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210 East Fourth Street • La Center, WA
98629

PRE-APPLICATION CONFERENCE
NW 9th Ave Subdivision & Rezone (2025-013-PAC)

PROJECT INFORMATION

Site Address	33901 NW PACIFIC HWY
Legal Description	#58 SEC 34 T5N R1EWM 4.76A & 33 SEC 34 T5N R1EWM
Applicant	Danny Wisner/ Danny Martin (360) 949-5607 dan@songbirdhomes.com 10013 NE Hazel Dell Ave. PMB 504, Vancouver, WA 98685
Owner	RAR Trust FBO Daniel Wisner 3521830 etal (360) 949-5607 wisnerdan@gmail.com 33901 NW Pacific Hwy La Center, WA 98629
Applicant's Representative	Travis Johnson PLS Engineering (360) 944-6519 pm@plsengineering.com 604 W Evergreen BLVD Vancouver, WA 98660
Proposal	The applicant is requesting to rezone approximately 11.3 acres (parcels 258902000 & 258921000) from LDR-7.5 to MDR-16 and subdivide the property into 82 single-family attached and detached lots.
Date of Conference	April 16, 2025

SUMMARY

The applicant is requesting to change the zoning for parcels 258902000 & 258921000 (11.3 acres) from LDR-7.5 to MDR-16 zoning and to subdivide the property into 82 single-family residential lots.

The current zone allows for a density of 4-5.8 single-family dwelling units per acre and the MDR-16 zone would allow for 8-12 single-family dwelling units per acre. The site is located in the SW ¼ of Section 34, T5N, R1E. There is currently one single-family home and outbuildings on site with scattered trees and grass. The site is on the north side of Pacific Highway, north of Kays Subdivision. The properties to the north, east and west are zoned LDR-7.5.

The conceptual plan submitted is showing 82 lots, to include larger lots at the northern portion of the site to accommodate the beveling requirements. The smaller lots are proposed for detached and attached townhomes, and duplexes and are located in the interior portion of the site. The narrative notes that the project will have an open space tract and a stormwater tract. The tracts shall be called out, such as "Tract A & Tract B".

Applicable Approval Criteria

The application will be reviewed for compliance with Title 12, Title 13, Title 18, Development Code Chapters: 18.10 General Provisions; 18.30 Procedures; 18.110 Zoning Districts; 18.130 Low Density Residential District; 18.140 Medium Density Residential District; 18.200 Platting; 18.225 Legal Lot Determination; 18.245 Supplementary Development Standards; 18.300 Critical Areas; 18.310 SEPA; 18.360 Archaeological Resource Protection

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) 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.

18.10.040 General Provisions

The purposes of this title are to implement the La Center comprehensive plan (LCCP); to encourage appropriate use of land; to conserve and stabilize the value of property; to aid in rendering of fire and police protection; to provide adequate open space for light and air; to lessen the congestion on streets; to create orderly growth within the city and UGA, to distribute population wisely; to improve the city's appearance; to facilitate adequate provision of urban level utilities and facilities such as water, sewerage, and electrical distribution systems, transportation, schools, parks, and other public requirements; and in general to promote public health, safety and general welfare.

18.30 Procedures

The concurrent subdivision/zone change request will require a Type III review. An application subject to a Type III process will be considered at one or more public hearings 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 finds the application technically complete.

The preliminary application may be submitted after the final pre-application conference notes have been issued.

PUBLIC WORKS AND ENGINEERING ANALYSIS

Per LCMC 3.35, impact fees will be collected for traffic, sewer, park and school impacts. These fees will be imposed at the time when building permits are issued. Please note that the current impact fees are included in this report, but are subject to change.

LCMC 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.

NW 9th Avenue is classified as Neighborhood Access per LCMC 12.10.270. Interior streets shall be classified as Local Access per the Engineering Standard and consists of a 32-foot wide paved road. Half Street Improvements, per the Neighborhood Access, will apply for the portion of the property that is adjacent to NW 9th Avenue. Per LCMC 12.10.170, the minimum width of 25 feet that are served by more than five parcels. Since there are more than five parcels served by the development, the half width of NW 9th Avenue shall be 25 feet. In addition, LCMC 12.10.270 states that the intersection of a Local Access road with an Arterial shall be a minimum of 36 feet wide then tapered to the half street improvement requirements. Even though NW. 9th Avenue is classified a a Neighborhood Access, the intersection width shall be 36-feet wide at the intersection and tapering to 25-feet wide half width for NW. 9th Avenue.

LCMC 12.10.170

Half roads having a minimum right-of-way or easement width of one-half of the design width may be permitted when placed adjacent to adjoining property so long as there is no physical obstruction or development constraint prohibiting the completion of the road on such adjoining property; and provided further, that no more than five actual parcels or units may be served by a half-width public road unless the minimum roadway width is at least 25 feet.

12.10.270 Arterials – Residential Road Intersections

In order to limit the number of residential roads intersecting with arterials while providing adequate neighborhood circulation, residential roads intersecting with arterials shall be classified and constructed to standards applicable to neighborhood access roads unless the director finds that a lesser classification adequately provides for the circulation needs of the surrounding area. In those cases in which a local access road is approved, such road shall have a minimum width of 36 feet at the intersection with the arterial and shall be tapered as required by the director.

Pacific Highway is a Minor Arterial per the Transportation Capital Facilities Plan recommendations and half street improvements are require per the Minor Arterial "A". Right of way and street improvements shall apply to the interior streets per the Local Access standard per Local Engineering Standards.

Juniper Ridge Subdivision, north of 9th Avenue subdivision, proposed the extension of NW 13th Street to its south property boundary. This street aligns with the street stub proposed street north of NW 12th Way,

as part of the 9th Avenue Subdivision. Either the applicant or the developer of Juniper Ridge will be required to connect these two street stubs.

Per the Engineering Standards section 2.08 4, the minimum centerline horizontal radius is 150-feet at 25 mph speed.

The centerline radius on proposed NW 11th Way and NW 9th Avenue, and all intersections appear to be approximately to be 90 degrees. A road modification will need to be submitted for any change to the Engineering Standards for design exceptions. Analysis of turning movements at these intersections using a fire truck model will need to be done to determine if parking at these intersections will need to be restricted.

