



City of La Center  
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**PRE-APPLICATION CONFERENCE NOTES**

**La Center Hotel (2023-006-PAC)**

Meeting conducted on Wednesday, February 22, 2023– 1:30 P.M.

**PROJECT INFORMATION**

Site Address	No site address; PIN: 209708-000
Legal Description	#25 SEC 4 T4N, R1E 2.48 M/L
Applicant	Ty Koistinen 360.773.5734 <a href="mailto:tykoist@gmail.com">tykoist@gmail.com</a> 2251 Dike Road, Woodland, WA 98674
Applicant's Representative	Travis Johnson PLS Engineering 360.944.6519 <a href="mailto:pm@plsengineering.com">pm@plsengineering.com</a> 604 West Evergreen Boulevard, Vancouver, WA 98660.
Property Owner(s)	John Vanvessem <a href="mailto:vanvessems@msn.com">vanvessems@msn.com</a> 14900 Northwest 15th Avenue, Vancouver, WA 98685
Proposal	The applicant is proposing a 111-unit, four-story hotel and a standalone coffee drive-through sited on a 2.48-acre parcel southeast of the intersection of Northwest La Center Road and Northwest Paradise Park Road. Two accesses from Northwest La Center Road would be provided to serve internal circulation for the site and parking.
Date of Issue	March 6, 2023

**SUMMARY**

The applicant is proposing a 111-unit, four-story hotel that is approximately 52,000 square feet and a standalone 1,800 square feet coffee drive-through sited on a 2.48-acre parcel southeast of the intersection of Northwest La Center Road and Northwest Paradise Park Road. The site is designated Commercial/Mixed Use on the City's Comprehensive Plan Map and is zoned Junction Plan (JP) on the City's adopted zoning map. According to the Junction Plan's Regulation Plan located in LCMC Figure 18.158.020(2)(b), the site is designated as within the Town Center (TC) plan district.

The hotel is a permitted use in the TC plan district of the Junction Plan zone under a Type II site plan review process; The coffee drive-through is a conditional use and would require review under a type III process. A type II critical areas permit may also be required for location of improvements within critical

aquifer recharge areas (CARAs), riparian areas, wetland buffers, and geologically hazardous areas. A type I legal lot determination would be necessary to ensure the lot is legally established. Finally, a type II tree cutting permit would also be required. The four applications would be grouped and processed under the highest-level procedure (Type III) as allowed by LCMC 18.30.030 with a public hearing and decision by the City's Hearing Examiner.

As proposed in the conceptual site plan, the site would be provided with two accesses from Northwest La Center Road that will provide internal circulation to the hotel and coffee drive-through and associated parking. 118 off-street parking stalls are proposed. Internal sidewalks and crosswalks on drive aisles are proposed to circulate pedestrians from the parking areas to the proposed buildings. A drive aisle is provided to circulate from the parking lot and through the coffee drive-through window.

Offsite to the south and east of the project site, the Washington Department of Natural Resources (DNR) maps a non-fish bearing stream (Type N). Clark County also maps a riparian area buffer along this stream. Riparian areas are fish and wildlife habitat conservation areas (FHWCA) under the critical areas ordinance and development in these areas requires a critical areas permit. Type N streams have a riparian area that extend between 75-150 feet from the stream depending on if they are seasonal or perennial (see LCMC 18.300.090[2]), therefore, the buffer from this offsite stream likely affects the site.

The site also has mapped geologically hazardous areas. The eastern property boundary contains "areas of potential instability" as mapped on Clark County MapsOnline, which may meet the definition of landslide hazard areas per LCMC 18.300.030. Modification of topography and vegetation in landslide hazard areas shall be limited to preserve the long-term stability of sensitive slopes, reduce erosion potential and stormwater runoff, and preserve related ecological values. A geotechnical study will be required to assess the hazard potential and, if present, a critical areas permit would be required to develop in this area. Please see further requirements in Chapter 18.300 of this report.

The provided conceptual plans by the applicant indicate there are offsite category II wetlands to the south and east of the site. Staff did not find wetlands as indicated by the applicant when utilizing mapped wetland databases, however, available wetland mapping sources are often inaccurate. Additionally, Clark County does map a modeled wetland across Northwest La Center Road from the site. A mapped stream, as discussed above, may be an indicator of wetlands. A critical areas report performed by a biologist is required to determine if wetlands are present. If wetlands are found on site, the applicant shall be subject to buffering and mitigation requirements for impact.

The Washington Department of Health (DoH) Source Water Assessment Program (SWAP) mapping shows the site is within 5-year and 10-year time of travel zones for a Group A wellhead. This is a regulated Category I Aquifer Recharge Area (CARA) pursuant LCMC 18.300.090(1)(a), therefore, a critical areas permit will be required, including a hydrogeological assessment.

Based on a review of aerial photos, there appear to be trees on the site. If trees exceeding five inches in diameter at breast height are proposed to be removed, a type II tree cutting permit is required under LCMC 18.350 "Tree Protection." The type II tree cutting permit can be reviewed concurrently with a type II site plan review application, type II critical areas permit, and type III conditional use permit. A mitigation plan is required for trees 10 inches or greater in diameter that are removed.

The site is identified as having a moderate-high to high risk of containing archaeological resources and the applicant must file an archaeological predetermination report as per Table 18.360.020-1.

A type II variance may be required if the applicant cannot meet requirements within the Junction Plan code as discussed later.

If the applicant moves forward with permitting for this project, code amendments may be necessary to LCMC 18.158 to permit some aspects of the development. In accordance with LCMC 18.30.110, code amendments are a Type IV process, which requires a public hearing with a recommendation by the Planning Commission and a public hearing with City Council for final approval. City Council has complete discretion on the final decision for any proposed code amendments.

### **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): 3.35, Impact Fees; 8.60, Sign Regulations; Title 12, Streets, Sidewalks & Public Ways; Title 13, Public Utilities; Latecomer's Agreement requirements code section 13.10.240. Title 18, Development Code Chapters: 18.30, Procedures; 18.158, La Center Junction Plan Zoning District; 18.215, Site Plan Review; 18.225, Legal Lot Determinations; 18.240, Mitigation of Adverse Impact; 18.245, Supplementary Development Standards; 18.250, Conditional Uses; 18.260, Variances; 18.280, Off-Street Parking Requirements; 18.282, Outdoor Lighting; 18.300, Critical Areas; 18.310, Environmental Policy; 18.320, Native Plant List; 18.340; Stormwater and Erosion Control; 18.350, Tree Protection; and 18.360 Archaeological Resource Protection.

