

**PLS**

**ENGINEERING**

# **PROJECT NARRATIVE**

*For*

# **LARSEN DRIVE SUBDIVISION**

## **A PRELIMINARY TYPE III SUBDIVISION APPLICATION**

Submitted to

**CITY OF LA CENTER**

For

**MJS Investors**

**11201 SE 8<sup>th</sup> Street, Suite 116**

**Bellevue, WA 98004**

**January 2024**

## GENERAL PROJECT INFORMATION

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<b>Location:</b>	<b>SE 1/4 Section 33, T5N, R1E, WM</b>
<b>Site Address:</b>	<b>none</b>
<b>Project Size:</b>	<b>6.4 acres (after BLA)</b>
<b>Jurisdiction:</b>	<b>La Center</b>
<b>Zoning:</b>	<b>MDR-16 – Medium Density Residential</b>
<b>Comprehensive Plan:</b>	<b>Urban Medium Density Residential</b>
<b>Comprehensive Plan Overlay:</b>	<b>Urban Holding - 10</b>
<b>Current Use:</b>	<b>vacant land</b>
<b>Tax Lot Information:</b>	<b>adjusted 258631000</b>
<b>School District:</b>	<b>La Center</b>
<b>Water District:</b>	<b>Clark Public Utilities</b>
<b>Sewer District:</b>	<b>Rural/Resource</b>
<b>Fire District:</b>	<b>Clark-Cowlitz Fire</b>

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## **Project Description**

The applicant is proposing to develop approximately 6.4 acres with 41 single-family detached lots in the MDR-16 zone. The project site includes adjusted parcel 258631000. The site is located in the SE ¼ of the NE ¼ of Section 33, T5N, R1E.

A concurrent BLA is also proposed with Parcel #258766000, but this parcel is not proposed to be part of this preliminary development proposal. The overall area included within the BLA is 8.61 acres. Parcel 258766000 is currently 4.65 acres in size and contains a single-family residence and outbuildings. Parcel 258631000 is currently 3.96 acres in size and vacant. Parcel 258766000 will be adjusted to 2.21 acres. Parcel 258631000 will be adjusted to 6.4 acres. The recording of this BLA will occur after planning approval, likely around the time of final engineering submittal for the proposed subdivision.

The site is vacant and primarily field grass. The site is bordered by Riverside Estates and Larsen Drive to the west, NW Pacific Hwy and large lot single-family homes to the north, single-family homes to the east, an open space tract owned by Riverside Estates to the south as well as large parcels with single-family homes to the south.

The site has an Urban Hold overlay which the applicant requests to have removed with this application.

A fish-bearing stream exists offsite to the east. A 200' stream buffer extends onto the southeast portion of the project site. The east portion of the site also has areas of steep slopes, severe erosion hazard areas, an Oregon white oak, CARA 2, and moderate-high and high archaeological probability.

Construction will commence within five years of preliminary subdivision approval as required by the City of La Center. Construction will not start until necessary approvals & permits are acquired by the applicant.

The Larsen Drive Subdivision is a residential project whose construction of single-family residential homes will aid in meeting both zoning and comprehensive plan goals for the area.

# 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 time of building permit.

## **Chapter 8.60 Sign Regulations**

No signs are proposed at this time.

## **Title 12 Streets, Sidewalks and Public Ways**

### **LCMC 12.05 & 12.10 Street, Curbs, and Sidewalks**

#### **Street Standards:**

Access to the site is provided via Larsen Drive (NW 14<sup>th</sup> Avenue) which is classified as a Local Access Street. Frontage improvements including right-of-way dedication, pavement and sidewalks will be provided to meet standard detail ST-15.

Proposed NW 13<sup>th</sup> Way and NW 11<sup>th</sup> Street are designed as Local Access Streets per standard drawing ST-15. NW 13<sup>th</sup> Way and NW 11<sup>th</sup> Street will match existing intersections built with Phase 1 of Riverside Estates.

In accordance with LCMC 12.10.350 and 12.10.360, all interior streets improvements will have streetlights, street trees and stormwater improvements. Additionally, driveways to each lot will comply with and shall meet City of La Center Approved Standard Detail for driveways. (ST-3).