Streets and Circulation

Per the Engineering Standards section 2.12 Street Ends:

- A. Cul-de-sacs shall be provided at all public and private street ends.
- B. *Temporary Dead Ends. Where a street is temporarily dead ended, turn around provisions must be provided where the road serves more than one lot. The turn around may be a hammerhead if the dead end is less than two-hundred feet (200) in length. If over two-hundred feet (200) long, a cul-de-sac is required for residential streets.*

The unnamed street stub south of NW 12th Way will serve 10 lots. In addition, the east end of NW 12th Way and NW 11th Way, shows a street stub with no turnaround, serving several lots. Per the Engineering Standards, a cul-de-sac is required. The width shall be minimum of a 96-foot diameter cul-de-sac from curb to curb, and 108-feet ROW per city and CCF&R standard.

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 resulting from trips from the development. The report will need to review the access from Pacific Highway and the intersection of NW 9th Avenue and Pacific Highway.

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 plans submitted 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.

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.

The Park Master Plan is in the process of being updated. In this plan, and the existing 2017 park plan, it shows that a future trail extending from Pacific Highway adjacent to 9th Avenue, through the Ritola Property. This trail will eventually connect to the existing trail north of Hannas Farm.

The applicant will need to dedicate right of way or an easement for an 8-foot wide trail along this corridor. A concrete sidewalk adjacent to 9th Avenue will be acceptable. The trail or sidewalk will need to connect to Pacific Highway, via 9th Street public right of way. See the park plan map.

LCMC 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.

Sewer Connection

The applicant proposes to connect to the existing sanitary sewer manhole, and 8-inch diameter public HDPE gravity sewer pipe extended through private property in Kays Subdivision previously. There is an easement through this property to allow this to be a public sewer. The manhole is currently on the applicant's property just north of Pacific Highway. The connection to this sewer manhole, and 8-inch diameter gravity main to serve the subdivision will need to be extended in public right of way to the north end of the applicant's property for future extension to property to the and west.

LCMC 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 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.

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.

LAND USE ANALYSIS

18.110 Establishment of Zoning Districts & Maps

According to 18.110.010 (Classification of Zoning Districts), the comprehensive plan designation (Urban Residential) includes LDR-7.5 & MDR-16 and therefore they are within the same comprehensive plan designation and qualify for a zone change.

18.130 Low Density Residential District (LDR-7.5)

The subject parcels are currently zoned LDR-7.5 (Low Density Residential). The current zone allows for a density of 4-5.8 units per acre for single-family detached dwellings. The applicant is requesting to upzone the property to MDR-16 (Medium Density Residential) to allow for 8-12 dwelling units per acre.

18.140 Medium Density Residential District (MDR-16)

The applicant is requesting to upzone the project parcels to MDR-16, this will allow for 8-12 dwelling units per acre for single-family detached and attached dwellings. Per 18.140.060.4 a mix of housing types are required in a development that is zoned MDR-16 and larger than 10 acres. The applicant is

proposing a mix of attached and detached single-family residential units. The project is required to meet the MDR-16 standards found in 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 Density¹	8 – 16	8 – 14	8 – 12	4 – 12
Minimum Project Area ⁵	2.5 ac	2.5 ac	2.5 ac	2.5 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 Lot Area	1,400 SF	1,400 SF	3,000 SF	3,000 SF ⁴
Maximum Lot Area	N/A	N/A	15,000 SF	6,000 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 the Property Line	5 feet	20 feet	20 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 detached	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

The proposed plan will need to demonstrate how the project meets the net density.

“Net area” or “net acre” means the gross area of a site expressed in acres of the development property minus public rights-of-way, private streets, public utility easements, public parks, and undeveloped critical areas and required buffers. Otherwise unbuildable areas, such as critical areas and buffers and public utility easements, that are developed, counted toward meeting minimum residential lot sizes or used to meet density transfer standards, cannot be deducted from gross area to calculate net area.

The minimum lot area for the beveled lots shall be at least 6,750 square feet. The proposed plan shall reflect the code requirement.

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.

Design Requirements

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

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.

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

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

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).

The proposed development shall provide one or more family parks at a ratio of one-quarter acre per 35 dwelling units (0.25 ac/35 du). (approximately .63 acres for a park)

LCMC 18.140.040 MDR Requirements Landscaping and Open Storage

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.

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.

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

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

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 otherwise specified by the city's public works director.

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

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.

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

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.

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.

Parking is encouraged to be located 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.

Garages

Where the primary garage entrance faces a right-of-way, the garage must be set back a minimum of 20 feet from the property line.

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.

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.

In each building of single-family attached units or each multifamily building, no more than 50 percent of the garages may extend beyond the front plane of the primary facade of the dwelling unit.

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

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

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.

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.

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.

Pedestrian Access

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. – **Please see the proposed Juniper Ridge and the attached trail system**

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

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

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. See above for the lighting design requirements.

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.

Requirements for single-family attached housing

In addition to the requirements of LCMC 18.140.040, a single-family attached proposal shall meet the requirements of this section. Where a conflict exists between general and specific standards the director shall apply the more specific standard.

Land divisions shall be reviewed according to Chapter 18.205 or 18.210 LCMC and Chapter 58.17 RCW. Building permits for attached developments may only be approved where fully consistent with the approved land division.

Notations on the plat and/or covenants running with the land, approved by the city attorney, shall guarantee that required side setbacks shall be kept perpetually free of obstructions.

Single-family attached housing shall not be permitted in buildings of greater than six units.

No portion of a unit may occupy space above or below any other unit, except underground shared parking.

Landscaping. Single-family attached development projects may satisfy the minimum landscaping requirement by:

- (a) Providing 200 square feet of enclosed private outdoor living area per bedroom for each individual dwelling unit, to be located in the rear or side yard of each individual lot; or
- (b) Providing 200 square feet of common indoor or outdoor recreation area per bedroom for each individual dwelling unit.

18.140.070 Requirements of single-family detached housing

In addition to the requirements of LCMC 18.140.040, a single-family detached proposal, other than a single-family, detached, manufactured home subdivision regulated under LCMC 18.140.080, shall meet the requirements of this section. Where a conflict exists between general and specific standards the director shall apply the more specific standard.

Garages facing a public street shall be set back a minimum of 18 feet from the front property line. The front plane of the garage door cannot extend beyond the front plane of the primary facade. Garages facing an alley shall be set back a minimum of three feet from the rear property line. Garage doors shall have a minimum of 50 percent of their area decorated with glazing, relief panels, or similar ornamentation.