#### **Key Issues:**

- Building orientation and relation to RBL and setbacks
- Parking location and parking space requirements
- Architectural standards including materials, building frontage, street walls, and entries.
- Critical areas including critical aquifer recharge areas, fish and wildlife habitat protection areas, wetlands, and landslide hazard areas.
- Rights-of-way for roundabout and 26th Avenue

### **Public Works and Engineering Analysis**

#### **Chapter 12.10**

- Public and Private Road Standards City of La Center Engineering Standards for Construction shall apply to all public road improvements unless modified by the director. LCMC 12.10.040. Grading A grading and erosion control permit is required as part of the site plan approval. 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.

### Transportation

- Roundabout: The City has plans to construct intersection improvements at the intersection of Paradise Park and La Center roads. In 2020 DKS completed an Intersection Control Study to analyze the intersection. The study showed that a roundabout at this intersection is necessary. A preliminary analysis shows that the roundabout will likely require additional right-of-way that may impact the northwest corner of the applicant'
- North-south minor collector: A north-south minor collector is shown on the site's eastern portion in the Junction Plan as shown on Figure 18.158.020-3 and in accordance with LCMC 18.158.080(2)(c). The code states that this north-south collector is essential to ease congestion at the intersection of La Center Road and Paradise Park Road. This street is also included in the City's Capital Facilities Plan. It is listed as T-5 as 26<sup>th</sup> Avenue, to be constructed as a Minor Arterial with pedestrian facilities. This street is also the connection point to the sewer and water in La Center Road, to sever parcels south of La Center Road. See attached Junction Subarea site plan and utility plan, and excerpt from the CFP. The city will work with the applicant to identify the best location for this new roadway.
- Per LCMC 12.10.190 Developments – Frontage improvements.
  - Half-width road improvement shall be constructed along the frontage of the property. Frontage improvements have been installed along Paradise Park Road, but not La Center Road. According to the CFP, La Center Road is classified as a Principal Arterial. The city's standard for a Principal Arterial is a Major Arterial per ST-11. Attached.

### 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.
- In 2015, with the realignment of Paradise Road and construction of the roundabouts to serve the new ilani Casino, a 12-inch diameter sewer main was built east of the new I-5 bridge, extending east to serve properties east of the bridge. A 12-inch public gravity sewer system was installed along La Center Road in 2016 connecting to the sewer main built with the new roundabouts. Sewer laterals were extended from this 12-inch main stubbing up to the edge of the public right of way, north and south, to serve properties along La Center Road. These laterals were placed at low points on La Center Road, east of Paradise Park Road, to serve many of the properties. One of these laterals stubbed to the south, was intended to cross the applicant's property, just east of the new North-South minor collector. A new sewer manhole is shown on the master plan, and can be proposed to align with this North-South connector, shown in the junction plan. A combined sewer plan of the sewer built with the WSDOT roundabouts, and the La Center Road sewer, are attached to show the location of the sewer stubs.
- Per LCMC 13.10.350 a sewer impact fee shall be charged for commercial development based on the use of the proposed structures. The exact impact charge will be assessed at the time of building permit application or before occupancy is issued. Each equivalent ERU calculated for each structure on the site will be multiplied by the impact fee of \$7,800 per ERU to determine the total sewer impact. If development is phased, impact fees will be charged for the structures permitted at the time of building permit application. Any development east of the La Center Road Bridge is

required to connect to the recently constructed sewer system in La Center Road. A latecomer agreement was approved by City Council in April of 2018, requiring that connection to this sewer system be assessed for development according to the cost per equivalent ERU. The latecomer cost is based on the location within the sewer basin as shown on the attached latecomer agreement and cost table. The site will connect to the sewer within basin A and will be assessed \$6,173.96 per equivalent ERU. The ERUs for the development will be calculated by LCMC 13.10.350 as stated above. The Latecomer agreement is attached for information

#### **Chapter 18.320 (Stormwater and Erosion Control) Section 18.320.120**

- 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. Stormwater treatment and quantity disposal will be necessary for development.
- There is a 24-inch diameter storm sewer in Paradise Park Road that drains to the “Burk” public wet pond. The part of the storm pipe south of the applicant’s parcel, is within an easement of property owned by the Interchange Development Group (owned by the Cowlitz Tribe). The pond was constructed to treat and detain stormwater from the Paradise Park Road realigned road, and part of the WSDOT roundabout. It is possible for the applicant to drain to the public storm pipe within this easement, upstream of the public wet pond, but the applicant will need to obtain permission or an easement from the Cowlitz Tribe to connect to the storm system. See attached partial as-built plans of the public storm and wet pond.

### Land Use Analysis

#### **Chapter 8.60 Sign Requirements**

If proposed, signs must comply with this chapter including the general requirements (LCMC 8.60.050) and requirements for signs in the JP District (LCMC 8.60.080[2]). Signs must meet the dimensional, configuration, and design requirements of the allowed sign types (wall signs, freestanding signs, projecting signs, window displays, portable signs, directional signs, freeway-facing wall signs, business complex signs, electronic reader boards and video displays, and street banners). The applicant did not provide details on proposed signage at the time of pre-application.

#### **Chapter 18.30.100 Type III procedure**

The project would require a CUP, site plan review, legal lot determination approval, as well as critical areas permits, and tree cutting permit. A variance may be required if the applicant cannot meet requirements within the Junction Plan code as discussed later. CUPs are subject to a Type III review process. Site plan reviews are subject to a Type II review process as well as critical areas permits, tree cutting permits, and variances. However, if the requested variance is less than the 10% of the varied standard, it is a Type I review. The legal lot determination is subject to a Type I review. All applications would be grouped under one review process as permitted under LCMC 18.30.030 and reviewed under the highest order review process. The Type III process would include the following timelines:

- **Completeness Review:** following submittal of the application, the City would review the application to determine if it contains all required information. Projects which undergo pre-application conference reviews are subject to a 14-day completeness review.

- Notice period: Once deemed complete, the City has 14 days to issue a notice of application with a combined notice of State Environmental Policy Act (SEPA) review. The notice period runs for an additional 14 days after issued.
- Type III review period: Once deemed complete, the City has 78 days to schedule a hearing. The hearing examiner issues a decision on type III applications within 14 days following close of the hearing record.
- Appeal: After issuance of a decision, there is a 14-day appeal period.

