

PROJECT NARRATIVE
FOR
RIVERSIDE ESTATES
SUBDIVISION

A PRELIMINARY SUBDIVISION

SUBMITTED TO
CITY OF LA CENTER

FOR RIVER SIDE ESTATES

July 2017 (Revised)

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General Information

Applicant/Contact: La Center Riverside Estates LLC
PO Box 689
Woodland, WA 98674

Kevin Engelstad, Managing Member
kevin.wpdc@gmail.com
(360) 607-9504

Owners: Randy & Kari Goode/Ross C. Miles & Beverly A. Miles
PO Box 9
Ridgefield, WA 98648
gooderandy@msn.com
(360) 903-2538

Project Contacts: Precision Land Services, Inc.

Tim Wines, Project Engineer
604 N. 16th Avenue
Kelso, WA 98626
360-431-9988
tim@plsengineering.com

Project Location:

The site is located in La Center, WA at 1514 & 1518 NW 339th Street and 34509 & 34512 NW Pacific Highway. Also described as East Fork Estates Lot 1/10 & 2/20, East Fork Estates Phase 2 Lot 1, Lot 2 and Lot 9: Assessor's #: 986028830, 986030206, 986028825, 986030202, 986030201 and 258641000

Project Area: 44.48 acres

Zoning: (MDR-16) zoning district

Comprehensive Plan: Medium Density Residential

Project Location and Development Proposal

La Center Riverside Estate LLC proposes to develop 44.48 acres in La Center, Washington. The proposed project will consist of 211 residential lots and 4 multi-family lots with a capacity of 186 unit apartment complex in phases. The property is located on the West edge of La Center, Washington. The main access to the site is Old Pacific Highway and the property is relatively flat. The property is located within the City limits of La Center and is zoned MDR-16 (Medium Density Residential).

MDR-16 is a mixed use zoning for both multi-family and residential units where there cannot be more than 75% of one housing type. The zoning requires densities of 8 units minimum and 16 units maximum per acre. Lots can range from 3,000 - 15,000 square feet. Under existing code and after taking right-of-ways and open space into consideration, there is an approximate maximum dwelling unit count of 470 units and a minimum units of 266. We are proposing 211 residential lots and 4 multi-family lots that will be developed under separate site plan in the future.

Improvements proposed for the site include the widening of Old Pacific Highway, the construction of a new interior access road, the construction of a sanitary pump station along with corresponding conveyance pipe and manholes, the construction of water transmission lines, and the installation of storm detention, collection and treatment facilities for the disposal of storm water runoff, approximately 4 acres of parks and trails and other recreational facilities.

Site Characteristics and Existing Conditions

The site is an irregular shaped parcel, with the Northern border adjacent to NW Pacific Highway, Eastern border is a private road (NW Larsen Road), Southern border is private street NW 339th street and west is Urban Growth Boundary of the City. All property located East and West are also in the UGB expect a parcel that is zoned R-7.5 under ownership of Randy and Kari Goode. The only utilities fronting the site are water, gas, electrical and telephone. While the topography of the site is basically flat to rolling hills, there are some slopes contained in the Southwest portion of the proposed site that slopes are greater than 10%. There are no stormwater facilities at this time, however there is existing conveyance ditch that runs east to west on the Northern portion. Most of the existing stormwater runoff is sheet flow from the North to Southwest. The existing ditch that abuts Pacific Highway flows to the Southeast.

There are two existing wells and one septic tank that needs to be removed. There are no buildings or other structures that need to be removed. All existing and future easements and dedications are shown on the preliminary plat along with the location of the proposed connection points to the public services.

A SEPA checklist has been completed for the project and is provided in the application submittal.

Applicable Criteria

In order to obtain preliminary plat approval, it is necessary to demonstrate how the proposal meets or exceeds each of the applicable approval criteria and various standards set forth in the La Center Municipal Code (LCMC). The following addresses these items, including a general description of how services will be provided to the site and how the proposal is consistent with all applicable provisions.

