



210 East 4th Street
 La Center, Washington 98629
 T/360.263.7661 F/360.263.7666

PRE-APPLICATION CONFERENCE

Advanced Builders Four-Plex (63610000) (2022-042-PAC)

Meeting conducted on Wednesday, December 21, 2022, – 1:30 p.m.

PROJECT INFORMATION

Site Address	None; Northwest corner of West D Avenue and West 4th Street
Legal Description	LACENTER Lots 1 & 2, Blk 25 PIN: 63610000
Applicant	Paul Williams, Engineering Northwest PLLC 6168 Northeast Hwy 99, Suite 100 Vancouver, WA 98685 Contact: 360-931-3122; paulwilliamspe@gmail.com
Applicant’s Representative	Same as applicant
Property Owner	Brittany Cordova Advanced Pro Builders 111 Alvina Lane Longview, WA 98632 Contact: 360-953-2025; Advancedprobuilders1@icloud.com
Proposal	Applicant proposes to place one 4-plex building of multifamily homes on the property.
Date of Issue	December 30, 2022

SUMMARY

The applicant proposes to construct a 4-plex building of multifamily homes on a 0.23-acre parcel located at the northwest corner of West 4th Street and West D Avenue. The residences would face south and access West 4th Street. As part of the project, the applicant would construct frontage improvements along West 4th Street including curb, gutter, sidewalk, and street trees. The project will extend utility services to the new units.

The property has a comprehensive plan designation of “Commercial Mixed Use” (C/MX) and zoning of “Residential Professional” (RP). The C/MX comprehensive plan designation combined with the RP zone are intended to allow for small-scale commercial and residential uses allowing for the expansion of La Center’s downtown core. The RP zone references to the Medium Density Residential (MDR-16) zone standards for the development of multifamily residences. The site topography slopes from northwest to the southeast; slopes are 15-25 percent in the southern portion of the property and 10-15 percent to the north. There is a mapped landslide hazard area and riparian area. There is a tree located on the western property line and larger trees near the southeastern property line and the street rights-of-way.

Although D and 4th Streets are City rights-of-way, they have never been approved for public travel with travel lanes, sidewalks or planters. A portion of the Palace Casino's parking lot was constructed in the D and 4th Street rights-of-way near the southeast corner of the property. Staff are researching any existing agreements between the Casino and the City and what right-of-way improvements may be required to serve the four-plex.

PRELIMINARY REVIEW

Development Standards

Subsequent application(s) shall address the following development standards. Failure of the City to cite specific requirements of the La Center Municipal Code (LCMC) in this report does not relieve the applicant of the responsibility to meet all applicable criteria. If the proposal changes from what was presented in the pre-application conference, it may trigger other review standards and processes than what is identified in this report.

Public Works and Engineering Analysis

Chapter 12.10 -- Public and Private Road Standards

City of La Center Engineering Standards for Construction shall apply to all public road improvements unless modified by the director. LCMC 12.10.040.

4th Street is classified as a Minor Arterial east of Pacific Highway. However, west of Pacific Highway it is a dead-end street. Construction to a Local Access standard per detail ST-15 will meet the amount traffic using the road. General roadway and right-of-way standards shall apply and the applicant shall construct half street improvements on 4th Street and D Avenue adjacent to the project site per LCMC 12.10.190 within the existing 60-foot width of right of way. Additional half street improvements will be completed on 4th Street along parcel 63620000 through a separate project.

The existing parking lot for the Palace Casino parking lot extends into the right of way of E. 4th Street and D Avenue. The applicant may need to adjust the grade of the half street improvements to match future extension of public roadway south of D Street, and to match the match the existing parking lot. See attached schematic plan with aerial.

In order to meet Clark Cowlitz Fire and Rescue requirements, a 20-foot minimum pavement width is required. A minimum 20-foot wide paved access to the site for CCF&R is needed to 5th Street on either E Avenue or D Avenue. If D Avenue is not improved north to 5th street a turn-around meeting fire code standards will be required. The existing casino parking lot may need to be adjusted to provide this on D Street.

In addition to the interior street improvements, street lights, street trees and per LCMC 12.10.190.

All pedestrian path of travel in public right of way including; sidewalks, curb ramps and street pedestrian crossings shall comply with the American Disabilities Act.

Fire hydrants shall be spaced every 500' per IFC or as otherwise approved by the Fire District. The

The applicant shall submit final grading and erosion control location of all the hydrants must be approved by the Fire District.

The Fire District must approve access to all the lots per the IFC.

Grading

The permit as part of the subdivision plans need to show the existing and the proposed contours on the plans.

A grading and erosion control permit is required as part of the site plan approval. As part of the grading plans finished floor elevations need to be shown for the structures in addition to grading quantities

The City Erosion Control Standards require that any activity disturbance over 500 SF must comply with the city standards.

Geotechnical Study. A complete application will include a geotechnical study and report, prepared by a geotechnical engineer or geologist, licensed in the state of Washington. The report shall include at a minimum, testing to support the structural section of the roadway, site building construction, grading, retaining wall design, as applicable, and subsurface drainage. LCMC 18.212.050.

Chapter 13.10 -- Sewer System Rules and Regulations

Connection to public sewer is required. LCMC 13.10. All work is to be performed by a duly licensed contractor in the City of La Center. LCMC 13.10.230. Work will be performed using an open trench method unless otherwise approved. LCMC 13.10.200. All costs associated with installing the side sewer shall be borne by the applicant. LCMC 13.10.110.

Per the City Engineering Standards, sanitary sewers should be designed to care for future loads that may reasonably be expected from full development upstream, consistent with the La Center Comprehensive Plan, Capital Facilities Plan, LCMC Title 13, and the Sewer Master Plan (General Sewer Plan).

The applicant's plans do not show how the building will connect to public sewer. A connection can be done by a force main to the existing manhole on W. E Avenue, or by a gravity sewer connecting to the public sewer in 3rd Street. A connection by sanitary sewer lateral from each unit to the manhole at the intersection of W. E Avenue and 4th Street. If a grinder pump system is used, the city does not maintain grinder pumps or the force main in public right of way that serves a lot. This force main is considered a sewer lateral, and the installation and maintenance of this pipe shall be borne by the property owner.

Per LCMC 13.10.350 a sewer impact fee shall be charged for development based on the use of the proposed structures. The exact impact charge will be assessed at the time of building permit application or before occupancy is issued. Each equivalent ERU calculated for each structure or residential unit on the site will be multiplied by the impact fee of \$7,800 per ERU to determine the total sewer impact.

Chapter 18.320 (Stormwater and Erosion Control)

Section 18.320.120 (1) LCMC states that ground-disturbing activities of more than 500 square feet are subject to the requirements of *City of La Center Erosion Control Guidelines*. Section 18.320.120 (2)(a)

LCMC states that the creation of more than 2,000 square feet of impervious surface is subject to stormwater regulation.

The applicant proposes to create new impervious area for the street widening, the building roof and the driveways along 4th Street and D Street. Per LCMC 18.320.210, treatment BMPs shall be sized to treat the water quality design storm, defined as the six-month, 24-hour storm runoff volume.

A Technical Information Report (TIR) will need to be submitted by the applicant and must comply with LCMC 18.320.

The LCMC section 18.320.220 states that if surface water leaves the site, stormwater must be detained per LCMC. The design must meet the LCMC 18.320 and the 1992 Puget Sound Manual for the design of the system.

There is no storm system in East 4th Street or D Street adjacent to the site. Direct connection to the storm drain is required for impervious area draining from the street improvements, driveways and roof downspouts.

Infiltration of stormwater from impervious area will only be allowed unless Geotechnical testing is done justifying infiltration, including the impact to adjacent properties from subsurface drainage. The only storm drain system within City right of way close to 4th Street, is the southeast corner of the 4th Street right of way. The plans for parcel 6362000 show this catch basin is in city right of way. Connection to this public storm system will need to be done to connect all the site runoff from impervious area. If a detention system is not used per LCMC 18.320.220, a downstream analysis will need to be done to verify that it has capacity for storm runoff from the proposed improvements.

The collection system in public right of way shall be designed by the rational method using HEC-12 1984 edition standards for gutter and storm pipe capacity. As an alternate, WSDOT Hydraulics Manual can be used for inlet capacity design. The 100-year rainfall intensity must be used for pipe capacity design using the rational method.

Street Lighting

Street light design and installation is reviewed and approved by the City of La Center. Street lighting on local streets shall be Acorn full cutoff single fixture on a black decorative fiberglass pole and the frontage improvements will need to have Cobra Head LED light per the Engineering Standards. The applicant shall submit a Photometric analysis along with the street light design to verify compliance with the Engineering Standards

Potable Water

Water system connections are regulated by Clark Public Utility (CPU) and a permit and plan approval will be required for City plan approval.

Clark Public Utilities must approve the water pipe system and service to all lots. CPU needs to be contacted about the existing water system pressure and the applicant must meet CPU approval for the new water system.

Land Use

The following comments are based on the City's initial review of the project against applicable sections of the City's development code (LCMC Title 18). Formal review after application submission may reveal additional issues that require further discussion with the applicant or submittal of additional information during formal review.

Chapter 18.30 Procedures

Review Process

Section 18.30 of the municipal code establishes procedures for the review of development applications within La Center. The applicant's proposal to place a 4-plex building of multifamily residences on the site is subject to a Type II, site plan review, legal lot determination, tree cutting permit and may require a critical areas permit. These applications require an administrative review process with staff having the final decision (LCMC 18.30.090). The City has 14-days to conduct its completeness review once application materials are submitted (LCMC 18.30.050). Type II reviews require that the City issue a decision within 56 days after the application is deemed complete. A 14-day appeal period follows issuance of a decision. The 56-day review period does not include time when the City stops the review clock and asks the applicant for additional materials or response to questions.

Submittal Requirements

Section 18.30.050 outlines submittal requirements for all application types. For the proposed multifamily residential development, the applicant is technically complete if it includes the information required by the relevant development code section(s) outlined in this document. This information includes the following:

1. A complete application form with original signatures of the owner and applicant.
2. A SEPA checklist (if applicable; see further discussion below in LCMC 18.310).
3. A site plan containing all of the requirements of 18.215.050(2)(d & e).
4. A landscape plan meeting the requirements of 18.245.060.
5. Proof of ownership such as deeds or property title.
6. A copy of the survey or record of lot consolidation for legal lot determination.
7. A legal description of the site.
8. A copy of this pre-application conference summary.
9. A written description of how the applicant complies with each applicable approval criterion, including LCMC 18.140, 18.215, 18.225, 18.245, 18.280, 18.300 (if a landslide hazard is present), 18.350.
10. Names and addresses of landowners within a radius of 300 feet of the site.
11. Tree removal, preservation, and protection plan (see further discussion below under 18.350). This plan shall be prepared by a certified arborist or accredited landscape architect and include an inventory of all trees on-site, their health or hazard condition, and recommendations for treatment of each tree. The plan shall be drawn to scale and include the requirements as listed in LCMC 18.350.060(2)(a through j). A mitigation plan shall be required for trees that are 10-inches in diameter or greater in accordance with LCMC 18.350.050.
12. A geotechnical study, prepared by a geotechnical engineer or geologist licensed in the state of Washington addressing the mapped landslide hazard and if there will be further fill on the site (see further discussion below under chapter 18.300).
13. Archaeological predetermination (see further discussion below under 18.360).
14. Grading, erosion control and drainage plans.

15. Information about proposed utilities, including water and sanitary waste.

Chapter 18.140 Medium Density Residential District (MDR-16)

The site is zoned RP which incorporates the MDR-16 code standards for development of multifamily housing. Lot dimensional and setback requirements for multifamily housing are contained in Table 18.140.030 and shown below in Table 1.

Table 1: Multifamily Density and Dimensional Requirements

Net Density	8-14 units/acre
Minimum Project Area*	2.5 acres
Minimum Lot Width	20 feet
Minimum Lot Depth	60 feet
Minimum Area	1,400 SF
Maximum Area	N/A
Maximum Lot Coverage	85%
Maximum Height	45 feet
Minimum Front Setback	10 feet
Minimum Garage Setback from Public Street	20 feet
Minimum Garage Setback From Alley	3 feet
Minimum Side Setback	0 feet attached or 10 feet abutting single-family
Minimum Street Side Setback	0 feet
Minimum Rear Setback	20 feet

*LCMC Table 18.140.030, Footnote 5 – The minimum project area requirements do not apply when legal lots in the RP zone develop multifamily housing.

Applicable standards include setbacks (10 feet front, 20 feet garage, 3 feet alley, 0 feet side between units or 10 feet abutting single-family, 0 feet street side, and 20 feet rear); maximum lot coverage is limited to 85%. The density range for the MDR-16 zone is 8-16 units per net acre. Based on the assessor’s lot size of 10,011 square feet (0.23 acres), a minimum of 2 and maximum of 4 dwelling units are permitted on the site. The applicant is proposing 4 dwelling units. This density calculation does not include any right-of-way dedications or critical areas deductions. Critical areas which are developed or used for density transfer, cannot be deducted from the site area to calculate density.

The proposed project site is 10,011 square feet and lot width and depth are 100 feet, which exceeds the minimum lot width and depth requirements.

The proposed development shows an 18 feet front garage setback, a 10 feet street side setback (along West D Street), a 2.9 feet side setback (abutting RP zone [applicant’s other 4-plex project] to the west), and a 37.5 feet rear setback. The proposed setbacks do not meet 18.140.030 standards. The street side and rear setbacks meet standards, however the lot’s front garage setback does not meet requirements. The minimum required front garage setback is 20 feet. See further discussion regarding the required L1, 5-foot landscape buffer on the western property line response to LCMC 18.245.

Please see sections 18.140.040 and 18.140.060 which contains design standards and requirements for multifamily housing. Notable requirements include:

- Must be a unifying design theme across units

- Avoid repetitive building massing and facades
- Avoid monotonous rooflines
- Landscaping:
 - A minimum of 15 percent of the site area must be landscaped with permanent underground irrigation. Setbacks must also be landscaped and maintained
 - If required by the director of Public Works, street trees are required on all street frontages at a minimum of two feet from the curb and at no greater than 30 feet spacing
 - Outdoor trash and recycling containers must be screened by a six-foot solid fence.
 - Landscaping must also meet the requirements of 18.245.060 (see below)
- Required parking shall be provided on the same lot as the building or in shared parking areas located primarily to the rear of or beneath the units. The recently revised and adopted LCMC 18.280 (Off-Street Parking) says that 2 spaces are required per unit plus 1 space for guests for every five units for multifamily development (see Attachment A). The applicant is proposing 4 units, which requires 8 off-street parking spaces and no guest parking spaces.
- Garages must be setback a minimum of 20 feet. No more than 40 percent of the wall facing a public right-of-way may be a garage door and 25 percent of the garage wall must be windows or doors.
- Parking lots or driveways to individual dwelling units shall connect directly to a local access street that has direct access to an arterial or collector street. This requirement is met as each unit has a garage and driveway connecting to a local access street, West 4th Street, which provides access to the local roadway network and directly accessing an arterial street, Northwest Pacific Highway.
- Pedestrian access must be provided from the front door of the units to the public sidewalk. Public sidewalks are required and must be constructed according to the City's road standards.

