet higher than the roadway which will not be visible from La Center Road.

- Bike parking is required at a ratio of 1 bike rack/24 parking spaces. Bike parking must be located near the public entry of the building and illuminated for safety.

The applicant will provide eight bike racks to meet this requirement.

Table 18.158.040-1 – Rules for New Development

The proposed development complies with the rules for new development except as noted below:

- Building maximum height for each plan district is 60'

A variance to the 60-foot maximum height in Table 18.158.040-1(a)(i) is proposed to allow a 65-foot tall building without underground parking based on topography, wetlands, stream corridor, poor visibility down La Center Road and constraints resulting from the narrow configuration of the lot.

- The ground story finished floor elevation shall be equal to, or greater than, the exterior sidewalk elevation in front of the building, to a maximum finished floor elevation of 1.5 feet above or below the sidewalk.

As previously mentioned, based on the requirement to meet ADA guidelines and the grades on the site, this requirement will be impossible to meet and a variance will be required to deviate from this requirement. As mentioned, the commercial pad will sit eight feet below the roadway grade and the hotel starts out nearly flush with the road grade on the west side of the building and will be six feet above the road grade on the east side of the building. Separate variance findings are provided.

- The ground story shall have at least 12 feet of clear interior height (floor to ceiling) contiguous to the required building line frontage for a minimum depth of at least 25 feet.

The applicant will comply with this requirement at the time of building permit.

- The maximum height for the ground story is 20'

The proposal complies, please see the elevation plans included with this application.

- The maximum floor-to-floor story height for stories other than the ground story is 12’.

The proposal complies, please see the elevation plans included with this application.

- At least 80% of each upper story shall have an interior clear height (floor to ceiling) of at least 10’.

The applicant will comply with this requirement at the time of building permit.

- On each lot the building facade shall be built to the required building line (RBL) for at least 80% of the required building line length.

A variance based on topography is proposed. Separate variance findings are provided.

- The building facade shall be built to the RBL within 30 feet of a block corner.

The ADA connection from the public right-of-way to and from the QSR/Commercial Pad and the Hotel pad resulted in the QSR/commercial pad being 8’ below the roadway grade at the intersection of Paradise Park Road and La Center Road. If the building were to be placed at the RBL it would be sunk into the ground 8’ making marketability for the commercial building infeasible. Commercial properties, especially retail commercial, need to be inviting to attract potential tenants and customers. A variance based on topography is proposed. Separate variance findings are provided.

- Garage entries or driveways shall be located at least 75 feet away from any block corner or another garage entry on the same block, unless otherwise designated on the regulating plan.

No garages are proposed. Proposed drive aisles are located more than 75’ from the block corner.

- Garage entries shall have a clear height of no greater than 16 feet or a clear width exceeding 24 feet.

Not applicable, no garages are proposed.

- Blank lengths of wall exceeding 15 linear feet are prohibited on all required building lines.

The applicant will comply with this requirement at the time of building permit.

- Windows and doors on the primary, street-facing, ground story facades shall comprise at least 40%, but not more than 80%, of the facade area situated between 2 and 10 feet above the adjacent public sidewalk on which the facade fronts.

The proposal complies. Please see the elevation plans included with this application.

- Projections, such as balconies and stoops, shall not project closer than 5 feet to a common lot line.

The applicant will comply with this requirement at the time of building permit.

- Projections over the sidewalk shall maintain a clear height of at least 10 feet except as otherwise provided for signs, street lighting and similar appurtenances.

The applicant will comply with this requirement at the time of building permit.

- Doors/Entries. Functioning entry door(s) shall be provided along ground story facades at intervals not greater than 60 linear feet.

The applicant will comply with this requirement at the time of building permit.

- Any building with more than 60 feet in elevation in the TC, TG and TE districts shall provide an on-site or shared vertical parking structure sufficient to accommodate the traffic volumes the projected uses will generate.

A variance to the 60-foot maximum height in Table 18.158.040-1(a)(i) is proposed to allow a 65-foot tall building without underground parking based on topography, wetlands, stream corridor, poor visibility down La Center Road and constraints resulting from the narrow configuration of the lot. Separate variance findings are provided.

