



**Staff Report & Decision:**

**Hiller Tri-Plex  
Type II Site Plan Review and Variance  
(2015-0014 & 0017-SPR/VAR)**

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- PROPOSAL:** The applicant requests site plan approval to construct a 2,640 square foot triplex residential structure and a minor variance to the MDR-16 density standards in conjunction with the pending application for site plan and setback variance for a four-plex residential structure. (File #2015-014-SPR/VAR) The applicant proposes to reduce the number of proposed units from four to three, reduce the building footprint, and expand the side yard setbacks. The city processes site plan review and minor variances as Type II reviews, administrative review with public notice.
- LOCATION:** Southwest corner of E. 6<sup>th</sup> Street and E. Dogwood Avenue. McCann's Addition to La Center ADJ LOT 1 BLK 3; Assessor's PIN 64470000. Lot Area: 7,725 Sq. Ft.
- ZONING:** Residential Professional (RP)
- PROPERTY OWNER:** Jesus Jaramillo, 29910 NW 18<sup>th</sup> Place, Ridgefield, WA, 98642
- APPLICANT:** Terry Hiller, Restore Pro LLC, 12107 NW 41<sup>st</sup> Ave, Vancouver, WA 98685; 360.852.1365; [tahiller@aol.com](mailto:tahiller@aol.com)
- DECISION:** **Approved Subject to conditions**

**Background**

In 2014 the city approved a boundary line adjustment (BLA) between the subject lot and the lot immediately to the south, both owned by Mr. Reinegar. (See File #2014-002 relating to lots #64495000 and #64470000). At the time of the BLA application both lots were approximately 10,000 square feet as are most lots located between Aspen and Elm Avenues and 4<sup>th</sup> and 7<sup>th</sup> Streets. In this instance, the lot line between the two lots owned by Reinegar bisected a garage.

The purpose of the BLA was to locate the existing garage fully within the southern lot. The BLA resulted in one lot, the subject of this application, being approximately 7,725 square feet and the southern lot being 12,223 square feet. Single-family and medium density development as well as office/commercial uses are allowed in the RP district. Even though the subject lot is smaller than other lots in the immediate area it still exceeds the minimum 7,500 square foot lot size standard for single family uses and the 1,400 square foot minimum lot size standard in the medium density zone.

In November 2015 Terry Hiller applied for land use approval to construct a 5,080 square foot four-plex on the subject lot, at the corner of E. 6<sup>th</sup> Street and E. Dogwood Avenue. He also requested a minor variance to rear yard setback from 20 feet to 16 feet. La Center requires Type II Site Plan review for medium density buildings. The city provided 14-day public notice of the pending review on November 25, 2015. The city received two public comments: Clark County Fire & Rescue (CCF&R) commented on the adequacy of fire lanes and service Mr. Stephen Boynton commented on density, parking and setbacks.

At the close of the comment period the city informed the application about the comments. The applicant elected to revise the land use application to reduce the number of dwelling units from four to three, reduce the building footprint, and request a minor variance to the density range. The request for the rear yard setback remained. The city duly provided public notice of the revised application on December 23, 2015. The city received one comment when the public comment period closed on January 7, 2016. Stephen and Lissa Boynton objected to the density variance raising concerns about neighborhood degradation and property rights.

## **Zoning**

The comprehensive plan designation for the subject lot is Mixed Use (MU); the zoning is Residential Professional (RP). Within the RP zoning is inclusive of all permitted uses in the LDR-7.5, MDR-16 and C-1 zoning districts, subject to the applicable provisions of Title 18. (LCMC 18.145.010.) Medium density proposals are directed to apply MDR-16 standards and criteria. Permitted uses are subject to Chapter 18.215 LCMC, Site Plan Review. Medium density residential developments, excluding duplexes, are subject to review under Chapter 18.140 LCMC, Medium Density Residential District (MDR-16).

### **Approval Criteria**

An application for triplex use must demonstrate compliance with the applicable standards and approval criteria in LCMC 18.140.

#### LCMC 18.140.010

The MDR-16 district is intended to provide for residential development opportunities with a minimum density of eight units per net acre, and a maximum density of 16 units per net acre.

#### LCMC 18.140.040.1

Triplexes are allowed in the MDR-16 zoning district. (LCMC 18.140.020(c)).