Further information regarding the Type III review process is contained in LCMC 18.30.100

### **Chapter 18.158 La Center Junction Plan Zoning District (JP)**

The site is zoned Junction Plan Zoning District (JP). The JP zone consists of four plan districts each with an intentional unique character. The JP zone is form-based that emphasizes mixed-use buildings and sites; a walkable environment, including streets lined with buildings; and public spaces. According to the JP Regulation Plan (LCMC Figure 18.158.020-2), the site is located in the Town Center (TC) plan district. The TC plan district allows for shopfronts, sidewalk cafes, and other commercial or office uses at the street level, with wide sidewalks and canopy shade trees. Upper story residential and office use is encouraged (LCMC 18.158.020[1][b][ii]). Hotels are a permitted use and the coffee drive-through is a conditional use as further discussed in LCMC 18.158.050.

#### 18.158.030 General rules for new development

Any new development proposed within the JP zone shall follow these general rules with requirements for blocks/accessway, buildings, street walls, parking, public art, and more.

##### Blocks/Accessways

- All lots shall share a frontage line with a street space and all lots are part of a block, which no block face shall have a length greater than 400 feet without an approved accessway, common drive/access easement, or pedestrian pathway providing through-access to another street, accessway/access easement, or street space.
- Lots with over 250 feet of frontage shall meet the requirement within their lot, unless already satisfied within that block face.

##### Buildings

- The building façade shall be built to the required building line (RBL) except for 45-degree corner entrances or designated corner pedestrian plazas.
- At an intersection of A-plus (Northwest Paradise Park Road) and/or A-minus streets (new north-south street), corner buildings should be beveled or indented to create usable pedestrian areas.
- Windows and doors on upper story facades shall comprise of at least 20%, but no greater than 60%, of the façade area per story.
- No part of any building, except for overhanging eaves, awnings, balconies, bay windows, stoops, and shopfronts, shall encroach beyond the RBL.
- For each block face, buildings along the RBL shall have a new façade design at an average street frontage length of no greater than 60 feet for TC sites.
- Each façade shall include a functioning, primary street space entry. When building envelope changes along a street frontage, the owner has the option of applying building envelope standards for a maximum additional distance of 75 feet in either direction along that frontage.

##### Street Walls

- A street wall no taller than three feet is required along any RBL frontage that is not occupied by the principal building on the lot.
- This street wall shall be located no more than 8 inches behind the RBL.
- The height of the street wall shall be measured from the adjacent public sidewalk, or when not adjacent to a sidewalk, from the ground elevation after construction.
- Trellis, garden screens, and similar features may exceed the three-foot height limitation up to a combined wall height of six feet but screening features may not screen more than 50% of the opening.
- A vehicle entryway no wider than 18 feet or a pedestrian entryway no wider than six feet shall be permitted within any required street wall.
- Privacy fences may be constructed along that portion of a common lot line not otherwise occupied by a building.

**Parking**

- Vehicle parking areas shall be located behind the parking setback line, except where parking is provided below grade.

**Table 18.158.040-1 – Rules for New Development**

The rules for new development as shown in the table below, are intended to regulate building form and its relationship to the street.

<b>Standard<sup>2</sup></b>	<b>TC</b>	<b>TG</b>	<b>TE</b>	<b>TRx</b>
<b>a. Building Height<sup>3</sup></b>				
i. Building maximum height for each plan district is:	60'	60'	60'	45'
<b>b. Ground Story Height</b>				
i. The ground story finished floor elevation shall be equal to, or greater than, the exterior sidewalk elevation in front of the building, to a maximum finished floor elevation of XX feet above or below the sidewalk.	1.5'	1.5'	1.5'	5'
ii. The ground story shall have at least XX feet of clear interior height (floor to ceiling) contiguous to the required building line frontage for a minimum depth of at least XX feet.	12' H, 25' D	12' H, 25' D	NA	9' H NA D
iii. The maximum story height for the ground story is:	20'	40'	40'	20'
<b>c. Upper Story Height</b>				

Standard <sup>2</sup>	TC	TG	TE	TRx
i. The maximum floor-to-floor story height for stories other than the ground story is XX.	12'	12'	20'	15'
ii. At least 80% of each upper story shall have an interior clear height (floor to ceiling) of at least:	10'	10'	10'	10'
<b>d. Street Facade</b>				
i. On each lot the building facade shall be built to the required building line (RBL) for at least XX% of the required building line length.	80%	65%	50%	50%
ii. The building facade shall be built to the RBL within XX feet of a block corner.	30	30	20	20
<b>e. Garage and Parking</b>				
i. Garage entries or driveways shall be located at least XX feet away from any block corner or another garage entry on the same block, unless otherwise designated on the regulating plan.	75'	75'	30'	20' for ground floor residential; otherwise 75'
ii. Garage entries shall have a clear height of no greater than XX feet or a clear width exceeding XX feet.	16' H, 24' W	16' H, 24' W	NA	16' H, 24' W
iii. The parking setback line shall be a minimum of XX feet from the designated required building line.	30'	30'	20'	30'
<b>f. Accessways or Service Lane.</b> The required setback from an accessway or service drive subject to fire district requirements:	60'	60'	60'	10'
<b>g. Windows and Doors</b>				
i. Blank lengths of wall exceeding XX linear feet are prohibited on all required building lines.	15'	30'	30'	15'



Standard <sup>2</sup>	TC	TG	TE	TRx
ii. Windows and doors on the primary, street-facing, ground story facades shall comprise at least XX%, but not more than XX%, of the facade area situated between 2 and 10 feet above the adjacent public sidewalk on which the facade fronts.	40% – 80%	40% – 90%	20% – 80%	20% – 70% residential and 40% – 70% commercial
<b>h. Building Projections</b>				
i. Projections, such as balconies and stoops, shall not project closer than XX feet to a common lot line.	5'	5'	10'	3'
ii. Projections over the sidewalk shall maintain a clear height of at least XX feet except as otherwise provided for signs, street lighting and similar appurtenances.	10'	10'	12'	12'
<b>i. Doors/Entries.</b> Functioning entry door(s) shall be provided along ground story facades at intervals not greater than XX linear feet.	60'	80'	100'	60'

<sup>2</sup>The use of “XX” indicates using the numeric standard in the accompanying row to establish the required standard.