The applicant has stated in the narrative the project will create a unifying design theme for the complex with stone, wooden lap siding, or other natural material. The design will include a variety of scale and articulation which will be encouraged and accomplished with design elements such as porches, balconies, bay windows, and covered entries and garages setback from the primary façade. The narrative also states the project will avoid monotonous rooflines and employ devices such as various elevation, gables, dormers, and chimneys.

The proposed site design includes 1,720 square feet of landscaping or 17.1% of the total site area, exceeding the minimum landscape requirement. See further discussion below in 18.245 for additional landscaping requirements. Street trees are proposed with half-width improvements for West 4th Street. Trash and recycling containers are to be stored inside garages. Unit occupants will place trash and recycling containers at curb on pick-up days and return to garages after pick-up.

The applicant's narrative indicates that each unit will have a two-car garage and a driveway to accommodate the minimum parking requirements. The applicant's proposed plans do not meet garage setback requirements. The City's parking code was revised and updated, including the parking provisions of LCMC 18.140.040, which includes that when the primary garage entrance faces a right-of-way, the garage must be set back a minimum of 20 feet from the right-of-way, instead of 18 feet as formerly required. Narrative indicates that each unit will have a front door facing the 4th Street public right-of-way. Pedestrian access is provided from the front door to the public sidewalk along the West 4th Street for each unit.

Chapter 18.145 Residential/Professional District (RP)

The site is zoned in a Residential/Professional (RP) district, which is inclusive of all permitted uses in MDR-16 and subject to the applicable provisions of this title, as discussed above.

Chapter 18.215 Site Plan Review

LCMC 18.215 requires that all new construction undergo site plan review. As a new development that will likely exceed 4,000 square feet of additional floor area and possible SEPA review (see LCMC 18.310) this development is subject to a Type II site plan review. Section 18.215.050 specifies submittal requirements for site plan review applications and are also provided above in these notes. The City's site plan review process is divided into two parts: preliminary and final site plan review. During the Type II preliminary site plan review process, the City will review the application against all relevant code requirements and issue a decision approving, approving with conditions, or denying the application. If the application complies with all relevant criteria, the City will issue approval with conditions. During final site plan review, the City will ensure that all conditions of approval of the preliminary site plan review process are met.

For Type II site plan reviews, the applicant must submit all information required in 18.30.090, as well as:

a) Written narrative description of uses, types of structures proposed, hours of operation, abutting properties, proposed access, frequency of deliveries and construction schedule including project phasing, if known;

(b) Current list of names and addresses of all property owners within a 300-foot radius as shown upon the Clark County assessor's records. The list shall be no older than 90 days and shall be dated and certified as being a complete list of adjacent owners by the assessor's office, surveyor, or title company. This list shall also be provided on self-adhesive mailing labels;

(c) Developer's GIS packet (can be obtained from the Clark County planning department);

(d) One hard copy and one digital copy of an existing conditions plan drawn to a minimum scale of one inch equals 200 feet on a sheet no larger than 24 inches by 36 inches and including one reduced 11-inch by 17-inch copy. The existing conditions plan shall at a minimum indicate the following:

(i) Vicinity map showing location of subject site within the city of La Center and the surrounding existing street system;

(ii) Property boundaries, dimensions and size of the subject site;

(iii) Graphic scale of the drawing and the direction of true north;

(iv) Zoning and uses of subject site and of properties within 100 feet of the subject site;

(v) Current structural or landscaped setbacks;

(vi) Location of on-site driveways and access points within 100 feet of the subject site;

(vii) Location of existing on-site structures and the approximate location of existing structures within 100 feet of the site;

(viii) Location of existing aboveground electrical, telephone or utility poles and traffic control poles;

(ix) Location of existing fire hydrants;

(x) Location of existing structures within 100 feet of the site;

(xi) Location, centerline and dimensions of existing public rights-of-way and easements on-site and within 100 feet of the site;

(xii) Location, centerline and dimensions of existing private streets on-site and within 100 feet of the site;

(xiii) Approximate on-site slopes and grades within 100 feet of the site;

(xiv) Approximate location of significant natural conditions such as rock outcroppings, floodplain, drainage patterns and courses, slopes in excess of 25 percent, unstable ground, high seasonal water

table or impermeable soils, areas of severe erosion potential, areas of weak foundation soils, areas of significant wildlife habitat, areas of known or suspected historic, cultural or archaeological resources and the location of trees or clusters of trees having a diameter of six or more inches measured four feet above grade;

(e) One hard copy and one digital copy of a site plan drawn to a minimum scale of one inch equals 200 feet on a sheet no larger than 24 inches by 36 inches and including one reduced 11-inch by 17-inch copy. The site plan shall at a minimum indicate the following:

- (i) Property boundaries, dimensions and size of the subject site;*
- (ii) Location, dimensions and height of proposed buildings;*
- (iii) Location of building accesses;*
- (iv) Proposed building and landscape setbacks;*
- (vi) Legend indicating total site area, the total square footage of proposed building or structures including percentage of total site area, the total square footage amount of impervious area square footage including percentage of total site area, the total square footage amount of on-site landscaping including percentage of total site area, the total amount of dedicated parking area including percentage of total site area, the proposed number of parking spaces including the number of standard parking spaces, the number of compact parking spaces and the number of handicapped-accessible parking spaces. The required number of parking spaces should also be indicated;*
- (vii) Location of proposed access points including vehicular driveways and designated pedestrian access points including the proposed depth of the vehicular driveway throats;*
- (viii) Location and dimensions of proposed on-site parking areas including required parking landscaping islands and indicating whether proposed parking is standard, compact or handicapped-accessible. Demonstrate compliance with applicable state and federal guidelines including, but not limited to, adequate sizing, the provision of handicapped access ramps and appropriate labeling and signing. On-site cross-aisles and circulation areas shall be indicated including their dimensions;*
- (ix) Location and dimensions of proposed on-site pedestrian connections between the public street and buildings, between on-site buildings, between on-site buildings and on-site or off-site parking areas;*
- (xi) Location, centerline and dimensions of proposed on-site public or private streets and public and private easements;*
- (xii) Location, centerline and dimensions of proposed dedications, and identification of proposed frontage improvements including roadway improvements, curb and gutter installation, landscaped planter strip installation and public sidewalk installation;*
- (xiii) The location and dimensions of loading and service areas, recreational or open space features, aboveground utilities, existing structures to be retained on the site and their distance from the property line, proposed structures (including signs, fences, etc.) and their distance from property lines and the size and location of solid waste and recyclable storage areas;*
- (xiv) Specialized site treatments including but not limited to pedestrian plazas, heavy duty paving, concrete score patterns, bicycle parking and outdoor seating areas;*

(f) Preliminary utilities plan indicating the proposed location, size, connection points to existing public systems, and terminus points for sanitary sewer, water and stormwater drainage and control. Stormwater information shall be provided in conformance with Chapter 18.320 LCMC and shall indicate compliance with all applicable standards of LCMC Titles 13 and 15. Public and private easements for sanitary sewer, water and stormwater shall also be indicated;

- (g) Preliminary grading and erosion control plan indicating proposed on-site excavation and fill activities, and within public rights-of-way, if applicable, including demonstration of conformance with city of La Center erosion control measures;*
- (h) Landscape plan indicating the location of proposed vegetation, the common and botanical name of the proposed vegetation, the initial planting size (height or gallon) and the mature planting size, and proposed methods of irrigation, if any. Landscaping proposed in and around buildings, on the perimeter of the site and within proposed parking areas shall be indicated. In addition, street trees or other forms of landscaping within the public rights-of-way shall be indicated;*
- (i) Architectural elevations, showing north, south, west and east elevations and specifying a measurable scale, structural dimensions and structural heights;*
- (j) Lighting plan indicating the location, height and type of proposed exterior lighting fixtures (pole-mounted or wall-mounted);*
- (k) Legal description for the parcel(s) in question;*
- (l) Most recent conveyance document (deed) showing current ownership;*
- (o) Sign plan(s) (if applicable);*
- (p) Copy of pre-application conference report and any other items requested in the pre-application conference report, if completed. [Ord. 2006-17 § 1, 2006.]*

Review Criteria

LCMC provides review criteria for site plan applications that this project must comply with. The criteria are provided here for the applicant's reference.

- (a) The proposed plan shall meet all applicable provisions of this title and other appropriate provisions of the La Center Municipal Code; the following are enumerated to indicate the various requirements under which a plan must be found consistent. Failure to meet any one of these, and other requirements not necessarily specified here, shall be grounds for denial of site plan approval.*
- (b) The proposed use is permitted within the district in which it is located.*
- (c) The proposal meets the lot, yard, building, height and other dimensional requirements of the district within which it is located.*
- (d) The proposal meets the screening, buffering and landscape strip requirements, as set forth in LCMC 18.245.060.*
- (e) Minimum parking and loading space requirements are met, as required by Chapter 18.280 LCMC.*
- (f) All applicable conditions and criteria contained in other titles of the La Center Municipal Code are met.*
- (g) Improvement requirements are provided in accordance with the applicable sections of the La Center development code.*
- (i) Development subject to site plan review has provided underground public and private utility lines including but not limited to those for electricity and communication.*
- (j) Public water, sewer and stormwater lines have been installed in conformance with the standards of the city code. Public water, sewer and stormwater lines within or along the frontage of a development have been extended to the extreme property lines of that development unless it can be demonstrated to the city engineer that such extensions are impractical, infeasible or inappropriate.*
- (k) Proposed phasing plans do not exceed six years and all required public infrastructure is installed in the first phase of the development.*

Chapter 18.245 Supplementary Development Standards

Landscaping

Section 18.245.060 contains landscaping standards that apply to all development projects. Table 18.245.060 specifies that sites located in the RP zone (MDR-16 by reference) are required to provide an L1 buffer, 5 feet wide abutting other MDR-16 zones (north, west, south, and east). The L1 buffer standards require groundcover, trees, and shrubs be placed in the 5-foot area bordering all property lines, including the western boundary. A 5-foot landscape strip is required here. During the pre-application meeting, the applicant proposed that the 5-foot landscaping requirement be permitted to be located on the property to the west because it is under the same ownership with an easement. Staff discussed this proposal and agree that the 5-foot, L1 landscaping requirement can be met along the western property boundary by placing some or all of the landscaping in the rear yard area of the property to the west. The L1 landscaping standard requires trees placed every 30 feet, shrubs, and groundcover. Shrubs and trees may be grouped.

The applicant should review all landscaping standards in 18.245.060. Other standards in this section pertain to installing landscaping before occupancy, size of landscaping materials, including trees and shrubs and requirement for irrigation.

- Existing vegetation can serve landscaping requirements. The applicant should consider preserving the existing trees, if possible.
- Rooftop and ground-level exterior equipment shall be screened from adjoining property used or zoned for residential purposes or public right-of-way to at least an F2 or L3 standard. The F2 standard is a six-foot tall fence and the L3 standard is shrubs six feet and 95 percent opaque and 1 tree per 30 lineal feet and groundcover plants
- All required groundcover plants and shrubs must be of sufficient size and number to meet the required standards within three years of planting. Mulch (as groundcover) must be confined to areas underneath plants and is not a substitute for living groundcover plants, lawn, or approved flowers. Groundcover plants shall be placed not more than 30 inches on center and 30 inches between rows and be supplied in a minimum four-inch size container or a two-and-one-quarter-inch container or equivalent if planted 18 inches on center. Rows of plants shall be staged for a more effective covering.
- Trees may be deciduous or evergreen unless otherwise provided. At the time of planting, deciduous trees shall be fully branched and have a minimum one and one-half caliper inches and 8-feet in height. Evergreen trees shall be fully branched and have a minimum of 6-feet in height at the time of planting.
- Landscape materials shall be selected and sited to produce a hardy and drought-resistant landscape area.
- Applicant shall show and comply they are following current nursery industry standards for plant installation, plant materials will be properly supported to ensure survival, and existing trees and plant materials be retained and protected during construction.
- Required landscaping must be continuously maintained in a healthy manner by the property owner.
- All required landscape areas must comply with City irrigation requirements.

Chapter 18.260 Variance

The proposed front garage setback of 18 feet is less than 20 feet required. Unless the applicant adjusts the front garage setback to be 20-feet, a variance application is required and must be approved. A variance application shall include the required fees and a narrative demonstrating conformance with the following variance approval criteria (LCMC 18.260.040):

- 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;
- The unusual circumstance cannot be a result of actions taken by the applicant;
- 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;
- The variance request is the least necessary to relieve the unusual circumstance3s or conditions identified in subsection (1) of this section;
- Any impacts result from the variance are mitigated to the extent practical; and
- 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.

Chapter 18.282 Outdoor Lighting (Site lighting)

The code contains specifications for lighting spectrum and luminance limits. These standards apply to exterior residential lights such as front and rear porch lighting. Please review these requirements before selecting lighting fixtures.

