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Draft PRE-APPLICATION CONFERENCE REPORT
Relyea Subdivision (2025-50-PAC)

Meeting conducted on Wednesday October 28, 2025 at 2:00 p.m.

PROJECT INFORMATION

Site Address	31010, 31012, and 31008 NW Spencer Road, Ridgefield, WA 98642/ Parcels 211217000, 211458000, 211450000, 211206000, 211286000, & 211525000
Legal Description	The property contains six (6) parcels which are located within the NE ¼ of Section 09, Township 4 North, Range 1 East of the Willamette Meridian
Applicant	Nikole Duke Hinton Development 14040-A NE 3 rd Court, 106 Vancouver, WA 98685 nikole@hintondevelopment.com
Applicant's Representative	Scott Taylor SGA Engineering 2005 Broadway Vancouver, WA 98663 staylor@sgaengineering.com
Property Owner	Same as applicant
Proposal	The applicant is requesting to divide approximately 66.79 acres into 153 single-family residential lots located in the LDR-7.5 zone with a sensitive utility corridor overlay. The project includes at the minimum; mass grading, public street improvements, public utility improvements and critical areas permits.
Date of Conference	October 28, 2025

SUMMARY

The Relyea project proposes a new subdivision on parcels 211217000, 211458000, 211450000, 211206000, 211286000, and 211525000. The site totals approximately 66.79 acres and will be divided into a 160-lot subdivision for single-family detached development. The project also proposes open space tracts, stormwater facilities, and public and private gated roads.

The property consists of six tax parcels located within the Northeast Quarter of Section 09, Township 4 North, Range 1 East, Willamette Meridian. The site is currently zoned LDR-7.5. The property borders other LDR-7.5-zoned properties to the north, east, and west. Parcels to the south are within Clark County's jurisdiction and are zoned R-5 and R-10, with an Urban Reserve Comprehensive Plan overlay. There is an existing gas pipeline easement and a Sensitive Utility Corridor Overlay District that runs through the properties.

The site is primarily vacant land with a few homes and outbuildings. The topography is moderately sloping, ranging between 0–25%. Any specific wetland boundaries on-site are unknown at this time; however, GIS mapping indicates wetlands along the southern edge of the project adjacent to McCormick Creek. GIS data also shows riparian habitat along on-site drainages. A Critical Areas Report will be prepared for the entire site and submitted with the preliminary applications. Please refer to the plans and other materials contained in this application for additional information regarding existing and proposed conditions.

This project proposes subdividing the property for single-family detached homes and anticipates construction in two to four phases. As stated in the project narrative, buildings within the first phase are tentatively scheduled for construction in 2025. The applicant indicates that the proposed net density of the project is 4.89 units per net acre, which is consistent with the La Center Municipal Code (LCMC). See additional discussion regarding minimum and maximum density requirements and net acreage calculation standards in LCMC 18.130, discussed later in this report.

The open space and landscaped areas, as well as lands encumbered by steep slopes, habitat, or wetlands, total approximately 24.15 acres. There are 2.69 acres of stormwater facilities currently shown on the plans.

Clark County MapsOnline indicates that priority habitat areas are present within the project limits. According to the Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species (PHS) Map, the East Fork Lewis River Riparian Corridor runs along the southwestern portion of the site. A qualified professional must determine whether the corridor present on the site meets the requirements to be considered a priority habitat by WDFW.

The site also contains mapped geologically hazardous areas. Clark County MapsOnline indicates that the site is classified as NEHRP Class C and Class D for ground shaking amplification and contains areas of landslide and erosion hazards. Development in geologically hazardous areas requires preparation of a geotechnical critical areas report and approval of a critical areas permit.

In addition, there are numerous trees located on the project site. The City's Tree Preservation Ordinance (LCMC 18.350) requires that all trees 5 inches or greater in diameter proposed for removal be inventoried by an arborist, and that all trees 10 inches or greater in diameter require mitigation planting with a replacement tree. Trees that will remain must be protected during construction to ensure their survival. Tree removal permits must meet the removal criteria outlined in LCMC 18.350.080.

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.

Applicable Criteria: The application will be reviewed for compliance with the **La Center Municipal Code (LCMC)**, including but not limited to the following sections:

- **LCMC 3.35** – Impact Fees
- **LCMC 8.60** – Sign Regulations
- **Title 12** – Streets, Sidewalks, and Public Ways
- **Title 13** – Public Utilities
- **Title 18** – Development Code, including the following chapters:
 - **18.30** – Procedures
 - **18.130** – Low Density Residential District
 - **18.147** – Parks and Open Spaces
 - **18.157** – Sensitive Utility Corridor Overlay District
 - **18.210** – Subdivisions
 - **18.225** – Legal Lot Determinations
 - **18.240** – Mitigation of Adverse Impacts
 - **18.245** – Supplementary Development Standards
 - **18.280** – Off-Street Parking Requirements
 - **18.282** – Outdoor Lighting
 - **18.300** – Critical Areas
 - **18.310** – Environmental Policy
 - **18.320** – Stormwater and Erosion Control
 - **18.340** – Native Plant List
 - **18.350** – Tree Protection

Public Works and Engineering Analysis

LCMC: 3.35 Impact Fees; *Per LCMC 3.35, impact fees will be collected for traffic, sewer, park and school imp*
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.

Spencer Road is classified is classified as a Major Collector per the Capital Facilities Plan. The Rural Major Collector per the Engineering Standards consists of a 40-feet wide paved road. There are two lots that abut Spencer Road, that are proposed in this subdivision. Half Street Improvements will apply for the portion of the property that is adjacent to Spencer Road. The applicant will improve this portion of Spencer Road with half street improvements of a Rural Major Collector per LCMC 12.10.090.

Half Street improvements shall apply to the east-west minor collector street abutting parcel 21145000. The CFP and Engineering allow driveway access onto a minor collector, but the minimum spacing of driveways is 130-feet. The applicant will need to apply for a Road Modification to allow spacing of the driveways for access less than 130- feet apart.

Right of way and street improvements shall apply to the interior streets per Local, Neighborhood, and Minor Collector Standards per the Engineering Standards.

However, impacts to added traffic from the development to Spencer Road may be significant. Further requirements to potential improvements to Spencer Road are discussed later in this report.

The maximum street grade is 15%.

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.

Comments

Streets and Circulation

The Kittelson traffic report suggest that signage needs to be added to the Spencer Road/Timmen Road intersection. According to the report 1,500 average daily trips will be added to Spencer Road from this development. The data the city collected show that there is an average of 432 average daily trips on Spencer Road. The Relyea development will add over three and a half the times the amount of current trips on Spencer Road. **The traffic consultant will need to recommend and install warning signs as designed by the consultant.**

The **access to Spencer Road** shall be justified by a traffic report. The posted speed along Spencer Road is 25 MHP, but the 85% speed is 39 MPH, adjacent to the subdivision entrance, per recent data collected by the city. There are horizontal curves, along Spencer Road, before and after the proposed entrance to the development. The line of site will have to be studied as part of the traffic report for this access. Flashing beacons or additional methods of warning, may be necessary to provide safety for traffic at the subdivision entrance, and along Spencer Road. Analysis of a separate left turn bay or separate right turn lane, from the new access, will need to be accessed by the Traffic Engineer.

Any deviation from these standards will have to be justified by the traffic report, and a Road Modification. The requirements for a Road Modification need to follow the procedures listed under section 1.16 of the Engineering Standards.

The Traffic report by Kittleson addressed the line of site of the new road entrance on Spencer Road based on stopping site distance as well as intersection site distance using both posted speed and the "85% speed". The report shows that the 85% speed is between 40 and 41 mph. Although the stopping site distance analysis shows that there is adequate distance, it notes that there is not enough site distance facing west for traffic entering Spencer Road, based on the intersection site distance. The city Engineering Standards intersection site distance is the standard that has been applied to all intersections from development. **The applicant will need to propose safety improvements, such as flashing beacons, rumble strips or other methods providing safe vehicular access, based on inadequate site distance.**

Access roads

The traffic report reviewed the queueing for the intersection of **LC Road and Timmen Road**, in the year 2027. The report says that the northbound left turn movement from Timmen Road to LC Road will operate at LOS F in 2027. The analysis found that the northbound left turn movement queueing is inadequate. The report recommends striping LC Road at Timmen Road to designate the acceleration lane for northbound left turns.

Since this development will add a significant amount of traffic to this left turn movement, potentially causing this problem, the developer will need to provide the striping and signage per the recommendations in the report.

The **intersection of Spencer Road** is stop controlled for access to **Timmen Road**. The posted speed limit on Timmen Road is 35 MPH, but traffic generally travels faster than the posted speed. Additional safety features such as warning signs and additional lighting may be necessary at this intersection because of impacts by the development. **This will be determined as part of the review of the traffic report.**

Impacts to other intersections will need to be assessed in the traffic report. The city shall confirm the intersections that will be impacted by the development with the Traffic Engineer. A Traffic Engineer, licensed in Washington State, will need to assess the impacts to Spencer Avenue and Timmen Road resulting trips from the development.

Interior roads

LCMC 12.10.140 (a) states that the maximum number of lots that can be served by a private road is four. Since this subdivision will serve more than four lots, technically these roads need to be a public road. Road 2 will have to be constructed per the local public street standard.

The public access road between lots 40 and 40 appears to be approximately 216-lineal feet to center line. This road serves six lots. According to section 2.12 of the Engineering standards, a street that is over 200-lineal feet. It may be a hammerhead if it serves over 1 lot and is less than 200-feet. If this is a temporary dead-end, the applicant may propose a hammerhead, if CCF&R approves it.

The applicant has proposed for interior streets to be public roads, except for Road 2 and Road 3, as listed on the site plan. These roads are listed as private streets on the site plan. The City Engineering Standards, state that private roads are discouraged, but allowed under unusual circumstances.

The applicant can use flag lots per the below LCMC requirements for plats.

Flag Lots

Flag lots are discouraged. When allowed, flag lots shall comply with the following standards:

(a) The flag "pole" shall be at least 20 feet wide instead of the frontage regulations of the zone.

(b) The flag "pole" shall be improved with an all-weather surface with an unobstructed vertical clearance of at least 13 feet, six inches. The improved surface shall be at least 20 feet wide and shall be marked and signed as a fire lane.

(c) The pole portion of the flag lot shall not be counted toward the minimum lot size.

(d) If the length of the flag pole is more than 150 feet, an approved turn-around in conformance with the current adopted edition of the International Fire Code shall be provided at the end of the driveway, and structures on the

lot shall incorporate a fire-hazard warning, including a hard-wired, back-up smoke detector, and a sprinkler system.

(e) Where flag lots are not provided but access easements across abutting properties to public or private rights-of-way are provided, the standards of LCMC § **12.10.220** shall apply

Spencer Road Pavement

Spencer Road is only 22-feet wide and has subgrade failure in places. Section 12.10.330 of LCMC— Load limits, allows the city to prohibit vehicles of over 20,000 lbs at all such times as may be necessary, so as to prevent destruction of roadway surfaces. In addition, the Engineering Standards section 1.00 Requirements for Public Improvements states that compliance with these Standards does not relieve the designer of the responsibility to apply sound professional judgment to protect the health, safety, and welfare of the general public. Additionally, these are minimum standards, special site conditions and environmental constraints may require a greater level of protection than would normally be required under these Standards. The designer must apply these Standards bearing in mind these constraints.

Spencer Road currently has subgrade failure and several potholes and pavement cracking and has load limitations as stated above. Additional average daily traffic from the development, will potentially add significant damage to the road. Construction vehicles and trucks accessing the site for this development will severely impact the condition of Spencer Road. Road reconstruction, as well as road resurfacing will need to be done to support the Relyea Development. Some mitigation will need to be done for impacts to Spencer Road by the developer. **The city will work with the developer to contribute public funding along with contribution from the developer for repair Spencer Road to support the proposed traffic current and future traffic created by the development.** Collaboration between the city and the developer for mitigated costs will likely need to be discussed with the applicant.