Porches, balconies or similar entry appendages may project into the front yard setback up to five feet. Porches shall be designed as functional spaces with a minimum depth of five feet.

Rooflines shall be a minimum of 6:12 for pitched roofs. Lower pitched roofs or parapet rooflines shall provide additional architectural detailing including but not limited to: cornice, cap, relief panels, bay windows, shade projections, rain protection, eaves, dormers, ledges or overhangs as approved by the planning director.

Rain protection shall be located at the primary entrance which is effectively designed to provide a minimum of 25 square feet of rain protection. This protection may utilize a single or combination of techniques such as: awning, eave, alcove, airlock, recessed entry or porte-cochere.

Finished surfaces on building elevations shall emphasize use of architectural-grade natural building products such as wood, masonry, metal, glass, stucco, fiber cement, cultured stone or other stone materials. Use of plywood, vinyl, plastic composites, fiberglass or similar are prohibited unless otherwise permitted by the director.

A diverse use of color is encouraged to display individuality within the community. Finished surfaces suitable for painting shall incorporate a color palette of at least two colors, consisting of a base color and an accent (trim color). Repetitive or predictable alternate color schemes are discouraged.

18.200.030 Plat or Other Review

All divisions of land shall be subject to the applicable portions of Chapter 58.17 RCW, this title and other applicable city ordinances and regulations.

According to 58.17 RCW, the applicant shall provide a safe walking letter showing that students will be bussed to school, or a safe walking route is required to be provided as part of the preliminary application packet.

18.225 Legal Lot Determination

The applicant shall apply for a legal lot determination prior to submitting the preliminary application or it can be submitted concurrently with the subdivision application packet. Please provide complete deed history dating back to 1969 or earlier.

18.245 Supplementary Standards

Fences: Fences not more than six feet in height may be maintained along the side yard, street-side yard, or rear lot lines; provided, that such fence does not extend into the front yard area. The front yard area is the distance between the front property line and the nearest point of the building specified in the zoning districts under this title. Fences shall not exceed four feet (48 inches) in height in the front yard. Height shall be measured from grade level on which the fence is installed to the highest point on the fence structure.

Lighting: Lighting, including permitted illuminated signs, shall be designed and arranged so as not to do the following:

- (a) Reflect or cast glare into any residential zone;
 - (b) Rotate, glitter, or flash; or
 - (c) Conflict with the readability of traffic signs and control signals.
- (2) Lighting on any site shall not cause more than one foot-candle measured at any property line.

Landscaping: The MDR-16 zone has design requirements for landscaping as described above in this report. In addition, the landscaping shall meet the general landscaping requirements found in 18.245.

The proposed MDR-16 zoning will not require landscape buffers for all properties abutting the LDR-7.5 zone district.

If the proposed project is abutting MDR-16 zoning the landscape buffer is a L1-5-foot buffer for properties separated or not separated by a street.

L1 – General Landscaping.

- (i) The L1 standard is for open areas. It is intended to be used where distance is the principal means of separating uses or development, and landscaping enhances the area between

them. The L1 standard consists principally of groundcover plants; trees and high and low shrubs also are required.

18.300 Critical Areas

Observed Critical Areas: Oregon white oak priority habitat (**fish and wildlife habitat conservation area**); potential off-site **wetland** to east of project site; and a 10-year time of travel of a wellhead protection area (**CARA**).

CARA – The proposal is within a wellhead protection area as mapped by DOH, which is a regulated CARA. However, this proposal is a residential development, which are exempt from critical areas reviews pursuant to LCMC 18.300.090(1).

Fish and Wildlife Habitat Conservation Areas (FWHCAs): A known Oregon white oak occurs on site and will be preserved. The dripline has been delineated on the provided conceptual plat. WDFW considers individual Oregon white oaks tress to be priority habitat when found to be particularly valuable to wildlife (i.e. contains many cavities, has a large diameter at breast height, is used by priority species, or has a large canopy). Priority habitats and species require a 300-foot buffer, or a threshold based upon consultation with WDFW – see LCMC 18.300.090(2)(a) and in accordance with best available science – see LCMC 18.300.090(2)(e). A critical areas permit, and critical areas report will be required in accordance with LCMC 18.300.090(2)(d). If impacts are found to occur to the Oregon white oak and its buffer (as consulted by applicant with WDFW), a mitigation plan in accordance with LCMC 18.300.090(2)(k) and 18.300.120 shall be provided to ensure no net loss in accordance with LCMC 18.300.090(2)(j). The applicant will also be subject to the standard requirements pursuant to LCMC 18.300.090(2)(n), including marking the buffer during construction, permanent marking of the buffer area, and recording of a conservation covenant for the Oregon white oak buffer.

Please note, if an Oregon white oak is sited within a park or open space, the dripline cannot be irrigated as overwatering can cause root rot and execute the tree. This is per WDFW guidance.

Wetlands: A potential off-site wetland occurs to the east of site with buffers that may extend onto the project site. Found wetland resources will be subject to 18.300.090(5). A critical areas report (wetland delineation) will be required and if wetlands or buffers are delineated and impacted, a mitigation plan is also necessary. If wetlands and or wetland buffers are on site and are impacted, the applicant shall apply for a critical areas permit. The applicant's critical areas report must address the applicable provisions of 18.300.080(5), 18.300.110, and 18.300.120 for development of non-excluded wetlands and buffers. If mitigation is required, it needs to meet the mitigation ratios of Table 18.300.090(5)(l). General wetland development standards can be found in 18.300.090(5)(k).

18.310 Mitigated Determination of DNS

Due to environmental constraints, the applicant is required to submit a SEPA checklist and apply for a SEPA determination as part of the preliminary application packet.

18.360 Archaeological Resource Protection

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.

Application Fees

An estimated fee schedule was provided during the meeting. Based upon the information provided to date, we estimate that the land use application fees will include:

Critical Area's Review	\$340 + Reimbursement agreement
Preliminary Long Plat	\$13,250 + Reimbursement agreement
Legal Lot Determination	\$425 + Reimbursement agreement
Rezone	\$240 + Reimbursement agreement
SEPA	\$340 + Reimbursement agreement
Stormwater Review	\$150 + Reimbursement agreement
Traffic Study Review	\$500 + Reimbursement agreement
Transportation/ ROW Review	\$100 + Reimbursement agreement
Park Impact Fee	\$4,115.00
Single Family Residence	
Park Impact Fee	\$2,842.00/unit
Multi-Family Residence	
Park Impact Fee	\$1028.75
Accessory Dwelling Unit (ADU)	
Traffic Impact Fee	\$7,561.00
Single & Multi-Family Residence	
Traffic Impact Fee	\$2,495.13
Sewer Development Charge (North of Bridge)	\$7,800.00
Single-Family Residence	
School Impact Fee	\$3,501.57
Single-Family *as set by the La Center School District	

[Answers to Questions](#)

The applicant has not submitted additional questions for the pre-application conference.