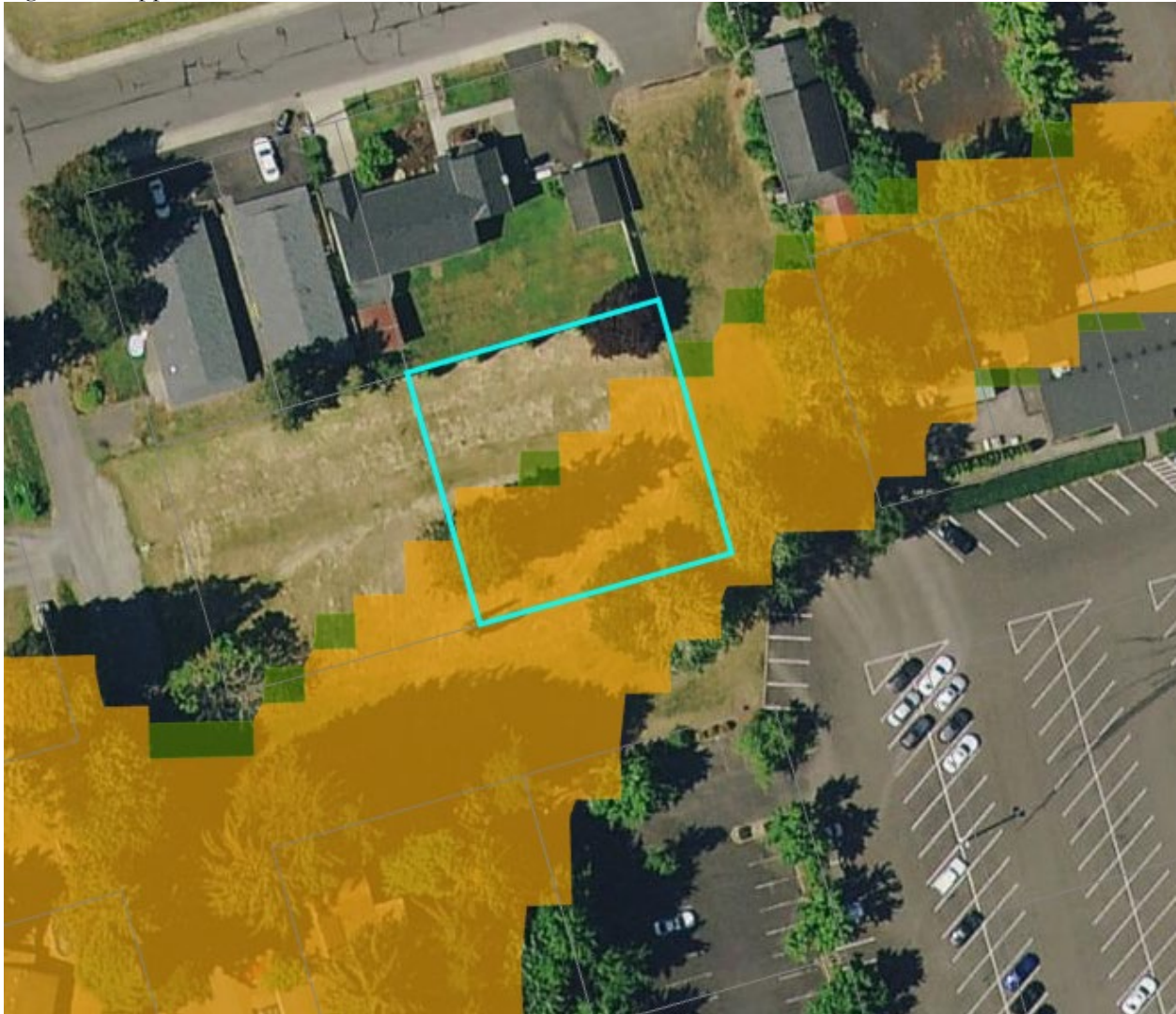
Chapter 18.300 Critical Areas *Geologically Hazardous Areas*

The southern portion of the site is mapped as a landslide hazard area (Figure 1) and is therefore must apply for a critical areas permit and file a critical area report (18.300.040) in the form of a geotechnical report. Alternatively, if the applicant submits a stamped letter from a geologist or geotechnical engineer stating that the landslide hazard is not present, then a critical areas permit is not required. Please refer to the definition of “landslide hazard area” in LCMC 18.300.030 and note that a geotechnical report may, nevertheless, still be required by the building official.

Alterations in landslide hazards and buffers may only occur subject to the following standards:

- If it will not increase the threat of landslide to adjacent properties beyond predevelopment conditions
- The project must be designed so the hazard is eliminated or mitigated.
- Alterations are recommended in a geotechnical report.
- Development within the hazard area must meet the design requirements of 18.300.090(4)(c) unless it can be demonstrated by a geotechnical professional that an alternative design provides equal or greater protection to the critical area.
 - A buffer must be established from at a minimum of 50 feet from the edge of the landslide hazard area.
 - This buffer may be reduced to a minimum of 25 feet
 - Development encroachment within the buffer area may be allowed if a qualified professional demonstrates the site alterations will not impact the potential landslide area
 - The buffer may be increased where the City or qualified professional determines a larger buffer is necessary to prevent the risk of damage.
 - All portions of the critical area and buffers must be designated as “landslide protection areas” and recorded as such on the approved site plan.

Figure 1: Mapped Landslide Hazard Area



City approval of a mitigation plan is required for approval of any development activities in a critical area. The mitigation plan in compliance with 18.300.120 must be included with the application along with including a written request describing the extent and nature of the proposed development on critical areas and buffers. The mitigation plan should include:

- Methods and techniques to mitigate impacts to critical areas and explanation of methods and techniques
- Methods and techniques for monitoring mitigation

Fish and Wildlife Habitat Conservation Areas

Washington Department of Natural Resources (DNR) maps an unidentified non-fish bearing stream (Figure 2) beginning just east of the site. This mapped stream travels generally south through the southeastern corner of the site and to the East Fork Lewis River, approximately 850 feet from the site. Clark County MapsOnline also indicates a riparian habitat area along this mapped stream (Figure 3). These are subject to critical areas regulation for fish and wildlife habitat conservation areas. However, mapping

is oftentimes incorrect. Upon informal site review, Staff have determined that there are no supporting indicators on or off site of a stream and riparian habitat. According to LCMC 18.300.030(75), streams area areas where surface waters produce a defined channel or bed, excluding streams and lakes regulated under the State Shorelines Management Act. Using satellite imagery from Clark County MapsOnline, the area with the mapped stream has no indicators of surface waters or a defined channel or bed and is not regulated by the Shoreline Management Act. Riparian areas are defined in LCMC 18.300.030(68) as an area adjacent to aquatic systems with flowing water that contain elements of both aquatic and terrestrial ecosystems which mutually influence each other. There is no stream to be found on site with no evidence of aquatic or terrestrial ecosystems where the stream and riparian area are mapped. City Staff will perform a site reconnaissance to verify these conditions. Therefore, the Applicant is not subject to critical areas permit for fish and wildlife habitat conservation areas.

Figure 2: DNR Mapped Non-Fish Bearing Stream

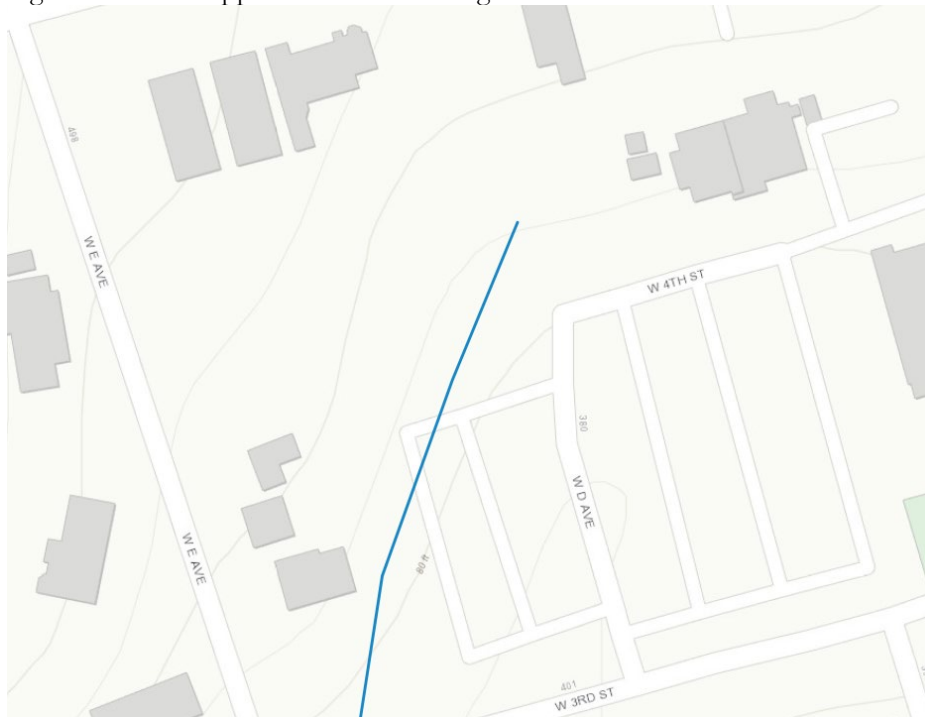


Figure 3: Mapped Riparian Area



Critical Aquifer Recharge Areas (CARAs)

The project is mapped by the Washington State Department of Health within a 10-year time of travel zone for a Group A well (see Figure 4), which are regulated as Type I CARAs. However, as this project is a residential land use, these are typically exempt from CARA regulation in most jurisdictions. Staff will prepare a code interpretation letter that exempts residential uses from the requirement to provide a hydrogeological assessment since residential uses do no impact CARAs. The interpretation will omit the requirement for this project to apply for a critical areas permit for the CARA.

Figure 4: Mapped 10-year Time of Travel Zone (in teal)



Chapter 18.310 Environmental Policy

LCMC 18.310.230 and WAC 197-11-800(1)(b)(ii) exempt four multifamily residential units from SEPA review. However, LCMC 18.310.235 says that SEPA exemptions do not apply in mapped critical areas or buffers including geologically hazardous areas. If the geologic hazard and fish and wildlife habitat conservation critical areas are determined not to exist on the site, the SEPA exemptions would apply and the site is not subject to SEPA review. If critical areas are found (landslide hazard area and fish and wildlife habitat conservation area) please submit a SEPA checklist along with your Type II site plan review, critical areas permit and variance application. The City will run the SEPA comment and land use comment period concurrently and will not make a decision on the land use application until after the close of the SEPA comment period.

Chapter 18.350 Tree Protection

The applicant is proposing to remove trees onsite. Removal of any tree over five caliper inches requires the applicant to get a Type II tree cutting permit in compliance with LCMC 18.350. A tree removal permit application must include:

- Number, size, species and location of the trees proposed to be cut on the site plan
- Anticipated date of removal
- Statement of the reason for removal
- Information concerning any proposed landscaping or planting of any new trees to replace the trees to be removed
- Any other information reasonable required by the city

Any trees over 10-inches in diameter that will be removed are required to meet the mitigation requirements in LCMC 18.350.050. Mitigation could involve re-planting on-site meeting specifications in LCMC 18.340, re-planting off-site if the city determines there is insufficient available space, or payment in lieu of planting if the city determines no feasible alternative.

A tree protection plan prepared by an arborist or accredited landscape architect is required prior to conducting any development activities including clearing, grading, or excavation. The plan should include an inventory of all trees on-site, their health or hazard condition, and recommendations for treatment of each tree. The plan must include:

- Location, species, and diameter of each tree on-site and within 15 feet of the site
- Location of the dripline of each tree
- Location of existing and proposed roads, water, sanitary, and storm sewer, irrigation, and other utility lines/facilities and easements
- Location of dry wells and soakage trenches
- Location of proposed and existing structures
- Grade change or cut and fill during and/or after construction
- Existing and proposed impervious surfaces
- Identification of a contact person and/or arborist who will be responsible for implementing and maintaining the approved tree protection plan
- Location and type of tree protection measures to be installed

Chapter 18.360 Archaeological Resource Protection

LCMC 18.360 requires that archaeological resources be identified and protected before and during development. The project site is located in an area of high risk of encountering archaeological resources according to Clark County's archaeological predictive model. The code requires that development projects requiring grading in these areas complete an archaeological predetermination report as outlined in Table 18.360.020-1. The City will rely on the predetermination report to determine whether a full archaeological survey is required.

Predetermination reports must meet the requirements of LCMC 18.360.080.

Building

Building permit review will occur in compliance with the 2018 International Residential Code (IRC) and International Building Code (IBC). The applicant asked about concurrent building plan and engineering review; concurrent review is possible, but the applicant assumes all risk with regard to changes required on the building plans generated by engineering plan comments.

Application Fees

Based upon the information provided to date, we estimate that the land use application fees will include:

- Preliminary Site Plan Type II: \$700 + \$85/1,000 SF;
- Critical areas review (\$340 per critical area); and
- SEPA Checklist review (\$510).

The City requires an applicant pay actual costs of outside professional services including engineering, legal, and planning. Impact fees shall be assessed against each lot at time of building permit. (La Center Resolution No. 13-372). A copy of the agreement was provided at pre-application conference. Please include a signed agreement with the application.

December 21, 2022, Pre-application Conference Attendees

Name	Organization Name	Email Address	Phone Number
Paul Williams	Engineering Northwest, PLLC	paulwilliamspe@gmail.com	360-931-3122
Ethan Spoo	City of La Center	ethan.spoo@wsp.com	360-263-7665
Tony Cooper	City of La Center	acooper@ci.lacenter.wa.us	360-263-7665
Jessica Nash	City of La Center	jnash@ci.lacenter.wa.us	360-263-7664
Bryan Kast	City of La Center	bkast@ci.lacenter.wa.us	360-263-5189
Josh Taylor	Clark County Fire Rescue	josh.taylor@clarkfr.org	503-409-9453

Attachments

- A: LCMC 18.140 revised
- B: LCMC 18.280 revised

Attachment A

EXHIBIT B

18.140.030 Density and dimensional requirements.

(1) All developments within the MDR-16 zoning district shall comply with the density and dimensional requirements of Table 18.140.030.

Table 18.140.030

MDR-16 Density and Dimensional Requirements

Standard	Multifamily	Single-Family		
		Attached	Detached	Manufactured Home Park/Subdivision
Net Density ¹	8 – 14	8 – 14	8 – 12	4 – 12
Minimum Project Area ⁵	2.5 ac.	2.5 ac.	5 ac.	10 ac.
Minimum Lot Width	20 feet	20 feet	30 feet	20 feet ⁴
Minimum Lot Depth	60 feet	60 feet	60 feet	60 feet ⁴
Minimum Area	1,400 SF	1,400 SF	3,000 SF	3,000 SF ⁴
Maximum Area	N/A	N/A	15,000 SF	5,000 SF ⁴
Maximum Lot Coverage	85%	60%	60%	85% ⁴
Maximum Height ⁶	45 feet	35 feet	35 feet	20 feet
Setbacks²				
Minimum Front Setback ³	10 feet	10 feet	10 feet	5 feet ⁴
Minimum Garage Setback from Public Street <u>the Property Line</u>	5 feet	18 <u>20</u> feet	18 <u>20</u> feet	5 feet ⁴
Minimum Garage Setback from Alley	3 feet	3 feet	3 feet	5 feet
Minimum Side Setback	0 feet attached or 10 feet abutting single-family	0 feet attached/4 feet nonattached	4 feet	5 feet ⁴
Minimum Street Side Setback	0 feet	10 feet	10 feet	5 feet ⁴
Minimum Rear Setback	20 feet	10 feet	10 feet	3 feet ⁴

¹In a phased project, each phase of the project shall meet the density requirements.

²Setbacks and building envelopes shall be identified for each lot on the face of the plat or binding site plan.

