



210 E 4th Street
 La Center, Washington 98629
 T/360.263.7665

PRE-APPLICATION CONFERENCE
Vineyard Vista Subdivision (2022-039-PAC.)
 Meeting conducted on December 7, 2022 at 1:30 p.m.

PROJECT INFORMATION

Site Address	2025 & 2103 Northeast North Fork Avenue, La Center, WA 98629 (Parcel no. 258898000 & 258903000)
Legal Description	#19 and #36 Section 34, Township 5N, Range 1E, WM
Applicant	Lincoln Wolverton Chinookan, LLC 360.606.8986 lincolnwolverton@hotmail.com P.O. Box 886, La Center, WA 98629
Applicant's Representative	Mason Wolfe Wolfe Project Management, LLC 360.907.9588 mason@wolfepm.com 2401 West Main Street, Suite 210, Battle Ground, WA 98604
Property Owner	Same as applicant
Proposal	Subdivide 28.75 acres into 99 single-family residential lots in the LDR-7.5 zone with urban holding overlay (UH-10). Includes at minimum: mass grading, public street improvements, public utility improvements, and critical areas permits.
Date of Issue	December 15, 2022

SUMMARY

The applicant is proposing a 99-lot subdivision on the 28.75-acre site. The site currently contains a home with a detached shop and carport, a former winery, and a well and septic system. The site is also being used for agriculture (grape growing). The applicant proposes to preserve the single-family home and a winery building and to abandon and remove the detached shop and carport and well and septic system. The single-family home is to remain on proposed Lot 58 and the winery is proposed to be converted to a community center in Tract C, a community park. The remaining land is undeveloped with forested areas. The site is zoned LDR-7.5 with a UH-10 overlay and the comprehensive plan designation for the site is Urban Residential (UR).

The property is located along the eastern side of Northeast North Fork Avenue at the northern City limits. It is surrounded by other parcels zoned LDR-7.5 (low density residential) to the west and south and Forest 40 District (FR-40) to the north and east in unincorporated Clark County and outside of the City's urban growth area. The parcels to the south are developed with single-family residences in the Southview Heights subdivisions. The parcels abutting the site's eastern and northern boundaries are

undeveloped grass and forest land. The parcels to the west, across Northeast North Fork Avenue is actively farmed. Southview Heights Park Mount Zion Cemetery, Holley Park, La Center Community Library and La Center Elementary and High Schools are located within one mile of the proposed development. La Center Middle School is just over one mile from the site.

Lot sizes within the proposed development would range from 6,000 sf to 33,246 sf. The maximum lot size in the LDR-7.5 zone is 11,000 square feet but may exceed this abutting the urban growth boundary. Three lots – lots, 58, 98 and 99 – exceed 11,000 square feet; Lot 99 abuts the urban growth area boundary, but Lots 58 and 99 do not. Lot 58 will contain the existing home on site that is to remain. Variance application approval would be required for Lot 58 and 98 to exceed 11,000 square feet since they do not abut the urban growth area boundary. One tract, labeled Tract A, is designated as a stormwater facility (40,268 sf). Tract B is an open space area (149,655 square feet or 3.44 acres) which contains a pedestrian path and the 75-foot buffer area for the mapped non-fish-bearing (Type N) stream on the northeastern side of the site. Access to the property from the north would be via Northeast North Fork Avenue at Northeast 26th Street. Another access to the site would be provided by extending the stub at the southern property line, Northeast Gather Avenue, from the South View Heights Subdivision. The applicant proposes an internal system of public streets serving the lots within the development. Northeast North Fork Avenue and Northeast Gather Avenue are designated “Rural Major Collector” and “Neighborhood Access” streets, respectively. This plan proposes half street improvements on Northeast North Fork Avenue. Existing right-of-way appears to be 60-feet and should be sufficient on Northeast North Fork Avenue for half street improvements with no additional ROW dedication.