City of La Center, Washington

Table 18.140.030, MDR-16 Density and Dimensional Requirements

| Standard                                  | Multi-family                                      | Proposed   |
|---|---|------------|
| Net Density <sup>1</sup>                  | 8-16  | 16.91      |
| Minimum Project Area <sup>5</sup>         | 2.5 ac.   | NA         |
| Minimum Lot Width                         | 20 feet   | 100 feet   |
| Minimum Lot Depth                         | 60 feet   | 78 feet    |
| Minimum Area                              | 1,400 SF  | 2,640 S.F. |
| Maximum Area                              | N/A   | N/A        |
| Maximum Lot Coverage                      | 85%   | 50%        |
| Maximum Height                            | 45 feet   | 35 feet    |
| Setbacks <sup>2</sup>                     |   |            |
| Minimum Front Setback <sup>3</sup>        | 10 feet   | 22 feet    |
| Minimum Garage Setback from Public Street | 5 feet  | 22 feet    |
| Minimum Garage Setback from Alley         | 3 feet  | N/A        |
| Minimum Side Setback                      | 0 feet attached or 10 feet abutting single-family | 22 feet    |
| Minimum Street Side Setback               | 0 feet  | 12 feet    |
| Minimum Rear Setback                      | 20 feet   | 16 feet    |

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

**Findings:** The proposed triplex is an allowed use in the MDR-16 zoning district. The maximum density in the district is 16 units per acre. The lot is 7,725 square feet and the applicant proposes to construct three units on the lot. No deduction is necessary for right of way nor are there critical areas or unbuildable areas on site. Three units on-site translates into a net density of 16.91 units/acre (43,560 SF / 2,575 SF per unit = 16.91). Consequently, the applicant has requested a minor variance to the density limitation in LCMC 18.140.010. The rear yard setback is 20 feet; the applicant is proposing a 16-foot setback and has requested a variance to the rear yard setback standard. Absent the variance requests, the proposal satisfies all other standards in Table 18.140.030.



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

The standards of this section apply to medium density proposals in the RP zoning district and all development in the MDR-16 zone, excluding single-family, detached, manufactured home subdivisions regulated by LCMC [18.140.080](#).

(1) Design Requirements.

- (a) MDR-16 projects shall create a unifying design theme for each cluster of units or less (a housing complex). The design theme can be created by the use of stone, wooden lap siding, or other natural material.
- (b) MDR-16 projects shall avoid repetitive building massing and facade designs. Variety of scale and articulation is encouraged and can be accomplished by the use of design elements such as porches, balconies, bay windows, covered entries, and garages set back from the primary facade.
- (c) MDR-16 projects shall avoid monotonous rooflines and shall employ devices such as various elevations, gables, dormers, and chimneys, etc.

Findings: The project consists of one building with wooden lap siding; therefore, the design theme is unified. The proposed building employs an articulated front façade, covered entries, projecting bays and setback garages; therefore, the proposal avoids repetitive building massing and facade designs. The proposed building employs a varied roofline, gables and dormers; therefore, the proposal avoids monotonous rooflines. In addition, the proposal will include side windows and varied siding materials to avoid monotonous blank walls. As a **condition of approval**, at the time of building permit application the builder shall provide the city with an elevation of the front and side facades demonstrating compliance with LCMC 18.140.040(1).

(2) Active Open Space – Family Parks.

Findings: This subsection applies to projects with 35 units or more; therefore subsection 18.140.040(2) does not apply. However, it is noted that the two side yards and rear yard combined will provide approximately 3,900 square feet of usable play yard.