April 16, 2025 Pre-application Conference Attendees:

Name	Organization Name	Email Address	Phone Number
Angie Merrill	City of La Center	amerrill@ci.lacenter.wa.us	360-263-3654
Tony Cooper	City of La Center	tcooper@ci.lacenter.wa.us	360- 263-2889
Travis Johnson	PLS Engineering	pm@plsengineering.com	360-944-6519
Jayson Taylor	PLS Engineering	jayson@plsengineering.com	360-944-6519
Danny Wisner	Owner/Applicant	wisnerdan@gmail.com	360-949-5607
Danny Martin	Applicant	dan@songbirdhomes.com	360-949-5607
Mike Lackey	City of La Center	mike.lackey@clarkfr.org	360-887-6210

Attachments:

Fire Marshal Comments

Park & Trail Plans

9th Avenue Subdivision Engineering Comments

9th Street Subdivision Pre-application notes

From Mike Lackey <mike.lackey@clarkfr.org>
Date Tue 4/22/2025 5:19 PM
To Angie Merrill <amerrill@ci.lacenter.wa.us>

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9th - Approaching Review

1. Permits and Review - Pre-app [Close Issue](#) [Delete Issue](#)

[Clark-Cowlitz Fire](#)
[Rescue](#)

Mike Lackey
3608874609

mike.lackey@clarkfr.org
4/22/25 5:15 PM

9) ALL Pre-Application
Conference - 1

All work subject to field inspection and correction(s) as identified at the time of the on-site inspection; all work shall be compliant with the applicable Standards and Codes; to include the adopted edition of the International Fire Code and the City's Municipal Code

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Mike Lackey
3608874609

mike.lackey@clarkfr.org
4/22/25 5:15 PM

9) ALL Pre-Application
Conference - 1

IFC D103.4 Dead-End Streets: Any dead-end required access road longer than 150' must be provided with an approved cul-de-sac or turn-around in accordance the International Fire Code design criteria. (96' Diameter Cul-de-sac; 120' Hammerhead with 20' clear width and 28' R corners; or a 60 foot "Y")

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Mike Lackey
3608874609

mike.lackey@clarkfr.org
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9) ALL Pre-Application
Conference - 1

Any gate access points that have electronic gate(s), have a Knox key switch installed for emergency access

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Mike Lackey
3608874609

mike.lackey@clarkfr.org
4/22/25 5:15 PM

9) ALL Pre-Application
Conference - 1

IFC 507.5.4 Fire Protection Water Supply: Unobstructed access to fire hydrants shall be maintained at all times. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants

Required access roadways and hydrants shall be serviceable and unobstructed prior to combustible construction.

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[Clark-Cowlitz Fire](#)
[Rescue](#)

Mike Lackey
3608874609

mike.lackey@clarkfr.org
4/22/25 5:16 PM

9) ALL Pre-Application
Conference - 1

IFC Appendix C Fire Hydrant Locations: Hydrants shall be provided on fire access roadways so that average spacing does not exceed 500' and the maximum distance from any point on the street frontage to a hydrant is no more than 250'. (400' and 200' for Dead end roads) Additional hydrants may be required for larger buildings.

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[Clark-Cowlitz Fire](#)
[Rescue](#)

Mike Lackey
3608874609

Inspection of work and acceptance testing to be scheduled directly with Clark-Cowlitz Fire Rescue.

Inspection requests shall be made at a minimum **by 4:00 PM the day prior** for an inspection the following day.

mike.lackey@clarkfr.org

4/22/25 5:16 PM

9) ALL Pre-Application
Conference - 1

Reply Edit Delete

7. Permits and Review - Pre-app Close Issue Delete Issue

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Rescue](#)

Mike Lackey
3608874609

mike.lackey@clarkfr.org

4/22/25 5:17 PM

9) ALL Pre-Application
Conference - 1

Occupancies with limited fire flow or access (such as flag lots, substandard road widths or grade of greater than 10%, private bridges, private roads, etc.) shall be installed with automatic sprinkler system.

Reply Edit Delete

8. Permits and Review - Pre-app Close Issue Delete Issue

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Rescue](#)

Mike Lackey
3608874609

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4/22/25 5:17 PM

9) ALL Pre-Application
Conference - 1

IFC D107 One or Two-Family Residential Developments: Developments of one or two family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.

Where two fire apparatus access roads are required, they shall be placed a distance equal to not less than ½ the overall diagonal of the lot or area being served, measured in a straight line.

Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system accordance with the IFC Section 903.3.1.1, 903.3.1.2 or 903.3.1.3; access from two directions shall not be required

All sprinkler plans shall be submitted separately and directly to Clark-Cowlitz Fire Rescue.

Reply Edit Delete

9. Permits and Review - Pre-app Close Issue Delete Issue

[Clark-Cowlitz Fire
Rescue](#)

Mike Lackey
3608874609

mike.lackey@clarkfr.org

4/22/25 5:18 PM

9) ALL Pre-Application
Conference - 1

Plans shall be submitted directly to Clark-Cowlitz Fire Rescue for review to include, but not limited to: Site plans with access and fire protection underground, building plans, fire suppression plans, alarm plans, high pile and rack storage plans, plans for hazardous materials storage and/or hazardous operations (as identified in the fire code), etc. at <https://clarkfr.idtplans.com/secure/>

Inspections to be requested directly through Clark-Cowlitz Fire Rescue for all permitted and reviewed work.