#### **Circulation:**

Adequate public circulation is provided with this proposal. To the west of the site is Larsen Drive that provides access to the site. To the south of the site is an HOA owned open space. No roads will likely be constructed through this parcel in the future. To the east is a Type F stream and steep slopes that would prevent the extension of any roadway across this critical area. To the north is parcel 258766000. Proposed NW 13<sup>th</sup> Way will be constructed along the north property line and will provide additional circulation to parcel 258766000 to facilitate future development.

**Concurrency:**

A Traffic Analysis Report was prepared for this project by Charbonneau Engineering. The report dated November 2023 summarizes and recommends the following:

- The 41-lot development will generate 389 daily trips with 29 AM and 39 PM peak hour trips.
- Intersection sight distances are met. When the development is constructed, it will be necessary to maintain the required sight distance.
- The study intersections on Pacific Highway at NW Larsen Drive, West 10th Street, and West 5th Street will operate at acceptable LOS 'C' or better through the year 2026 total traffic scenario. No mitigation is necessary at these locations. Two-Way traffic volumes at the site access locations along NW Larsen Drive will be less than 70 vehicles in the peak hours resulting in LOS 'A' operations.
- La Center Road at NW Timmen Road currently operates at LOS 'D'. For the year 2026 background and total traffic scenarios it will 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 '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.
- 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 and 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.
- Queue length demand for the proposed site accesses on NW Larsen Drive will be minimal at one to two cars on the stop-controlled approaches. This determination is based on the low traffic conditions projected along NW Larsen Drive (two-way volumes less than 70 vehicles in the peak hours).
- 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 NW Larsen Drive stop approaches to Pacific Highway will not exceed one to two 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 0.49 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 to NW Larsen Drive will require stop sign control and inclusion of stop bar pavement markings.

## **Title 13 Public Utilities**

### **LCMC 13.10 Sewer & Water System Rules and Regulations**

The Larsen Drive Subdivision proposes to connect to public sewer. All work will be performed by a 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. The applicant proposes to install gravity sewer across the site and connect into the 8” sanitary sewer line located in Larsen Drive at NW 11<sup>th</sup> Street.

Water and power will be provided by Clark Public Utilities. There is an existing 8” water main located in Larsen Drive. The development will connect into this line at NW 13<sup>th</sup> Way and NW 11<sup>th</sup> Street to be looped around the site within the proposed public street.

## **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.

Maximum building lot coverage is 60%. This plat can comply with these standards.

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

Fire hydrants throughout this development are spaced every 500’ feet (IFC 508.5.1). An 8” water main will be looped around the site within the proposed public roads and will connect the existing water mains adjacent to the site. The project will be designed so no obstruction will be allowed that would keep fire apparatus further than 10 feet from any hydrant in the

project. A three-foot clear radius shall be maintained around all hydrants. The location of all hydrants will be approved by the Fire District.

No sprinklers are proposed at this time. Building code may require sprinklers for individual homes depending on the size of the home; this will be addressed at building permit for each future home.

## **Title 18 - Development Code**

### **LCMC 18.30 Procedures**

The applicant filed a preapplication submittal and a preapplication conference was held on July 26, 2023. The formal subdivision application will be reviewed as a Type III process with a concurrent Type II request to remove the Urban Holding 10 overlay, as well as a Boundary Line Adjustment application, Critical Areas Permit, Tree Cutting Permit and Legal Lot Determination.

### **LCMC 18.140 Medium Density Residential District**

The proposal will subdivide the property which is zoned MDR-16 into 41 lots. Single-family detached residential dwellings are a permitted use with this zone. Density for this project is required to meet a minimum of 8 units per net acre and a maximum density of 12 units per net acre.

This development has a net site area of 278,979.68 sf/6.4 acres:

278,979.68 sf Site Area  
– 53,919.46 sf ROW  
– 43,017 sf (Tract A-open space/stormwater facility)  
– 3,599 sf (Tract B-shared driveway)  
178,444.22 sf/4.096 acres

At 8 units per net acre, this development must have a minimum of 32 units and is allowed a maximum of 49 units. This criteria is met with 41 lots proposed.