(3) Landscaping and Open Storage

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

- (b) All landscape plantings shall be irrigated with an automatic, underground irrigation system designed with water conservation in mind. Use of techniques, such as separate water zones based on soil type, sun exposure, and plant water requirements is encouraged. All required plant materials shall meet or exceed specifications established by the American Association of Nurserymen for nursery stock.
- (c) At least 15 percent of the gross square footage of the project site must be landscaped.
- (d) All setback areas shall be landscaped and maintained with live vegetation.
- (e) Street trees, if required by the director of public works, shall be planted on all street frontages and within all median planting strips. In addition, street trees shall be placed a minimum of two feet from the curb as measured from the center of the tree to the planter side of the curb, unless otherwise specified by the city's public works director. Street trees shall be a minimum of two-inch caliper, fully branched, and staked at the time of planting. Minimum spacing shall be 30 feet on center of planter length. Trees selected for use as street trees shall be long-lived species possessing qualities suitable for an urban streetscape including branching characteristics, rooting characteristics, disease resistance, drought resistance and nonfruiting. Planter strips abutting a public street shall be planted with live vegetation and irrigated, unless if otherwise specified by the city's public works director.
- (f) Only under the following conditions may freestanding walls, fences and hedges be permitted along public or private streets or sidewalks:
  - (i) The maximum height of any wall, fence, or hedge shall be six feet so long as the fence height does not interfere with safe line of sight as determined by the city engineer.
  - (ii) Barbed wire, razor wire, electric and other dangerous fences are prohibited.
- (g) Open Storage. Open storage is prohibited. Trash and recycling containers located outside of a building shall be screened by a six-foot solid (100 percent opaque) fence or a combination of fence and vegetation.

Findings:

The applicant provided a preliminary landscape sketch. Approximately 50% of the site will be landscaped or in lawn in excess of the 15% standard. As a **condition of approval**, at the time of building permit application, the applicant shall provide the city with a landscape plan which address the concerns of LCMC 18.140.040(2), including: the type, size and location of plant species, irrigation method, and a description of the size, type, materials, and location of any fences.

(4) Parking.

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

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

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

Findings:

Because the lot depth is less than that of similar lots in McCann's Addition, it is not possible to place the garages behind the building. Consequently, the applicant elected to integrate the garages into the building. The project will create three dwelling units which, at 1.75 parking spaces/unit, will create a requirement for 5.25 parking spaces. The project proposes to create one driveway parking spot and one interior parking spot per unit for a total of six parking spaces. Therefore, the proposal satisfies subsection (4).

(5) Garages.

- (a) Where the primary garage entrance faces a right-of-way, the garage must be set back a minimum of 18 feet from the right-of-way.
- (b) No more than 40 percent of the total wall area of a housing complex facing a public right-of-way shall be dedicated to garage door space.
- (c) Twenty-five percent of the garage wall area facing a public right-of-way shall contain windows or doors placed to create the impression of habitable residential space.
- (d) In each cluster of single-family attached units, no more than 50 percent of the garages within the cluster may extend beyond the front plane of the primary facade of the dwelling unit.
- (e) Garages that take vehicle access from an alley shall be set back a minimum of three feet from the alley right-of-way.
- (f) Detached garages are allowed, provided they are accessed from an alley or driveway and do not exceed 18 feet in height.

Findings:

The garages are integrated into the building and are setback 22 feet from the sidewalk to provide adequate pedestrian safety. The three garage entrances are setback from the projecting porches and represent less than 40% of the front facade area. The front facade contains windows, doors and projecting porches creating the impression of habitable space. Garages do not extend beyond the front plane of the building and there are no alleys proposed. For these reasons the proposal satisfies LCMC 18.140.040(5).

(6) Pedestrian Access.

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

- (b) Public sidewalks shall be required and constructed according to the city's road standards.
- (c) Where the pedestrian system crosses driveways, parking areas and loading areas, it must be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method approved by the reviewing authority. Striping may be permitted only in conjunction with at least one of the preceding methods.
- (d) Lighting for parking lots and pedestrian ways shall be provided to ensure personal safety and shall be shielded downward to prevent upward and off-site glare.
- (e) Lighting shall be integrated into the architectural character both in terms of illumination and fixtures. Lighting shall not produce glare or negatively impact off-site uses or traffic on adjacent streets. On-site lighting shall utilize cutoff fixtures designed to orient light downward and contribute toward a dark sky.

Findings:

Sidewalks are in place along both frontages and no changes are required to the existing city-installed sidewalks. Street lighting is in place and no changes are required to the existing street lights. As a **condition of approval**, at time of building permit application the application shall demonstrate that lighting is integrated into the architectural character both in terms of illumination and fixtures; that lighting does not produce glare or negatively impact off-site uses or traffic on adjacent streets, and that on-site lighting uses cutoff fixtures designed to orient light downward and contribute toward a dark sky.

(7) Impact Fees.