The applicable regulations of the La Center Municipal Code are:

- Chapter 12.05 LCMC, Sidewalks;
- Chapter 12.10 LCMC, Public and Private Road Standards;
- Chapter 15.05 LCMC, Building Code and Specialty Codes;
- Chapter 15.35 LCMC, School Impact Fees;
- Chapter 18.245 LCMC, Supplemental Development Standards;
- Chapter 18.300 LCMC, Critical Areas;
- Chapter 18.310 LCMC, Environmental Policy;
- Chapter 18.320 LCMC, Stormwater and Erosion Control;
- Title 18, Development Code;

Street, Curbs, and Sidewalks (Chapter 12.05 & .10, LCMC)

Access to the site is provided via NW Pacific Highway. The road frontage along Pacific Highway is currently constructed with approximately 24' width of pavement with no curb and gutter. The existing right-of-way for the road is uniform and 60' in width. The applicant has proposed widening the existing road to a half width improvement as outlined in plat layout to meet the City of La Center approved standard Small City Arterial A (ST-13A). This consists of a 12' center turn lane with two 11' travel lands, 5' bike lane, curb and gutter, 5' planting strip and a 6' sidewalk. The Applicant will dedicate an additional 4' ROW the City of La Center. The stormwater runoff will be collected and treated and detained on site.

New main access road for the site will be NW 15th will be constructed with Phase 1 which will provide access to all the proposed development. This main access connection to Pacific Highway and shall meet City of La Center Approved standard Neighborhood Access (ST-14). This will have two 10' travel lanes, two 8' parking lane, curb and gutter, and 6' sidewalk on both sides with a ROW of 54' dedicated to the City of La Center.

Additionally, the proposed new improvements to NW 14th Ave shall also be constructed to the ST-14 standards with a 34' dedicated ROW and 25' half width improvement. When the improvements are made to NW 14th Ave, the existing intersection of 14th and Pacific Highway will be right turn only, where the incoming traffic shall use the new 15th Street access. This access shall serve as the secondary access road to accommodate the fire district's requirements with 15th serving as the primary access.

NW 11th -14th and NW 15th – 17th Ave shall meet City of La Center Approved standard Local Access (ST-15). This will have two 9' travel lanes, two 7' parking lane, curb and gutter, and 6' sidewalk on both sides with a ROW of 50' dedicated to the City of La Center. All street have provisions for safe pedestrian circulation that will link to public streets and all stormwater runoff will be collected and treated as per approved site and engineering plans.

The hammerhead at the end of NW 13th Street shall have a 20' access road that will loop around through the multi-family area for fire access. The turnaround located at the end of NW 12th Street shall provide access to the community park and access to Parcel 258775 to the south. The hammerhead that is at the end of the NW 17th Ave serving the northern portion of single family lots meets all fire codes for egress and turn around requirements and is temporary until 17th Ave is extended in the future.

In accordance with LCMC 12.10.350 and 12.10.360, all interior streets improvements will have street lights, street trees and stormwater improvements. Additionally driveways to each lot will comply with and shall meet City of La Center Approved Standard Detail for driveways. (ST-3).

Chapter 15.05 & 15.35 LCMC, Building & Specialty Codes, Impact Fees

The applicant is not proposing any building or structures other than a new pump station. A building permit shall be obtained if required and plans submitted under separate permit for such structures. The fire portion shall be covered below in the Chapter 15.10 (Fire Code) section.

All Impact fees are collected at time of building permit, since no buildings are proposed under this proposal, Chapter 15.35 is not applicable at this time and will be collected when building permits are issued for the proposed lots and units.

A preliminary Grading and Erosion control plan is submitted with this application.

Sewer & Water System Rules and Regulations (Chapter 13.10 LCMC)

Riverside Estates proposes to connect to public sewer. All work will be performed by a duly licensed Contractor in the City of La Center. Work will be performed using an open trench method unless otherwise approved. Applicant shall bear all costs associated and required for the installation of the main and side sewer as required for the development. Applicant proposes to install a pump station at the southeast corner of the site (as outlined on the preliminary drawings) and pump sewage from a force main east to Pacific Highway and connect into the existing approved sewer system in the city. The applicant will provide a gravity sewer manhole in Pacific Highway for future connection to future development upstream of the proposed site sewer system per city standard city standard Section 4B (2).

Any sewer system that is not in public right of way shall provide an easement of not less than 20-foot width for city access. At the time of construction drawing submittal and per La Center Engineering Standards. Calculations are contained in the report that shows the future upstream influent and the capacity of the downstream facilities. The applicant shall verify that the downstream sewer has enough capacity for the proposed development and supported by the

existing downstream system. The size of the proposed pump station wet well and force main shall be sized for the development. The location of the gravity sewer main in the proposed local access streets and Pacific Highway shall be located within the road right-of way 5-feet south or 5-feet west of the road centerline. The manholes shall be located such that they are out of the wheel path of vehicles. Connection to the manhole, sewer main open trench installation in Pacific Highway or E Avenue will be constructed per City Engineering Standards.