Specific to this site, the project complies with the 10' rear setback. A 5' – L2 landscape screen is proposed around the perimeter of the site. Please note, a section from page 10 of the Pre-application Conference Report states, "Accessways or Service Lane. The required setback from an accessway or service drive subject to fire district requirements is 60' however, Staff believes this is an error. Alley/accessway standards in 18.158.080(2)(e) states that these must be setback 6' from buildings, therefore, buildings shall be setback to this standard." The project complies with this standard.

LCMC 18.205 Short Plat Provisions

The required materials for a Type II Short Plat Review as well as a Type III Conditional Use Review have been submitted with this application. All required submittal items are included with this application.

LCMC 18.205.040 Approval Criteria for a Preliminary Short Plat

The submitted items demonstrate that the site meets the dimensional requirements for the district, there are adequate facilities to serve the proposed development such as public roads, drainage facilities, potable water, sanitary waste collection and treatment, pedestrian facilities, and fire prevention services. The project complies with RCW 58.17.010 by promoting effective use of land, safe and convenient travel by the public on streets and highways, adequate provision for water, sewerage, parks and recreation areas have been made, and impact fees will be paid as required by the City of La Center.

LCMC 18.215 Site Plan Review

The required materials for a Type II Site Plan Review as well as a Type III Conditional Use Review have been submitted with this application. All required submittal items are included with this application and demonstrate that the site meets the dimensional requirements for the district, there are adequate facilities to serve the proposed development such as public roads, drainage facilities, potable water, sanitary waste collection and treatment, pedestrian facilities, and fire prevention services. The proposal meets the requirements for landscape screening, parking and loading. Variances submitted address those situations which code cannot be met.

The hotel will be open 24/7 to accommodate guests arriving and departing at various times. The restaurant and commercial use building hours are not known at this time however it is likely that hours of operation will range from 5:30 am to 9 pm.

The site is proposed to be split into two phases: Phase 1 will include the hotel and Phase 2 will include the QSR with drive-through and commercial pad.

LCMC 18.215.060 Criteria for site plan approval

The proposed site plan complies with the dimensional requirements and the screening, buffering and landscape requirements of the zoning district per LCMC 18.158.030 and 18.158.040 as discussed above as well as 18.245.060, discussed below. The minimum parking and loading space requirements are met, as discussed in LCMC 18.280 below.

As evidenced throughout this narrative and the proposed plans the improvements are in accordance with the applicable sections of the La Center development code. There are no previous approval conditions that must be met.

LCMC 18.225 Legal Lot Determinations

A deed history dating back to 1969 is included with this application.

LCMC 18.240 Mitigation of Adverse Impact

There are adequate public facilities at or near the site to support the development as discussed below:

- Mitigation is required for the minor traffic impacts that the development will produce in the area. A westbound left turn lane on NW La Center Road, and the eastbound to southbound right turn movement for traffic entering the site from NW La Center Road will require a right-turn taper design. See the Transportation Impact Study prepared by Charbonneau Engineering included with this application.
- Public water access is available at the site and there is adequate capacity to support the development with minimal impacts.
- Onsite stormwater will be managed according to the applicable standards. Any offsite impacts will be negligible.
- A grading plan has been included with the application. A SWPPP is included in the Stormwater report. Applicable regulations will be followed to minimize the risk of erosion related impacts.
- Public sanitary sewer is available at the site and will be extended to serve the development.
- The proposed improvements are consistent with the City's current ordinances, standards, and plans except where noted and addressed with a variance request.
- Impact fees will be paid as required to offset any potential impacts.
- The design has taken into account the physical characteristics of the site. There are wetlands and a creek offsite. Buffers are shown that affect a portion of the site.
- The drive-through lane is situated at the RBL (required building line). City staff has indicated that a variance would be required for the citing of the drive-through lane in this position. A variance is included with this application to permit this design. Placing the drive-through lane away from the parking area provides a safer pedestrian environment from the parking lot to the storefronts. Landscaping is proposed as mitigation to screen the view of the drive-through lane from cars passing by.
- Buffer averaging is proposed for impacts to the buffer of the offsite wetland.