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

Findings:

As a **condition of approval**, the applicant shall pay the required impact fees for the multi-family rate at time of issuance of building permit or as required by state law.

## Site Plan Review

Site plan review, when combined with a review of higher classification, such as a minor variance, is processed as a Type II review. The city provided notice of the original application and modified application, as required.

18.215.060 Criteria for site plan approval.

(2) In reviewing a site plan for approval, the director shall find that all of the following have been met:

- (a) The proposed plan shall meet all applicable provisions of this title and other appropriate provisions of the La Center Municipal Code;
- (b) The proposed use is permitted within the district in which it is located.



- (c) The proposal meets the lot, yard, building, height and other dimensional requirements of the district within which it is located.
- (d) The proposal meets the screening, buffering and landscape strip requirements, as set forth in LCMC 18.245.060.
- (e) Minimum parking and loading space requirements are met, as required by Chapter 18.280 LCMC.
- (f) All applicable conditions and criteria contained in other titles of the La Center Municipal Code are met.
- (g) Improvement requirements are provided in accordance with the applicable sections of the La Center development code.
- (h) All conditions of any applicable previous approvals (i.e., CPU) have been met.
- (i) Development subject to site plan review has provided underground public and private utility lines including but not limited to those for electricity and communication.
- (j) Public water, sewer and stormwater lines have been installed in conformance with the standards of the city code. Public water, sewer and stormwater lines within or along the frontage of a development have been extended to the extreme property lines of that development unless it can be demonstrated to the city engineer that such extensions are impractical, infeasible or inappropriate.
- (k) Proposed phasing plans do not exceed six years and all required public infrastructure is installed in the first phase of the development.

Findings:

The proposed triplex is an allowed use in the RP zone. The building meets the applicable lot and height requirements except for maximum density and rear yard setback; the request for variance is discussed below. As a **condition of approval** the applicant will provide a revised landscape plan. The proposal provides two parking spaces per unit exceeding the minimum requirement. Public and private utility lines are available at the street. Public sewer and water is available and the proposal shall connect to all required public services. The project will be built in one phase. For these reasons, the city finds the proposal can satisfy the applicable site plan criteria, as conditioned, and if the city approves the requested minor variances.

18.215.080 Final site plan approval.

Where a site plan is issued subject to conditions that require the submittal of additional materials or changes to existing plans, the director may require that the applicant submit for final site plan approval to determine if the revised plans comply with the conditions of site plan approval. Final site plans shall be considered as Type I applications.

Findings:



As a **condition of approval**, at the time of building permit the applicant shall provide a revised and final site plan which demonstrates compliance with applicable site plan and base zone standards, including landscaping, lighting and no parking signs (as required by CCF&R).

## Variance

The applicant has requested a minor variance to the rear yard setback from 20 feet to 16 feet and to the density range cap from 16 units per acre to 16.91 units per acre. The city may review an application for a variance for setbacks, buffers, building heights, landscaping, lot coverage, and lot dimensions as a Type I review and for lot area or density as a Type II review. When the request includes both a Type I review, such as rear yard setback, and a Type II review, such as density, the city will review the requests at the highest review level. (See, LCMC 18.260.020.) Consequently, the city reviews this application for site plan and variances as a Type II review.

### 18.260.040, Variance Approval criteria.

The review authority shall approve or approve with conditions an application for a variance if he or she finds the applicant has sustained the burden of proving that:

- (1) Unusual circumstances or conditions, such as size, shape, topography and location of an existing legal development on the site, apply to the property and/or the intended use such that the strict application of this title would deprive the owner of the subject property of rights and privileges enjoyed by owners of other properties in the vicinity in the same zone; and
- (2) The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the vicinity and zone in which the property is situated.

### Findings:

The subject lot was originally created as part of McCann's Addition which was platted in 1909, prior to the adoption of zoning laws in La Center. All lots in McCann's Addition in 1909 were 100 feet by 100 feet. (Clark County Book C-35.) The subject property is Lot 1, Block 3 of McCann's Addition.

In 2014 the city approved a boundary line adjustment (BLA) between two lots under the same ownership, Lot 1 and Lot 4 of Block 3, McCann's Addition. The BLA reduced the lot depth of the subject lot from 100 feet to 78 feet. The purpose of the BLA was to place the garage on lot #6449500 more fully within one lot, the lot on which the house is located. The garage was constructed in 1977, prior to the adoption of the RP zoning. Thereafter, the property owner sold the subject lot. Because of the legal action, the subject lot is approximately 22 feet shallower than typical lots in McCann's Addition.