<sup>3</sup> Any building with more than 60 feet in elevation in the TC, TG and TE districts shall provide an on-site or shared vertical parking structure sufficient to accommodate the traffic volumes the projected uses will generate.

- **Building Height** – The applicant is proposing a four-story hotel building and a single-story coffee drive-through, which are likely less than the maximum height. The applicant shall indicate the building height on plans for application submittal.
- **Ground Story Height** – The ground story finished floor elevation shall be equal to or greater than the exterior sidewalk elevation in front of the building, to a maximum finished floor elevation of 1.5 feet above or below the sidewalk.
- **Street Façade** – LCMC 18.245 requires a 5-foot landscape screen with vegetation around the perimeter of the development, including along Northwest La Center Road, therefore the RBL shall be along this buffer. The conceptual plans show the hotel is situated near the rear, southwest corner of the lot, which does not meet the Junction Plan RBL building placement standards and would need to be relocated to the northern lot line with its RBL fronting Northwest La Center Road and/or Northwest Paradise Park Road and meeting the RBL

requirements. The coffee drive-through is situated near the RBL along Northwest La Center Road, but must be shifted further north onto the RBL. The coffee drive-through is also located near the proposed north-south A-minus street through the eastern portion of the property, which will also have an RBL. Due to the required RBL for the coffee drive-through, redesign will be required for the drive-through aisle for vehicle traffic to the rear of the building or opposite of its current location.

- Garage and Parking - The applicant is not proposing any parking garages at this time but is proposing a parking lot to accommodate the off-street parking requirements. The proposed parking area shall comply with the 30-foot setback from the RBLs of Northwest Paradise Park Road, Northwest La Center Road, and the proposed A-minus street. Additionally, LCMC 18.158.050(1)(e) considers parking as an accessory use and shall be permitted in the buildable area at the rear of the lot.
- Accessway or Service Lane – The required setback from an accessway or service drive is 60 feet, however, Staff believe this is an error. Alley/accessway standards in 18.158.080(2)(e) states that these must be setback 6 feet from buildings, therefore, buildings shall be setback to this standard.
- Windows and Doors – Elevations were not provided at the time of the pre-application. Please provide this information on the submitted elevations for Staff review
- Building Projections and Doors/Entries – Elevations were not provided for the pre-application. However, if projections such as balconies and stoops are proposed, plans and elevations shall be provided to indicate compliance with this requirement. The same applies for the ground floor entry door spacing requirements.

If there are any variances proposed to the above requirements, such as façade, building height, and setback requirements, these will be subject to review in accordance with LCMC 18.260. See further discussion regarding variances in these pre-application conference notes.

#### LCMC 18.158.050 Uses

The site is in the JP zone and is located within the TC plan district. Hotels are an outright permitted use in the TC plan district, whereas the proposed coffee drive-through is an accessory use to the hotel. Accessory uses such as drive-throughs, drive-ins, and drive-ups are a conditional use in TC plan district. Therefore, a conditional use permit is required in accordance with LCMC 18.250.

#### LCMC 18.158.060 Additional Building and Yard Form Standards for Plan Districts

##### *(1) Town Center – Specific Plan Standards.*

*(a) Street Facade. The ground floor facade, within 15 feet of the block corner on an A-plus street, must be recessed or indented to form a corner entry and usable pedestrian space.*

##### *(b) Lot Setbacks.*

*(i) There are no side lot setbacks except on a lot where a common lot line is shared with a property located within the TRx district. The principal building shall be set back at least 10 feet from any shared lot line.*

*(ii) The minimum rear yard setback is 10 feet from the property line.*

*(c) Frontage Widths. No building may exceed 100 feet of continuous attached building frontage.*

Northwest Paradise Park Road is an A-plus street in accordance with the JP Street Plan (Figure 18.158.020-3). As required above, the building façade must be recessed to form a corner entry within 15 feet of the block corner.

The zero-side setback provision is not applicable as the surrounding adjacent properties are not in the TRx plan district. However, the hotel, which is the principal building, must be set back at least 10 feet from any shared lot line (western property line) or rear property line (south property line)

No building may exceed 100 feet of continuous attached building frontage. When horizontally measured from end-to-end (west-to-east elevations), the hotel measures approximately 214 feet. The coffee-drive-through appears to meet this requirement as the building frontage is approximately 60 feet. The hotel must be designed to accommodate the 100-foot maximum continuous attached building frontage requirement. Therefore, the applicant shall reconsider design elements to “break-up” this continuous frontage along the RBL.

#### LCMC 18.158.070 Architectural Standards

This section of the JP zoning code contains applicable architectural standards for all development. These architectural standards include general requirements and requirements for roofs and parapets, facades, doors and windows, street walls, exterior building materials, projections, lighting and mechanical equipment, and other specific architectural element standards. Upon submittal, the applicant shall provide plans, elevations, and other materials as needed so that Staff can review for compliance with these standards.

- General requirements: balconies (if proposed) may not project more than five feet from the façade or common lot line
- Roofs and parapets: Acceptable roof styles are flat, hipped, pitched, and front gabled. An additional 3 feet of height by 12 feet in width is allowed for a section of the parapet that is emphasizing the entry or block corner. Flat roofs must have parapet and/or cornices. Mechanical equipment must be screened on rooftops.
- Facades: Primary materials (75 percent of façade or greater) permitted are brick and tile masonry and native stone or their synthetic equivalent and stucco with a cementitious finish. Accent materials (no greater than 5 percent of façade) permitted are pre-cast masonry (trim and cornice only), gypsum-reinforced fiber concrete (trim only), metal (beams, lintels, trim, and ornamentation), and rough-cut timbers. Split-faced block is prohibited except for foundation walls.
- Street walls: required along unbuilt RBL. Material shall be native or regional stone and high quality equivalent imitation stone; metal (wrought iron, welded steel, and/or aluminum); brick; stucco on concrete block (or poured) only with brick or stone coping; and/or a combination of materials. Piers of stone, brick, or materials equal to those used on the primary facade must be used in eight- to ten-foot intervals to avoid long, uninterrupted street walls. Copings must project between one-half inch and four inches from the face of the wall.
- Exterior building materials: Building materials must be compatible with, or similar to, nearby buildings on the same street. Materials are to be native/regional stone and equivalent imitation stone; metal (wrought iron, welded steel and/or aluminum); brick; and/or a combination of materials. Materials used at the base of the building are required to be stone, brick, ground faced/burnished concrete masonry, precast concrete, or high-quality synthetic stone. Utility

materials such as split face or standard concrete block are only allowed in rear, interior lot lines and accessway fringes. Lap siding of metal, aluminum, or wood is permitted.