LCMC 18.245 Supplementary Development Standards

No fences are proposed with this development. An L2, 5' wide landscape screen is proposed around the perimeter of the site to screen parking from right-of-ways and adjacent parcels. All rooftop and ground level exterior equipment will be screened to an F2 or L3 standard. Permanent irrigation will be provided to maintain all landscaping.

Parking lot landscaping will be provided including an L2, 5' wide landscape screen where parking abuts public right-of-ways. A landscape island is proposed for every 12 parking spaces. One canopy shade tree will be provided for every 6 parking spaces. 182 parking spaces are

provided therefore 30 trees are proposed. Please see the included Preliminary Landscape Plans for details.

LCMC 18.250 Conditional Uses

The drive-through associated with the QSR is a conditional use in the TC plan district. The following criteria will be reviewed by the Hearings Examiner:

- *The characteristics of the site are suitable to accommodate the proposed use and necessary mitigation of potential adverse impacts considering size, shape, location and topography, and natural features;*

Response: The site is zoned JP – Junction Plan, and further defined as being within the TC – Town Center – portion of the Junction Plan. The site is located near Interstate 5 in an area that is developing/planned to be developed with a range of retail, commercial and service-based uses. The drive-through lane is a conditional use in the zone. Since the site is located so near to the interstate it is an ideal area for a drive-through supporting a quick service restaurant. Landscaping between the drive-through lane and the adjacent street right-of-way is proposed to mitigate the view of the drive-through lane from cars passing by and covered pedestrian patios are proposed on both sides of the building, further mitigating any adverse impacts of a drive through. Having the drive through lanes separated from the parking lot is a safer location for the drive through lanes and one of the pedestrian plazas fronts the parking lot, creating an inviting pedestrian experience. The other pedestrian plaza is on the street side of the building, where the grade difference between the street and the building further mitigates any adverse impacts of a drive through lane on the street side.

- *All required public facilities have adequate capacity to serve the proposed use;*

Response: Public water and sewer will be extended to serve the development. Power is available at the street. Frontage improvements are proposed along NW La Center Road; both La Center Road and NW Paradise Park Road have the capacity to serve the development per the Traffic Analysis Report prepared by Charbonneau Engineering.

- *The proposed use complies with the applicable requirements of the zone except as otherwise approved by variance or other means consistent with the City code;*

Response: The proposed drive-through lane is a conditional use that will meet the applicable requirements of the zone. A variance is requested to allow the drive-through lane at the RBL.

- *The establishment, maintenance or operation of the use will not, under the circumstances of the particular case, be significantly detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to the property and improvements in the neighborhood or the general welfare of the City.*

Response: The surrounding properties are developing or are zoned for future development within the same zone as the subject site. The proposed drive-through QSR will not be detrimental in any way to any person working in the area, nor will it be injurious to the property and improvements in the area.

LCMC 18.260 Variances

LCMC 18.260.040 shows the approval criteria for variances.

- (1) Unusual circumstances or conditions, such as size, shape or topography of a site, or the location of an existing legal development apply to the property and/or the intended use that do not generally apply to other properties in the vicinity or zone. An unusual circumstance could also include another obligation under a different municipal code section or a state or federal requirement;*
- (2) The unusual circumstance cannot be a result of actions taken by the applicant;*
- (3) The variance request is necessary for the preservation of a substantial property right of the applicant which is possessed by the owners of other properties in the vicinity or zone;*
- (4) The variance request is the least necessary to relieve the unusual circumstances or conditions identified in subsection (1) of this section;*
- (5) Any impacts resulting from the variance are mitigated to the extent practical; and*
- (6) The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the vicinity and zone in which the property is situated.*

Several variances are requested with this proposal, a list is provided below:

1. Variance to the LCMC 18.158.030(1)(4) requirement of an accessway/block every 400 feet and Figure 18.158.020-3 showing an A-street along the eastern edge of the site due to topography, wetlands and a stream corridor blocking potential accesses.
2. Variance to the roadway section for La Center Road within the JP allowing the Major Arterial Section ST-11 through the development site due to topography and for consistency with the roadway section to the east.
3. Variance to the requirement that the building façade needs to be on the RBL in LCMC 18.158.030(2) and Table 18.158.040-1(d).