### Density.

All lots within the RP zone have the legal right to create multi-family units to the maximum allowed – 8 to 16 units per acre. However, because of the boundary line adjustment was necessary to correct a non-conforming development problem, a lot line running through a garage, the current property has less opportunity to maximize density than do other lots in the immediate area also within the RP zone.

The lot in its present size would allow 2.79 units of density. Because it is not practical to create a fraction of a dwelling unit, the city typically rounds to the nearest whole number – in this case three. Creating three units on this lot would result in a density of 16.91 units per net acre, roughly a 1.66% increase over the maximum density of 16 units per net acre.

The comment in opposition to the triplex alleged that building three units on this site would degrade the neighborhood and infringe on property rights. The argument is based on the belief that the neighborhood is a single-family neighborhood and that granting the variance will encourage other property owners to increase the density of the neighborhood. While it is true that the homes in the immediate area are single-family detached houses, the underlying zone is Residential Professional which allows both single-family and medium density housing as permitted uses. The intent of the zone is inclusionary and provides all RP property owners with the opportunity to build low density or medium density units.

Because the increase in density is essentially *de minimus*; because rounding density numbers is a common practice; and because medium density dwellings are uses allowed outright in the zone; the city cannot find that allowing three units on the subject RP-zoned property will be *“materially detrimental to the public welfare, or injurious to the property or improvements in the vicinity and zone in which the property is situated”*. Therefore, the minor variance request to allow three units of medium density housing as opposed to two units of medium density housing is approved.

Rear Yard Setback. As stated above, all lots within the McCann’s Addition were platted to be 100 feet wide and 100 feet deep. The 2014 BLA reduced the lot depth by approximately 22 feet, from 100 feet to 78 feet. The city requires a 20-foot front yard setback. City code also requires 18 feet of separation between the interior edge of the sidewalk and the garage door. To prevent passenger vehicles and pick-up trucks longer than 18 feet from protruding into the sidewalk; thereby, creating a pedestrian hazard, the applicant wisely increased the separation between the sidewalk and the garage door to 22 feet. As a consequence of this safety measure, the units are pushed further back into the reduced lot.

A reduction of the rear yard setback from 20 feet to 16 feet represents a 20% reduction. (20 x 20% = 4.) The rear elevation of the building would be 16 feet from the garage to the south, the reason for the BLA in 2014. Within the RP district, as applied to MDR-16 project, single-family attached and single-family detached dwellings are required to have a 10-foot rear yard setback.

Because the 2014 BLA created a lot depth less than that enjoyed by other lots within McCann’s Addition, because other uses allowed outright in the district enjoy a smaller rear yard setback; and because the rear yard will abut the garage which is the basis for the BLA lot depth reduction, the city finds the requested setback variance will not be *“materially detrimental to*

*the public welfare, or injurious to the property or improvements in the vicinity and zone in which the property is situated.”* Therefore, the minor variance request to reduce the rear yard setback from 20 feet to 16 feet is approved.

## **CONCLUSIONS & DECISION**

The review authority approves the minor variance request to allow three units on site and to reduce the rear yard setback to 16 feet. The city further finds the applicant has sustained the burden of proof that the application complies with, or as conditioned, can comply with the applicable provisions of La Center’s Municipal Code.

Therefore, the subject application is hereby **APPROVED SUBJECT TO THE FOLLOWING CONDITIONS:**

- 1) The applicant shall demonstrate compliance with all applicable city codes and standards described herein and any and all applicable city engineering standards and building and life safety codes.
- 2) No construction shall commence until the city issues a building permit.
- 3) At the time of building permit the applicant shall provide a revised and final site plan which demonstrates compliance with applicable site plan and base zone standards, including:
  - a. Elevation of the front and side facades demonstrating compliance with LCMC 18.140.040(1);
  - b. Landscaping, including the type, size and location of plant species, irrigation method, and a description of the size, type, materials, and location of any fences in compliance with LCMC 18.140.050(2)(h) and LCMC 18.140.040(3);
  - c. Lighting that is integrated into the architectural character both in terms of illumination and fixtures; that lighting does not produce glare or negatively impact off-site uses or traffic on adjacent streets, and that on-site lighting uses cutoff fixtures designed to orient light downward and contribute toward a dark sky; and
  - d. The requirements contained in the December 14, 2015 CCF&R comment letter, including those relating to “Fire Lane - No Parking” signs along the Dogwood Street right-of-way.
- 4) At time of building permit issuance or as required by state law, the applicant shall pay the required impact fees for the multi-family rate.