Reply Edit Delete

Mike Lackey

Deputy Fire Marshal

911 N 65th Avenue
Ridgefield, WA 98642

Mike.Lackey@clarkfr.org

(360) 887-6210 (o)

Clark-Cowlitz

FIRE RESCUE

COMMENTS TO 9TH AVENUE SUBDIVISION

① 96-FOOT DIAMETER
CUL-DE-SAC
TO CURB FACE
PER CCF&R

JUNIPER RIDGE

9th AVENUE SUBDIVISION

SEWER
EXTENDED
IN PUBLIC ROW

SEWER
EXTENDED
IN PUBLIC ROW

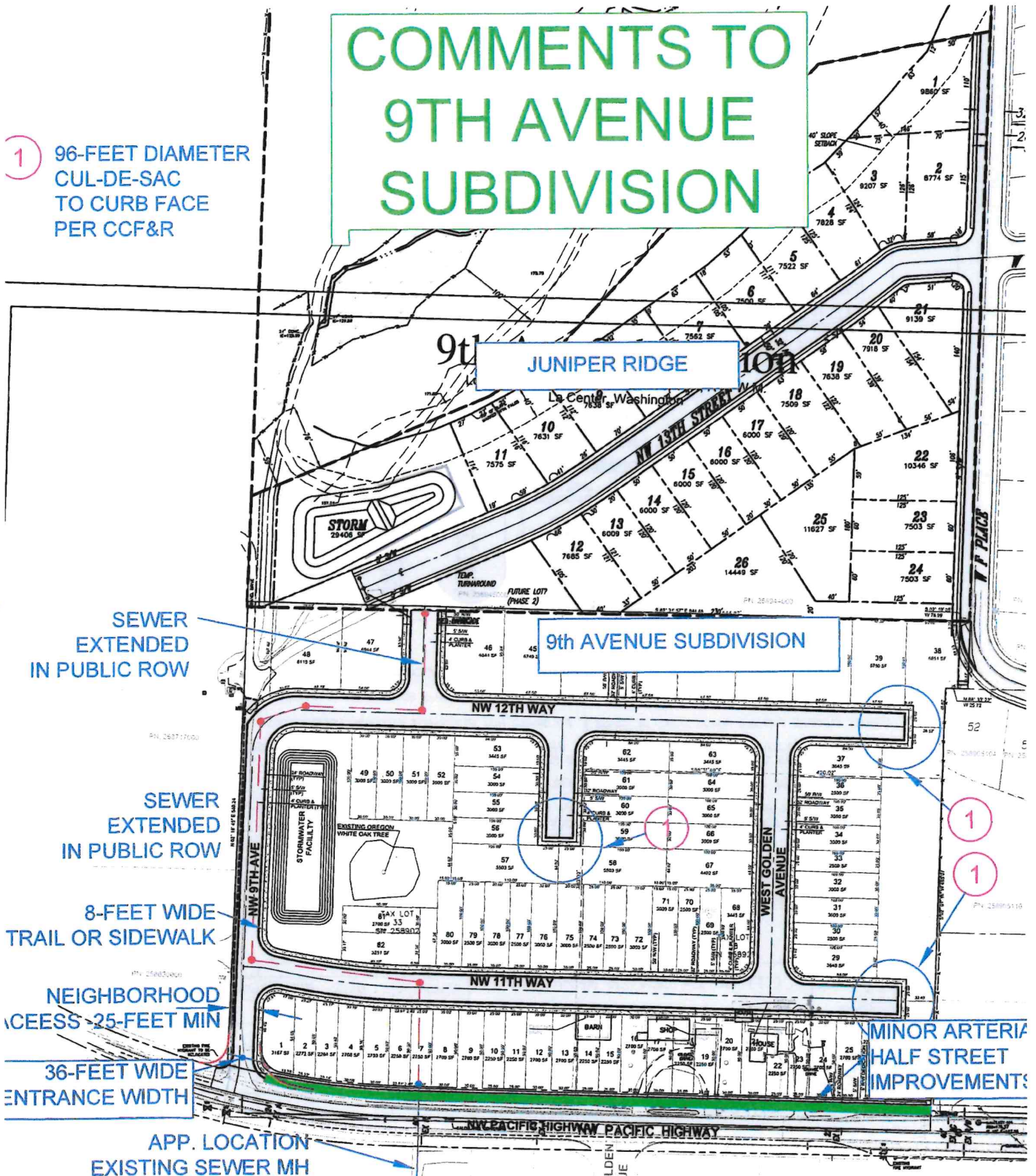
8-FOOT WIDE
TRAIL OR SIDEWALK

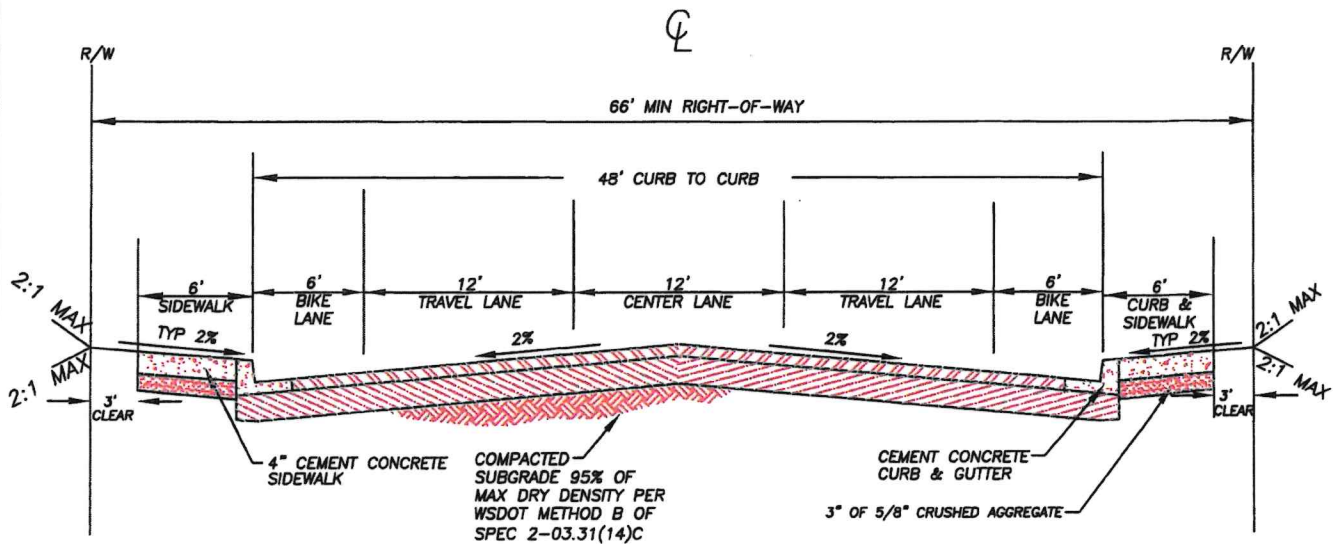
NEIGHBORHOOD
ACCESS - 25-FEET MIN

36-FOOT WIDE
ENTRANCE WIDTH

APP. LOCATION
EXISTING SEWER MH

MINOR ARTERIAL
HALF STREET
IMPROVEMENTS





CONVENTIONAL CONSTRUCTION

AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.45'	0.45'
A-2	0.45'	0.45'
A-3	0.45'	0.55'
A-4	0.45'	0.85'
A-5	0.45'	1.15'
A-6	0.45'	1.55'
A-7	0.50'	2.00'
OTHER	NO SECTION	ESTIMATED