4. Variance to the requirement that there be a primary street space entry in LCMC 18.158.030(2)(h).
5. A variance to the requirement for a street wall in LCMC 18.158.030(3)(a) allowing for enhanced vegetation instead of a street wall that will provide a more aesthetically pleasing streetscape that is consistent with surrounding development.
6. Variance to the 18-foot maximum entryway in LCMC 18.158.030(3)(d) to allow a 28-foot wide entry for safe and efficient vehicular and truck access.
7. A variance to the 60-foot maximum height in Table 18.158.040-1(a)(i) to allow a 65-foot tall building without underground parking based on topography, wetlands, stream corridor, poor visibility down La Center Road and constraints resulting from the narrow configuration of the lot.
8. A variance to the 30-foot setback for parking in Table 18.158.040-1(e)(iii) to reduce it to 3.3 feet based on topography, wetlands, stream corridor, poor visibility down La Center Road and constraints resulting from the narrow configuration of the lot.
9. A variance to the 100-foot maximum building frontage in LCMC 18.158.060(1)(c) based on topography, wetlands, stream corridor, poor visibility down La Center Road and constraints resulting from the narrow configuration of the lot. The frontage will be broken up with architectural features and a change in building materials.
10. A variance to the requirement in LCMC 18.158.040-1(b)(i) that the ground story finished floor elevation shall be equal to, or greater than, the exterior sidewalk elevation in front of the building, to a maximum finished floor elevation of 1.5 feet above or below the sidewalk.

A separate Variance Request narrative prepared by Landerholm PS has been submitted with this application addressing the requests in detail.

LCMC 18.280 Off-Street Parking and Loading Requirements

The development will provide shared parking between uses. The hotel only requires the maximum number of spaces at night, after the restaurant and commercial use close, therefore even though the project requires a minimum of 192 parking spaces the applicant proposes 182 parking spaces. For parking calculations we assumed a sit-down restaurant use for the 3,900 sf commercial building as this use requires the greatest amount of parking.

Required:

Hotel: 1.18 spaces/room @109 rooms = 129 spaces

Commercial Building (Sit Down Restaurant assumed for parking): 10.52/1,000 sf @ 3,900 sf = 41 spaces

QSR with Drive-Through Window: 9.91/1,000 sf @ 2,200 sf = 22 spaces

Total required parking: 192

Proposed:

The proposed layout provides 182 parking spaces to be shared between uses onsite. There will be 6 ADA compliant parking spaces.

LCMC 18.282 Outdoor Lighting

A Preliminary Lighting Plan has been submitted with this application that provides outdoor lighting details complying with this section. Lighting will not directly illuminate the critical areas onsite.

LCMC 18.300 Critical Areas

A Critical Areas Report for this proposal was prepared by Ecological Land Services (ELS), dated August 2, 2023 in accordance with Chapter 18.300 LCMC. The following summarizes the critical areas located on site:

- Wetland A is a Category IV emergent, slope wetland located approximately 30 feet south of the site that totals approximately 0.10 acres. ELS determined a 50' buffer would be required based on a high intensity land use.
- Stream A is a Type Ns (non-fish-bearing) seasonal stream located in the southeastern corner of the site. Type Ns streams within defined channels require a 75-foot riparian buffer. Additionally, LCMC 18.300.090(2)(l) states that Type Ns stream buffers may be reduced by no more than 50 percent (37.5 feet) of the required buffer width if specific requirements are met.
- Buffer averaging is proposed for minor buffer impacts for parking. 183 sf of buffer to the offsite wetland will be impacted. 318 sf of buffer will be created to mitigate the impacts. Please see the included Buffer Averaging Plan included with this application.

The site is within a regulated Category 1 Aquifer Recharge Area (CARA). A Level 1 Hydrogeological Report was prepared for the project by Columbia West Engineering, Inc. The following summarizes their findings and recommendations:

“Based upon Columbia West’s review of the site hydrogeology, proposed site development plans and the assessment described herein, it is our opinion that implementation of this CARA report, design and installation of stormwater management

systems in accordance with the Stormwater Management Manual for the Puget Sound Basin (Puget Sound Manual) and adherence to maintenance requirements outlined in the Puget Sound Manual and Clark County Stormwater Manual will result in limited potential for environmental contamination or degradation of groundwater.”