³Minimum front yard setback shall be 25 feet from arterial and collector streets.

⁴In a manufactured home subdivision the lot area and setback standards represent an average within the subdivision.

⁵The minimum project area requirements do not apply when legal lots in the RP zone develop multifamily housing.

⁶The maximum height of a dwelling is depicted in this table; the maximum height of a garage or accessory building is 20 feet.

(2) Beveling. New lots used for medium density residential purposes created adjacent to low density residential (LDR) districts shall employ a “beveling” technique at the perimeter of the project. New perimeter MDR-16 lots abutting LDR districts, not including public rights-of-way or dedicated public open space, shall be no less than 90 percent of the lot area of the minimum lot size of the abutting LDR district. Setbacks from the property lines of abutting LDR land shall be no less than 80 percent of the setback requirement of the abutting LDR district. For

EXHIBIT B

example, if the abutting property is zoned LDR-7.5, a 7,500-square-foot minimum lot size, the MDR-16 lots abutting the LDR district may not be less than 6,750 square feet. The beveling standard does not apply to manufactured home subdivisions.

(3) Density Transfer. A project subject to the beveling requirement described in subsection (2) of this section may transfer density to interior lots, on an acre-per-acre basis, to achieve a density of no greater than 16 units per net acre. For example, if the cumulative area of all beveled perimeter lots is two acres, a maximum of two acres of interior lots may reach a density of 16 units per net acre. The balance of the nonbeveled areas may not exceed the maximum density allowed for project type described in Table 18.140.030.

(4) Product Types. The city desires to foster an opportunity for the creation of a variety of MDR-16 housing products so as to promote housing affordability, architectural variety and unique neighborhood character. An MDR-16 project, proposed after December 31, 2015, which consists of five gross acres or more, including abutting lands under common ownership, may not include more than 75 percent of one housing type, i.e., multifamily, single-family attached or single-family detached.

EXHIBIT C

18.140.040 General standards for developments within the MDR-16 district.

The standards of this section apply to all development in the MDR-16 zone, excluding single-family, detached, manufactured home subdivisions regulated by LCMC 18.140.080.

(1) Design Requirements.

(a) MDR-16 projects shall create a unifying design theme for each cluster of units or less (a housing complex). The design theme can be created by the use of stone, wooden lap siding, or other natural material.

(b) MDR-16 projects shall avoid repetitive building massing and facade designs. Variety of scale and articulation is encouraged and can be accomplished by the use of design elements such as porches, balconies, bay windows, covered entries, and garages set back from the primary facade.

(c) MDR-16 projects shall avoid monotonous rooflines and shall employ devices such as various elevations, gables, dormers, and chimneys, etc.

(d) Where single-family attached units are paired, the review authority may require the paired units to share a common driveway.

(2) Active Open Space – Family Parks. If a medium density residential (MDR-16) development meets the applicable criteria of LCMC 18.147.020, the new development shall provide parks and open space pursuant to the applicable requirements of Chapter 18.147 LCMC (Parks and Open Spaces).

(3) Landscaping and Open Storage.

(a) Landscaping. On-site plantings, with individual character, are encouraged to provide multiple layers of plantings, including canopy trees, understory trees, shrubs and groundcover. Seasonal interest is encouraged to be enhanced through the use of blooming sequence, fragrance, fall color, and specimen plant materials. Introduction of other landscape architectural hardscape elements such as: use of natural stone, sculpture, water features, enhanced paving, accent lighting, site furnishings, recreational facilities, and the like are strongly encouraged. Preservation of environmentally constrained areas as natural areas and the restoration of buffer areas with native plant materials and recreational opportunities are priorities.

(b) All landscape plantings shall be irrigated with an automatic, underground irrigation system designed with water conservation in mind. Use of techniques, such as separate water zones based on soil type, sun exposure, and plant water requirements is encouraged. All required plant materials shall meet or exceed specifications established by the American Association of Nurserymen for nursery stock.

(c) At least 15 percent of the net acreage of the project site must be landscaped.

(d) All setback areas shall be landscaped and maintained with live vegetation.

(e) Street trees, if required by the director of public works, shall be planted on all street frontages and within all median planting strips. In addition, street trees shall be placed a minimum of two feet from the curb as measured from the center of the tree to the planter side of the curb, unless otherwise specified by the city's public works director. Street trees shall be a minimum of two-inch caliper, fully branched, and staked at the time of planting. Minimum spacing shall be 30 feet on center of planter length. Trees selected for use as street trees shall be long-lived species possessing qualities suitable for an urban streetscape including branching characteristics, rooting characteristics, disease resistance, drought resistance and nonfruiting. Planter strips abutting a public street shall be planted with live vegetation and irrigated, unless if otherwise specified by the city's public works director.

(f) Only under the following conditions may freestanding walls, fences and hedges be permitted along public or private streets or sidewalks:

(i) The maximum height of any wall, fence, or hedge shall be six feet so long as the fence height does not interfere with safe line of sight as determined by the city engineer.

EXHIBIT C

(ii) Barbed wire, razor wire, electric and other dangerous fences are prohibited.

(g) Open Storage. Open storage is prohibited. Trash and recycling containers located outside of a building shall be screened by a six-foot solid (100 percent opaque) fence or a combination of fence and vegetation.

(4) Parking. Required parking shall be provided either on the same lot as the dwelling, or in shared parking areas located primarily to the rear of or beneath the units.

(a) Parking is encouraged to locate behind the dwelling unit with access from an alley. When an alley is provided, pedestrian access from the alley to the dwelling shall be provided for each lot.

~~(b) Each MDR-16 dwelling unit shall provide 1.75 off street parking spaces per individual dwelling unit.~~

(5) Garages.

(a) Where the primary garage entrance faces a right-of-way, the garage must be set back a minimum of ~~1820~~ feet from the ~~right-of-way property line~~.

(b) No more than 40 percent of the total wall area of a housing complex facing a public right-of-way shall be dedicated to garage door space.

(c) Twenty-five percent of the garage wall area facing a public right-of-way shall contain windows or doors placed to create the impression of habitable residential space.

(d) In each cluster of single-family attached units, no more than 50 percent of the garages within the cluster may extend beyond the front plane of the primary facade of the dwelling unit.

(e) Garages that take vehicle access from an alley shall be set back a minimum of three feet from the alley right-of-way.

(f) Detached garages are allowed, provided they are accessed from an alley or driveway and do not exceed 18 feet in height.

(6) Vehicular Access. Access to MDR-16 development projects shall be from collector or arterial streets; however, individual dwelling units within an MDR-16 development project shall not have direct access to an arterial or a collector street.

(a) Within an MDR-16 development project, parking lots or driveways to individual dwelling units shall connect directly to a local access street that has direct access to an arterial or collector street.

(b) MDR-16 development projects shall not have direct primary access to existing local access streets within an MDR-16 zoning district unless the review authority finds, by substantial evidence, that environmental, topographic or other issues relating directly to public safety or welfare require general access to a local, public residential street.

~~(6)~~ Pedestrian Access.

(a) An on-site pedestrian circulation system that links public and private streets and the primary entrance(s) of all the structure(s) on the site shall be provided. Sidewalks or pedestrian ways must connect the required pedestrian system to existing pedestrian systems on adjoining developments if adequate safety and security can be maintained. Convenient delineated pedestrian access to transit stops shall be provided.

(b) Public sidewalks shall be required and constructed according to the city's road standards.

(c) Where the pedestrian system crosses driveways, parking areas and loading areas, it must be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method approved by the reviewing authority. Striping may be permitted only in conjunction with at least one of

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the preceding methods. Pedestrian access shall be provided to transit corridors without having to pass through a parking lot whenever possible.

(d) Lighting for parking lots and pedestrian ways shall be provided to ensure personal safety and shall be shielded downward to prevent upward and off-site glare.

(e) Lighting shall be integrated into the architectural character both in terms of illumination and fixtures. Lighting shall not produce glare or negatively impact off-site uses or traffic on adjacent streets. On-site lighting shall utilize cutoff fixtures designed to orient light downward and contribute toward a dark sky.

(78) Impact Fees. School and park impact fees for attached housing shall be assessed at the multifamily rate while impact fees for detached housing shall be assessed at single-family rates.

EXHIBIT I

Chapter 18.280

OFF-STREET PARKING AND LOADING REQUIREMENTS

Sections:

- 18.280.010 ~~Off street parking requirements~~ Purpose.
- 18.280.020 ~~Joint use of facilities.~~ Applicability.
- 18.280.030 ~~Parking design standards.~~ General requirements.
- 18.280.040 ~~Loading~~ Required amount of off-street parking.
- 18.280.050 ~~Off site parking prohibited.~~ Parking design standards.
- 18.280.060 ~~Vehicles in residential zones.~~ Multifamily parking lots and circulation.
- 18.280.070 ~~Multifamily parking lots and circulation~~
- 18.280.070 ~~Parking requirements of manufactured home parks.~~
- 18.280.0840 Loading.
- 18.280.050 ~~Off site parking prohibited.~~
- 18.280.060 ~~Vehicles in residential zones.~~
- 18.280.070 ~~Multifamily parking lots and circulation.~~
- 18.280.080 ~~Parking requirements of manufactured home parks.~~
- 18.280.090 ~~Special credit area.~~

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18.280.010 Off-street parking requirements Purpose.

Off-street parking shall be provided in compliance with Table 18.280.010. The calculation of the minimum parking-space requirements shall be rounded up to the nearest whole number.

Table 18.280.010 Off-Street Parking Requirements

Use	Minimum Number of Parking Spaces
Residential:	-
One to three dwelling units	2 spaces per dwelling unit
Four or more dwelling units	2 spaces per dwelling unit plus 1 space per dwelling unit for guest-parking
Vertical Mixed-Use Building	2 spaces per dwelling unit plus the nonresidential use requirements of this table
Retail Stores and Service or Repair Shops	1 space per 400 square feet of floor area [†]
Bank or Office Buildings ²	1 space per 400 square feet of floor area [†]
Hotel, Motel or Bed and Breakfast Houses	1 space per guest room [†]
Card Rooms	1 space per 200 square feet of floor area, plus one space for each card-room chair ^{†,3}
Eating and/or Drinking Establishments	1 space per 200 square feet of floor area [†]
Drive-Through Retail without Indoor-Seating	1 space per employee plus 2 spaces for pickup
Indoor Recreation Facility	1 space per 200 square feet of floor area [†]
Electric Vehicle Charging Station	Provided spaces shall not be included in calculation of the minimum-requirements for other uses in this table
Church	1 space for each 6 seats or 12 feet of bench in the principal place of-worship ⁴
Schools:	-
Elementary and Middle School	1 space for each 12 students ^{†,5}
High School	1 space for each 4 students ^{†,5}
Library	1 space per 400 square feet of reading room
Day-Care	1 space per employee plus 2 spaces for loading and unloading areas
Nursing or Assisted Living Facilities	1 space per 3 beds plus 1.5 space per 2 employee at maximum shift
Rehabilitation Facility—Outpatient	1 space per 200 square feet of floor area [†]
Rehabilitation Facility—Inpatient	1 space per 2 beds plus 1.5 space per 2 employee at maximum shift
Group Home or Adult Foster Care	1 space per 3 beds plus 1 space per 2 employee at maximum shift
Adult Day-Care Facility	1 space per employee plus 2 spaces for loading and unloading areas
Industrial or Manufacturing	1 space per 500 square feet of floor area [†]
Commercial Storage or Warehousing	1 space per 1,000 square feet of floor area
Government Buildings	1 space per 300 square feet of floor area and 1 space per full time-employee ⁵

[†]Plus one space per maximum number of employees.

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² ~~Includes medical and dental offices.~~

³ ~~As defined by the Washington State Gambling Commission.~~

⁴ ~~Including balconies and choir lofts.~~

⁵ ~~Based on maximum capacity, including temporary structures.~~

It is the purpose of this chapter to require the provision of adequate parking areas within close proximity to each use so that convenient access is provided to businesses and residences. A further purpose of this chapter is to provide flexibility to businesses and property owners to vary from the minimum standards to fit the parking needs of individual uses, reduce the cost of providing parking that is infrequently used, and promote greater intensity of land use.

18.280.020 Joint use of facilities. Applicability.

~~Joint parking and/or loading facilities serving two or more uses, structures, or parcels of land may be approved to satisfy the requirements of both facilities, provided the owners or operators of the uses, structures, or parcels show that their operations and parking needs do not overlap in point of time. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written document to establish the joint use.~~

(1) Off-street parking shall be provided consistent with this chapter in the following situations:

(a) For all new development;

(b) Expansions of the square footage of an existing structure by 20 percent, provided that parking requirements shall be determined based on the use expansion area only;

(c) When construction valuation exceeds 80 percent of the existing site and building valuation;

(d) Concurrent with construction of any parking lot, whether required or not; or

(e) When there is a change in use, which increases the required number of parking spaces by more than 10 percent.

(2) Every use for which a building is erected, structurally altered, or there is a change in use that will require the receipt or distribution of materials or merchandise by truck or similar vehicle shall provide off-street loading spaces as required by LCMC 18.280.090.

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18.280.030 Parking design standards General requirements.

~~(1) Size of Parking Space. Each off street parking space shall have an area of not less than 180 square feet, exclusive of drives and aisles, and a width of not less than nine feet. Driveway aisles within off street parking lots shall comply with the following widths:~~

Table 18.280.030

Parking Lot Aisle Width

Parking Space-Angle	1-Way Aisle-(feet)	2-Way Aisle-(feet)
0 Degrees (parallel)	20	22
30 Degrees	20	22
45 Degrees	20	22
60 Degrees	20	22
75 Degrees	20	24
90 Degrees	24	24

~~(2) Provide designated disabled parking spaces as required by applicable state and federal requirements.~~

~~(3) Location. Off street parking facilities shall be located on site to the extent feasible. Off site parking shall be no further than 150 feet from the site, measured from the nearest point of the parking facility to the nearest point of the nearest building that the facility is required to serve. Off site parking shall be primarily employee parking.~~

~~(4) Materials, Design, and Lighting.~~

~~(a) Off street parking facilities shall be surfaced with a durable and dustless surface, shall be graded and drained so as to dispose of surface water to the satisfaction of the supervisor of public works in accordance with Chapter 18.320 LCMC, and shall be maintained in good condition, free of weeds, dust, trash, and debris.~~

~~(b) Except for a single family or duplex dwelling, groups of more than two parking spaces per lot shall be:~~

~~(i) Provided with adequate aisles or turnaround areas so that all vehicles may enter the street in a forward manner; and~~

~~(ii) Served by a driveway designed and constructed to facilitate the flow of traffic on and off the site, with due regard to pedestrian and vehicle safety, and shall be clearly and permanently marked and defined. In no case shall two way and one way driveways be less than 20 feet and 12 feet, respectively, and be so arranged so as not to use any part of adjoining public sidewalks, street, or alley rights of way, except for ingress and egress.~~

~~(c) Lighting used to illuminate off street parking facilities shall be arranged so as to reflect light away from any adjoining residential area(s).~~

~~(5) Boats and Recreational Vehicles. On street parking of boats, trailers, campers, and recreational vehicles is prohibited in any residential district and the GC district.~~

(1) Development of parking lots is subject to site plan review approval under LCMC 18.215 or is reviewed as part of the site plan review application for a primary use.