Grading

The applicant shall submit final grading and erosion control permit as part of the subdivision plans showing the proposed contours on the plans.

The City Erosion Control Standards require that any activity disturbance over 500 SF must comply with the city standards. As part of these standards, a construction stormwater permit is required from the Department of Ecology, and an SWPPP will be necessary as part of the plan submittal to the city. All erosion control measures shall be designed, approved, installed and maintained consistent with Chapter 18.320 LCMC and the applicant's Construction Stormwater Permit. Per the City Erosion Control Manual, from October 1 through April 30th, no soils shall remain exposed for more than two (2) days. From May 1st through September 30th, no soils shall

remain exposed more than seven (7) days.

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 with adequate capacity for future flows 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). As stated above a sewer impact fee is assessed for every new home at the time the building permit. In addition, a latecomer's fee will be charged for each new home for connection to the sewer system in La Center Road. The cost of the latecomer's impact fee is assessed by basins tributary to the force main. The latecomer's fee and the sewer impact fee will both be paid at the time of building permit issuance. The latecomer's agreement is attached.

Sewer Connection

The applicant proposes to install a pump station at the low point of the subdivision, with a force main in 13th Avenue to connect to the existing force main in La Center Road. The city requires that any pump station constructed shall be owned and maintained by the city, so that our WWTP operator can regulate this new pumping system flowing to the treatment plant. The pump station will need to be constructed to city standards, and sufficient Right of Way dedicated to the city for access and maintenance. 13th Avenue is a private street. Access and maintenance of the force main in 13th Avenue will need to be in a public easement conveyed to the city. These comments are based on the schematic sewer plan submitted as shown in the attachments.

When the La Center Road sewer system was constructed, a 6-inch force main lateral was stubbed to the south side of 13th Street for future potential connection. This lateral was constructed with a gate valve at the end of the lateral. According to the profile of the La Center force main, the 6-inch lateral is constructed about 40-feet west of the high point in the force main. This 6-inch force main is connected to a pump station at the low point in La Center Road to the west (profile included as an attachment).

For the applicant to connect to this 6-inch force main lateral, a sewer system analysis will need to be done by the applicant to determine how the two pump stations will operate together. It is possible that a new connection to this force main at La Center Road will need to be moved to the high point, if conflicts between the two pump stations will result.

No plans were submitted showing the force main connection along 13th Avenue to La Center Road. **The applicant will need to show plans and profile of the connection of the force main from the Relyea development to La Center Road force main. The sewer easement or right of way to the city will need to be shown on these plans.**

The applicant will also need to complete a basin analysis of the new pump station, including any additional area in La Center that can be served by the pump station. The pump station will need to be sized for the entire basin, but the pumps can likely be sized for the proposed subdivision.

A Latecomer's agreement, per LCMC 13.10.240, is the only method for the cost of recovery for the pump station portion sized for the entire basin. The city is in the process of updating its sewer plant and there is no budget to provide reimbursement to the developer for the cost of a new pump station.

The applicant proposes to phase the development and build 99 lots the first phase. The first phase shows part of the public road will be built south of 13th Avenue, and will end just south of lot 108. A 20-foot wide public easement with paved or aggregate base road will need to be extended south of 13th Avenue to the roads in phase 1 of development to be able to access the public sewer.

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 public interior streets, that will be public Per LCMC 18.320.210. Treatment BMPs shall be sized to the 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. Runoff calculations need to consider undisturbed forest as the pre-developed condition in determining runoff curve

numbers or a downstream analysis of the existing conveyance system is required. The design must meet the LCMC 18.320 and the 1992 Puget Sound Manual for the design of the system.

The collection system 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.

Downspouts connections from the houses must connect directly into the site stormwater system. Laterals from the storm main in the street must be shown to serve each lot.

Maintenance of Stormwater Facility

The applicant shall be responsible for maintenance of the stormwater facility. An operations manual must be submitted for City review approval for the maintenance of the facility in all cases. Adequate bonding is required to guarantee maintenance of the facility for a period of two years following final plat.

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.

Coordinate with Clark Cowlitz Fire & Rescue regarding hydrant spacing and related fire flow and fire protections issues.

acts. These fees will be imposed at the time when building permits are issued.

Land Use Analysis

Chapter 8.60 Sign Requirements:

If proposed, all signs shall comply with this chapter including the general requirements (8.60) and requirements for signs in residential zones (8.60.060). Signs in residential zones are limited to one illuminated sign at the entrance to the subdivision of 32 square feet.

Chapter 18.30.100 Type III Procedures:

A Preliminary subdivision & rezone application are subject to a Type III review process. If the applicant chooses to do a stand-alone rezone, the process will be a Type IV for the rezone.

(1) Hearing. An application subject to a Type III process will be considered at a public hearing before a city hearings examiner. The city clerk shall schedule a public hearing for an application within 78 calendar days after the date the City found the application was technically complete.

(2) Notice of Hearing. At least 14 calendar days before the date of the hearing, the city clerk shall mail public notice of the hearing as provided in LCMC [18.30.120](#). At least 10 days before the date of the hearing, the city clerk shall cause notice of the hearing to be published and posted as provided in LCMC [18.30.120](#).

(3) Staff Report. At least seven calendar days before the date of the hearing, the director shall issue a written staff report regarding the application(s). The staff report shall set out the relevant facts and applicable standards for the application and a summary of how the application complies with those standards based on the facts and evidence, including any conditions of approval. The city clerk shall mail a copy of the staff report to the hearings examiner, the applicant, and the applicant's representative(s) and other parties who request it. Copies of the staff report also shall be available at City Hall seven days prior to the hearing and at the public hearing.

(5) Decision. Within 14 calendar days after the date the record closes regarding a given application(s), the hearings examiner shall submit to the city clerk a written decision regarding that application(s). The decision shall set out the relevant facts and applicable standards for the application(s) and a summary of how the application(s) complies with those standards based on the facts and evidence, including any conditions of approval.

(6) Notice of Decision. Within seven calendar days of the date of the decision, the city clerk shall mail a notice of decision as provided in LCMC [18.30.120](#).

(7) Appeal and Post-Decision Review. A final decision regarding an application subject to Type III process can be appealed pursuant to LCMC [18.30.130](#) and can be amended by post-decision changes pursuant to LCMC [18.30.150](#). [Ord. 2006-17 § 1, 2006.]

Chapter 18.130 — Low Density Residential (LDR-7.5)

The site is zoned LDR-7.5 (Low Density Residential), which requires a minimum lot size of 7,500 square feet. Single-family detached dwelling units are a permitted use within this zoning district.

The development must achieve a minimum density of four dwelling units per net acre and comply with a maximum density of 5.8 dwelling units per net acre for single-family detached uses.

A "net acre" is defined in LCMC 18.40.010 as the gross area minus land dedicated to public rights-of-way, private streets, utility easements, public parks, and undeveloped critical areas and buffers.

Setbacks and other placement requirements for dwellings will apply and will be verified at the time of building permit review.

The applicant's preliminary plan states that the net density is 4.89 dwelling units per acre, which meets the City's minimum density requirement. The maximum net density for single-family detached dwellings is 5.8 units per acre, and the maximum net density for duplexes is 8.7 units per acre.

At the time of formal subdivision application, the applicant must provide density calculations consistent with the definition of "net density," establishing net acreage in accordance with LCMC 18.40, and excluding areas dedicated to public right-of-way, private streets, public utility easements, public parks, and undeveloped critical areas.

Density may be transferred from undeveloped critical areas and buffers under LCMC 18.300.130, allowing up to 20 percent of the lots on the site to be reduced to 6,000 square feet. Individual parcels may not be smaller than 6,000 square feet or larger than 11,000 square feet, except for lots abutting the Urban Growth Area (UGA) boundary, which may exceed 11,000 square feet pursuant to LCMC 18.130.080(2). Lots created for drainage facilities, parks, open space, wetlands, critical areas, buffers, or utilities are not subject to minimum or maximum lot size requirements.

The proposed conceptual plan shows doesn't show the proposed lot sizes, the lots shall meet the development standards for the LDR-7.5 zone. The applicant proposes using density transfer provisions outlined in the Critical Areas Ordinance. The plan submitted for City preliminary plat review must demonstrate that no more than 20 percent of the lots are smaller than 7,500 square feet.

The applicant must also verify that any existing homes remaining on new lots within the development will meet the minimum setback standards for the LDR-7.5 zone.

Planned lot dimensions are generally 60–75 feet wide and 100–125 feet deep, consistent with the minimum dimensional standards for the LDR-7.5 zone (see Table 1 below). Setback requirements include 20 feet front and rear, 7.5 feet interior side, and 10 feet street side, unless modified under LCMC 18.130.080(9) or (10).

Table 1. LDR-7.5 Lot Dimension and Setback Requirements

Standard		Requirement
Minimum Lot Width		60 feet
Minimum Lot Depth		90 feet
Minimum Front Yard Setback ^{1 2 4}		20 feet
Minimum Front-Loading Garage Setback		20 feet
Minimum Interior Side Yard Setback ²		7.5 feet
Minimum Street Side Yard Setback ²		10 feet
Minimum Rear Yard Setback ^{2 3}		15 feet (garage) / 20 feet (living area)

¹ If both adjoining lots have front yard setbacks less than the required depth for the district, the minimum front setback shall be the average of the two adjoining setbacks.

If only one adjoining lot has a reduced setback, the minimum front setback for the subject lot shall be the average of the adjoining setback and 15 feet.

² Architectural projections such as cornices, eaves, sills, or canopies may extend up to 30 inches into a required yard. Chimneys may project up to 24 inches. Decks less than 30 inches in height (measured from grade to deck surface) and uncovered by a roof or canopy may extend up to 10 feet into the front yard, 7.5 feet into the street side yard, and are permitted within side or rear yards regardless of setbacks.

³ Detached accessory structures (other than garages or carports) may be located in a rear or side yard if at least six feet from the primary structure and set back five feet from interior side and rear lot lines and 10 feet from street side lot lines. Garages or carports may be located in rear or side yards if at least 20 feet from front and street side lot lines.

⁴ The minimum front yard setback may be reduced in accordance with LCMC 18.130.080(10).

Maximum building lot coverage shall not exceed 35 percent, and maximum impervious surface area shall not exceed 50 percent per lot.

Street trees are required for new residential developments. See further discussion in the Public Works and Engineering Analysis section.

Chapter 18.147 — Parks and Open Spaces

LCMC 18.147 requires single-family residential developments with 40 or more dwelling units to provide publicly accessible park space at a ratio of 0.25 acres per 40 dwelling units in excess of the first 40 units.

For the proposed 153-unit development, the required park space is 0.75 acres (see Table 2). During the pre-application conference, the total required park space was incorrectly identified as 1 acre. Park space may be provided in one or more family parks within the site.

Table 2. Park and Open Space Area Requirements

Parameter	Quantity / Calculation
Units Proposed	153
Units in Excess of 40	120
Park Space Minimum Requirement	0.25 acres / 40 units
Excess Units Divided by 40	3
Park Space Acreage Requirement	0.75 acres

Park Design Requirements

Park design and layout must meet current La Center Park standards and Americans with

Disabilities Act (ADA) requirements. Pursuant to LCMC 18.147.030(1)(b), each park shall include at minimum:

- Paved pedestrian circulation path or sidewalk
- Two sitting benches, at least 4 feet long, for each 0.25 acre of park area or fraction thereof
- One trash receptacle for each 0.25 acre of park area or fraction thereof
- Bike rack(s) to accommodate at least six bicycles for each 0.25 acre of park area or fraction thereof
- One play structure intended primarily for children ages 2–12
- One picnic table for each 0.25 acre of park area or fraction thereof

Modifications to required park amenities are subject to City approval.

Park Screening and Connectivity

A low fence or impassable vegetative buffer shall be provided where parks abut residential areas. Screening should be 3.5–6 feet in height and shall not be fully sight-obscuring.