For portions of sewer that can be a gravity sewer, a minimum 8 inch diameter public main pipe will be installed in the proposed development and between the proposed development to the point of connection at the City manhole per City Engineering Standard 4.01.. LCMC 13.10.190. A back water valve is required, if the lots are lower than the street, on each sewer connection from the lots and will be located at the property line within the applicants property. A cleanout is required at the property line. LCMC 13.10.110. *La Center Engineering Standards for Construction* are also applicable and shall be detailed in final approved engineering drawings. The existing septic system and the two wells shall be abandoned and removed per Clark County Environmental Health requirements and done by a qualified contractor certifying that they are removed in accordance with current regulations.

Water and power will be provided by Clark County PUD. There is an 8” existing water on site along with a 6” water main along a portion of the westerly property line. The 8” existing water line that is within NW 339th Street will service the lower half of the project and a new 12” water line is proposed along NW Pacific Highway from the “D Street and Old Pacific Highway intersection to the intersection of 15th Street and Old Pacific Highway to service the upper portion of the development. Power is also on site located on NW 14th Ave. Natural gas and phone are also on site and located in the easement along NW 14th Ave (Larsen Road).

Power and Street Lighting System

A complete power and street lighting system for the Riverside Estates and NW Pacific Highway frontage, including conduits, wiring, concrete bases, poles, junction boxes, meter base, service cabinets, and luminaries will be designed and constructed prior to final plat approval.

Fire Marshall

Hydrants. Fire hydrants during this development would normally be spaced every 500’ feet (IFC 508.5.1). A looped water main system is planned with an 8” line coming from the south and a 12” line along Pacific Highway. The project will be designed so no obstruction will be allowed that would keep fire apparatus further than 10 feet from any hydrant in the project. A three foot clear radius shall be maintained around all hydrants. The location all hydrants will be approved by the Fire District.

Sprinklers. The proposal is for all multifamily buildings to be sprinkled.

Title 18, Development Code

Chapter 18.140 LCMC, Med Density Res. District (MDR-16)

The proposal is to subdivide the property which is zoned in the MDR-16 district. The minimum project area for a project in MDR-16 is 5 acres, this project is 44.48 acres. Minimum lot width for detached is 30 feet and depth is 60 feet. All proposed detached SFR lots exceed that along with the minimum required 3,000 square feet area and none exceed the 15,000 square foot maximum. The lot size for the multifamily is 8.2 acres and exceeds all minimum width and depths as outlined on Table 18.140.030 LCMC. The building zone shall be denoted on the final plat map with minimum setbacks as per Table 18.140.030.

The project meets the minimum beveling requirement with all lots that abut an LDR 7.5 area exceed the 6,750 square foot minimum.

We are not requesting a Density transfer bonus for the beveling.

We are proposing two housing types and will not exceed more than 75% of any one kind, there is total of 211 proposed single family and four multi-family lots for approximately 186 apartment units, $211/397 = 53\%$, with 53% are single family and 47% apartment units.

The required density is between 8 units per net acre and a maximum density of 16 units. The proposal is for 211 single family lots and 186 apartment units for a total unit count of 397 units. The gross area is 44.48 acres and net area is approximately 29.75 acres or 67% of gross area after subtracting dedications for roads, parks, critical areas and open space. The lot area for single family residential lots is 21.41 acres and multifamily attached is 8.2 acres.

Project Density of $397 \text{ units}/29.75 \text{ net acres} = 13.34 \text{ units per net acre}$

Gross Density of $397 \text{ units}/44.48 \text{ acres} = 8.93 \text{ units per gross acre}$.

The Applicant would like to enter into a Development Agreement for Density Credits for each phase as outlined on the master phasing plan since only the 211 single family lots are known at this time and the 186 units are only approximate numbers units that could be had on the multi-family portion. Using a minimum density of 263 units and maximum units of 605, we are proposing that the multi-family lots have a minimum density of 60 lots and maximum of 200 units. The site as a whole would then have a minimum unit count of 271 and maximum of 611 units total for both the multi-family and single family units.

The design requirements that outlined in Chapter 18.140.041 and 18.140.050, 18.140.060 and 18.140.070 shall be taken into consideration when designing both the multifamily and single family residential homes. Additionally, the maximum lot coverage for all products will be designed to be less than the maximum lot coverage (Table 18.140.030) as well as minimizing the impervious surfaces.

Parks and open space is interlaced throughout this project, Chapter 18.140.040.2b requires that there be family parks developed to the City standards at a ratio of .25 acres per 35 units. The

total project will require a minimum of 1.51 acres of parks for the single family and 1.33 acres for the estimated multi-family area with total parks 2.8 acres parks. As outlined in our park plan/open space plan, our proposal has over 3 acres for the single family alone. Additional recreational opportunities and amenities will be built in the multifamily area as per our park plan. All the parks and open space along with the trails will be maintained by the HOA at no cost to the City. Each of the family parks shall meet the minimum amenities and requirements as outlined in Chapter 18.140.040.2.