(2) Deviations from the standards of this chapter require variance review under LCMC 18.260. When the number of parking spaces is proposed to be reduced more than 15 percent or exceeds the maximum standard, a parking analysis from a traffic engineer that justifies the deviation is also required.

(a) The maximum number of parking spaces permitted shall be 150 percent of the minimum number of spaces in the Downtown Commercial, Downtown Overlay, and Mixed-Use zoning districts and 200 percent in all other commercial and public districts.

(3) In the event several uses share off-street parking, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately unless the uses are approved for joint parking as specified in LCMC 18.280.030(4).

(4) Joint parking and/or loading facilities serving two or more uses, structures, or parcels of land may be approved to satisfy the requirements of both facilities, provided the owners or operators of the uses, structures, or parcels show that their operations and parking needs do not overlap in point of time. Joint parking facilities may have less off-

EXHIBIT I

street parking than the sum of the individual minimum requirements for each use. The review authority may reduce the total parking requirement to a number representative of the greatest demand likely to occur at any one time. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written document to establish the joint use. Joint parking facilities must meet the location requirements of LCMC 18.280.050.

(5) Parking lots shall be landscaped in accordance with LCMC 18.245.060.

(6) Use of parking facilities. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for the storage of more than one vehicle or light truck used in the conducting the business or use or for storage of materials. Parking lots and outdoor storage of vehicles or recreational vehicles shall not be a primary use for any property located within the LDR-7.5 or MDR-16 zoning district.

(7) Restrictions. Any vehicle that is the subject of this section that is parked off street shall be parked on code-approved areas or within garages. Failure to comply with this section shall constitute a nuisance.

(a) Passenger vehicles and light trucks may park in any approved parking area, including the street, or garage so long as they do not pose an impediment to pedestrians or other vehicular traffic. Vehicles that pose an impediment to pedestrian or vehicular traffic shall be deemed a nuisance.

(b) Motor homes, recreational vehicles, boats and utility trailers shall not be parked on the street for more than two weeks during any calendar year in any zoning district.

(c) Motor homes, recreational vehicles, boats and utility trailers shall not be parked in residential driveways for more than two weeks per year. If parked on residential lots for more than two weeks per year, they are not to be parked between the front lot line and the primary facade of the dwelling. Car-top boats and canoes are exempt from this requirement.

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18.280.040 Loading Required amount of off-street parking.

Every use for which a building is erected or structurally altered which will require the receipt or distribution of materials or merchandise by truck or similar vehicle shall provide off street loading space on the basis of minimum requirements as follows:

(1) Commercial, industrial, and public utility uses shall provide truck loading or unloading berths in accordance with Table 18.280.040(1):

Table 18.280.040(1)

Square Feet of Floor Area	Number of Berths Required
Less than 5,000	0
5,000 — 30,000	1
30,000 — 100,000	2
100,000 and over	3

(2) Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar uses shall provide off street truck loading or unloading berths in accordance with Table 18.280.040(2):

Table 18.280.040(2)

Square Feet of Floor Area	Number of Berths Required
Less than 30,000	0
30,000 — 100,000	1
100,000 and over	2

(3) A loading berth shall contain space 12 feet wide, 35 feet long, and have a height clearance of 14 feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.

(4) Existing loading space shall not be eliminated, if elimination would result in less space than is required to adequately handle the needs of the particular use.

(5) Off street parking areas used to fulfill the requirement of this title shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs.

(6) Loading docks shall be located on the side or rear of the building.

(1) Off-street parking shall be provided in compliance with Table 18.280.030 or as reduced subject to 18.280.030(4). The calculation of the minimum parking space requirements shall be rounded up to the nearest whole number.

Table 18.280.040 Required amount of off-street parking

<u>Land Use</u>	<u>Minimum Number of Parking Spaces Required¹</u>
<u>Residential</u>	
Single-family detached	2 spaces per dwelling unit
Multifamily, Attached Single-family, and Manufactured Homes	2 spaces per unit plus 1 space for every 5 units for guest parking.
Cottage Housing	2 spaces per dwelling unit plus 1 guest space per unit
Senior Adult Housing- Attached	0.61 per dwelling unit

¹ Unless otherwise specified, the units are parking spaces per 1,000 sq ft of gross floor area.

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<u>Congregate Care Facility</u>	<u>0.30 per dwelling unit</u>
<u>Assisted Living/In-patient rehabilitation facility</u>	<u>0.40 per dwelling unit</u>
<u>Continuous Care Retirement Community</u>	<u>1.09 per dwelling unit</u>
<u>Industrial</u>	
<u>General Light Industrial</u>	<u>0.65</u>
<u>Industrial Park</u>	<u>1.20</u>
<u>Warehouse</u>	<u>0.39</u>
<u>Lodging</u>	
<u>Hotel</u>	<u>1.18 per rooms</u>
<u>Motel</u>	<u>0.72 per room</u>
<u>Recreation</u>	
<u>Public Park</u>	<u>5 spaces per acre</u>
<u>Movie Theater</u>	<u>0.19 per seat</u>
<u>Golf Course</u>	<u>8.5 per hole</u>
<u>Athletic Club</u>	<u>3.05</u>
<u>Institutional</u>	
<u>Elementary and Middle School/Junior High School</u>	<u>0.13 per student plus 1 space for each employee</u>
<u>High School</u>	<u>0.30 per student plus 1 space for each employee</u>
<u>Private School (K-12)</u>	<u>0.35 per student, plus 1 space for each employee</u>
<u>School District Office</u>	<u>2.36</u>
<u>Church/Synagogue/Mosque</u>	<u>9.44</u>
<u>Day Care Center</u>	<u>2.45</u>
<u>Library</u>	<u>2.35</u>
<u>Medical</u>	
<u>Nursing Home</u>	<u>0.72</u>
<u>Medical/Dental Office Building or Clinic</u>	<u>3.89</u>
<u>Animal Hospital/Veterinary Clinic</u>	<u>3.33</u>
<u>Office</u>	
<u>General Office</u>	<u>2.56</u>
<u>Government Office Building</u>	<u>2.99</u>

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<u>United States Post Office (employees)</u>	<u>2.01 per employee</u>
<u>Retail</u>	
<u>Small Retail (less than or equal to 10,000 square feet)²</u>	<u>1.95</u>
<u>Large Retail (greater than 10,000 square feet)³</u>	<u>2.30</u>
<u>Building Materials and Lumber Store</u>	<u>0.57</u>
<u>Hardware/Paint Store</u>	<u>0.54</u>
<u>Shopping Center</u>	<u>2.91 per 1,000 square feet of gross leasable area</u>
<u>Supermarket</u>	<u>2.93</u>
<u>Convenience Market with or without fuel service</u>	<u>1 per 350 square feet of gross floor area</u>
<u>Discount Price Club</u>	<u>1.00</u>
<u>Wholesale Market</u>	<u>2.41</u>
<u>Pharmacy</u>	<u>2.23</u>
<u>Furniture Store</u>	<u>0.48</u>
<u>Services</u>	
<u>Bank</u>	<u>3.72</u>
<u>Copy, Print, and Express Ship Store</u>	<u>3.01</u>
<u>Sit Down Restaurant/Drinking Establishments</u>	<u>10.52</u>
<u>Carry-out restaurant without seating (i.e., bakery, coffee shop, donut shop, pizza pickup)</u>	<u>10.00</u>
<u>Fast-Food Restaurant with/without Drive-Through Window</u>	<u>9.91</u>
<u>Quick Lubrication Vehicle Shop</u>	<u>1 space per employee plus 2 spaces for each service bay</u>
<u>Automobile Service Center/ Mechanic</u>	<u>1 per 300 square feet of floor area plus 1 per service bay</u>

(2) Where parking space requirements result in fractional calculation, they shall be rounded up to the nearest whole number.

² Small Retail includes the following uses from the ITE Parking Generation Manual (5th Edition): Variety Store (December), Free-standing Discount Store (December), Automobile Parts Sale, Discount Club, Apparel Store, and Food Retail.

³ Large Retail includes the following uses from the ITE Parking Generation Manual (5th Edition): Free-standing Discount Superstore, Sporting Goods Superstore, Home Improvement Superstore, Electronics Superstore, and Discount Home Furnishing Superstore.

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(3) For uses not listed in Table 18.280.030, the review authority shall determine the required number of parking spaces by selecting the use with the most similar parking demand requirements.

(4) Parking reductions and credits.

(a) General requirements.

(i) To promote greater flexibility in meeting the parking requirements of land uses, the City may reduce the parking requirements of individual uses under the provisions of this section.

(ii) Parking reductions and credits in this section apply cumulatively and may count for up to 15 percent of a proposed use's off-street parking requirements.

(iii) The provisions of this section apply to nonresidential uses only. Residential uses are not eligible to reduce the required amount of off-street parking.

(b) Downtown special credit area. On-street parking or off-street public parking lots within 300 feet of a proposed use within La Center's Downtown Overlay District may fulfill up to 10 percent of the minimum off-street parking requirements specified in Table 18.280.030.

(c) Bicycle parking incentive. Bicycle parking meeting the requirements of this section may count for up to 5 percent of off-street parking requirements.

(i) For each three bicycle parking spaces provided or for each bicycle locker provided, a proposed use may reduce its vehicular parking requirement by one stall.

(ii) Bicycle parking provided for credit must be made of durable materials and shall be securely anchored to the ground or building structure or must be a lockable enclosure.

18.280.050 ~~Off site parking prohibited.~~ Parking design standards.

~~Off-street parking required by this chapter for all uses in the cardroom commercial district (C-3) shall be provided on the same lot, parcel or property as the underlying use the parking is intended to serve. Off-street parking required for uses in the C-3 district shall not be provided off-site.~~

(1) Size of Parking Spaces.

(a) Each standard off-street parking space shall have an area of not less than 180 square feet, exclusive of drives and aisles, and a width of not less than 9 feet.

(b) Compact parking spaces are permitted and may count for up to 20 percent of the required number of spaces. Compact stalls shall have a minimum area of not less than 120 square feet and a width of not less than 8 feet wide and shall be clearly identified with a sign and/or painted marking as required by City standards. Where feasible, all compact parking spaces shall be located in one or more contiguous areas and/or adjacent to ingress/egress points within parking facilities. Location of compact car parking spaces shall not create traffic congestion or impede traffic flows.

(c) Parking dimensions for residential uses. Off-street parking spaces for residential uses in driveways serving single-family, duplex, or attached single-family uses must be at least 20 feet long.

(2) Driveway aisles within off-street parking lots shall comply with the following widths:

Table 18.280.050
Parking Lot Aisle Width

<u>Parking Space Angle</u>	<u>1-Way Aisle (feet)</u>	<u>2-Way Aisle (feet)</u>
<u>0 Degrees (parallel)</u>	<u>20</u>	<u>22</u>

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<u>Parking Space Angle</u>	<u>1-Way Aisle (feet)</u>	<u>2-Way Aisle (feet)</u>
<u>30 Degrees</u>	<u>20</u>	<u>22</u>
<u>45 Degrees</u>	<u>20</u>	<u>22</u>
<u>60 Degrees</u>	<u>20</u>	<u>22</u>
<u>75 Degrees</u>	<u>20</u>	<u>24</u>
<u>90 Degrees</u>	<u>24</u>	<u>24</u>

(3) Uses subject to this chapter shall provide designated disabled parking spaces as required by applicable state and federal requirements.

(4) Location.

(a) Off-street parking facilities for commercial and industrial uses shall be located on site to the extent feasible or no further than 300 feet from the site, measured from the nearest point of the parking facility to the nearest point of the site that the facility is required to serve. Off-street parking required for single-family residential uses and uses in the C-3 district shall not be provided off site.

(b) Driveway access to arterials and collectors shall comply with the engineering standards.

(5) Materials, design, and lighting.

(a) Off-street parking facilities shall be surfaced with a durable and dustless surface, shall be graded and drained so as to dispose of surface water in accordance with Chapter 18.320 LCMC and the City's engineering standards, and shall be maintained in good condition, free of weeds, dust, trash, and debris.

(b) Lighting used to illuminate off-street parking facilities shall be arranged so as to reflect light away from any adjoining residential area(s) and shall comply with the requirements of LCMC 18.282 "Outdoor Lighting."

(6) Parking spaces along the outer boundaries of a parking area shall be contained by a curb or wheel stop. Curbs or wheel stops may extend as far as 2 feet into the required stall dimensions or be otherwise placed to prevent a motor vehicle from extending into required landscaping or over an adjacent property line or a street.

(7) Driveways to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, to provide maximum safety of traffic access and egress, and to provide maximum safety of pedestrians and vehicular traffic on the site. The number of driveways shall be limited to the minimum that will allow the property to accommodate and service the traffic to be anticipated. Driveways shall provide minimum sight distances required by the engineering standards.

18.280.060 ~~Vehicles in residential zones.~~ Multifamily and townhouse parking lots and circulation.