Passive open spaces such as wetlands, stream corridors, or other unbuildable lands shall be combined with active open spaces, either contiguously or via pedestrian facilities, to create interconnectivity between neighborhoods and other park or pedestrian facilities. Where feasible, these areas shall include an integrated network of trails connected to existing or planned La Center and regional trail systems.

Unbuildable areas shall either be dedicated to the City or encumbered with public easements for pedestrian facilities, consisting of a 20-foot-wide construction easement (which expires upon completion of trail construction) and a 12-foot-wide perpetual pedestrian easement.

The preliminary plat application shall include a preliminary park site plan and landscape plan showing the location of required amenities. The property owner or homeowner's association is responsible for park maintenance.

Chapter 18.157 — Sensitive Utility Corridor Overlay District

Regulations in this chapter apply to all existing and proposed land uses within the Sensitive Utility Corridor Overlay District. Applications within this overlay are processed as Type II, except for minor modifications that do not involve significant land disturbance. This application is a Type III due to the potential for variance requests affecting the dimensions of a restricted pipeline area.

Lot Calculations and Disclosures

When calculating minimum lot area, the restricted pipeline area (the area within the pipeline easement) is excluded. Before transferring title, the applicant must provide a document

describing the restricted pipeline area, development limitations, and the name and address of the pipeline owner/operator.

Developer Requirements per LCMC 18.157:

- Show the restricted pipeline area and consultation zone on all site plans and plats, including the following disclosure on the face of the plan:

“The subject property is located within the potential impact radius of a significant natural gas pipeline. This disclosure is pursuant to Chapter 18.157 LCMC and is for notification purposes only. By approving this land division, the City of La Center assumes no responsibility for the safety, maintenance, or nuisance potential that may arise due to the proximity of the pipeline to this property.”

- Contact the sensitive pipeline operator and provide documentation of proposed development activities
- Submit written evidence with the development permit application confirming the pipeline operator reviewed the documents for compatibility with safe pipeline operation
- Submit a SEPA environmental checklist for parcels within the consultation zone
- Indicate the restricted pipeline area and consultation zone on all engineering and construction drawings, including a temporary construction fence and clearly flagged boundaries, maintained until project completion
- Comply with all other applicable LCMC requirements

Pipeline Safety and Land Use

A majority of the gas pipeline easement is within open space or storm facility tracts, except for the northeast corner of Lot 68. Uses requiring evacuation assistance are prohibited within 250 feet of a sensitive pipeline. Single-family detached residential development is not considered a use requiring evacuation assistance.

Construction or land disturbance within the restricted pipeline area is prohibited unless:

- The sensitive pipeline operator provides written approval for the encroachment

Exceptions include:

- The pipeline or appurtenances
- Facilities that produce, consume, process, or store the transported product
- Utility lines crossing the restricted pipeline area
- Utility service connections
- Roads or surface parking lots

Preliminary Submittal Requirements

The preliminary plat shall reflect:

- Limits of the restricted pipeline area (pipeline easement)

- Limits of the consultation zone (Sensitive Utility Corridor Overlay)
- Required notes and disclosures per LCMC 18.157

The application must address all relevant criteria and describe proposed encroachments. Written confirmation of consultation with the sensitive pipeline operator must be provided before a preliminary decision. City staff encourages early engagement with the pipeline operator to prevent delays. Proof of consultation is required for staff recommendation and public hearing eligibility.

Subdivision Provisions (LCMC 18.210)

Submittal Requirements (LCMC 18.210.030)

A completed application form and the following materials are required prior to a determination of technical completeness:

1. The information listed in LCMC 18.210.010(2), including an environmental checklist if required, unless the project is categorically exempt.
2. Written authorization to file the application signed by the property owner, if the applicant is not the owner listed by the Clark County Assessor.
3. Proof of ownership, such as copies of deeds and/or a policy or satisfactory commitment for title insurance.
4. A legal description of the property proposed for subdivision.
5. If the subdivision contains large lots or tracts likely to be re-subdivided in the future, the application must include a master plan of all land under common ownership to provide for future street extensions and openings.
6. A copy of the pre-application conference summary and all information required to address issues, comments, and concerns identified in the summary.
7. Submit written evidence confirming the pipeline operator has reviewed the documents for compatibility with safe pipeline operation.
8. Submit a SEPA checklist and include the pipeline within the consultation zone
9. The proposed preliminary plat will need to show the pipeline easement and the sensitive utility corridor overlay
10. A written description of how the proposed preliminary plat complies with each applicable approval criterion, supported by basic facts and substantial evidence.
11. The names and addresses of all property owners within 300 feet of the site, provided on mailing labels.
 - a) Submit a statement from the Assessor's Office or a title company certifying the list is complete and accurate, based on records within 30 days of submission.
 - b) If the applicant owns property adjoining or across a right-of-way or easement from the subject property, notice must also be mailed to owners within 300 feet of the edge of the applicant's property.
12. Any exceptions, adjustments, or variances to dimensional requirements of base or overlay zones, or modifications to road standards in LCMC 12.10, required to approve the preliminary plat.

13. Wetland delineation and assessment per Chapter 18.300 LCMC, including a Critical Areas Permit if wetlands are present or impacted. Wetlands must be classified using the 2014 Ecology Wetland Rating System, and a wetland mitigation report is required if impacts are proposed.
14. A geotechnical study is required due to site fill, seismic, landslide, and erosion hazards.
15. A tree protection plan prepared by a certified arborist or landscape architect, per LCMC 18.350.060(2).
16. Preliminary grading, erosion control, and drainage plans, consistent with Chapter 18.320 LCMC.
17. Evidence that potable water will be provided to each lot from a public water system and that each lot will be connected to public sewer.
18. Sanitary sewer basin and pump station analysis.
19. A phasing plan, if proposed.
20. An archaeological predetermination report per LCMC 18.360.
21. Additional information as applicable:
 - a) Traffic study (consult the City Engineer regarding intersections to be studied)
 - b) Signed Agreement to Pay Outside Professional Review Expenses related to the land use application
19. Preliminary stormwater report, per LCMC 18.320.
20. Critical areas report and assessment, identifying all streams per WAC 222-16-030 and regulated pursuant to LCMC 18.300.090. If impacts are proposed, a mitigation plan and critical areas permit will be required.
21. Legal lot determination request and associated sales history dating back to 1969, consistent with LCMC 18.225.

The applicant must also provide written evidence that the sensitive pipeline operator reviewed project documents for compatibility with safe operation, as required by LCMC 18.157. This documentation must be submitted prior to the issuance of the staff recommendation to the Hearing Examiner. Applications may be placed on hold if this documentation is not submitted.

See the Public Works and Engineering Analysis section for additional discussion of potential design refinements that could be addressed through a development agreement.

Vesting

Applications are vested in the current version of the code on the date the City deems the preliminary application to be technically complete.

Subdivision Approval Criteria (LCMC 18.210.040)

The applicant carries the **burden of proof** to demonstrate that the proposal complies with the following City regulations and standards:

- **Chapter 12.05 LCMC — Sidewalks**

- **Chapter 12.10 LCMC** — Public and Private Road Standards
- **Chapter 15.05 LCMC** — Building Code and Specialty Codes
- **Chapter 15.35 LCMC** — School Impact Fees
- **Chapter 18.245 LCMC** — Supplemental Development Standards
- **Chapter 18.300 LCMC** — Critical Areas
- **Chapter 18.310 LCMC** — Environmental Policy
- **Chapter 18.320 LCMC** — Stormwater and Erosion Control
- Appropriate provision for **parks, trails, potable water, and sanitary waste disposal**
- Compliance with **Chapter 58.17 RCW**

Subdivision General Issues

1. To approve the preliminary plat, the Hearing Examiner must find that:

“Appropriate provision has been made for potable water supplies and the disposal of sanitary wastes; sidewalks and pathways provide safe routes for pedestrians and schools; adequate protections and mitigations are provided for critical areas; roadways are designed for safe and efficient vehicle access; stormwater and erosion control is adequately addressed; and building and development codes are being met.”
2. All existing wells and septic systems must be properly decommissioned prior to final plat.
3. The City may refuse bonds in lieu of improvements at the time of final platting if not previously documented.
4. Private roads must comply with LCMC Chapter 12.10, unless modified (see Public Works and Engineering Analysis section).
5. Flag lots are discouraged. When allowed, they must comply with:
 - a) The flag “pole” shall be at least 20 feet wide, regardless of frontage requirements.
 - b) The pole shall have an all-weather surface with unobstructed vertical clearance of 13 feet, 6 inches, and be marked and signed as a fire lane.
 - c) The pole portion shall not count toward minimum lot size.
 - d) If the flag pole exceeds 150 feet, an approved turnaround per the International Fire Code shall be provided, and structures must include fire-hazard protections, including hard-wired, back-up smoke detectors and sprinklers.
 - e) Access easements across adjoining properties shall comply with LCMC 12.10.220.
6. The preliminary plat shall expire five years from the date of the Final Order (RCW 17.58.140(3)(a)).
7. Phasing is permitted. All phases must be identified on the preliminary plat and follow lot number sequencing. If phases are proposed:
 - a) Boundaries and sequence of each phase must be clearly identified
 - b) Each phase must include open space and required public/private infrastructure proportional to the number of lots
 - c) Sequence and timing of phases must maintain compliance with applicable standards throughout development

- d) The applicant must complete or assure completion of public improvements consistent with LCMC 18.210.090

18.225 Legal Lot Determinations

Staff will complete a legal lot determination concurrent with the review of the subdivision application. Please provide information required by this Chapter (LCMC 18.225.010[4]).

18.240 — Mitigation of Adverse Impacts

The applicant must address this code section in the narrative submitted with the subdivision application, documenting **impacts and proposed mitigations** for public facilities. The narrative should consider the following potential impacts:

- Predevelopment versus post-development demands on city streets, drainage facilities, parks, playgrounds, recreation facilities, schools, police services, and other municipal facilities or services.
- Cumulative impacts, considering whether the proposed development, when combined with similar future developments nearby, would require mitigation.
- Size, number, condition, and proximity of existing facilities that may be affected by the proposed development.
- Capital improvements reasonably necessary to mitigate specific direct impacts resulting from the development.
- Beneficiaries of mitigating improvements, including whether users of the proposed development will benefit.
- Significant adverse environmental impacts resulting from the proposed development.
- Consistency with the City's Comprehensive Plan.
- Likelihood of city growth through annexation of areas immediately adjacent to the proposed development.
- Appropriateness of financing necessary capital improvements, including the use of local improvement districts.
- Whether the designated capital improvement furthers public health, safety, or general welfare.
- Any other relevant facts deemed necessary by the review authority.

18.245 — Supplementary Development Standards

- Landscape Screening: Screening is not required along the perimeter of the development because it is bordered by LDR-7.5 zoned properties to the north, east, and west. To the south, parcels are zoned R-5 and R-10 with an Urban Reserve Comprehensive Plan overlay and are under Clark County jurisdiction. La Center's code does not require screening adjacent to these areas.
- Fencing and Hedge Standards: If the applicant elects to include fencing or hedges within the development, all features must comply with the standards in LCMC 18.245.020.
- Landscaping Requirements: All proposed landscaping must comply with LCMC 18.245.060, including size, spacing, and quality standards.

18.260 — Variances

Pursuant to LCMC 18.260, variances of up to 10 percent of the numerical standards for setbacks, buffers, building heights, landscaping, and lot dimensions (excluding lot area or density) are subject to a Type I process as described in LCMC 18.130.080.