#### LCMC 18.158.080 Street and Parking Requirements

The JP zone has specific street and parking requirements that are intended to balance the needs of all types of travel (auto, bicycle, and pedestrian) and to maximize mobility and convenience for all citizens and users of the district. The subject property includes La Center Road running east to west along the northern property boundary, a north-south A-minus street through the eastern portion of the property, an alleyway along the southern property boundary, and an A-plus street, Northwest Paradise Park Road, along the western boundary. In this code provision, Northwest Paradise Park Road is a B street, however, in accordance with the JP Street Plan, this road is an A-plus street to the west of the property and becomes a B street further south from the subject site.

Street-type specifications for Northwest La Center Road, the A-minus street, the A-plus street, and the alleyway are listed in LCMC 18.158.080(2). These street specifications shall be further reviewed and provided by the City Engineer as the engineering specifications and requirements may differ than code provisions. Please see the engineering section of this report.

LCMC 18.158.080(3) lists several streetscape standards that will apply to the site including:

- Street lighting and bicycle racks shall be placed along the street tree alignment line.
- Each street space shall have street trees planted along the street tree alignment line (generally three feet, six inches from the back of the curb) at an average spacing not greater than 30 feet on center (measured per block face). Where necessary, spacing allowances may be made to accommodate curb cuts, fire hydrants and other infrastructure elements.
- Sidewalk widths shall be as specified in the regulating plan or street type specifications or a minimum of six feet wide.
- Sidewalk bulbs are required at intersections of public streets when the city engineer determines they are necessary to enhance pedestrian safety.
- Surface parking lots must have at least one canopy shade tree for every six parking spaces and landscape islands spaced as required by LCMC 18.245.060.
- Bike parking is required at a ratio of one bike rack space for every 24 parking spaces provided. Bike parking areas must be located near the public entry of the building and shall be covered and illuminated for convenience and safety. A minimum of 149 parking spaces are required for the site, therefore, a minimum of 6 bike racks are required.
- View protection: This is not required as the Paradise Point Park view corridor that has been identified with the JP Illustrative Master Plan (Figure 18.158.020-1) however, this view corridor is not a listed “significant view corridor” that is further regulated by this section of code. Therefore, these provisions are not applicable to the Paradise Point Park view corridor and to the subject site.
- On-street parking abutting a lot’s frontage may be used to satisfy the number of required parking spaces.
- On-street and off-street parking spaces shall not be located within any required vision clearance triangle.

#### **Chapter 18.215 Site Plan Review**

LCMC 18.215 requires that all new construction undergo site plan review. As a new development that will likely exceed 4,000 square feet of additional floor area and require SEPA review (see LCMC 18.310), this development is subject to a Type II site plan review. Section 18.215.050 specifies submittal requirements for site plan review applications and are also provided below in these notes. The City's site plan review process is divided into two parts: preliminary and final site plan review. During the Type II preliminary site plan review process, the City will review the application against all relevant code requirements. Since the hotel and drive-through use are conditional uses in the TC district, this will be reviewed for a decision approving, approving with conditions, or denying the application with the Hearing Examiner. If the application complies with all relevant criteria, the Hearing Examiner will issue approval with conditions. See section 18.250 for further information on the conditional use permit process. During the final site plan review, the City will ensure that all conditions of approval of the preliminary site plan review process are met.

For Type II site plan reviews, the applicant must submit all information required by LCMC 18.215.050(2):

- (a) *Written narrative description of uses, types of structures proposed, hours of operation, abutting properties, proposed access, frequency of deliveries and construction schedule including project phasing, if known;*
- (b) *Current list of names and addresses of all property owners within a 300-foot radius as shown upon the Clark County assessor's records. The list shall be no older than 90 days and shall be dated and certified as being a complete list of adjacent owners by the assessor's office, surveyor, or title company. This list shall also be provided on self-adhesive mailing labels;*
- (c) *Developer's GIS packet (can be obtained from the Clark County planning department);*
- (d) *Ten copies of an existing conditions plan drawn to a minimum scale of one inch equals 200 feet on a sheet no larger than 24 inches by 36 inches and including one reduced 11-inch by 17-inch copy. The existing conditions plan shall at a minimum indicate the following:*
  - (i) *Vicinity map showing location of subject site within the city of La Center and the surrounding existing street system;*
  - (ii) *Property boundaries, dimensions and size of the subject site;*
  - (iii) *Graphic scale of the drawing and the direction of true north;*
  - (iv) *Zoning and uses of subject site and of properties within 100 feet of the subject site;*
  - (v) *Current structural or landscaped setbacks;*
  - (vi) *Location of on-site driveways and access points within 100 feet of the subject site;*
  - (vii) *Location of existing on-site structures and the approximate location of existing structures within 100 feet of the site;*
  - (viii) *Location of existing aboveground electrical, telephone or utility poles and traffic control poles;*
  - (ix) *Location of existing fire hydrants;*
  - (x) *Location of existing structures within 100 feet of the site;*
  - (xi) *Location, centerline and dimensions of existing public rights-of-way and easements on-site and within 100 feet of the site;*
  - (xii) *Location, centerline and dimensions of existing private streets on-site and within 100 feet of the site;*
  - (xiii) *Approximate on-site slopes and grades within 100 feet of the site;*
  - (xiv) *Approximate location of significant natural conditions such as rock outcroppings, floodplain, drainage patterns and courses, slopes in excess of 25 percent, unstable ground, high seasonal water table or impermeable soils, areas of severe erosion potential, areas of weak foundation soils, areas of significant wildlife habitat, areas of known or suspected historic, cultural or archaeological resources*

*and the location of trees or clusters of trees having a diameter of six or more inches measured four feet above grade;*

- (e) A site plan meeting the requirements of LCMC 18.215.050(e).*
- (f) A utility plan meeting the requirements of LCMC 18.215.050(f)*
- (g) Preliminary grading and erosion control plan meeting the requirements of LCMC 18.215.050(g)*
- (h) Landscape plan meeting the requirements of LCMC 18.215.050(h) ;*
- (i) Architectural elevations, showing north, south, west and east elevations and specifying a measurable scale, structural dimensions and structural heights;*
- (j) Lighting plan indicating the location, height and type of proposed exterior lighting fixtures (pole-mounted or wall-mounted);*
- (k) Legal description for the parcel(s) in question;*
- (l) Most recent conveyance document (deed) showing current ownership;*
- (o) Sign plan(s) (if applicable);*
- (p) Copy of pre-application conference report and any other items requested in the pre-application conference report, if completed.*

#### *Review Criteria*

LCMC 18.215.060 provides review criteria for site plan applications that this project must comply with. The criteria are provided here for the applicant's reference.