THICK ASPHALT CONSTRUCTION

AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.52'	0.25'
A-2	0.52'	0.25'
A-3	0.55'	0.25'
A-4	0.62'	0.25'
A-5	0.72'	0.25'
A-6	0.82'	0.25'
A-7	1.00'	0.25'
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.

MINOR ARTERIAL "A"

PLAN #



CITY OF LA CENTER APPROVED

TONY COOPER

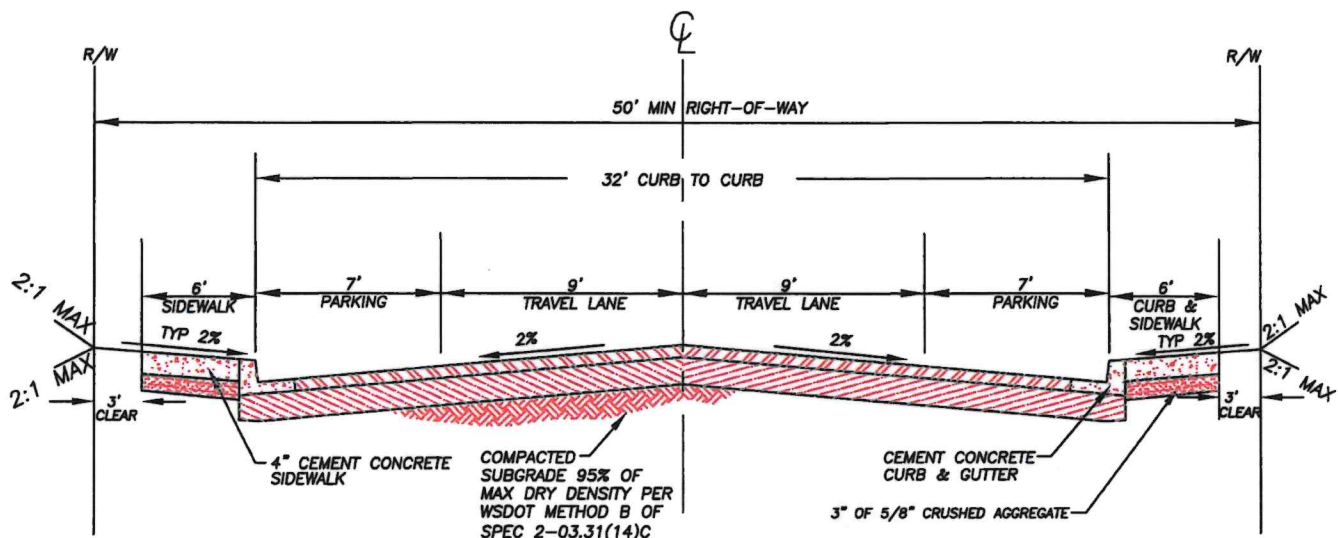
CITY ENGINEER

8/23/16

DATE

REVISIONS	DATE:	DRAWN:	DESIGNED:
1	8/23/16	ALC	ALC

ST-12A



CONVENTIONAL CONSTRUCTION

AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.35'	0.50'
A-2	0.35'	0.50'
A-3	0.35'	0.50'
A-4	0.35'	0.60'
A-5	0.35'	0.90'
A-6	0.35'	1.20'
A-7	0.40'	1.60'
OTHER	NO SECTION	ESTIMATED

THICK ASPHALT CONSTRUCTION

AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.42'	0.25'
A-2	0.42'	0.25'
A-3	0.42'	0.25'
A-4	0.45'	0.25'
A-5	0.55'	0.25'
A-6	0.62'	0.25'
A-7	0.80'	0.25'
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.

LOCAL ACCESS

PLAN #



CITY OF LA CENTER APPROVED

Bart Stapp, PE 9/27/10

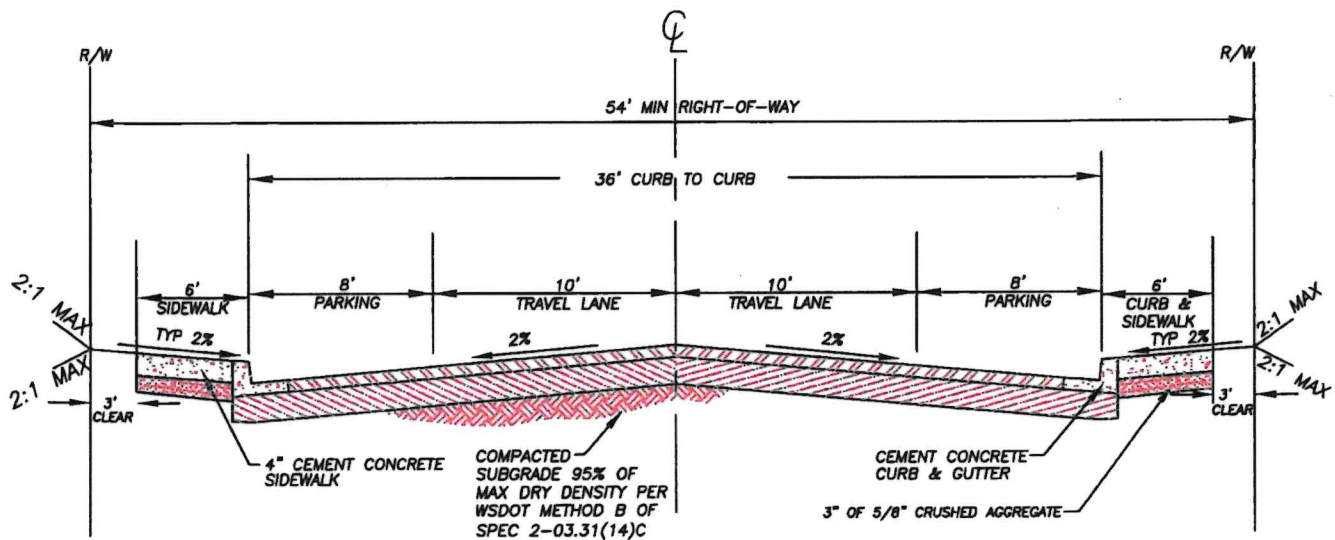
CITY ENGINEER

DATE

REVISIONS: DATE: DRAWN: DESIGNED:

1 9/27/10 BES BES

ST-15



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.