Lot standards in this zone are as follows:

<b>Standard</b>	<b>Single-Family Detached</b>
Net Density	8-12
Minimum Project Area	2.5 acres



Minimum Lot Width	30'
Minimum Lot Depth	60'
Minimum Area	3,000 sf
Maximum Area	15,000 sf
Maximum Lot Coverage	60%
Maximum Height	35'
Setbacks:	
- Front	10'
- Garage	20'
- Side	4'
- Street Side	10'
- Rear	10'

All proposed lots meet the above standards.

Beveling of lots is not required due to the significant separation of the proposed lots and the abutting MDR-16 zone. LCMC 18.140.030.2 requires that new lots in the MDR-16 zone abutting LDR-7.5 zones provide beveled lots. The only LDR-7.5 zoned land abutting the site is adjacent east of the storm facility/park area; no proposed lot is directly adjacent to LDR-7.5 land. In addition, the proposed open space tract provides more buffer between uses than beveled lots would, making this design superior to beveled lots directly abutting the LDR zoned land.

Only one housing type is proposed. LCMC 18.140.030.4 previously required MDR-16 zoned land, with 5 or more gross acres, provide more than 1 housing type. Ordinance 2023-13 has removed the requirement for developments between 5 and 10 acres in size, therefore this proposal complies with allowed uses within the MDR-16 zone.

Design standards require that the future homes provide the following:

- Provide a unifying theme across units.
- Avoid repetitive building massing and facades.
- Avoid monotonous rooflines.
- Landscape at least 15% of the site and landscape all setback areas.
- Street trees are required on all street frontages.
- Provide a minimum of 2 off-street parking spaces on each lot or in shared parking areas.
- Garages may not exceed 40% of the wall facing a public right-of-way and the garage door cannot extend beyond the front plane of the primary façade.
- Detached housing must comply with roofline, rain protection, finish surfaces on facades and color requirements included in LCMC 18.140.070.2.
- Provide pedestrian access from the front door to the public sidewalk.

The proposed plans demonstrate how this proposal meets the parking requirements, landscaping requirements and pedestrian connections. Future building plans will demonstrate compliance with building specific requirements.

### **LCMC 18.147 Parks and Open Spaces**

Single-family residential developments of 35 or more dwellings in the MDR-16 zone are required to provide a park area at a ratio of 0.25 acres per 35 dwelling units. Based on conversations with the City and per the Pre-Application Conference Report, a trail within the riparian buffer tract area along the eastern project boundary will be provided to comply with the park requirement. A 6' wide trail is proposed to meet this standard as demonstrated on the Preliminary Plat. This park and trail comply with the City's Open Space plan where there is currently a trail planned near the east end of the site. The proposed trail will be able to be extended to the north and south in the future to meet the city's open space plan.

All landscaping will meet or exceed all the requirements of Chapter 18.147 and will be contained in the final approved parks/landscape plan. Most of the landscaping in the open space tract will be for riparian buffer mitigation and will result in an appealing path and open space for the public to enjoy. Please refer to the Preliminary Landscape Plan included with this submittal for further details.

### **LCMC 18.190 Urban Holding District**

The property is currently within the Urban Holding 10 (UH-10) overlay. The applicant requests that the overlay be removed with the approval of this Preliminary Plat. The materials submitted with this application prove that the capital facility deficiencies associated with the property have been resolved. A Type II concurrent application for removal of the Urban Holding designation has been submitted with this subdivision application.

### **LCMC 18.210 Subdivisions**

The required materials for a Type III land use review have been submitted to the City of La Center for review. This application and narrative show that there are adequate facilities to serve the proposed subdivision. There are adequate public roads, open spaces, drainage facilities, access to mass transit, potable water, sanitary waste collection and treatment, schools and educational services, pedestrian facilities, and fire prevention services. Students within this development will attend La Center Public Schools and school impact fees will be paid for each lot.

No phasing is proposed at this time. Four flag lots are proposed: lots 7, 8 and 9 which will take access from a shared driveway, and lot 21. Alternate designs were reviewed to remove the

flag lots but based on existing topography and environmental constraints the current plan best provided access to lots and minimized impacts. All required submittal items are included with this application.

The subdivision complies with the applicable portions of RCW 58.17 as evidenced within this narrative and the project materials. The preliminary plat is in the public interest and will provide additional housing that is needed in the La Center area.