**APPEALS**

A final decision regarding a Type II application may be appealed to the Finance Director/City Clerk within fourteen (14) calendar days of the date of the issuance of the decision. LCMC 18.030.130.



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Eric Eisemann  
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Jeffrey B. Sarvis  
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Eric Eisemann  
City of La Center  
Written Response to the **Hiller Four Plex** Project  
**12-14-15**

*Clark County*  
**FIRE & RESCUE**



Clark County Fire & Rescue is pleased to participate in the 2015 comment period for the **Hiller Four Plex** project. The Fire District neither advocates nor discourages development projects of any kind. Each proposed project is examined for impact upon the Fire District operations. Our recommendations are based on best fire suppression practices, and the International Fire Code. The Clark County Fire Marshals Office should be consulted on all technical fire protection issues inside of the building.

#### **Fire Protection Analysis**

- Clark County Fire & Rescue provides Fire/Rescue service for the area of the proposed development. Clark County Fire & Rescue can provide a level of fire/rescue protection to the proposed development that is of a similar level to the City of La Center.
- We believe that the purposed will be an R-2 occupancy under the IFC.
  - **The required fire flow is 1500 GPM at a minimum of 20 Psi for one hour.**
  - Fire Flow testing should be done to establish if the local fire hydrant can support the required fire flow.
- For maximum fire protection effectiveness, the developer should follow the provisions of the International Fire Code listed below:

#### **Unit Separation**

- Each unit shall have one hour rated fire walls separating them from adjoining units.
  - This requirement can also be mitigate with approved residential fire sprinkler systems.

## Roads

- The builder should plan for minimum 20-foot road widths on any “**Fire Access Road**” in this project. They also must allow easy access for the Fire District engines and aerial ladder truck. The ladder truck is 39 feet long and requires a clear area 20 feet wide to deploy its ladder outriggers. Twenty (20) foot wide access roads should be red curbed or signed and marked *Fire Lane - No Parking*. (IFC 503.2.1 & 503.3)
- Approved signs or other approved notices shall be provided for fire apparatus access roads to identify such roads and prohibit the obstruction thereof. (IFC 503.3)
  - Areas adjacent to driveways, Fire Hydrants and FDC’s should be marked *Fire Lane - No Parking*.
  - The Fire District shall approve the marking of all Fire Lanes.
- The Fire Chief must approve any traffic-calming devices. (IFC 503.2.2 & 503.4)

## Hydrants

- Fire hydrants serving this project shall have a maximum lateral spacing of 400’ feet. (Clark County Standard)
  - A looped water main system is preferred. **The location of all hydrants must be approved by the Fire District. (Clark County Standard)**
  - The developer should install and assure all fire hydrants are operational before road paving and building construction begins.
- Unobstructed access to fire hydrants shall be maintained at all times. The fire department shall not be deterred or hindered from gaining access to fire protection equipment or fire hydrants. (IFC 507.5.4)
- A 3-foot clear space shall be maintained around the circumference of fire hydrants except as otherwise required or approved. (IFC 507.5.5)

## Fire Protection Systems

- All fire protection system shall meet the NFPA requirements listed in Table 901.6.1 of and IFC chapter 9. (IFC 901.6.1)

## Key Boxes

- Unless specifically exempted by the Fire Chief of Clark County Fire & Rescue, all commercial buildings require a key box to be installed in an approved location. The key box shall be of an approved type and shall contain keys to gain necessary access as required by the Fire Code Official. **(IFC 506.1)**
- The operator of the building shall immediately notify the Fire Code Official when a lock is changed or re-keyed. The key to such lock shall be secured in the key box. **(IFC 506.2)**

We believe that these engineering requirements are essential for Firefighters access and public safety in emergency situations.

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