~~(1) Purpose. Parking lots and outdoor storage of vehicles or recreational vehicles shall not be a primary use for any property located within a single family residential zone.~~

~~(2) Where Applicable. These regulations apply to all residential uses in LDR 7.5 zoning districts unless otherwise expressly indicated.~~

~~(a) Passenger vehicles, light trucks and trucks under two tons gross weight may park in any approved parking area, including the street, or garage so long as they do not pose an impediment to pedestrian or other vehicular traffic. Vehicles which pose an impediment to pedestrian or vehicular traffic shall be deemed a nuisance.~~

~~(b) Motor homes, recreational vehicles and utility trailers shall not be parked on the street for a period of two weeks or more during any calendar year.~~

EXHIBIT I

~~(c) Motor homes, recreational vehicles and utility trailers may be parked in driveways, so long as they are not parked between the front lot line and the primary facade of the dwelling.~~

~~(4) Off Street Parking. Each single family residence, constructed after the date of adoption of the ordinance codified in this title, shall provide for at least two off street parking spaces. Off street parking must provide a minimum of 18 feet of lineal parking between the street and the dwelling setback.~~

~~(1) Parking lots and garages located between buildings and streets are not permitted, except for townhouse structures that contain garages. A majority of the streetscape shall contain buildings, landscaping, or yard areas. Parking areas shall be placed behind or to the side and not forward of the front facade of multifamily and townhouse buildings without garages. A maximum of 30 percent of the front lot line shall be parking areas placed forward of the front building facade. When garages are provided, no more than 40 percent of the front of each townhouse dwelling unit shall be devoted to garage door space.~~

~~(2) Guest parking spaces are to be evenly dispersed throughout the development with no more than four spaces being located in any one specific area. The final location of these parking spaces shall be required to receive final approval from the review authority.~~

~~18.280.070 — Multifamily parking lots and circulation.~~

~~Except for townhouse structures containing garages, parking lots and garages for MDR-16 development shall be located in the rear portions of the property, with building construction occurring toward the front, closest to employment centers, shopping centers and transit corridors to minimize walking distance. Parking lots and garages located between buildings and streets are not permitted, except for townhouse structures that contain garages, in which case no more than 40 percent of the front of each townhouse dwelling unit shall be devoted to garage door space.~~

~~(1) At least two parking spaces shall be provided on site for each multiple family dwelling unit. When the development is located within a quarter mile of existing or planned transit (public transportation) service, 1.25 spaces per unit shall be required.~~

~~(2) A minimum of 10 feet of landscaped buffer area shall separate parking lots from adjoining properties and streets. Driveways to townhouse garages, which provide off street parking, shall not be considered parking lots.~~

~~(3) MDR-16 development projects shall provide access to collector or arterial streets; however, individual dwelling units within an MDR-16 development project shall not have direct access to an arterial or a collector street.~~

~~(a) Within an MDR-16 development project, parking lots or driveways to individual dwelling units shall connect directly to a local residential street that has direct access to an arterial or collector street.~~

~~(b) MDR-16 development projects shall not have direct primary access to existing local residential streets within an MDR-16 zoning district unless the review authority finds, by substantial evidence, that environmental, topographic or other issues relating directly to public safety or welfare require general access to a local, public residential street.~~

~~(4) Pedestrian access shall be provided to transit corridors without having to pass through a parking lot whenever possible.~~

~~(5) Parking lots associated with conditional or nonconforming uses in these districts are subject to site plan review and approval.~~

~~(6) In no event shall on site parking facilities exceed 50 contiguous spaces per parking cluster. Where more than 50 spaces are required, there shall be a landscaped buffer, not less than 20 feet wide, between parking clusters. Where the applicant desires more than one parking cluster on a lot or contiguous lots, the review authority, through the site review process, shall require that each cluster be designed to accommodate bicycle parking facilities, and that pedestrian walk lanes are provided and clearly marked.~~

~~(7) Through a Type II adjustment request, an applicant may request adjustments to this section if the topography or other environmental constraints associated with the property prevent reasonable compliance with this standard.~~

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~~Where the applicant desires more than one parking cluster on a lot or contiguous lots, the review authority, through the site review process, shall require that each cluster be designed to accommodate bicycle parking facilities, and that pedestrian walk lanes are provided and clearly marked.~~

~~(8) All new townhouse developments shall include four additional off street parking spaces for every 10 units. These spaces are to be evenly dispersed throughout the development with no more than four spaces being located in any one specific area. The final location of these parking spaces shall be required to receive final approval from the review authority.~~

18.280.0780 Parking requirements of manufactured home parks.

~~(1) Off street parking shall be provided for at least two automobiles per dwelling unit, located on the lot or property which they are intended to serve. Off-street parking shall for manufactured homes shall be provided within a garage or carport.~~

~~(2) Visitor Parking. At least one automobile parking space shall be provided for every two manufactured home lots or sites for use by visitors and delivery vehicles. These Visitor parking spaces shall be signed or designated as such. These spaces shall be within 100 feet of the lots to be served. Visitor parking may be provided on streets designed to accommodate parking and two standard lanes of traffic.~~

~~(3) All on-site parking shall be designed and constructed in compliance with the parking facility design standards in section 18.280.050 of this chapter.~~

~~(4) Trucks with a maximum gross vehicle weight more than one and one half tons, recreational vehicles, boats on boat trailers, and similar equipment shall be parked in one of the two allocated off street parking spaces if stored on an individual lot or space; provided no more than one passenger vehicle may be parked on a given lot or space. Car top boats and canoes are exempt from this requirement. [Ord. 2018 10 § 7 (Exh. E), 2018; Ord. 2006 17 § 1, 2006.]~~

18.280.090 Special credit area.

~~(1) Purpose. In light of a temporary surplus of on street parking, the city may accept a percentage of adjacent on street parking in lieu of off street parking.~~

~~(2) Credit. Credit shall be limited to 10 percent of all available public on street parking within 250 feet of the primary structure. Each on street parking stall thus credited may be used in lieu of otherwise required off street parking on a one for one basis.~~

~~(3) Limited Eligibility. Eligible properties lay within an area bounded by East 4th Street, East 5th Street, East Aspen Avenue and East Cedar Avenue. Eligibility shall be determined at pre application.~~

~~(4) All granted credits shall be documented in the final decision and order associated with the underlying development.~~

18.280.080 Loading.

~~(1) Commercial, industrial and public utility uses shall provide truck loading or unloading berths in accordance with Table 18.280.090(1):~~

Table 18.280.090(1)

<u>Square Feet of Floor Area</u>	<u>Number of Berths Required</u>
<u>Less than 5,000</u>	<u>0</u>
<u>5,000 – 30,000</u>	<u>1</u>

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<u>Square Feet of Floor Area</u>	<u>Number of Berths Required</u>
<u>30,000 – 100,000</u>	<u>2</u>
<u>100,000 and over</u>	<u>3</u>

(3) Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar uses shall provide off-street truck loading or unloading berths in accordance with Table 18.280.090(2):

Table 18.280.090(2)

<u>Square Feet of Floor Area</u>	<u>Number of Berths Required</u>
<u>Less than 30,000</u>	<u>0</u>
<u>30,000 – 100,000</u>	<u>1</u>
<u>100,000 and over</u>	<u>2</u>

(3) A loading berth shall contain space 12 feet wide and 35 feet long and have a height clearance of 14 feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.

(4) Existing loading spaces shall not be eliminated, if elimination would result in less space than is required to satisfy the requirements of this section.

(5) Off-street parking areas used to fulfill the requirement of this title shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs.

(6) Loading docks shall be located on the side or rear of the building.

Attachment B

EXHIBIT B

18.140.030 Density and dimensional requirements.

(1) All developments within the MDR-16 zoning district shall comply with the density and dimensional requirements of Table 18.140.030.

Table 18.140.030

MDR-16 Density and Dimensional Requirements

Standard	Multifamily	Single-Family		
		Attached	Detached	Manufactured Home Park/Subdivision
Net Density ¹	8 – 14	8 – 14	8 – 12	4 – 12
Minimum Project Area ⁵	2.5 ac.	2.5 ac.	5 ac.	10 ac.
Minimum Lot Width	20 feet	20 feet	30 feet	20 feet ⁴
Minimum Lot Depth	60 feet	60 feet	60 feet	60 feet ⁴
Minimum Area	1,400 SF	1,400 SF	3,000 SF	3,000 SF ⁴
Maximum Area	N/A	N/A	15,000 SF	5,000 SF ⁴
Maximum Lot Coverage	85%	60%	60%	85% ⁴
Maximum Height ⁶	45 feet	35 feet	35 feet	20 feet
Setbacks²				
Minimum Front Setback ³	10 feet	10 feet	10 feet	5 feet ⁴
Minimum Garage Setback from Public Street <u>the Property Line</u>	5 feet	18 <u>20</u> feet	18 <u>20</u> feet	5 feet ⁴
Minimum Garage Setback from Alley	3 feet	3 feet	3 feet	5 feet
Minimum Side Setback	0 feet attached or 10 feet abutting single-family	0 feet attached/4 feet nonattached	4 feet	5 feet ⁴
Minimum Street Side Setback	0 feet	10 feet	10 feet	5 feet ⁴
Minimum Rear Setback	20 feet	10 feet	10 feet	3 feet ⁴

¹In a phased project, each phase of the project shall meet the density requirements.

²Setbacks and building envelopes shall be identified for each lot on the face of the plat or binding site plan.

³Minimum front yard setback shall be 25 feet from arterial and collector streets.

⁴In a manufactured home subdivision the lot area and setback standards represent an average within the subdivision.

⁵The minimum project area requirements do not apply when legal lots in the RP zone develop multifamily housing.

⁶The maximum height of a dwelling is depicted in this table; the maximum height of a garage or accessory building is 20 feet.

(2) Beveling. New lots used for medium density residential purposes created adjacent to low density residential (LDR) districts shall employ a “beveling” technique at the perimeter of the project. New perimeter MDR-16 lots abutting LDR districts, not including public rights-of-way or dedicated public open space, shall be no less than 90 percent of the lot area of the minimum lot size of the abutting LDR district. Setbacks from the property lines of abutting LDR land shall be no less than 80 percent of the setback requirement of the abutting LDR district. For

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example, if the abutting property is zoned LDR-7.5, a 7,500-square-foot minimum lot size, the MDR-16 lots abutting the LDR district may not be less than 6,750 square feet. The beveling standard does not apply to manufactured home subdivisions.

(3) Density Transfer. A project subject to the beveling requirement described in subsection (2) of this section may transfer density to interior lots, on an acre-per-acre basis, to achieve a density of no greater than 16 units per net acre. For example, if the cumulative area of all beveled perimeter lots is two acres, a maximum of two acres of interior lots may reach a density of 16 units per net acre. The balance of the nonbeveled areas may not exceed the maximum density allowed for project type described in Table 18.140.030.

(4) Product Types. The city desires to foster an opportunity for the creation of a variety of MDR-16 housing products so as to promote housing affordability, architectural variety and unique neighborhood character. An MDR-16 project, proposed after December 31, 2015, which consists of five gross acres or more, including abutting lands under common ownership, may not include more than 75 percent of one housing type, i.e., multifamily, single-family attached or single-family detached.

EXHIBIT C

18.140.040 General standards for developments within the MDR-16 district.

The standards of this section apply to all development in the MDR-16 zone, excluding single-family, detached, manufactured home subdivisions regulated by LCMC 18.140.080.

(1) Design Requirements.

(a) MDR-16 projects shall create a unifying design theme for each cluster of units or less (a housing complex). The design theme can be created by the use of stone, wooden lap siding, or other natural material.

(b) MDR-16 projects shall avoid repetitive building massing and facade designs. Variety of scale and articulation is encouraged and can be accomplished by the use of design elements such as porches, balconies, bay windows, covered entries, and garages set back from the primary facade.

(c) MDR-16 projects shall avoid monotonous rooflines and shall employ devices such as various elevations, gables, dormers, and chimneys, etc.

(d) Where single-family attached units are paired, the review authority may require the paired units to share a common driveway.

(2) Active Open Space – Family Parks. If a medium density residential (MDR-16) development meets the applicable criteria of LCMC 18.147.020, the new development shall provide parks and open space pursuant to the applicable requirements of Chapter 18.147 LCMC (Parks and Open Spaces).

(3) Landscaping and Open Storage.

(a) Landscaping. On-site plantings, with individual character, are encouraged to provide multiple layers of plantings, including canopy trees, understory trees, shrubs and groundcover. Seasonal interest is encouraged to be enhanced through the use of blooming sequence, fragrance, fall color, and specimen plant materials. Introduction of other landscape architectural hardscape elements such as: use of natural stone, sculpture, water features, enhanced paving, accent lighting, site furnishings, recreational facilities, and the like are strongly encouraged. Preservation of environmentally constrained areas as natural areas and the restoration of buffer areas with native plant materials and recreational opportunities are priorities.

(b) All landscape plantings shall be irrigated with an automatic, underground irrigation system designed with water conservation in mind. Use of techniques, such as separate water zones based on soil type, sun exposure, and plant water requirements is encouraged. All required plant materials shall meet or exceed specifications established by the American Association of Nurserymen for nursery stock.

(c) At least 15 percent of the net acreage of the project site must be landscaped.

(d) All setback areas shall be landscaped and maintained with live vegetation.

(e) Street trees, if required by the director of public works, shall be planted on all street frontages and within all median planting strips. In addition, street trees shall be placed a minimum of two feet from the curb as measured from the center of the tree to the planter side of the curb, unless otherwise specified by the city's public works director. Street trees shall be a minimum of two-inch caliper, fully branched, and staked at the time of planting. Minimum spacing shall be 30 feet on center of planter length. Trees selected for use as street trees shall be long-lived species possessing qualities suitable for an urban streetscape including branching characteristics, rooting characteristics, disease resistance, drought resistance and nonfruiting. Planter strips abutting a public street shall be planted with live vegetation and irrigated, unless if otherwise specified by the city's public works director.

(f) Only under the following conditions may freestanding walls, fences and hedges be permitted along public or private streets or sidewalks:

(i) The maximum height of any wall, fence, or hedge shall be six feet so long as the fence height does not interfere with safe line of sight as determined by the city engineer.

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(ii) Barbed wire, razor wire, electric and other dangerous fences are prohibited.

(g) Open Storage. Open storage is prohibited. Trash and recycling containers located outside of a building shall be screened by a six-foot solid (100 percent opaque) fence or a combination of fence and vegetation.

(4) Parking. Required parking shall be provided either on the same lot as the dwelling, or in shared parking areas located primarily to the rear of or beneath the units.

(a) Parking is encouraged to locate behind the dwelling unit with access from an alley. When an alley is provided, pedestrian access from the alley to the dwelling shall be provided for each lot.

~~(b) Each MDR-16 dwelling unit shall provide 1.75 off street parking spaces per individual dwelling unit.~~

(5) Garages.

(a) Where the primary garage entrance faces a right-of-way, the garage must be set back a minimum of ~~1820~~ feet from the ~~right-of-way property line~~.

(b) No more than 40 percent of the total wall area of a housing complex facing a public right-of-way shall be dedicated to garage door space.

(c) Twenty-five percent of the garage wall area facing a public right-of-way shall contain windows or doors placed to create the impression of habitable residential space.

(d) In each cluster of single-family attached units, no more than 50 percent of the garages within the cluster may extend beyond the front plane of the primary facade of the dwelling unit.

(e) Garages that take vehicle access from an alley shall be set back a minimum of three feet from the alley right-of-way.

(f) Detached garages are allowed, provided they are accessed from an alley or driveway and do not exceed 18 feet in height.