All other variances greater than 10 percent are subject to a Type II process, consistent with LCMC 18.30.090. Variance applications are reviewed administratively, may be consolidated with the subdivision application, and must comply with the review criteria outlined in LCMC 18.260.040, as follows:

- **Unusual Circumstances or Conditions:** Such as the size, shape, or topography of the site, or the location of an existing legal development, that affect the property and/or intended use, which do not generally apply to other properties in the vicinity or zone. An unusual circumstance may also include obligations under other municipal, state, or federal requirements.
- **Applicant Actions:** The unusual circumstance cannot result from actions taken by the applicant.
- **Preservation of Substantial Property Rights:** The variance must be necessary for the preservation of a substantial property right possessed by owners of other properties in the vicinity or zone.
- **Minimum Relief:** The variance request must be the least necessary to relieve the unusual circumstances or conditions identified above.
- **Impact Mitigation:** Any impacts resulting from the variance must be mitigated to the extent practical.
- **Public Welfare:** The granting of the variance must not be materially detrimental to the public welfare or injurious to property or improvements in the vicinity and zone.

18.280 — Off-Street Parking and Loading Requirements

The proposed site will be accessed from NW Spencer Road, serving the entire development via a combination of public and private roads. All new homes will take access internally. Several private roads and driveways are proposed within the development, with gates planned along three of the private roads. An emergency access and a stub for a future public road will be located at the southern end of NW 13th Avenue.

Currently, NW 13th Avenue is a private road and is not built to City standards. Other public roads could be extended north and west with future development. Public and private road requirements are outlined in LCMC 12.10 and are discussed in the Public Works and Engineering Analysis section.

Each dwelling unit will be provided with two off-street parking spaces, per Table 18.280.040. The front plane of garages must be set back a minimum of 20 feet from the interior edge of the sidewalk. Driveway parking spaces for single-family, duplex, or attached single-family uses must also be at least 20 feet long.

Access for the existing residence on the northern portion of the site will be provided from the new internal streets. All other existing residences on-site will be removed. Each new lot will include a minimum of two driveway parking stalls and two garage parking stalls, for a total of four stalls per lot. On-street parking will also be allowed on all public roads and on some of the wider private roads.

18.282 — Outdoor Lighting

Residential outdoor lighting must comply with the general requirements in LCMC 18.282.030. The riparian area in the northeastern corner of the proposed development is subject to the requirements in LCMC 18.282.040 (Critical Area Lighting). Exterior lighting luminaires and accent luminaires, regardless of the lighting zone in which they are installed, shall not directly illuminate the La Center Bottoms, critical areas, or critical area buffers, even if these areas are privately owned.

18.300 — Critical Areas

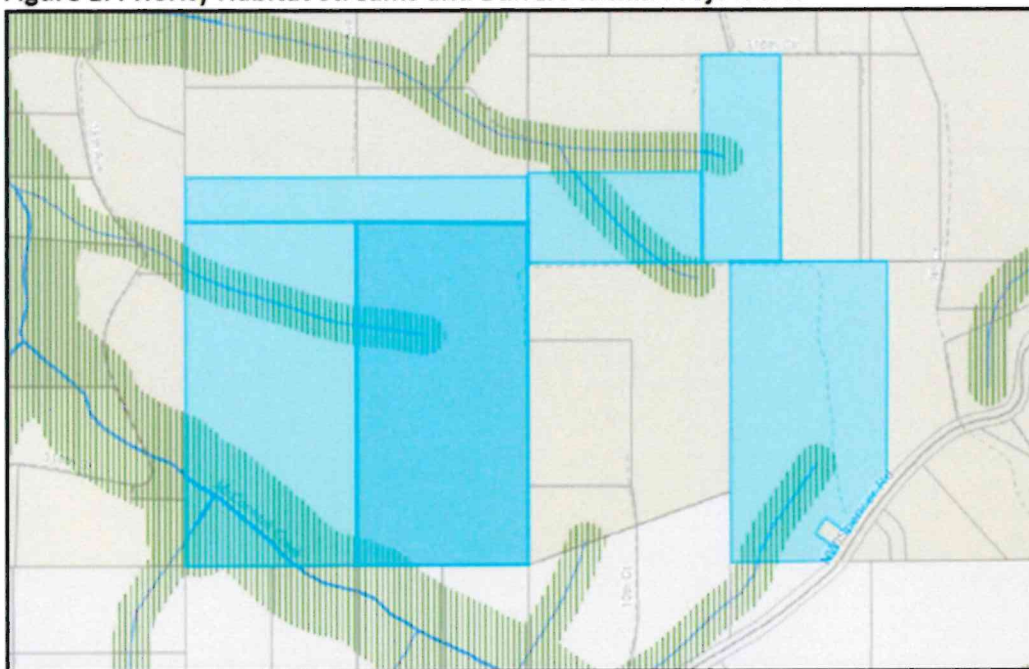
Several critical areas are present within the subject site. The north-central portion, as well as the south and west sides of the site, contain steep slopes. GIS mapping indicates wetlands along McCormick Creek, and riparian habitat corridors are mapped throughout the property.

A critical areas report will be prepared for the entire site and submitted with the preliminary applications. Except for frequently flooded areas designated as Special Flood Hazard Areas on the Flood Insurance Rate Map, all development regulations in critical areas are outlined in LCMC 18.300.090(3).

18.300.090(2) — Fish and Wildlife Habitat Conservation Areas (Riparian Areas)

Clark County MapsOnline shows that McCormick Creek, a Type F water with fish habitat, crosses the site at the southwest corner of Parcel 211286-000. Additional unnamed, non-fish-bearing streams (identified as Type NP and Type NS waters) also traverse the property. Fish-bearing and non-fish-bearing waters are further defined in WAC 222-16-030.

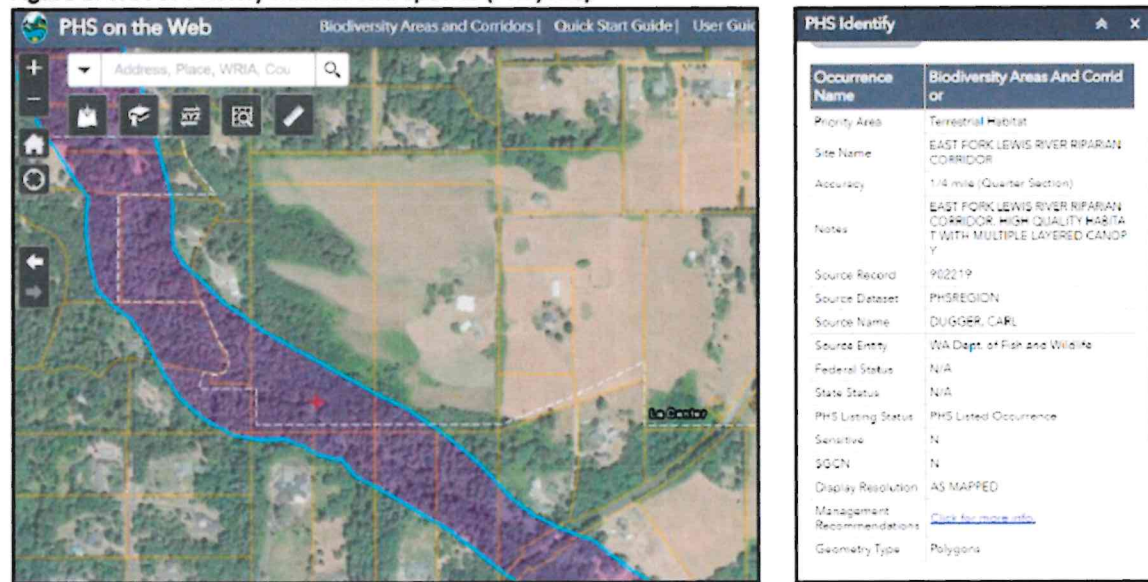
Variable-width riparian habitat conservation areas are mapped along these streams. See Figure 1 for approximate stream and buffer locations. Site boundaries are shown in blue.

Figure 1. Priority Habitat Streams and Buffers within Project Site

Source: Clark County Maps Online

Using the WDFW Priority Habitat and Species (PHS) Map, the East Fork Lewis River Riparian Corridor runs along the southwestern portions of the site and is generally consistent with the alignment of McCormick Creek and associated buffer. Riparian areas are fish and wildlife habitat conservation areas under the critical areas ordinance and development in these areas requires a critical areas permit.

Figure 2. WDFW Priority Habitat and Species (PHS) Map



Source: [PHS on the Web](#)

In addition to the biodiversity corridor noted above, the WDFW Priority Habitat and Species (PHS) map indicates the presence of two priority animal species: the Little Brown Bat and the Yuma Myotis.

Habitat buffers are assigned to lands regulated under LCMC 18.300 according to Table 18.300.090(2)(a). Development activities are restricted within buffer areas as shown in Table 18.300.090(2)(f):

Table 18.300.090(2)(f) – Riparian Areas

Fish and Wildlife Habitat Area	Riparian Ecosystem Area	Buffer Width (ft)
Type S (fish-bearing)	East Fork of the Lewis River	250
Type F (perennial or fish-bearing)	Breeze, Jenny, and McCormick Creeks; streams <5 ft wide if fish-bearing	200
Type NP (low mass-wasting potential)	Streams <3 ft width on average	150
Type NS (high mass-wasting potential)	Seasonal streams with defined channel	75

The applicant's narrative indicates that a critical areas report will be prepared for the project, addressing all wetlands, slopes, and streams. This report must be prepared in accordance with LCMC 18.300.090(2)(d) for streams and riparian areas mapped throughout the project site. Riparian areas are specifically addressed under LCMC 18.300.090(2)(a)(i).

Development within riparian areas should be avoided; if unavoidable, a mitigation plan is required to compensate for the loss of habitat, in compliance with LCMC 18.300.090(2). Mitigation plans must demonstrate no net loss of riparian habitat in accordance with LCMC 18.300.100 and 18.300.120. The critical areas report and mitigation plan must be submitted with the preliminary plat application.

Buffer Standards for Construction: Per LCMC 18.300.090(2)(g), a minimum setback of 15 feet from the buffer is required for any impervious surfaces greater than 120 square feet of base coverage, measured from the head or toe of a slope with an overall slope greater than 35 percent. Clearing, grading, and filling within 15 feet of the buffer is only permitted if the applicant demonstrates that native vegetation within the buffer will not be damaged.

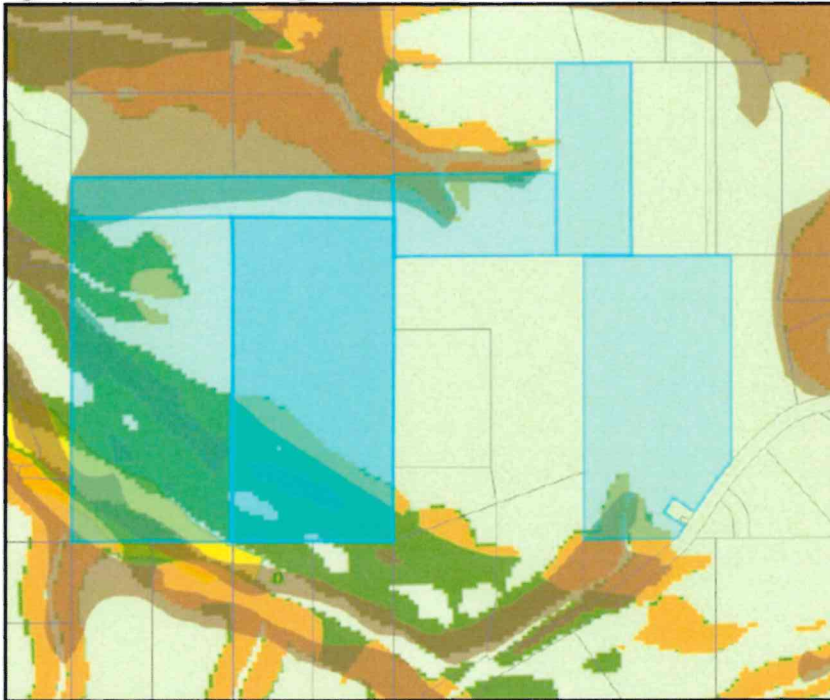
The additional impervious surface setback may be waived if the applicant provides credible evidence that the proposed surface will not significantly affect slope stability. The edge of the buffer must be clearly staked, flagged, and fenced prior to and throughout construction. Permanent markers, including signs reading “Habitat Buffer – Please Retain in a Natural State”, shall be posted at one per lot or every 100 feet, whichever is less, and maintained perpetually along the outer perimeter. A conservation covenant shall be recorded in a form approved by the City Attorney, providing notice that a permit is required prior to engaging in regulated activities within the habitat area or its buffer.