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

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

#### **Site Plan General Issues:**

1. To approve the conditional use permit, the Hearing Examiner must make an affirmative finding in accordance with the criteria for approval as listed in LCMC 18.250.040.
2. The City may refuse bonds in lieu of improvements at the time of final site plan review if such bonding has not been previously discussed and documented.
3. The CUP and site plan shall expire two years from the date of the Final Order.
4. Phasing is permitted. All phases must be identified on the site plan.

### **18.225 Legal Lot Determinations**

Staff will complete a legal lot determination concurrent with the review of the consolidated land use application. Please provide information required by this Chapter (see LCMC 18.225.010[4]) including any prior city/county short plat, subdivision, or legal lot determinations; a sales or transfer deed history dating back to 1969; prior segregation request, if any; prior recorded survey, if any; and any other information regarding the legality of the lot. Please note that staff did not locate any subdivisions or surveys in a preliminary review of Clark County information.

### **18.240 Mitigation of Adverse Impacts**

The applicant will need to respond to this code section in their narrative as part of the type II preliminary site plan and type II tree permit application.

### **18.245 Supplementary Development Standards**

#### 18.245.020 Height of fences and hedges

If fences are proposed, they must meet the requirements of this section including that:

- They are not more than 6 feet in height in the side yard, street side yard, or rear lot lines and cannot extend into the front yard. Site distance requirements must be met.
- Prohibited materials include fiberglass or plastic sheeting, barbed wire, razor ribbon or other similar temporary material.

#### 18.245.030 Solid Waste

If refuse containers are used by more than one unit for temporary storage of solid wastes, the container(s) shall be screened from view from off-site by a sight-obscuring fence and/or evergreen landscaping. The area shall also be kept clean of all litter. These standards also apply to refuse containers used by commercial developments

#### 18.245.040 Lighting

Lighting must meet the requirements of 18.282 Outdoor Lighting (i.e. be dark sky compliant) and must not cause more than one foot-candle measured at any property line. LCMC 18.158.070(9) includes additional lighting requirements that shall be met specific to the JP zone.

#### 18.245.060 Landscaping

Landscape screening is required between all JP zones surrounding the subject property including the property to the north across Northwest La Center Road. Landscaping requirements are as follows:

- An L2, 5-foot-wide screen is required abutting the JP zone (north, south, west, and east) when separated and not separated by a street. The L2 standard must provide shrubs that are three feet high and 95 percent opaque year-round and one tree every 30 lineal feet of landscape area or as appropriate to provide a canopy over the landscape area. Groundcover plants must fully cover the remainder of the landscape area. A three-foot-high masonry wall or fence at an F2 standard or a berm

may substitute for the shrubs, but the trees and groundcover plants are still required. The screen or wall is to be placed along the interior side of the landscaped area. An F2 fence or wall is six feet and 100 percent sight obscuring and may be wood, metal, bricks, masonry or other permanent materials. Please see the wall requirements in 18.158.030 and 18.158.070 which would take precedence over the fencing option in this section.

- The City has the ability to approve the use of existing vegetation on-site to satisfy landscaping requirements. However, upon aerial imagery analysis, there is likely not existing vegetation that would qualify for this requirement.
  - All landscaped areas must meet the landscape standards of 18.245 including: Landscaped stormwater areas may satisfy landscaping area requirements.
  - Rooftop and ground-level exterior equipment shall be screened to an F2 or L3 standard. Screening requirements of LCMC 18.158 take precedence.
  - Landscaping must meet size requirements in 18.245.060(11-14).
  - Permanent built-in irrigation is required or a statement from a landscape architect is required to have a temporary irrigation system during establishment. Alternatively, no irrigation system is required if plantings will survive by rainwater as certified by a landscape architect and plants must be monitored replacement of plants that don't survive is required.
- Parking and loading areas shall be landscaped as follows:
  - A minimum five-foot-wide landscaped screen to at least an L2 standard or a minimum 10-foot-wide landscaped screen to at least an L1 standard to be provided where vehicle parking or loading adjoins a public road right-of-way, or a property that is not part of the subject development that is located within the same zone.
  - If vehicle parking or loading area adjoins another property or development with different zoning, the area shall be landscaped and screened as provided in Table 18.245.060
  - Parking areas that contain at least 12 spaces shall contain a minimum of one landscape island per 12 parking spaces and landscaped as required in LCMC 18.158.080(3)(g).
  - Within the JP zone, trees shall be provided at the ratios specified in LCMC 18.158, which states that one canopy shade tree shall be provided for every six parking spaces and landscape islands spaced as required by 18.245.060. Therefore, 149 parking spaces are required, therefore 25 trees are required in landscape islands within the parking lot areas.

### **Chapter 18.250 Conditional Uses**

As discussed in LCMC 18.158, the coffee drive-through is a conditional use in the TC plan district and is subject to the criteria for approval of conditional uses as listed in LCMC 18.250.050. The Hearings Examiner shall make a decision based upon the following conditional use review criteria pursuant LCMC 18.250.040(1):

- *The characteristics of the site are suitable to accommodate the proposed use and necessary mitigation of potential adverse impacts considering size, shape, location, topography, and natural features;*
- *All required public facilities have adequate capacity to serve the proposed use;*
- *The proposed use complies with the applicable requirements of the zone except as otherwise approved by variance or other means consistent with the City code; and*
- *The establishment, maintenance or operation of the use will not, under the circumstances of the particular case, be significantly detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to the property and improvements in the neighborhood or the general welfare of the City.*



Upon their review and findings, the Hearing Examiner may include additional conditions as listed in LCMC 18.250.040(2) as necessary to ensure the use complies with applicable approval standards.