(6) Vehicular Access. Access to MDR-16 development projects shall be from collector or arterial streets; however, individual dwelling units within an MDR-16 development project shall not have direct access to an arterial or a collector street.

(a) Within an MDR-16 development project, parking lots or driveways to individual dwelling units shall connect directly to a local access street that has direct access to an arterial or collector street.

(b) MDR-16 development projects shall not have direct primary access to existing local access streets within an MDR-16 zoning district unless the review authority finds, by substantial evidence, that environmental, topographic or other issues relating directly to public safety or welfare require general access to a local, public residential street.

~~(6)~~ Pedestrian Access.

(a) An on-site pedestrian circulation system that links public and private streets and the primary entrance(s) of all the structure(s) on the site shall be provided. Sidewalks or pedestrian ways must connect the required pedestrian system to existing pedestrian systems on adjoining developments if adequate safety and security can be maintained. Convenient delineated pedestrian access to transit stops shall be provided.

(b) Public sidewalks shall be required and constructed according to the city's road standards.

(c) Where the pedestrian system crosses driveways, parking areas and loading areas, it must be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method approved by the reviewing authority. Striping may be permitted only in conjunction with at least one of

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the preceding methods. Pedestrian access shall be provided to transit corridors without having to pass through a parking lot whenever possible.

(d) Lighting for parking lots and pedestrian ways shall be provided to ensure personal safety and shall be shielded downward to prevent upward and off-site glare.

(e) Lighting shall be integrated into the architectural character both in terms of illumination and fixtures. Lighting shall not produce glare or negatively impact off-site uses or traffic on adjacent streets. On-site lighting shall utilize cutoff fixtures designed to orient light downward and contribute toward a dark sky.

(78) Impact Fees. School and park impact fees for attached housing shall be assessed at the multifamily rate while impact fees for detached housing shall be assessed at single-family rates.

EXHIBIT I

Chapter 18.280

OFF-STREET PARKING AND LOADING REQUIREMENTS

Sections:

- 18.280.010 ~~Off street parking requirements~~ Purpose.
- 18.280.020 ~~Joint use of facilities.~~ Applicability.
- 18.280.030 ~~Parking design standards.~~ General requirements.
- 18.280.040 ~~Loading~~ Required amount of off-street parking.
- 18.280.050 ~~Off site parking prohibited.~~ Parking design standards.
- 18.280.060 ~~Vehicles in residential zones.~~ Multifamily parking lots and circulation.
- 18.280.070 ~~Multifamily parking lots and circulation~~
- 18.280.070 ~~Parking requirements of manufactured home parks.~~
- 18.280.0840 Loading.
- 18.280.050 ~~Off site parking prohibited.~~
- 18.280.060 ~~Vehicles in residential zones.~~
- 18.280.070 ~~Multifamily parking lots and circulation.~~
- 18.280.080 ~~Parking requirements of manufactured home parks.~~
- 18.280.090 ~~Special credit area.~~

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18.280.010 Off-street parking requirements Purpose.

Off-street parking shall be provided in compliance with Table 18.280.010. The calculation of the minimum parking-space requirements shall be rounded up to the nearest whole number.

Table 18.280.010 Off-Street Parking Requirements

Use	Minimum Number of Parking Spaces
Residential:	-
One to three dwelling units	2 spaces per dwelling unit
Four or more dwelling units	2 spaces per dwelling unit plus 1 space per dwelling unit for guest-parking
Vertical Mixed-Use Building	2 spaces per dwelling unit plus the nonresidential use requirements of this table
Retail Stores and Service or Repair Shops	1 space per 400 square feet of floor area [†]
Bank or Office Buildings ²	1 space per 400 square feet of floor area [†]
Hotel, Motel or Bed and Breakfast Houses	1 space per guest room [†]
Card Rooms	1 space per 200 square feet of floor area, plus one space for each card-room chair ^{†,3}
Eating and/or Drinking Establishments	1 space per 200 square feet of floor area [†]
Drive-Through Retail without Indoor-Seating	1 space per employee plus 2 spaces for pickup
Indoor Recreation Facility	1 space per 200 square feet of floor area [†]
Electric Vehicle Charging Station	Provided spaces shall not be included in calculation of the minimum-requirements for other uses in this table
Church	1 space for each 6 seats or 12 feet of bench in the principal place of-worship ⁴
Schools:	-
Elementary and Middle School	1 space for each 12 students ^{†,5}
High School	1 space for each 4 students ^{†,5}
Library	1 space per 400 square feet of reading room
Day-Care	1 space per employee plus 2 spaces for loading and unloading areas
Nursing or Assisted Living Facilities	1 space per 3 beds plus 1.5 space per 2 employee at maximum shift
Rehabilitation Facility—Outpatient	1 space per 200 square feet of floor area [†]
Rehabilitation Facility—Inpatient	1 space per 2 beds plus 1.5 space per 2 employee at maximum shift
Group Home or Adult Foster Care	1 space per 3 beds plus 1 space per 2 employee at maximum shift
Adult Day-Care Facility	1 space per employee plus 2 spaces for loading and unloading areas
Industrial or Manufacturing	1 space per 500 square feet of floor area [†]
Commercial Storage or Warehousing	1 space per 1,000 square feet of floor area
Government Buildings	1 space per 300 square feet of floor area and 1 space per full time-employee ⁵

[†]Plus one space per maximum number of employees.

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² ~~Includes medical and dental offices.~~

³ ~~As defined by the Washington State Gambling Commission.~~

⁴ ~~Including balconies and choir lofts.~~

⁵ ~~Based on maximum capacity, including temporary structures.~~

It is the purpose of this chapter to require the provision of adequate parking areas within close proximity to each use so that convenient access is provided to businesses and residences. A further purpose of this chapter is to provide flexibility to businesses and property owners to vary from the minimum standards to fit the parking needs of individual uses, reduce the cost of providing parking that is infrequently used, and promote greater intensity of land use.

18.280.020 Joint use of facilities. Applicability.

~~Joint parking and/or loading facilities serving two or more uses, structures, or parcels of land may be approved to satisfy the requirements of both facilities, provided the owners or operators of the uses, structures, or parcels show that their operations and parking needs do not overlap in point of time. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written document to establish the joint use.~~

(1) Off-street parking shall be provided consistent with this chapter in the following situations:

(a) For all new development;

(b) Expansions of the square footage of an existing structure by 20 percent, provided that parking requirements shall be determined based on the use expansion area only;

(c) When construction valuation exceeds 80 percent of the existing site and building valuation;

(d) Concurrent with construction of any parking lot, whether required or not; or

(e) When there is a change in use, which increases the required number of parking spaces by more than 10 percent.

(2) Every use for which a building is erected, structurally altered, or there is a change in use that will require the receipt or distribution of materials or merchandise by truck or similar vehicle shall provide off-street loading spaces as required by LCMC 18.280.090.

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18.280.030 Parking design standards General requirements.

~~(1) Size of Parking Space. Each off street parking space shall have an area of not less than 180 square feet, exclusive of drives and aisles, and a width of not less than nine feet. Driveway aisles within off street parking lots shall comply with the following widths:~~

Table 18.280.030

Parking Lot Aisle Width

Parking Space-Angle	1-Way Aisle-(feet)	2-Way Aisle-(feet)
0 Degrees (parallel)	20	22
30 Degrees	20	22
45 Degrees	20	22
60 Degrees	20	22
75 Degrees	20	24
90 Degrees	24	24

~~(2) Provide designated disabled parking spaces as required by applicable state and federal requirements.~~

~~(3) Location. Off street parking facilities shall be located on site to the extent feasible. Off site parking shall be no further than 150 feet from the site, measured from the nearest point of the parking facility to the nearest point of the nearest building that the facility is required to serve. Off site parking shall be primarily employee parking.~~

~~(4) Materials, Design, and Lighting.~~

~~(a) Off street parking facilities shall be surfaced with a durable and dustless surface, shall be graded and drained so as to dispose of surface water to the satisfaction of the supervisor of public works in accordance with Chapter 18.320 LCMC, and shall be maintained in good condition, free of weeds, dust, trash, and debris.~~

~~(b) Except for a single family or duplex dwelling, groups of more than two parking spaces per lot shall be:~~

~~(i) Provided with adequate aisles or turnaround areas so that all vehicles may enter the street in a forward manner; and~~

~~(ii) Served by a driveway designed and constructed to facilitate the flow of traffic on and off the site, with due regard to pedestrian and vehicle safety, and shall be clearly and permanently marked and defined. In no case shall two way and one way driveways be less than 20 feet and 12 feet, respectively, and be so arranged so as not to use any part of adjoining public sidewalks, street, or alley rights of way, except for ingress and egress.~~

~~(c) Lighting used to illuminate off street parking facilities shall be arranged so as to reflect light away from any adjoining residential area(s).~~

~~(5) Boats and Recreational Vehicles. On street parking of boats, trailers, campers, and recreational vehicles is prohibited in any residential district and the GC district.~~

(1) Development of parking lots is subject to site plan review approval under LCMC 18.215 or is reviewed as part of the site plan review application for a primary use.

(2) Deviations from the standards of this chapter require variance review under LCMC 18.260. When the number of parking spaces is proposed to be reduced more than 15 percent or exceeds the maximum standard, a parking analysis from a traffic engineer that justifies the deviation is also required.

(a) The maximum number of parking spaces permitted shall be 150 percent of the minimum number of spaces in the Downtown Commercial, Downtown Overlay, and Mixed-Use zoning districts and 200 percent in all other commercial and public districts.

(3) In the event several uses share off-street parking, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately unless the uses are approved for joint parking as specified in LCMC 18.280.030(4).

(4) Joint parking and/or loading facilities serving two or more uses, structures, or parcels of land may be approved to satisfy the requirements of both facilities, provided the owners or operators of the uses, structures, or parcels show that their operations and parking needs do not overlap in point of time. Joint parking facilities may have less off-

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street parking than the sum of the individual minimum requirements for each use. The review authority may reduce the total parking requirement to a number representative of the greatest demand likely to occur at any one time. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written document to establish the joint use. Joint parking facilities must meet the location requirements of LCMC 18.280.050.

(5) Parking lots shall be landscaped in accordance with LCMC 18.245.060.

(6) Use of parking facilities. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for the storage of more than one vehicle or light truck used in the conducting the business or use or for storage of materials. Parking lots and outdoor storage of vehicles or recreational vehicles shall not be a primary use for any property located within the LDR-7.5 or MDR-16 zoning district.

(7) Restrictions. Any vehicle that is the subject of this section that is parked off street shall be parked on code-approved areas or within garages. Failure to comply with this section shall constitute a nuisance.

(a) Passenger vehicles and light trucks may park in any approved parking area, including the street, or garage so long as they do not pose an impediment to pedestrians or other vehicular traffic. Vehicles that pose an impediment to pedestrian or vehicular traffic shall be deemed a nuisance.

(b) Motor homes, recreational vehicles, boats and utility trailers shall not be parked on the street for more than two weeks during any calendar year in any zoning district.

(c) Motor homes, recreational vehicles, boats and utility trailers shall not be parked in residential driveways for more than two weeks per year. If parked on residential lots for more than two weeks per year, they are not to be parked between the front lot line and the primary facade of the dwelling. Car-top boats and canoes are exempt from this requirement.

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18.280.040 Loading Required amount of off-street parking.

Every use for which a building is erected or structurally altered which will require the receipt or distribution of materials or merchandise by truck or similar vehicle shall provide off street loading space on the basis of minimum requirements as follows:

(1) Commercial, industrial, and public utility uses shall provide truck loading or unloading berths in accordance with Table 18.280.040(1):

Table 18.280.040(1)

Square Feet of Floor Area	Number of Berths Required
Less than 5,000	0
5,000 — 30,000	1
30,000 — 100,000	2
100,000 and over	3

(2) Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar uses shall provide off street truck loading or unloading berths in accordance with Table 18.280.040(2):

Table 18.280.040(2)

Square Feet of Floor Area	Number of Berths Required
Less than 30,000	0
30,000 — 100,000	1
100,000 and over	2

(3) A loading berth shall contain space 12 feet wide, 35 feet long, and have a height clearance of 14 feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.

(4) Existing loading space shall not be eliminated, if elimination would result in less space than is required to adequately handle the needs of the particular use.

(5) Off street parking areas used to fulfill the requirement of this title shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs.

(6) Loading docks shall be located on the side or rear of the building.

(1) Off-street parking shall be provided in compliance with Table 18.280.030 or as reduced subject to 18.280.030(4). The calculation of the minimum parking space requirements shall be rounded up to the nearest whole number.

Table 18.280.040 Required amount of off-street parking

<u>Land Use</u>	<u>Minimum Number of Parking Spaces Required¹</u>
<u>Residential</u>	
Single-family detached	2 spaces per dwelling unit
Multifamily, Attached Single-family, and Manufactured Homes	2 spaces per unit plus 1 space for every 5 units for guest parking.
Cottage Housing	2 spaces per dwelling unit plus 1 guest space per unit
Senior Adult Housing- Attached	0.61 per dwelling unit

¹ Unless otherwise specified, the units are parking spaces per 1,000 sq ft of gross floor area.