Buffer Reductions: The City’s critical areas ordinance permits buffer reductions of Type N streams up to 50 percent where the riparian area is currently impacted or contains non-native vegetation (e.g., grass or pasture), per LCMC 18.300.090(2)(l). The applicant must demonstrate that the proposed reduction will not significantly reduce water quality or habitat functions and must provide a buffer enhancement plan.

LCMC 18.300.090(4) — Geologic Hazards

Clark County maps portions of the project site as a severe erosion hazard area (Figure 3), which is a regulated geologically hazardous critical area. Development in these areas is prohibited unless the applicant meets the requirements of LCMC 18.300.090(4)(b)(i) and 18.300.090(4)(c & e).

This includes erosion hazard area buffers as recommended in an approved geotechnical report. The applicant must also provide an erosion control plan that complies with LCMC 18.300.090(4)(e)(ii).

Figure 3. Slopes and Geologic Hazard Map

Source: Clark County Maps Online

A significant portion of the site along the southern boundary, wrapping around to the west and north along the western boundary, is mapped as landslide hazards (areas of potential instability). These areas are regulated geologically hazardous critical areas. Development within landslide hazard areas is prohibited unless the applicant meets the requirements of LCMC 18.300.090(4)(b)(i) and LCMC 18.300.090(4)(c & d).

Landslide hazard areas shall be protected with buffers as required by LCMC 18.300.090(4)(d)(i) and as determined by a qualified professional.

The site is also mapped as Class C and D seismic hazard zones for ground shaking amplification, which is a type of geologically hazardous critical area. The applicant must provide a geotechnical engineering report documenting the presence or absence of the geologic hazard and proposing mitigation measures to ensure that development complies with LCMC 18.300.090(4)(b)(i), including demonstrating that:

- The development will not increase the threat of geologic hazard to adjacent properties;
- Other critical areas will not be adversely impacted;
- The hazard is eliminated or mitigated to a level equal to or less than predevelopment conditions; and
- All recommendations are provided by a qualified professional in a stamped geotechnical engineering report.

The applicant must also ensure compliance with the International Building Code for development in seismic hazard areas.

A significant portion of the site along the southern boundary, wrapping around to the west and north along the western boundary, is mapped as landslide hazards (areas of potential instability). These areas are regulated geologically hazardous critical areas. Development within landslide hazard areas is prohibited unless the applicant meets the requirements of LCMC 18.300.090(4)(b)(i) and LCMC 18.300.090(4)(c & d).

Landslide hazard areas shall be protected with buffers as required by LCMC 18.300.090(4)(d)(i) and as determined by a qualified professional.

The site is also mapped as Class C and D seismic hazard zones for ground shaking amplification, which is a type of geologically hazardous critical area. The applicant must provide a geotechnical engineering report documenting the presence or absence of the geologic hazard and proposing mitigation measures to ensure that development complies with LCMC 18.300.090(4)(b)(i), including demonstrating that:

- The development will not increase the threat of geologic hazard to adjacent properties;
- Other critical areas will not be adversely impacted;
- The hazard is eliminated or mitigated to a level equal to or less than predevelopment conditions; and
- All recommendations are provided by a qualified professional in a stamped geotechnical engineering report.

The applicant must also ensure compliance with the International Building Code for development in seismic hazard areas.

18.300.130 Residential Density Transfer

The applicant has indicated in the narrative that they intend to implement density transfer provisions to transfer residential density to a receiving area for the stream and riparian area buffers present on the site.

The value of the transfer for the LDR district shall be calculated as the area of critical areas completely avoided from development, multiplied by the minimum number of allowed units per net acre in the zoning district. For example, if 1 acre of critical area is completely avoided and 4 units per net acre are allowed in the LDR zoning district, the maximum allowable density transfer would be 4 units.

The applicant shall provide the total area of critical areas that are completely avoided, including areas that will be confirmed as critical areas, in the application submittal. This information will allow staff to determine the maximum allowable density transfer for the site in accordance with LCMC 18.300.130(2). Density transfers cannot exceed the maximum density allowed in the base zoning district.

The preliminary plat shows 31 lots that are less than 7,500 square feet. With an approved density transfer, up to 20 percent of individual lots may be less than 7,500 square feet, with a minimum lot size of 6,000 square feet in accordance with LCMC 18.130.080(2).

18.310 Environmental Policy

The project exceeds the exemption thresholds in LCMC 18.310.090 and WAC 197-11-800. The project application must include a completed SEPA checklist and appropriate processing fees.

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. Mitigations stemming from the SEPA review will be included in the Type III Subdivision staff report.

18.340 Native Plant List: Any mitigation required for critical areas impacts shall use native plants in accordance with LCMC 18.340 and landscaped areas are encouraged not to use nuisance or prohibited plants.

18.350 Tree Protection

An initial Google Earth survey shows a large number of trees on site, though most appear to be within or adjacent to critical areas or steep slopes. If any tree greater than 5 inches diameter at breast height (DBH) is proposed to be removed, a tree cutting permit is required, and trees larger than 10 inches in diameter must be mitigated. Mitigation may consist of replanting on-site or off-site, or payment in lieu of planting, in accordance with LCMC 18.350.050.

A tree inventory and protection plan will also be required in accordance with LCMC 18.350.060, including an inventory of all trees on site, and must be prepared by an arborist or accredited landscape architect. The inventory and protection 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, utilities, facilities, and easements;
- Location of proposed and existing structures;
- Grade changes or cuts and fills during and/or after construction;
- Existing and proposed impervious surfaces;
- Identification of a contact person and/or arborist responsible for implementing and maintaining the approved tree protection plan; and
- Location and type of tree protection measures to be installed per LCMC 18.350.060(3).

Due to the large quantity of trees on site, the City has determined that trees in areas to be preserved or left undeveloped, such as the stream on the eastern side of the site and its buffer, are not required to be inventoried. However, these areas shall be mapped on the tree inventory and protection plan for staff review.

18.360 Archeological Resource Protection:

Clark County Maps Online identifies portions of the site as having a moderate to high risk of encountering archaeological resources. Any high impact development (greater than 12-inches below the ground and more than 10,000 square feet) proposed in moderate, moderate-high, or high risk areas requires filing an archaeological predetermination report as per Table 18.360.020-1. Predetermination reports must contain the information in 18.360.080(4). Based on the findings of the predetermination report, further archaeological work or a full archaeological survey may be required.

The Archaeological Pre-determination report, should not be submitted with the application packet. This information is confidential. The application packet must include proof that the Arc-Predetermination has been submitted to DAHP.

18.360.050 DAHP Coordination and Permitting:

Recording. Any archaeological site identified pursuant to the provisions of this chapter shall be recorded with the Washington State Department of Archaeology and Historic Preservation (DAHP). A copy of the State of Washington Archaeological Site Inventory form and cover letter to DAHP shall be submitted to the city planner with the required survey report pursuant to LCMC 18.360.090(3). If an archaeological predetermination or archaeological survey was submitted to DAHP for review, proof of submittal must also be submitted prior to, or concurrent with, the application.

Permit Required. A permit from DAHP shall be secured prior to digging, altering, excavating, and/or removing archaeological objects and sites or historic archaeological resources, or removing engraved, carved or painted records of tribes or peoples, or archaeological resources from Native American Indian cairns or graves.

Application Fees

- Preliminary subdivision plat (\$3,000 +\$125/lot);
- SEPA (\$340 Checklist & Review; \$170 Publication);
- Legal Lot Determination (\$425 + \$75 per lot (>2 lots);
- Critical Area review (\$340 per critical area);
- Stormwater review (\$150)
- Traffic Study Review (\$500)
- Transportation/ ROW Review (\$100)
- In addition all reviews will require cost recovery, cost recovery (requires a reimbursement agreement); actual cost of staff, consultants, and/or hearing examiner plus 10 percent. This fee is applicable as part of a land use action or development review (i.e., traffic study, preliminary/final plat review).

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.

Impact Fees per Single Family Residence

- | | |
|---------------------|-----------|
| • Park Impact Fee | \$2842.00 |
| • School Impact Fee | \$3501.57 |

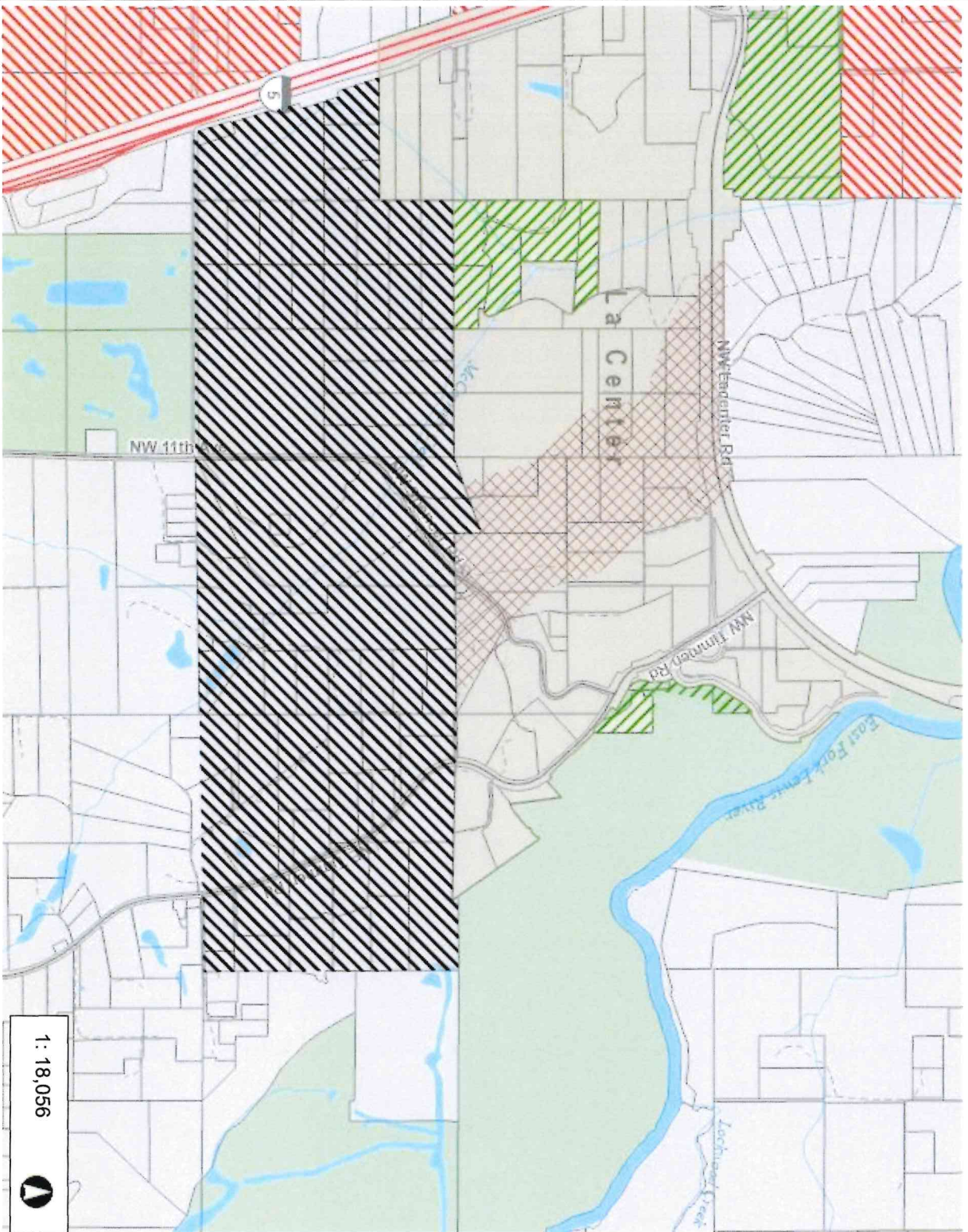
- Traffic Impact Fee \$7561.00
- Sewer Development Charge Fee \$7800.00

October 28, 2025 Pre-application Conference Attendees

Name	Organization Name	Email Address	Phone Number
Tony Cooper	City of La Center	acooper@ci.lacenter.wa.us	360-263-7665
Angie Merrill	City of La Center	amerrill@ci.lacenter.wa.us	360-263-3654
Mike Lackey	Clark County Fire Rescue	mike.lackey@clarkfr.org	360-887-6210
Scott Taylor	SGA Engineering	staylor@sgaengineering.com	360-993-0911
Nikole Duke	Hinton Development	nikole@hintondevelopment.com	360-546-1220



Sensitive Utility Overlay Map

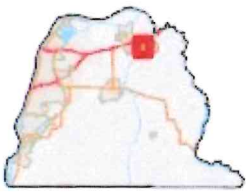


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WGS, 1984, Web_Mercator, Auxiliary, Sphere
Clark County, WA, GIS - <http://gis.clark.wa.gov>

This map was generated by Clark County's "MapsOnline" website.
Clark County does not warrant the accuracy, reliability or timeliness of
any information on this map, and shall not be held liable for losses
caused by using this information. Taxlot (i.e., parcel) boundaries cannot
be used to determine the location of property lines on the ground.