### **LCMC 18.260 Variances**

If applying for a variance, the applicant must respond to the variance criteria in LCMC 18.260.040. The variance criteria require that there be an unusual circumstance such as site size, shape, and/or topography and that the circumstance is not a result of actions taken by the applicant. A number of TC zone standards including setbacks, building frontage requirements, and parking lot placement are not met by the proposed site plan. A variance would be required to alter these and any other code standards. The variance application should address why it is not possible to comply with the TC plan district standards as listed in LCMC 18.158.040. Staff would not be supportive of a variance application to request fundamentally changing the requirements of the JP zone (i.e. placing parking lots forward of buildings or placing buildings far back from the street).

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

#### 18.280.010 Off-Street Parking Requirements

Off-street parking requirements apply. For hotels, 1.18 parking spaces are required per hotel room. As proposed, 111 hotel units are to be provided, therefore 131 parking spaces are required. Additionally, a drive-through would be interpreted as a “fast-food restaurant with/without drive-through window” in the off-street parking requirements table. This use requires 9.91 parking spaces per 1,000 square feet. The drive-through is proposed to be 1,800 square feet, therefore, 18 parking spaces are required. Between the hotel and the drive-through on site, a combined 149 parking spaces are required, which exceeds the 118 spots provided in the conceptual site plan for a deficit of 31 parking spaces.

Additional JP zone parking requirements apply to the site as discussed above in LCMC 18.158.080.

#### LCMC 18.280.040(4) Parking Reductions and Credits

The following are parking reductions and credits that are applicable to the site:

- Bicycle parking meeting the requirements of this section may count for up to five percent of off-street parking requirements.
  - For each three bicycle parking spaces provided or for each bicycle locker provided, a proposed use may reduce its vehicular parking requirement by one stall.
  - Bicycle parking provided for credit must be made of durable materials and securely anchored to the ground or building structure or must be a lockable enclosure.

The total parking spaces required are 149, therefore, up to 8 spaces can be reduced if at least 8 bicycle parking spaces are provided that meet the requirements as listed above. As discussed in LCMC 18.158, the site is required to provide 6 bicycle parking racks, which can be applied to the parking reductions. A variance can reduce vehicle parking requirements by more than 15 percent with a parking analysis provided by a traffic engineer.

#### LCMC 18.280.050 Parking Design Standards

The size of each parking space shall have an area of not less than 180 square feet when excluding drives and aisles and a width of not less than 9 feet. Compact parking spaces are allowed and may count for up to 20% of the required number of spaces. Up to 30 compact parking spaces may be allowed based the 149 spaces required. Compact parking spaces shall have a minimum area and width of 120 square feet and 8-

feet-wide, respectively, and shall be clearly identified as required by city standards. Where feasible, compact spaces shall be located in one or more contiguous areas and/or adjacent to ingress/egress points within parking facilities. The location of compact parking spaces shall not create traffic congestion or impede traffic flows.

Driveway aisles within off-street parking lots for 90-degree stalls are required to be 24-feet wide.

**LCMC 18.280.080 Loading**

Hotels must provide off-street truck loading or unloading berths as required by the below table. The proposed hotel is 52,283 square feet, therefore, 1 off-street truck berth is required. A loading berth shall contain a space 12 feet wide and 35 feet long with a height clearance of 14 feet.

**LCMC 18.282 Outdoor Lighting**

The City adopted new outdoor lighting requirements in 2019 to reduce light pollution and in compliance with dark sky guidelines. The code contains specifications for lighting spectrum and luminance limits. These standards apply to exterior residential lights such as front and rear porch lighting. Please review these requirements before selecting lighting fixtures. The JP zone also has its own lighting requirements. Please review these requirements located in LCMC 18.158.070(9).

**18.300 Critical Areas**

Critical areas mapped for the project on the project site by Clark County Maps Online are a CARA, an FWPCA associated with an off-site non-fish bearing stream and its riparian area buffer, a landslide hazard area, and wetlands. No frequently flooded areas were identified on or near the site.

**LCMC 18.300.090(1) Critical Aquifer Recharge Areas**

The DoH SWAP mapping shows the site is within a 5-year and 10-year time of travel zones for a Group A wellhead (Figure 1). This is a regulated Category I CARA pursuant to LCMC 18.300.090(1)(a). The applicant shall demonstrate, through the land use approval process, that the proposed activity will not have any adverse impacts on groundwater in critical aquifer recharge areas, based on the Safe Drinking Water Act and the Wellhead Protection Area Program, pursuant to Public Water Supplies, Chapter 246-290 WAC; Water Quality Standards for Groundwaters of the State of Washington, Chapter 173-200 WAC; and Dangerous Waste Regulations, Chapter 173-303 WAC. Given that the site is in a Category I critical aquifer recharge area, the applicant needs to file a Level 1 hydrogeological study meeting the requirements of 18.300.090(1)(d) for review of a critical areas permit.

**Figure 1: 5-year (Green) and 10-year (Blue) time of travel zone for Group A wellhead**

LCMC 18.300.090(2) Fish and Wildlife Habitat Conservation Areas

Offsite to the south and east of the site, DNR maps a non-fish bearing stream (Type N). Additionally, Clark County maps a riparian habitat area along this stream (see Figure 2). Riparian areas are fish and wildlife habitat conservation areas under the critical areas ordinance and development in these areas requires a critical areas permit. Type N streams have a riparian area that extend between 75-150 feet from the stream depending on if they are seasonal or perennial (see LCMC 18.300.090[2]). The applicant must provide a critical areas report in accordance with LCMC 18.300.090(2)(d) to classify the stream, determine the width of its riparian area, and for any development in the riparian area. Please note that mapping of riparian areas by Clark County is often incorrect and if there is no stream on the site, a critical areas report and permit is not required. Riparian areas specifically are discussed under 18.300.090(2)(a)(i). Development within the riparian should be avoided, but if it is unavoidable, a mitigation plan is required to compensate for the loss of riparian habitat in compliance with LCMC 18.300.090(2)(i). Mitigation plans must demonstrate how no net loss of riparian habitat will be achieved in conformance with LCMC 18.300.100 and 18.300.120. The critical areas report and mitigation plan should be provided at the time land use applications are submitted.