NEIGHBORHOOD ACCESS

PLAN #



CITY OF LA CENTER APPROVED

Bart Stapp, PE 9/27/10
CITY ENGINEER DATE

REVISIONS:	DATE:	DRAWN:	DESIGNED:
1	9/27/10	BES	BES

ST-14

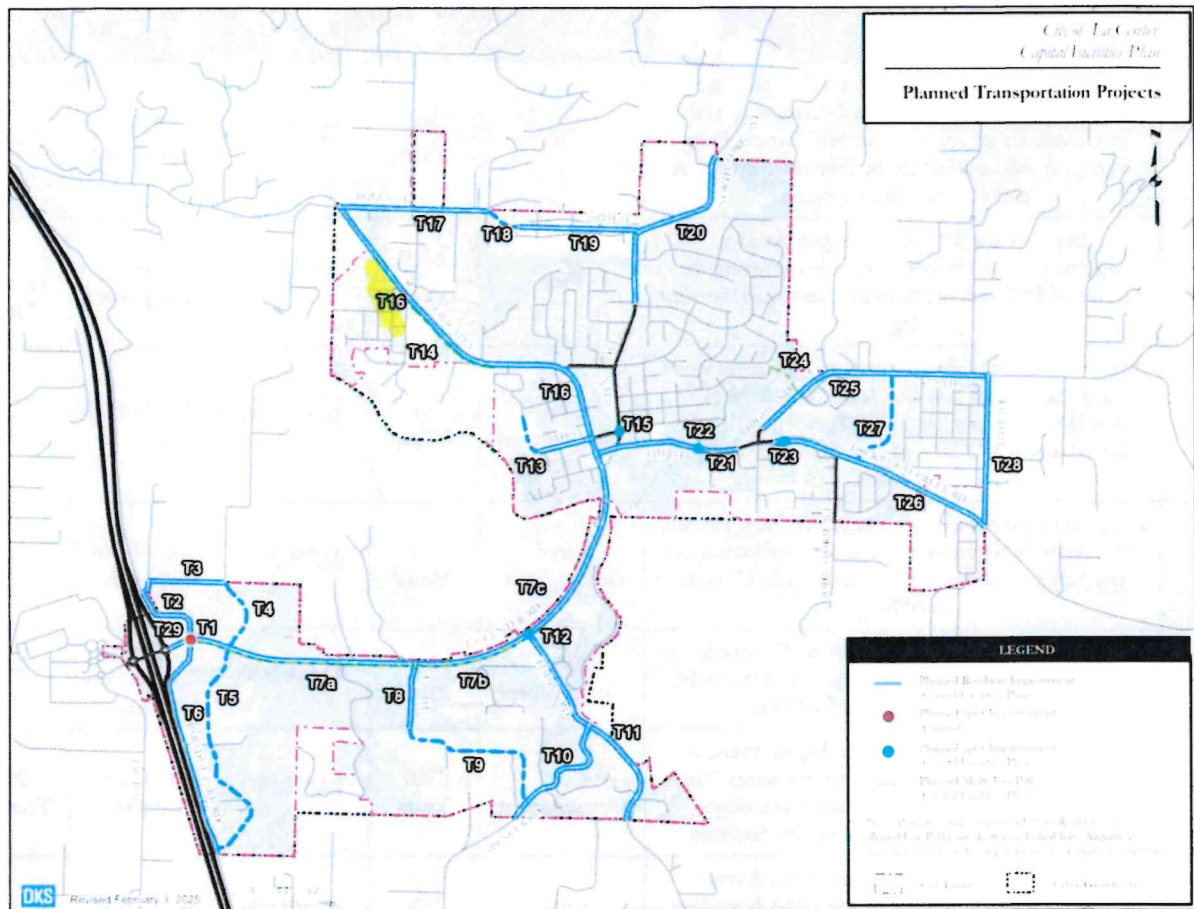


Figure 6: Planned Transportation Projects

Project ID	Project Description	Primary Funding Source	Timing	Estimated Cost (2016 Dollars)	TIF Eligible	Project Source
T14	Build a ten-foot multi-use path on the south side of Pacific Highway between the subdivision served by W Golden Eagle Avenue and NW Larson Drive. This path will connect to the bike lanes on either end of this project's extent.	City	0-6 years	\$2,127,000	No/Connectivity Need	New Project
T15	Improve the 5 th Street / Aspen Avenue intersection, which would include realigning the east leg of 5 th Street south to intersect with the west leg.	City	7-20 Years	\$875,000	Yes/Safety Need	Regional Transportation Plan for Clark County
T16	Improve Pacific Highway between La Center Road and the north UGA boundary. This roadway should be reconstructed as a Minor Arterial with sidewalks and bike lanes with a physical barrier on both sides.	City/Development	0-6 Years	\$6,538,000	No/Urban Upgrade	New Project
T17	Improve Bolen Street between Pacific Highway and 9 th Avenue. This roadway should be reconstructed as a Major Collector with pedestrian and bicycle facilities.	City/Development	0-6 Years	\$1,750,000	No/Urban Upgrade	New Project
T18	Extend Bolen Street to 348 th Street. This roadway should be constructed as a Major Collector with pedestrian and bicycle facilities.	City/Development	0-6 Years	\$1,000,000	Yes/Connectivity Need	2012 La Center Transportation CFP
T19	Improve 348 th Street between Aspen Avenue-North Fork Avenue and the west terminus. This roadway should be reconstructed as a Major Collector with pedestrian and bicycle facilities.	City/Development	7-20 Years	\$2,575,000	No/Urban Upgrade	2012 La Center Transportation CFP
T20	Improve Aspen Avenue-North Fork Avenue between 15 th Street and the north UGA boundary. This roadway should be reconstructed as a Major Collector with pedestrian and bicycle facilities.	City/Development	7-20 Years	\$2,250,000	No/Urban Upgrade	New Project
T21	Improve 4 th Street from east of Cedar Avenue to west of Highland Avenue. This roadway should be reconstructed as a Minor Arterial with new Brezee Creek bridge and sidewalks and buffered bike lanes on both sides. Bike lanes will extend from the 4 th Street/La Center Road intersection to the existing bike lanes near Highland Street.	City	0-6 Years	\$7,837,000	Yes/Urban Upgrade	Regional Transportation Plan for Clark County
T22	Install enhanced pedestrian and bicycle signage at the 4 th Street / Stonecreek Drive intersection.	City	0-6 Years	Funded	Funded	Regional Transportation Plan for Clark County
T23	Install enhanced pedestrian and bicycle signage near the Holly Park parking lot entrance along Lockwood Creek Road.	City	0-6 Years	Funded	Funded	Regional Transportation Plan for Clark County