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<u>Congregate Care Facility</u>	<u>0.30 per dwelling unit</u>
<u>Assisted Living/In-patient rehabilitation facility</u>	<u>0.40 per dwelling unit</u>
<u>Continuous Care Retirement Community</u>	<u>1.09 per dwelling unit</u>
<u>Industrial</u>	
<u>General Light Industrial</u>	<u>0.65</u>
<u>Industrial Park</u>	<u>1.20</u>
<u>Warehouse</u>	<u>0.39</u>
<u>Lodging</u>	
<u>Hotel</u>	<u>1.18 per rooms</u>
<u>Motel</u>	<u>0.72 per room</u>
<u>Recreation</u>	
<u>Public Park</u>	<u>5 spaces per acre</u>
<u>Movie Theater</u>	<u>0.19 per seat</u>
<u>Golf Course</u>	<u>8.5 per hole</u>
<u>Athletic Club</u>	<u>3.05</u>
<u>Institutional</u>	
<u>Elementary and Middle School/Junior High School</u>	<u>0.13 per student plus 1 space for each employee</u>
<u>High School</u>	<u>0.30 per student plus 1 space for each employee</u>
<u>Private School (K-12)</u>	<u>0.35 per student, plus 1 space for each employee</u>
<u>School District Office</u>	<u>2.36</u>
<u>Church/Synagogue/Mosque</u>	<u>9.44</u>
<u>Day Care Center</u>	<u>2.45</u>
<u>Library</u>	<u>2.35</u>
<u>Medical</u>	
<u>Nursing Home</u>	<u>0.72</u>
<u>Medical/Dental Office Building or Clinic</u>	<u>3.89</u>
<u>Animal Hospital/Veterinary Clinic</u>	<u>3.33</u>
<u>Office</u>	
<u>General Office</u>	<u>2.56</u>
<u>Government Office Building</u>	<u>2.99</u>

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<u>United States Post Office (employees)</u>	<u>2.01 per employee</u>
<u>Retail</u>	
<u>Small Retail (less than or equal to 10,000 square feet)²</u>	<u>1.95</u>
<u>Large Retail (greater than 10,000 square feet)³</u>	<u>2.30</u>
<u>Building Materials and Lumber Store</u>	<u>0.57</u>
<u>Hardware/Paint Store</u>	<u>0.54</u>
<u>Shopping Center</u>	<u>2.91 per 1,000 square feet of gross leasable area</u>
<u>Supermarket</u>	<u>2.93</u>
<u>Convenience Market with or without fuel service</u>	<u>1 per 350 square feet of gross floor area</u>
<u>Discount Price Club</u>	<u>1.00</u>
<u>Wholesale Market</u>	<u>2.41</u>
<u>Pharmacy</u>	<u>2.23</u>
<u>Furniture Store</u>	<u>0.48</u>
<u>Services</u>	
<u>Bank</u>	<u>3.72</u>
<u>Copy, Print, and Express Ship Store</u>	<u>3.01</u>
<u>Sit Down Restaurant/Drinking Establishments</u>	<u>10.52</u>
<u>Carry-out restaurant without seating (i.e., bakery, coffee shop, donut shop, pizza pickup)</u>	<u>10.00</u>
<u>Fast-Food Restaurant with/without Drive-Through Window</u>	<u>9.91</u>
<u>Quick Lubrication Vehicle Shop</u>	<u>1 space per employee plus 2 spaces for each service bay</u>
<u>Automobile Service Center/ Mechanic</u>	<u>1 per 300 square feet of floor area plus 1 per service bay</u>

(2) Where parking space requirements result in fractional calculation, they shall be rounded up to the nearest whole number.

² Small Retail includes the following uses from the ITE Parking Generation Manual (5th Edition): Variety Store (December), Free-standing Discount Store (December), Automobile Parts Sale, Discount Club, Apparel Store, and Food Retail.

³ Large Retail includes the following uses from the ITE Parking Generation Manual (5th Edition): Free-standing Discount Superstore, Sporting Goods Superstore, Home Improvement Superstore, Electronics Superstore, and Discount Home Furnishing Superstore.

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(3) For uses not listed in Table 18.280.030, the review authority shall determine the required number of parking spaces by selecting the use with the most similar parking demand requirements.

(4) Parking reductions and credits.

(a) General requirements.

(i) To promote greater flexibility in meeting the parking requirements of land uses, the City may reduce the parking requirements of individual uses under the provisions of this section.

(ii) Parking reductions and credits in this section apply cumulatively and may count for up to 15 percent of a proposed use's off-street parking requirements.

(iii) The provisions of this section apply to nonresidential uses only. Residential uses are not eligible to reduce the required amount of off-street parking.

(b) Downtown special credit area. On-street parking or off-street public parking lots within 300 feet of a proposed use within La Center's Downtown Overlay District may fulfill up to 10 percent of the minimum off-street parking requirements specified in Table 18.280.030.

(c) Bicycle parking incentive. Bicycle parking meeting the requirements of this section may count for up to 5 percent of off-street parking requirements.

(i) For each three bicycle parking spaces provided or for each bicycle locker provided, a proposed use may reduce its vehicular parking requirement by one stall.

(ii) Bicycle parking provided for credit must be made of durable materials and shall be securely anchored to the ground or building structure or must be a lockable enclosure.

18.280.050 ~~Off site parking prohibited.~~ Parking design standards.

~~Off-street parking required by this chapter for all uses in the cardroom commercial district (C-3) shall be provided on the same lot, parcel or property as the underlying use the parking is intended to serve. Off-street parking required for uses in the C-3 district shall not be provided off-site.~~

(1) Size of Parking Spaces.

(a) Each standard off-street parking space shall have an area of not less than 180 square feet, exclusive of drives and aisles, and a width of not less than 9 feet.

(b) Compact parking spaces are permitted and may count for up to 20 percent of the required number of spaces. Compact stalls shall have a minimum area of not less than 120 square feet and a width of not less than 8 feet wide and shall be clearly identified with a sign and/or painted marking as required by City standards. Where feasible, all compact parking spaces shall be located in one or more contiguous areas and/or adjacent to ingress/egress points within parking facilities. Location of compact car parking spaces shall not create traffic congestion or impede traffic flows.

(c) Parking dimensions for residential uses. Off-street parking spaces for residential uses in driveways serving single-family, duplex, or attached single-family uses must be at least 20 feet long.

(2) Driveway aisles within off-street parking lots shall comply with the following widths:

Table 18.280.050
Parking Lot Aisle Width

<u>Parking Space Angle</u>	<u>1-Way Aisle (feet)</u>	<u>2-Way Aisle (feet)</u>
<u>0 Degrees (parallel)</u>	<u>20</u>	<u>22</u>

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<u>Parking Space Angle</u>	<u>1-Way Aisle (feet)</u>	<u>2-Way Aisle (feet)</u>
<u>30 Degrees</u>	<u>20</u>	<u>22</u>
<u>45 Degrees</u>	<u>20</u>	<u>22</u>
<u>60 Degrees</u>	<u>20</u>	<u>22</u>
<u>75 Degrees</u>	<u>20</u>	<u>24</u>
<u>90 Degrees</u>	<u>24</u>	<u>24</u>

(3) Uses subject to this chapter shall provide designated disabled parking spaces as required by applicable state and federal requirements.

(4) Location.

(a) Off-street parking facilities for commercial and industrial uses shall be located on site to the extent feasible or no further than 300 feet from the site, measured from the nearest point of the parking facility to the nearest point of the site that the facility is required to serve. Off-street parking required for single-family residential uses and uses in the C-3 district shall not be provided off site.

(b) Driveway access to arterials and collectors shall comply with the engineering standards.

(5) Materials, design, and lighting.

(a) Off-street parking facilities shall be surfaced with a durable and dustless surface, shall be graded and drained so as to dispose of surface water in accordance with Chapter 18.320 LCMC and the City's engineering standards, and shall be maintained in good condition, free of weeds, dust, trash, and debris.

(b) Lighting used to illuminate off-street parking facilities shall be arranged so as to reflect light away from any adjoining residential area(s) and shall comply with the requirements of LCMC 18.282 "Outdoor Lighting."

(6) Parking spaces along the outer boundaries of a parking area shall be contained by a curb or wheel stop. Curbs or wheel stops may extend as far as 2 feet into the required stall dimensions or be otherwise placed to prevent a motor vehicle from extending into required landscaping or over an adjacent property line or a street.

(7) Driveways to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, to provide maximum safety of traffic access and egress, and to provide maximum safety of pedestrians and vehicular traffic on the site. The number of driveways shall be limited to the minimum that will allow the property to accommodate and service the traffic to be anticipated. Driveways shall provide minimum sight distances required by the engineering standards.

18.280.060 ~~Vehicles in residential zones.~~ Multifamily and townhouse parking lots and circulation.

~~(1) Purpose. Parking lots and outdoor storage of vehicles or recreational vehicles shall not be a primary use for any property located within a single family residential zone.~~

~~(2) Where Applicable. These regulations apply to all residential uses in LDR 7.5 zoning districts unless otherwise expressly indicated.~~

~~(a) Passenger vehicles, light trucks and trucks under two tons gross weight may park in any approved parking area, including the street, or garage so long as they do not pose an impediment to pedestrian or other vehicular traffic. Vehicles which pose an impediment to pedestrian or vehicular traffic shall be deemed a nuisance.~~

~~(b) Motor homes, recreational vehicles and utility trailers shall not be parked on the street for a period of two weeks or more during any calendar year.~~

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~~(c) Motor homes, recreational vehicles and utility trailers may be parked in driveways, so long as they are not parked between the front lot line and the primary facade of the dwelling.~~

~~(4) Off Street Parking. Each single family residence, constructed after the date of adoption of the ordinance codified in this title, shall provide for at least two off street parking spaces. Off street parking must provide a minimum of 18 feet of lineal parking between the street and the dwelling setback.~~

~~(1) Parking lots and garages located between buildings and streets are not permitted, except for townhouse structures that contain garages. A majority of the streetscape shall contain buildings, landscaping, or yard areas. Parking areas shall be placed behind or to the side and not forward of the front facade of multifamily and townhouse buildings without garages. A maximum of 30 percent of the front lot line shall be parking areas placed forward of the front building facade. When garages are provided, no more than 40 percent of the front of each townhouse dwelling unit shall be devoted to garage door space.~~

~~(2) Guest parking spaces are to be evenly dispersed throughout the development with no more than four spaces being located in any one specific area. The final location of these parking spaces shall be required to receive final approval from the review authority.~~

18.280.070 — Multifamily parking lots and circulation.

~~Except for townhouse structures containing garages, parking lots and garages for MDR-16 development shall be located in the rear portions of the property, with building construction occurring toward the front, closest to employment centers, shopping centers and transit corridors to minimize walking distance. Parking lots and garages located between buildings and streets are not permitted, except for townhouse structures that contain garages, in which case no more than 40 percent of the front of each townhouse dwelling unit shall be devoted to garage door space.~~

~~(1) At least two parking spaces shall be provided on site for each multiple family dwelling unit. When the development is located within a quarter mile of existing or planned transit (public transportation) service, 1.25 spaces per unit shall be required.~~

~~(2) A minimum of 10 feet of landscaped buffer area shall separate parking lots from adjoining properties and streets. Driveways to townhouse garages, which provide off street parking, shall not be considered parking lots.~~

~~(3) MDR-16 development projects shall provide access to collector or arterial streets; however, individual dwelling units within an MDR-16 development project shall not have direct access to an arterial or a collector street.~~

~~(a) Within an MDR-16 development project, parking lots or driveways to individual dwelling units shall connect directly to a local residential street that has direct access to an arterial or collector street.~~

~~(b) MDR-16 development projects shall not have direct primary access to existing local residential streets within an MDR-16 zoning district unless the review authority finds, by substantial evidence, that environmental, topographic or other issues relating directly to public safety or welfare require general access to a local, public residential street.~~

~~(4) Pedestrian access shall be provided to transit corridors without having to pass through a parking lot whenever possible.~~

~~(5) Parking lots associated with conditional or nonconforming uses in these districts are subject to site plan review and approval.~~

~~(6) In no event shall on site parking facilities exceed 50 contiguous spaces per parking cluster. Where more than 50 spaces are required, there shall be a landscaped buffer, not less than 20 feet wide, between parking clusters. Where the applicant desires more than one parking cluster on a lot or contiguous lots, the review authority, through the site review process, shall require that each cluster be designed to accommodate bicycle parking facilities, and that pedestrian walk lanes are provided and clearly marked.~~

~~(7) Through a Type II adjustment request, an applicant may request adjustments to this section if the topography or other environmental constraints associated with the property prevent reasonable compliance with this standard.~~

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~~Where the applicant desires more than one parking cluster on a lot or contiguous lots, the review authority, through the site review process, shall require that each cluster be designed to accommodate bicycle parking facilities, and that pedestrian walk lanes are provided and clearly marked.~~

~~(8) All new townhouse developments shall include four additional off street parking spaces for every 10 units. These spaces are to be evenly dispersed throughout the development with no more than four spaces being located in any one specific area. The final location of these parking spaces shall be required to receive final approval from the review authority.~~

18.280.0780 Parking requirements of manufactured home parks.

~~(1) Off street parking shall be provided for at least two automobiles per dwelling unit, located on the lot or property which they are intended to serve. Off-street parking shall for manufactured homes shall be provided within a garage or carport.~~

~~(2) Visitor Parking. At least one automobile parking space shall be provided for every two manufactured home lots or sites for use by visitors and delivery vehicles. These Visitor parking spaces shall be signed or designated as such. These spaces shall be within 100 feet of the lots to be served. Visitor parking may be provided on streets designed to accommodate parking and two standard lanes of traffic.~~

~~(3) All on-site parking shall be designed and constructed in compliance with the parking facility design standards in section 18.280.050 of this chapter.~~

~~(4) Trucks with a maximum gross vehicle weight more than one and one half tons, recreational vehicles, boats on boat trailers, and similar equipment shall be parked in one of the two allocated off street parking spaces if stored on an individual lot or space; provided no more than one passenger vehicle may be parked on a given lot or space. Car top boats and canoes are exempt from this requirement. [Ord. 2018 10 § 7 (Exh. E), 2018; Ord. 2006 17 § 1, 2006.]~~

18.280.090 Special credit area.

~~(1) Purpose. In light of a temporary surplus of on street parking, the city may accept a percentage of adjacent on street parking in lieu of off street parking.~~

~~(2) Credit. Credit shall be limited to 10 percent of all available public on street parking within 250 feet of the primary structure. Each on street parking stall thus credited may be used in lieu of otherwise required off street parking on a one for one basis.~~

~~(3) Limited Eligibility. Eligible properties lay within an area bounded by East 4th Street, East 5th Street, East Aspen Avenue and East Cedar Avenue. Eligibility shall be determined at pre application.~~

~~(4) All granted credits shall be documented in the final decision and order associated with the underlying development.~~

18.280.080 Loading.

~~(1) Commercial, industrial and public utility uses shall provide truck loading or unloading berths in accordance with Table 18.280.090(1):~~

Table 18.280.090(1)

<u>Square Feet of Floor Area</u>	<u>Number of Berths Required</u>
<u>Less than 5,000</u>	<u>0</u>
<u>5,000 – 30,000</u>	<u>1</u>

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<u>Square Feet of Floor Area</u>	<u>Number of Berths Required</u>
<u>30,000 – 100,000</u>	<u>2</u>
<u>100,000 and over</u>	<u>3</u>

(3) Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar uses shall provide off-street truck loading or unloading berths in accordance with Table 18.280.090(2):

Table 18.280.090(2)

<u>Square Feet of Floor Area</u>	<u>Number of Berths Required</u>
<u>Less than 30,000</u>	<u>0</u>
<u>30,000 – 100,000</u>	<u>1</u>
<u>100,000 and over</u>	<u>2</u>

(3) A loading berth shall contain space 12 feet wide and 35 feet long and have a height clearance of 14 feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.

(4) Existing loading spaces shall not be eliminated, if elimination would result in less space than is required to satisfy the requirements of this section.

(5) Off-street parking areas used to fulfill the requirement of this title shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs.

(6) Loading docks shall be located on the side or rear of the building.