Legend

- Zoning Overlay**
- 7th Street Property
- Activity Center Overlay
- Airport Environs Overlay
- Airport Overlay
- Cardroom Overlay District
- Columbia River Gorge Scenic Area
- Downtown Overlay District
- Employment Mixed Use Overlay
- Existing Historic Resort
- Freight Rail Dependent Use
- Gateway Corridor
- Highway 99 Overlay District
- Urban Reserve - 20 (UR-20)
- Infill Residential Development Area
- Mill Creek Overlay District
- Mixed Residential Area Overlay
- Multifamily Residential Area Overlay
- Railroad Industrial Overlay District
- Railroad Industrial Urban Reserve
- Residential Cluster Overlay
- Ridgeline Mixed Use Overlay (RML)
- Rural Center Mixed Use
- Sensitive Utility Corridor Overlay DI

Notes:

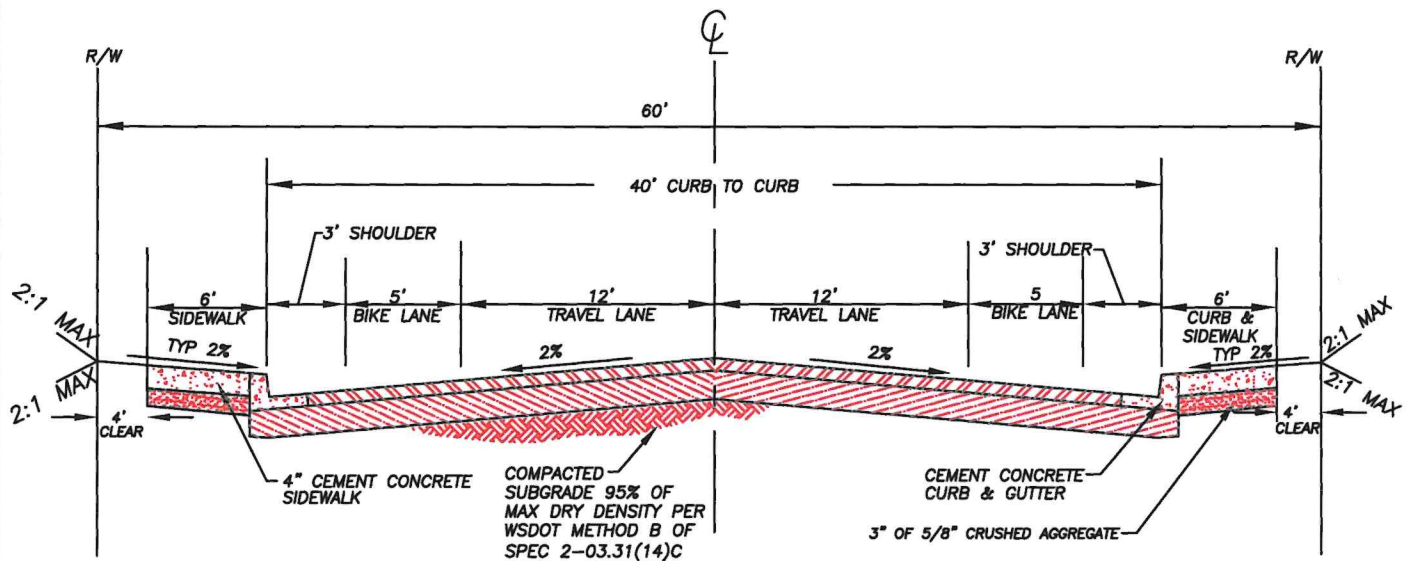


- Legend**
- ☐ Taxlots
- Easements**
- Conservation
 - Drainage
 - Guardrail
 - Ingress and Egress
 - Railroad
 - Roadway
 - Sight Distance
 - Traffic Signal
 - Utility
 - Walkway
 - Wall
 - Other

Notes:

City Standard Street Sections

**FOR LEFT TURN BAYS TO ACCOMMODATE ADJACENT STREET ACCESS,
"ARTERIAL ROAD SECTION" SHALL BE USED**



CONVENTIONAL CONSTRUCTION			THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS	AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.35'	0.50'	A-1	0.42'	0.25'
A-2	0.35'	0.50'	A-2	0.42'	0.25'
A-3	0.35'	0.50'	A-3	0.42'	0.25'
A-4	0.35'	0.60'	A-4	0.45'	0.25'
A-5	0.35'	0.90'	A-5	0.55'	0.25'
A-6	0.35'	1.20'	A-6	0.62'	0.25'
A-7	0.40'	1.60'	A-7	0.80'	0.25'
OTHER	NO SECTION	ESTIMATED	OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
3. ASPHALT SURFACE FOR ALL ROADS SHALL BE CLASS $\frac{1}{2}$ " PG 64-22 HMA PER WSDOT STANDARD SPECIFICATIONS.
4. THE PAVEMENT STRUCTURE THICKNESSES IDENTIFIED FOR THESE SOIL TYPES ARE REQUIRED UNLESS A SITE SPECIFIC PAVEMENT DESIGN IS DONE. THE TOTAL PAVEMENT STRUCTURE SHALL NOT EXCEED 2.5 FEET.
4. EITHER CONVENTIONAL OR THICK ASPHALT CONSTRUCTION IS ALLOWED.
5. BASE ROCK SECTION SHALL BE TWO (2) INCHES OF 5/8"- 0" TOP COURSE, OVER REMAINING DEPTH OF BASE COURSE PER WSDOT STANDARD SPECIFICATION SECTION 9-03.9(3). TOTAL BASE ROCK SECTION THICKNESS AS INDICATED IN THE TABLES.

RURAL MAJOR COLLECTOR

PLAN #



CITY OF LA CENTER APPROVED

Anthony Perlopper

CITY ENGINEER

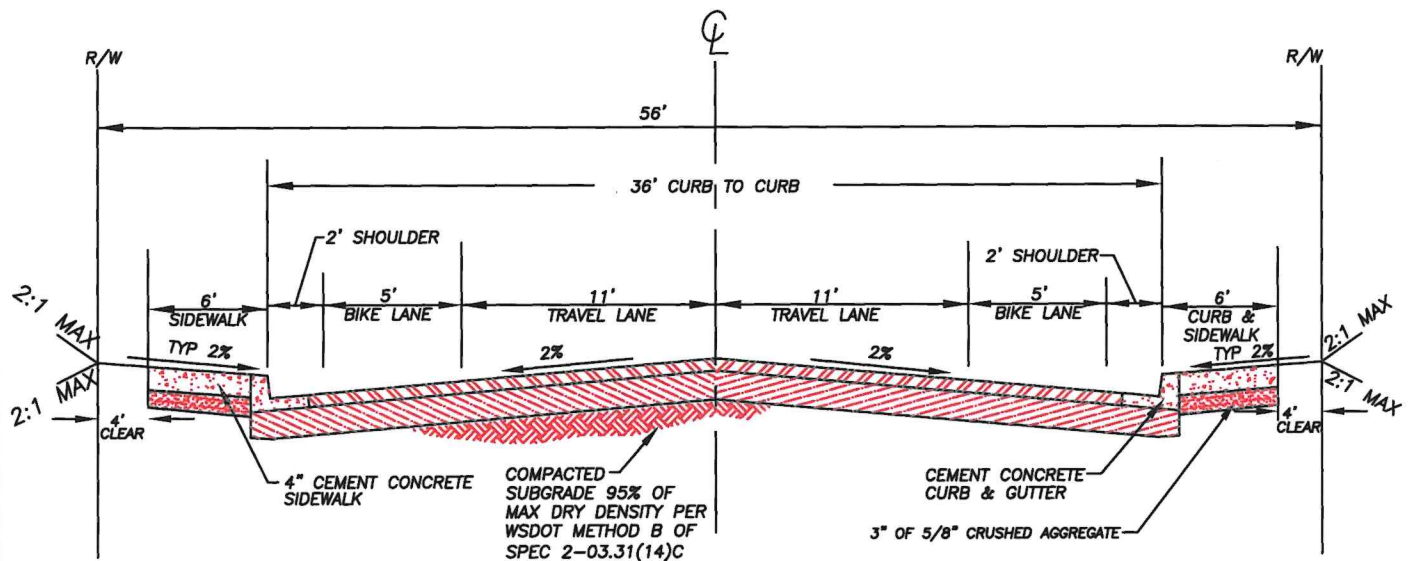
3/17/14

DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	3/17/14	ALC	ALC

ST-13A

**FOR LEFT TURN BAYS TO ACCOMMODATE ADJACENT STREET ACCESS,
"ARTERIAL ROAD SECTION" SHALL BE USED**



CONVENTIONAL CONSTRUCTION			THICK ASPHALT CONSTRUCTION		
AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS	AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.35'	0.50'	A-1	0.42'	0.25'
A-2	0.35'	0.50'	A-2	0.42'	0.25'
A-3	0.35'	0.50'	A-3	0.42'	0.25'
A-4	0.35'	0.60'	A-4	0.45'	0.25'
A-5	0.35'	0.90'	A-5	0.55'	0.25'
A-6	0.35'	1.20'	A-6	0.62'	0.25'
A-7	0.40'	1.60'	A-7	0.80'	0.25'
OTHER	NO SECTION	ESTIMATED	OTHER	NO SECTION	ESTIMATED

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
3. ASPHALT SURFACE FOR ALL ROADS SHALL BE CLASS $\frac{1}{2}$ " PG 64-22 HMA PER WSDOT STANDARD SPECIFICATIONS.
4. THE PAVEMENT STRUCTURE THICKNESSES IDENTIFIED FOR THESE SOIL TYPES ARE REQUIRED UNLESS A SITE SPECIFIC PAVEMENT DESIGN IS DONE. THE TOTAL PAVEMENT STRUCTURE SHALL NOT EXCEED 2.5 FEET.
4. EITHER CONVENTIONAL OR THICK ASPHALT CONSTRUCTION IS ALLOWED.
5. BASE ROCK SECTION SHALL BE TWO (2) INCHES OF 5/8"- 0" TOP COURSE, OVER REMAINING DEPTH OF BASE COURSE PER WSDOT STANDARD SPECIFICATION SECTION 9-03.9(3). TOTAL BASE ROCK SECTION THICKNESS AS INDICATED IN THE TABLES.