**LCMC 18.210 Boundary Line Adjustment**

As stated in the project description, a concurrent BLA is also proposed with Parcel #258766000, but this parcel is not proposed to be part of this preliminary development proposal. The overall area included within the BLA is 8.61 acres. Parcel 258766000 is currently 4.65 acres in size and contains a single-family residence and outbuildings. Parcel 258631000 is currently 3.96 acres in size and vacant. Parcel 258766000 will be adjusted to 2.21 acres. Parcel 258631000 will be adjusted to 6.4 acres. The recording of this BLA will occur after planning approval, likely around the time of final engineering submittal for the proposed subdivision. The existing home, shed, and garage to remain on parcel 258766000 will meet required setbacks. A shop that was associated with the existing home will be removed.

The proposed boundary line adjustment will reconfigure the lots as follows:

<b>Parcel:</b>	<b>258766000</b>	<b>258631000</b>
Parcel size	2.21 acres	6.4 acres
Average Lot Width	390'+/-	440'+/-
Average Lot Depth	242'+/-	580'+/-

The proposed legals and exhibits for the BLA are included with the submittal for this project. This includes a specific existing conditions exhibit meeting the requirements of this code section.

**LCMC 18.225 Legal Lot Determinations**

The applicant is applying for a concurrent legal lot determination review. All required items for this review have been submitted.

### **LCMC 18.245 Supplementary Development Standards**

All requirements of Chapter 18.245 shall be addressed on the final landscaping plan, lighting and electrical plan. No shared outdoor trash or recycling area is proposed. Security fencing and fencing shall be on final construction drawings for and outlined on the landscape plan. Screening is not required for this development. A Preliminary Lighting Plan and a Preliminary Landscape Plan are included with this application.

### **LCMC 18.260 Variances**

No variances are proposed.

### **LCMC 18.280 Off-Street Parking and Loading Requirements**

Each future home will provide at least 2 off-street parking spaces as required by code within garage and/or driveway areas. It is likely that the future homes will have 2-car garages as well as additional parking within driveways, meeting and possibly exceeding the parking requirement.

### **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 Loowit Consulting Group LLC in accordance with Chapter 18.300 LCMC. The report concludes that no wetlands exist on site. A Type F (fish-bearing) stream was identified offsite to the east. The Type F stream requires a 200-foot-wide buffer measured landward of the OHWM. The 200-foot stream buffer extends into the southeast portion of the subject site, as shown on the Preliminary Plat. This area is proposed as the stormwater facility for the development. City code does allow the placement of storm sewer systems within buffers as cited in LCMC 18.300.050(4)(b): *“Below or aboveground utilities, facilities and improvements, where necessary to serve development consistent with the La Center comprehensive plan and development code, including: streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, open space, and parks and recreational facilities, where there is no other reasonable alternative, based on topographic and environmental conditions, as determined by the director.”* Please see the Critical Areas Report included with this application.

The site also has steep slopes and erosion hazard areas as confirmed by the Geotechnical Report for the site prepared by Columbia West Engineering, Inc. These areas are confined to the east portion of the site and identified on the Preliminary Plat. As recommended by Columbia West Engineering, a 30' Geotechnical Buffer is shown from the eastern ravine's existing top of slope.

An Oregon white oak is located on the east property line with a drip line that extends onto the site. The tree falls within the geotechnical setback and the 200' stream buffer and will not be impacted by this development.

### **LCMC 18.310 Environmental Policy**

A SEPA Checklist has been provided with this subdivision application.

### **LCMC 18.320 Stormwater and Erosion Control**

A preliminary stormwater analysis and report detailing the stormwater design for the subdivision 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 homes 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 18.350 Tree Protection**

A Preliminary Tree Protection Plan has been provided with this submittal that shows there are 13 jurisdictional trees on site. Of those 13 trees, 4 are proposed to be removed. The Preliminary Landscape Plan shows that there will be up to 89 new trees planted along streets and within landscape buffers, mitigating for the removal of the 4 jurisdictional trees. 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**

Applied Archaeological Research (AAR) performed a field investigation on 6/28/23. No artifacts were found therefore no further archaeological investigation was recommended. Their report, and an e-mail from DAHP confirming receipt of the report, is provided with this submittal.

### **Summary**

The applicant has submitted all necessary information required to receive a technically complete determination and to support that the Urban Holding District (UH10) be lifted. 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, and the payment of impact fees for parks, schools, and traffic.