LCMC 18.300.090(2)(g) includes buffer standards for buildings and construction near a buffer. A minimum setback of 15 feet from the buffer is required for the construction of any impervious surface(s) greater than 120 square feet of base coverage from the head or toe of a slope where the overall slope is greater than 35 percent. Clearing, grading, and filling within 15 feet of the buffer setback is only allowed if the applicant demonstrates native vegetation within the buffer will not be damaged. The additional impervious surface setback from the toe and head of a slope may be waived if the applicant provides credible evidence that the proposed impervious surface will not significantly affect the stability of slope. The edge of the buffer area shall be clearly staked, flagged, and fenced prior to and through completion of construction. The buffer boundary must be clearly visible, durable, and permanently affixed to the ground. Additional standard requirements pursuant to 18.300.090(2)(n) include marking of a buffer area shall be installed during and after site construction. This includes signs that shall read "*Habitat Buffer* –

*Please Retain in a Natural State*” and to be posted at an interval of one per lot or every 100 feet, whichever is less, and perpetually maintained at locations along the outer perimeter of the habitat buffer. A conservation covenant shall be recorded in a form approved by the City attorney and to give notice of the requirement to obtain a permit prior to engaging in regulated activities within a habitat area or its buffer.

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

**Figure 2: Off-site Stream and Riparian Area Buffer**



LCMC 18.300.090(4) Geologically Hazardous Areas

The eastern property boundary contains “areas of potential instability” as mapped on Clark County MapsOnline (Figure 3), which may meet the definition of landslide hazard areas per LCMC 18.300.030 as this area is located next to the DNR mapped stream. Development on lands classified as an landslide hazard areas are prohibited unless the applicant meets the requirements of LCMC 18.300.090(4)(b)(i) and LCMC 18.300.090(4)(c & d). This includes landslide hazard area buffers as recommended in an approved

geotechnical report. If a landslide hazard area is present, the applicant must provide a geotechnical report discussing the hazard and recommending mitigations for development in this area or its buffer.

**Figure 3: Areas of Potential Instability (in Orange)**



LCMC 18.300.090(5) Wetlands

The applicant’s conceptual plans indicate offsite wetlands to the south and east of the subject property. Available mapping resources do not indicate wetland presence. However, the presence of the offsite stream and the applicant’s plans indicate the potential of the wetlands, therefore, a critical areas report (wetland delineation) by a biologist shall be submitted pursuant LCMC 18.300.090(5)(g)(iii).

Wetlands are categorized from Class I-IV (I being the highest quality and IV being the lowest quality). Criteria for wetlands that are exempt from avoidance measures can be found in 18.300.090(5)(d)(i). If wetlands or buffers are impacted, a mitigation plan is also necessary. The applicant’s critical areas report must address the applicable provisions of 18.300.080(5), 18.300.100, and 18.300.120 for development of non-excluded wetlands or buffers. If mitigation is proposed onsite, 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).

**Chapter 18.310 Environmental Policy**

The proposed development which includes provision of more than 4,000 square feet of commercial building area and 20 parking spaces exceeds the City’s SEPA exemptions. The applicant must provide an environmental checklist at the time of land use application submittal. The City will issue a SEPA determination during the application review period and at least 15 days prior to the public hearing. The City will run the SEPA comment and land use comment period concurrently and will not make a decision on the land use application until after the close of the SEPA comment period.

**Chapter 18.350 Tree Protection**



If any tree greater than 5" diameter at breast height (DBH) is proposed to be removed, a tree cutting permit and mitigation plan will be required. A tree protection plan will also be required in accordance with LCMC 18.350.060. The tree protection plan must depict all trees on the site, their health or hazard condition, and recommendations for the treatment of each tree. The tree protection plan must be prepared by an arborist or a landscape architect and must show planting of new trees to replace the trees to be removed.

Mitigation may consist of replanting on or off-site or payment in lieu of planting. LCMC 18.350.050. For each tree that is greater than 10 inches in diameter, one, two-inch deciduous tree or a six to eight-foot evergreen tree is required to be planted. The City can require that the development design be revised to preserve existing trees.

### **Chapter 18.360 Archaeological Resource Protection**

The site is identified as having a moderate-high to high risk of containing archaeological resources (see Figure 4) and must file 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.

**Figure 4: Site Mapped with Moderate-High (in Pink) and High (in Dark Pink) Risk of Archaeological Resources**



### **Application Fees**

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

- Preliminary Site plan review: \$700 + \$85 per 1,000 square feet<sup>1</sup>
- Variances: \$180<sup>1</sup>
- Conditional Use Permit: \$900<sup>1</sup>
- SEPA: \$510<sup>1</sup>
- Legal lot determination: \$425 + \$75/lot (> or = to 2 lots)
- Critical areas review: \$340 per critical area<sup>1</sup>
- Tree cutting permit: \$60<sup>1</sup>

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<sup>1</sup> Cost Recovery (requires a reimbursement agreement): actual cost of staff, consultants, and/or hearing examiner plus 10%. This fee is applicable as part of a land use action or development review (i.e.: traffic study, preliminary/final plat review).

- Final site plan review: \$160 + \$85 per 1,000<sup>1</sup>

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.

## Attachments

A: LCMC 18.158.070

## February 22, 2023 – Attendees

<b>Name</b>	<b>Organization Name</b>	<b>Email Address</b>	<b>Phone Number</b>
Bryan Kast	City of La Center	<a href="mailto:bkast@ci.lacenter.wa.us">bkast@ci.lacenter.wa.us</a>	360-263-5189
Tony Cooper	City of La Center	<a href="mailto:acooper@ci.lacenter.wa.us">acooper@ci.lacenter.wa.us</a>	360-263-7665
Jessica Nash	City of La Center	<a href="mailto:jnash@ci.lacenter.wa.us">jnash@ci.lacenter.wa.us</a>	360-263-7664
Jeff Swanson	Exigy Consulting	<a href="mailto:jswanson@ci.lacenter.wa.us">jswanson@ci.lacenter.wa.us</a>	360-975-9466
Ethan Spoo	WSP	<a href="mailto:ethan.spoo@wsp.com">ethan.spoo@wsp.com</a>	360-823-6138
Ty Koistinen	Applicant	<a href="mailto:tykoist@gmail.com">tykoist@gmail.com</a>	360-773-5734
Travis Johnson	PLS Engineering	<a href="mailto:pm@plsengineering.com">pm@plsengineering.com</a>	360-944-6519
Nicolle Sicilia	PLS Engineering	<a href="mailto:pm@plsengineering.com">pm@plsengineering.com</a>	360-944-6519
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Sam Scheuble	Timberland Inc.	<a href="mailto:sam@timberlandinc.com">sam@timberlandinc.com</a>	360-449-0099
Mark Osborne	CE John Reality	<a href="mailto:mosborne@cejohn.com">mosborne@cejohn.com</a>	360-696-0837