**NOTE: DETAIL ONLY FOR ADT UP TO 2000
A TRAFFIC STUDY MAY BE REQUIRED TO JUSTIFY THIS DESIGN**

RURAL MINOR COLLECTOR

PLAN #



CITY OF LA CENTER APPROVED

Anthony Perlooper

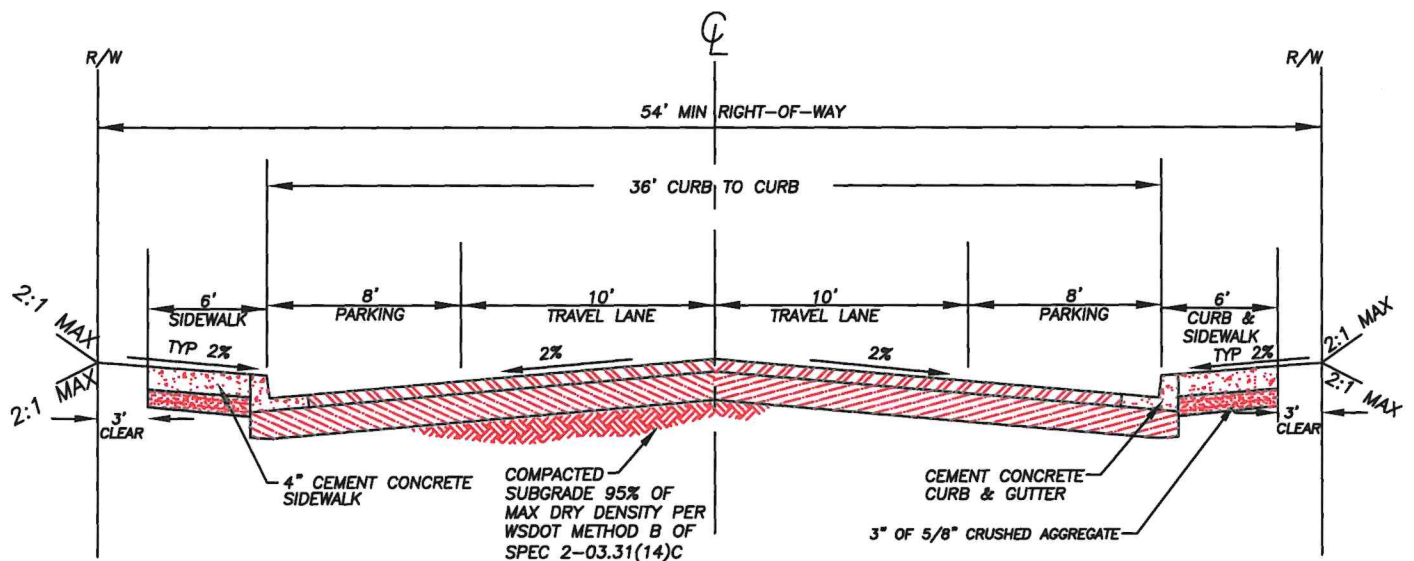
12/9/14

CITY ENGINEER

DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	12/9/14	ALC	ALC

ST-13B



CONVENTIONAL CONSTRUCTION			THICK ASPHALT CONSTRUCTION		
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NEIGHBORHOOD ACCESS

PLAN #



CITY OF LA CENTER APPROVED

REVISIONS: DATE: DRAWN: DESIGNED:

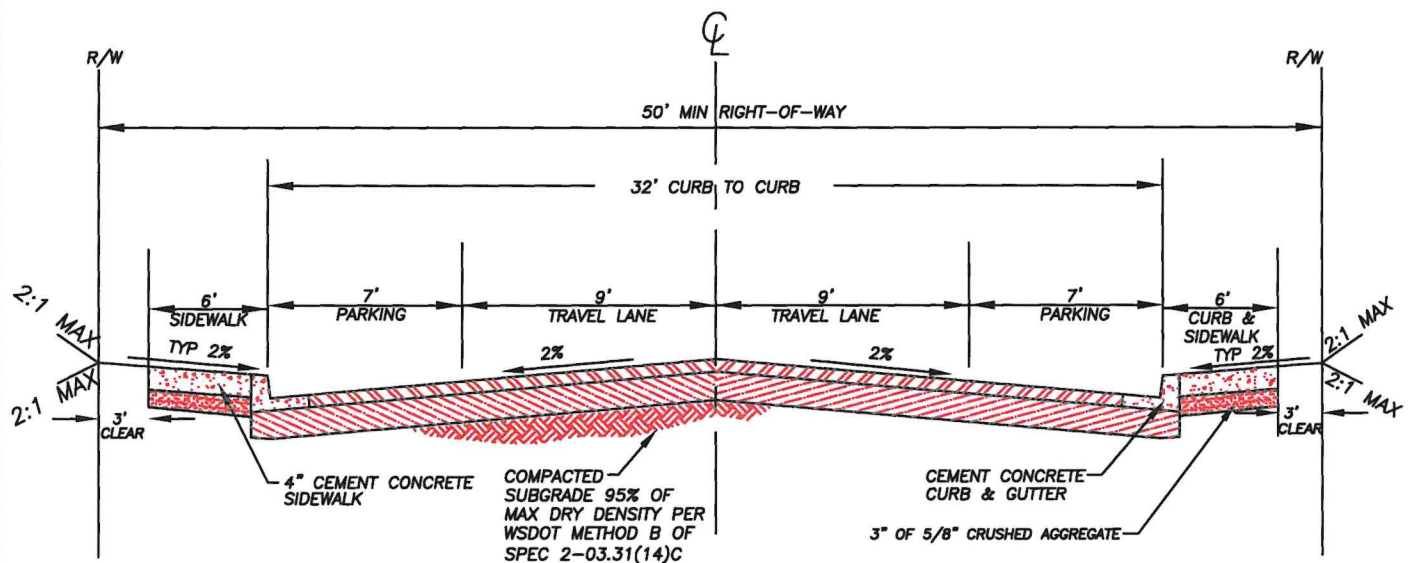
1 9/27/10 BES BES

ST-14

Bart Stupp, PE 9/27/10

CITY ENGINEER

DATE



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LOCAL ACCESS

PLAN #



CITY OF LA CENTER APPROVED

REVISIONS: DATE: DRAWN: DESIGNED:

1 9/27/10 BES BES

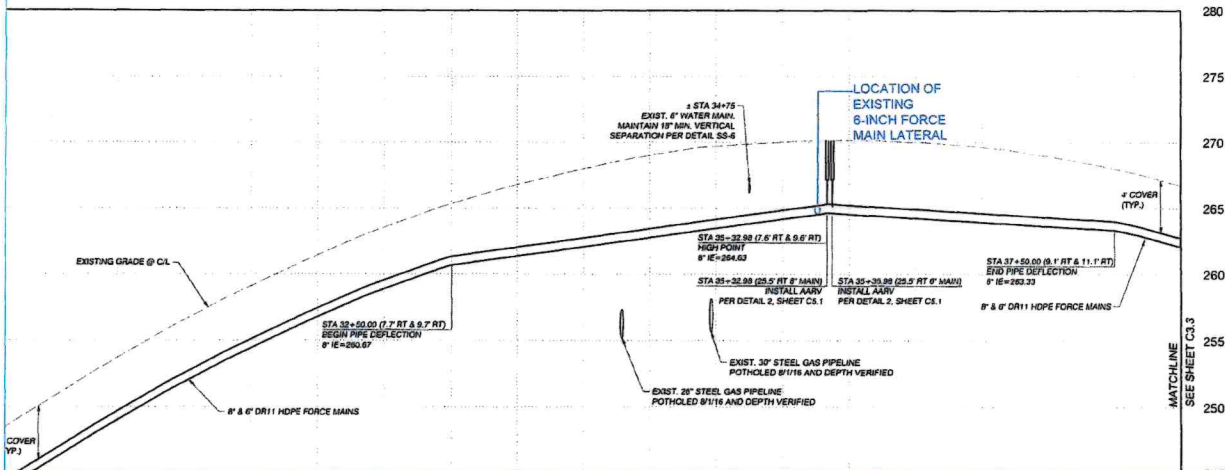
ST-15

Bart Stapp, PE 9/27/10

CITY ENGINEER

DATE

Excerpt from sewer plan and profile for connection



LA CENTER ROAD
PUMP STATION & SANITARY SEWER

[illegible]

Latecomers Agreement Connection Cost



CITY COUNCIL AGENDA ITEM

Department: Finance

Staff Contact: Paul Lewis, Finance Consultant

Agenda Date: September 12, 2018

Item: Proposed Latecomer Agreement with the Cowlitz Indian Tribe

Action Requested: None; Receive Briefing and Provide Opportunity for Public Comment

Background:

The Cowlitz Indian Tribe spent \$4.26 million to construct a sewer pump station and trunk line from the wastewater treatment plant up La Center Road to the I-5 junction. State law and La Center Municipal Code (LCMC) provide the opportunity for the Tribe to recover their costs over time from property owners that benefit from the infrastructure. Wallis Engineering developed the methodology to allocate the cost of the pump station and trunk line to benefitting property owners who will pay the fee when they develop their property and connect to City sewer service. The Latecomer Agreement will outline the terms under which the City will collect the fee and the Tribe will receive payment. LCMC 13.10.240 requires two notices to property owners that benefit from any privately financed infrastructure and that will be subject to the latecomer fee. The first notice, the Preliminary Notice identified in LCMC 13.10.240 (3), was mailed on or around August 15th and is attached for reference.

Briefing and Public Comment on Proposed Latecomer Agreement:

The Preliminary Notice to property owners indicated that additional information and an opportunity to provide City Council with comments would be available at the September 12 City Council meeting. See the attached presentation on the proposed latecomer agreement with the Cowlitz Indian Tribe to be reviewed at the City Council meeting. After the presentation the public will be invited to provide comments to City Council.

Budget/Financial Impact:

Not applicable.

Recommendation/Council Action:

None.

Attachments:

- Preliminary Notice to Property Owners Regarding Latecomer Agreement
- Presentation on Proposed Latecomer Agreement with the Cowlitz Indian Tribe



**CITY OF LA CENTER PRELIMINARY NOTICE TO PROPERTY OWNERS
LATECOMER AGREEMENT FOR LA CENTER ROAD SANITARY SEWER IMPROVEMENTS**

August 14, 2018

Dear Property Owner:

As authorized by R.C.W. 35.91 and La Center Municipal Code 13.10.240, the City of La Center has received an application from the Cowlitz Indian Tribe for the establishment of a Latecomer Agreement for reimbursement of costs associated with the construction of the La Center Road Pump Station and Sanitary Sewer Improvement project. Establishment of the Latecomer Agreement will create a requirement for pro rata reimbursement (e.g., fair share reimbursement) of project costs by benefitting properties. The reimbursement will be due at the time a benefitting property connects to the City's sewer system. Benefitting properties are shown on the map includes as Attachment A. Latecomer Fee assessments will be due only if a property within the benefitting area boundaries connects to the public sewer system within a 20-year timeframe.