Figure 12b

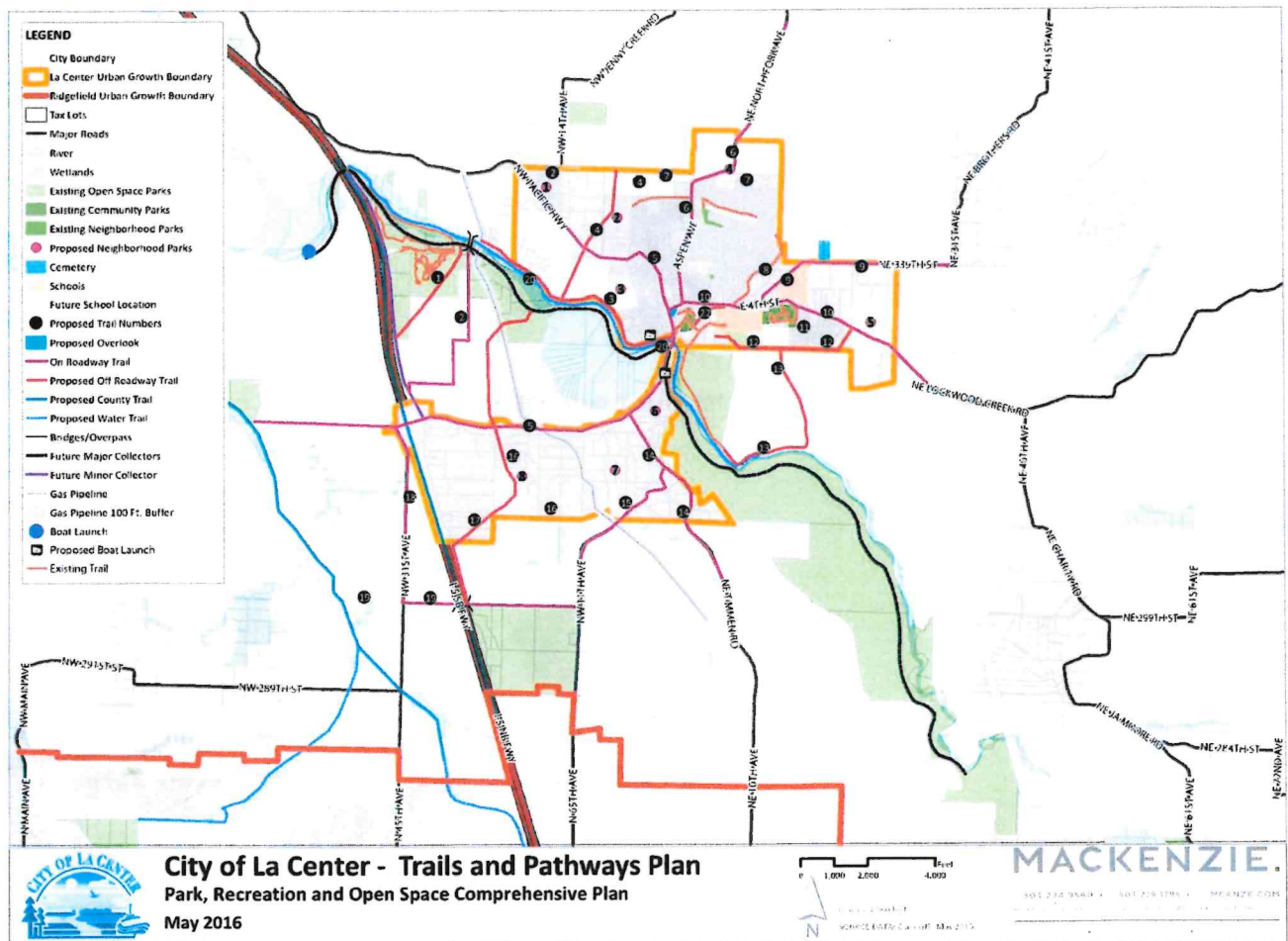
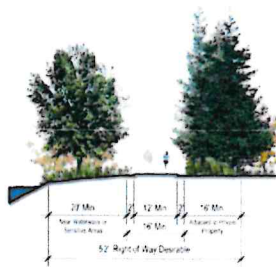
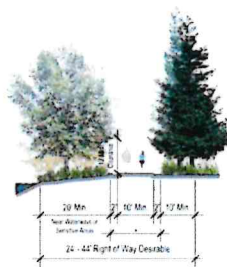


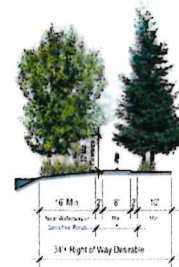
Figure 15



TYPE 1 - REGIONAL TRAIL
* PF Creditable Area



TYPE 2 - LOCAL SHARED USE TRAIL
* PF Creditable Area



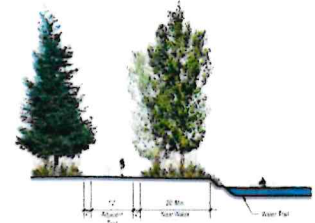
TYPE 3 - RUSTIC TRAIL
* PF Creditable Area



TYPE 4 - SEMI-PRIMITIVE TRAIL
* PF Creditable Area



TYPE 5 - ON STREET
BIKE LANE / SIDEWALK



TYPE 6 - WATER TRAIL