A copy of the Level 1 Hydrogeological Report is included with this application.

The site is mapped by Clark County GIS as having geologically hazardous areas including areas of potential instability. A Geotechnical Report was prepared for the project by Redmond Geotechnical Services. The report determined that the areas of potential instability are located on the east portion of the site that is associated with the seasonal stream. This area is protected by a buffer and will not be impacted by site development. The Geotechnical Report states that,

“In this regard, based on the results of our field explorations, laboratory testing, and engineering analyses, it is our opinion that the site is presently stable and suitable for the proposed new La Center hotel and commercial development and its associated site improvements provided that the recommendations contained within this report are properly incorporated into the design and construction of the project.”

A copy of the Geotechnical Report is included with this application.

LCMC 18.310 Environmental Policy

The State Environmental Policy Act (SEPA) procedures require documentation of critical areas as well as discussion on earth, air, water, plants and animals, energy and natural resources, environmental health, noise, land and shoreline uses, aesthetics, recreation, historic and cultural preservation, transportation, and public services and utilities. A SEPA application is required and has been included with this application.

LCMC 18.320 Stormwater and Erosion Control

A preliminary stormwater analysis and report detailing the stormwater design for the development and how it meets the requirements of the LCMC has been included as part of this application. In an attempt to mimic natural processes, stormwater mitigation will be accomplished utilizing Low Impact Development (LID) Best Management Practices (BMP's). In addition, the buildings will be constructed that will direct roof runoff into the stormwater convenience system.

Prior to construction a grading and erosion control plan will be designed to meet the LCMC and will be approved by City staff. Measures will be put in place to reduce the potential for erosion and prevent sediment from exiting the site during construction activities, approved erosion control Best Management Practices (BMP's) will be implemented. A site specific, engineered erosion control plan will be prepared for this development with the final

construction drawings. The plan will be reviewed and approved by the City of La Center engineering staff prior to any construction on the site. The plan will detail the use of approved BMP's, including but not limited to filter fabric fence, construction entranceway, hydroseeding, and all other BMP's necessary to control sediment and erosion on-site. Standard erosion control practices will be followed during all phases of construction on this project.

LCMC 18.340 Native Plant List

The landscape plan has referenced the native plant list and will comply with this section. Please refer to the Preliminary Landscape Plan and Preliminary Tree Protection Plan included with this submittal for further detail.

LCMC 18.350 Tree Protection

A Preliminary Tree Protection Plan has been provided with this submittal that shows there are 10 jurisdictional trees on site. None of the trees will be removed as they are located within the wetland buffer. The Preliminary Landscape Plan shows that there will be 107 new trees planted onsite. Please refer to the Preliminary Landscape Plan and Preliminary Tree Protection Plan included with this submittal for further detail.

LCMC 18.360 Archaeological Resource Protection

Archaeological Services of Clark County, LLC (ASCC) performed a field investigation on 2/12/24. No artifacts were found. The report summarizes,

“No archaeological materials were observed during any phase of this predetermination. Given these negative results and the absence of recorded archaeological resources in the vicinity, ASCC recommends no further archaeological work within the project area.”

Their report, and an e-mail from DAHP confirming receipt of the report, is provided with this submittal.

Summary

The Paradise Park Site Plan will meet the goals of the City of La Center Junction Plan by providing an upscale development offering a mix of uses and employment opportunities. The site is conveniently located to provide services within an economic center located just off of Interstate 5.

The applicant has submitted all necessary information required to receive a technically complete determination. This submittal demonstrates compliance with all applicable approval criteria provided for under the LCMC. No substantial burden will be placed upon service

providers as a result of this project. There is adequate water availability, sewer availability, and fire protection to serve the site. The applicant will mitigate the impacts to the surrounding areas and infrastructure through a variety of measures including complying with the LCMC, paying system development charges for connection to municipal services if necessary.