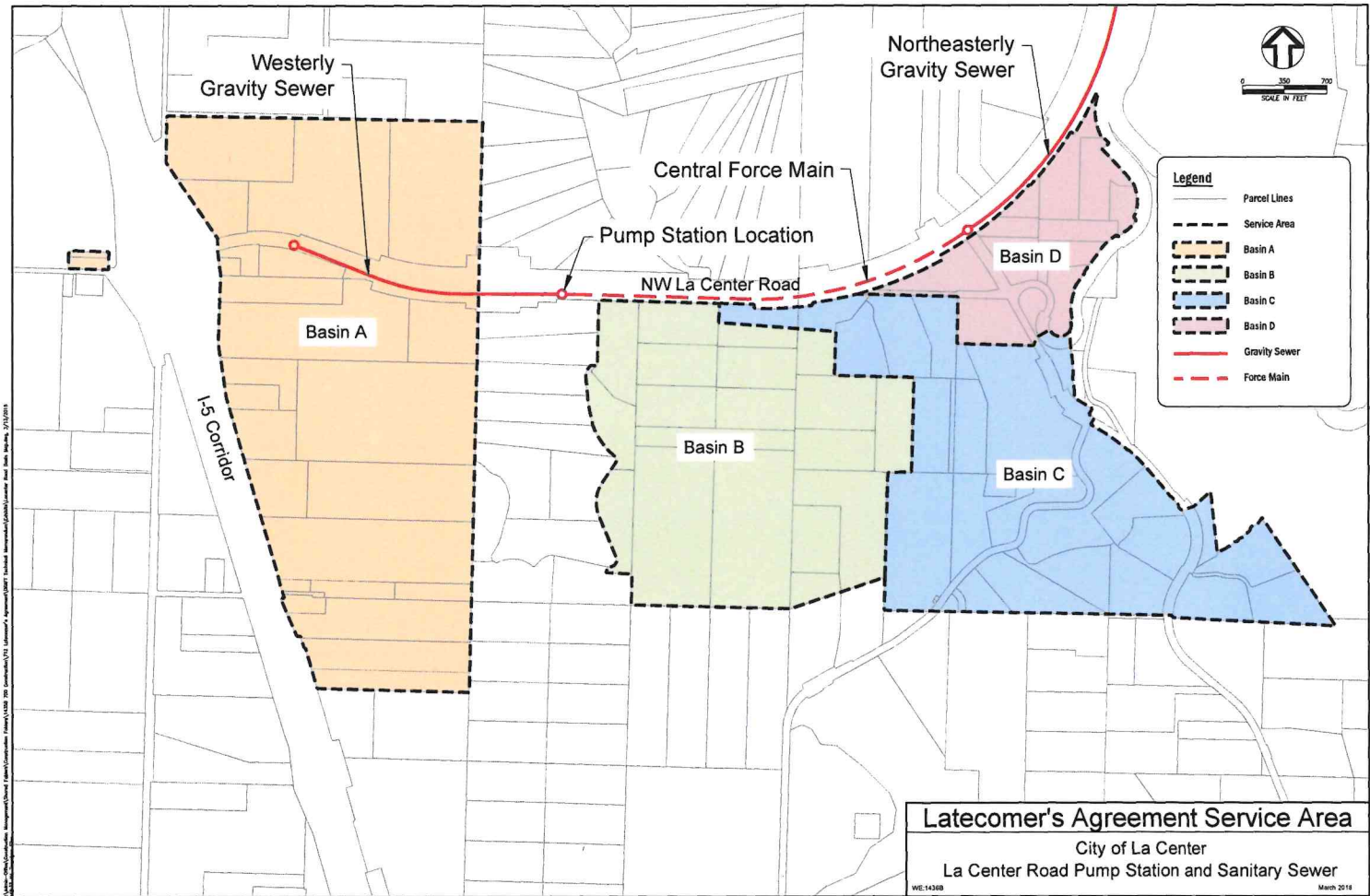
The amount of the Latecomer Fee assessment that will be due at the time of connection is based on the project costs and the estimated Equivalent Residential Units (ERU) served by the project in each basin (see Attachment A). The preliminary Latecomer Fee for each basin/benefitting area is as follows:

Sewer Basin (See Attachment A)	Latecomer's Assessment per ERU
A	\$6,173.96
B	\$4,616.00
C	\$972.21
D	\$972.21

The ERUs associated with a specific development will be calculated at the time of connection in accordance with La Center Municipal Code 13.10.350 (see Attachment B). The fee estimate per ERU above is based on preliminary final costs for the project.

Establishment of the Preliminary Latecomer Fee will be discussed at the La Center City Council meeting at 6:30 pm on September 12, 2018. Public comment will be taken at that time.

Property owners may, upon payment of a \$250.00 appeal fee, request an appeal hearing. The appeal request and the fee must be received by the City within 20 calendar days of the mailing of this Preliminary Notice. The appeal based on receipt of a Preliminary Notice is limited to the issue of whether or not a specific property benefits from the La Center Road Pump Station and Sanitary Sewer Improvements and should be included in the area required to pay the Latecomer Fee. A Final Notice will be mailed to property owners 20 days before the final Latecomer Agreement takes effect. An appeal on the methodology used to calculate the final Latecomer Fee may be made after the Final Notice is mailed.



Class of Service	ERU Assignment
Residential	
1. Single-family dwelling	1 ERU
2. Multifamily dwelling	1 ERU per dwelling
3. Trailer courts	1 ERU per rental space provided sewer service 0.33 ERU per RV site provided sewer service
– Permanent mobile home parks	
– Transient RV parks	0.33 ERU per RV site provided sewer service
4. Bed and breakfast	1 ERU, plus 1 ERU per 5 rental rooms
5. Home business (residential primary use)	1 ERU
Nonresidential	
6. High schools, junior high/middle schools and community colleges	1 ERU per 24 students
7. Elementary schools, preschools, day care	1 ERU per 54 students
8. Churches	1 ERU per 150 seats
– If parsonage	1 ERU additional
– If weekday child care or church school	1 ERU per 54 students additional
9. Hospitals – General	1 ERU per bed
10. Convalescent/rest homes	1 ERU per 2 beds
11. Hotels, motels	1 ERU per 2 rooms
– If quality restaurant	1 ERU per 8 seats additional
12. Quality restaurants	1 ERU per 8 seats
13. Fast food	1 ERU per 9 seats
14. Tavern	1 ERU per 15 seats
15. Service stations (without car wash)	2 ERUs
16. Car wash	1.5 ERUs per stall 7.0 ERUs 7.5 ERUs
– Wand	
– Rollover	
– Tunnel	
17. Laundromats	1 ERU per machine or actual or projected flow calculations approved by the city engineer. See subsection (1)(b) of this section for more information about actual and projected flows.

Class of Service	ERU Assignment
18. Commercial (commercial shall include all classes not otherwise included in this table)	1 ERU per 1,600 sq. ft. or less of interior floor space. For commercial establishment in excess of 1,600 sq. ft. of interior floor space, the city may use actual or projected flow calculations approved by the city engineer; provided, however, the minimum connection fee shall not be less than one equivalent residential unit. If projected flow calculations are used, the connection fee shall be adjusted after the first year of operation of the establishment to reflect actual flow usage in the event the flows were underestimated. (See subsection (1)(b) of this section for more information about actual and projected flows.)
19. Light industrial waste with: – 30 lbs. to 200 lbs. of S.S. per day, or – 30 lbs. to 200 lbs. of BOD per day, and – Less than 10,000 gallons per day	Based on projected average monthly flows during peak season – 700 cu. ft. If projected flows are unknown then basis is same as Class 16.
20. Heavy industrial waste with more than: – 200 lbs. of BOD per day, or – 200 lbs. of S.S. per day, or – 10,000 gallons or more per day	Same as Class 17, 1 ERU per machine

(a) Where seating is on benches or pews, the number of seats shall be computed on the basis of one seat for each 18 inches of bench or pew length.

(b) Where actual or projected flows are used, the minimum connection fee shall not be less than one equivalent residential unit. If projected flow calculations are used, the connection fee shall be adjusted after the first year of operation of the establishment to reflect actual flow usage in the event the flows are underestimated. If projected flow calculations are proposed, it shall be the responsibility of the applicant to provide the engineered water consumption or other information necessary to determine the sewer flow, expressed in gallons per day.

(2) Capital Facility Charge.

(a) So that the property owners shall bear their equitable share of the cost of the wastewater system and as authorized in RCW 35.92.035, there shall be paid a capital facilities charge at the time the application is approved for wastewater service. The city council by resolution will establish the amount of the capital facilities charge and may amend the charge as the council may deem necessary.

(b) For projects not completed within 180 days after approval and where the permit has expired in accordance with LCMC 13.10.145, the capital facilities charge shall be refunded to the applicant subject to a five percent processing fee. Latecomer and permit inspection fees are nonrefundable. Applicant shall be charged fee rates in effect at time of payment. [Ord. 2011-02 § 2 (Exh. 1), 2011.]

13.10.360 Effective date of charges.

Rates, capital facilities and systems development charges shall be in full force and effect August 1, 2006, as established per LCMC 13.10.030. [Ord. 2011-02 § 2 (Exh. 1), 2011.]

Pictures of Spencer Road Deficiencies



Potholes along Spencer Road looking north



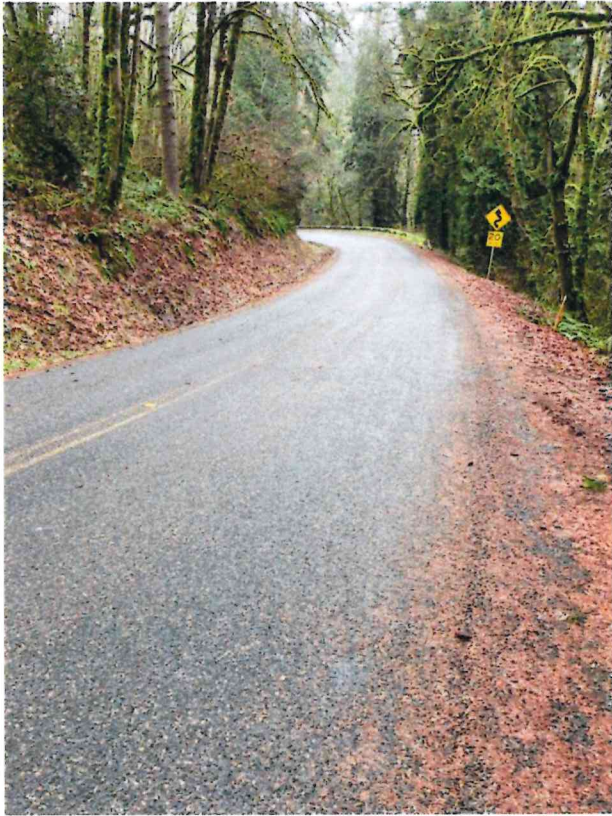
Edge of Spencer Road raveling



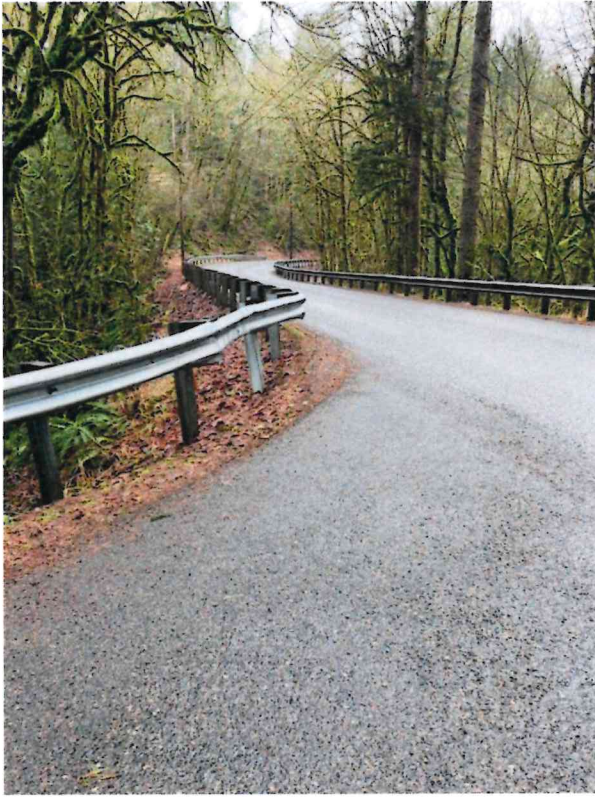
Crack Sealing of existing asphalt cracks



Intersection of Spencer Road and Timmen Road Potholes



Example of sharp curves along Spencer Road



Damaged Guardrail at Spencer and Timmen Road intersection