All landscaping and open storage shall meet or exceed all the requirements of Chapter 18.140.040.3 and will be contained in the final approved parks/landscape plan.

The single family homes, garages will meet the requirements of Chapter 18.140.040.5 and additional pad in front of the garage will contain at least two parking spaced for a total of four parking spaces on site and additional street parking. The apartment units shall meet the minimum of 1.75 parking spaces required when submitted under a separate site plan.

Safe pedestrian circulation path are shown on the plat map along with the parks plan and will link all existing paths to provide a safe pedestrian route across the proposed development. The Applicant has been in contact with the Transportation Director for KRWL District and a letter is provided that the District will be bussing the students to and from school for Riverside Estates. All public and private sidewalks will be constructed to the City's standards.

Chapter 18.300 LCMC, Critical Areas

A Critical Areas Report for this proposal was conducted by Castle-Rose Environmental on October 5, 2016 in accordance with Chapter 18.300 LCMC. Their conclusion was that *“Based upon wetland and riparian buffer information available on the date of this report, no Critical Areas permits are anticipated. Non-exempt development is not proposed within the boundaries of a regulated wetland or riparian habitat”*.

In the project area, we have to area of concern, one is a manmade pond that we want to treat as a wetland with buffers and no development or improvements will be made in this area. The other is a riparian habitat and no permit required development will occur within the 75' riparian-habitat buffer.

Chapter 18.320 LCMC, Stormwater and Erosion Control

A preliminary stormwater analysis and report detailing the stormwater design for the subdivision and how it meets the requirements of the LCMC has been included as part of this application

Prior to construction a grading and erosion control plan will be designed to meet the LCMC and will be approved by City staff. While the site is essentially flat to rolling hills, there will be measures put in place to reduce the potential for erosion and prevent sediment from exiting the site during construction activities, approved erosion control Best Management Practices (BMP's)

will be implemented. A site specific, engineered erosion control plan will be prepared for this development with the final construction drawings. The plan will be reviewed and approved by the City of La Center engineering staff prior to any construction on the site. The plan will detail the use of approved BMP's, including but not limited to filter fabric fence, construction entranceway, hydroseeding, and all other BMP's necessary to control sediment and erosion on-site. Standard erosion control practices will be followed during all phases of construction on this project.

Chapter 18.245 LCMC, Supplemental Development Standards

All requirements of Chapter 18.245 shall be address on the final landscaping plan, lighting and electrical plan. The Screening of the solid waste shall be addressed on a site plan for construction and landscape plan. Security fencing and fencing shall be on final construction drawings for and outlined on the landscape plan. The landscaping requirements for screening on private property shall meet or exceed Table 18.345.60, LCMC.

Phasing

This project will be completed in 6 separate phases. Phase 1 will consist of 110 single family lots, and will include the construction of all of the 12" water line, the sewer pump station, the sanitary pressure main, and the gravity main, NW 15th Street, NW 15th and 16th Ave, NW 11 Street, partial of NW 17th Place with turn around, partial NW 12th Street and all of NW 14th Street, improvements for Old Pacific Highway; Phases 2-5 will consist of 101 single family lots, including the construction of the water line, streets, curbs, lighting, park and the gravity main for the lots. Phase 6 is four lots for multi-family and will be under a separate site plan, however, the utilities will be stubbed to the site.

Anticipated timelines for construction of the phases will depend on demand for the homes. It is anticipated that Phases 1 and 2 and Phase 6 will be constructed in the summer/fall of 2017, Phase 3-5 will be constructed in the 2018. A breakdown of the phases has been shown on the Master Plan submitted with this application.

Summary

The applicant has submitted all necessary information required to receive a technically complete determination and request that the Urban Holding District (UH10) be lifted when the capital facilities are adequate to support this development. This submittal demonstrates compliance with all applicable approval criteria provided for under the LCMC. No substantial burden will be placed upon service providers as a result of this project. There is adequate water availability, sewer availability, and fire and police protection to serve the site. The applicant will be mitigating the impacts to the surrounding areas and infrastructure through a variety of measures including complying with the LCMC, paying system development charges for connection to municipal services if necessary, and contributing to the parks fund. Finally, the approval of this

development will benefit the community in many ways. It provides housing for middle income families, it will create multiple family wage jobs throughout the construction process.