The Washington Department of Natural Resources (DNR) maps two non-fish-bearing stream (Type N) at the northeastern and western portions of the site. Clark County maps riparian habitat around these streams. 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’s narrative references a Preliminary Critical Areas Report dated June 6, 2018, by Cascadia Ecological Services that details wetland and habitat information for the stream at the northeastern portion of the site. The applicant’s plat appears to map the stream with a 75-foot buffer.

Clark County MapsOnline also indicates there are priority habitat areas throughout the site. Using the WDFW Priority Habitat and Species (PHS) Map, there are a few clusters of mapped Oregon white oak woodlands in the central, southeastern, and southwestern portions of the site. If qualified professional, either an arborist or habitat biologist, is required to determine if the oak trees are present on the site and meet the requirements to be considered priority habitat by the Washington Department of Fish and Wildlife.

The site also has mapped geologically hazardous areas. Clark County MapsOnline indicates that seismic hazards (Site Class D) for ground shaking amplification, landslide hazards (areas of potential instability), and erosion hazards. Development in geologically hazardous areas requires preparation of a critical areas report (geotechnical report) and approval of a critical areas permit.

The site also has a mapped Type I and Type II Critical Aquifer Recharge Areas (CARAs). Type I CARAs are mapped on the west and southwestern portion of the site associated with local wells. Type I CARAs

require a critical areas permit. Please note that mapped wells located on parcels 258910000, 258913000, and 258968000 were decommissioned. See Attachment B and further notes in Section 18.300 of these pre-application conference notes.

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

Applicable Criteria: The application will be reviewed for compliance with the La Center Municipal Code (LCMC): 3.35 Impact Fees; Chapter 8.60 Sign Regulations; Title 12, Streets, Sidewalks & Public Ways; Title 13, Public Utilities; Title 18, Development Code Chapters: 18.30 Procedures; 18.130 Low Density Residential District; 18.147 Parks and Open Spaces; 18.190 Urban Holding District; 18.210 Subdivisions; 18.225 Legal Lot Determinations; 18.245 Supplementary Development Standards; 18.280 Off-Street Parking Requirements; 18.282 Outdoor Lighting; 18.300 Critical Areas; 18.310 Environmental Policy; 18.320 Stormwater and Erosion Control; 18.340 Native Plant List; 18.350 Tree Protection; 18.360 Archaeological Resource Protection.

PRELIMINARY REVIEW

Development Standards

Subsequent application(s) shall address the following development standards. Failure of the City to cite specific requirements of the La Center Municipal Code (LCMC) 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.

Public Works and Engineering Analysis

LCMC: 3.35 Impact Fees

Per LCMC 3.35, impact fees will be collected for traffic, sewer, park and school impacts. These fees will be imposed at the time when building permits are issued.

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.

NE North Fork Avenue is classified is classified as a Major Collector per the Capital Facilities Plan. The Rural Major Collector per the Engineering Standards consists of a 40-foot wide paved road. General roadway and right-of-way standards shall apply providing half street improvements per LCMC 12.10.090.

East 24th Street is classified as a Minor Collector per the updated Capital Facilities Plan. The city has designated E. 24th Circle as a Local Access per the Engineering Standards. General roadway and right-of-way standards shall apply and provide improvements per LCMC 12.10.090. Interior Streets need to be designed per the Local Access standard street, which consists of a 32-foot road width from curb to curb with ADA accessible sidewalks.

The maximum street grade is 15%.

The streets within the development shall be either a Neighborhood or Local Street Standard per the Engineering Standards depending and the AD.

All pedestrian path of travel in public right of way including sidewalks, curb ramps and street pedestrian crossings shall comply with the American Disabilities Act.

Comments

Streets and Circulation

The access to North Fork Avenue shall be justified by a traffic report. North Fork Avenue has a limited line of vertical and horizontal line of site north and south of the new NE 26th Street Access. Speeds along NE North Fork Avenue may have to be reduced to allow for enough line of site. Additional lighted beacons or other methods may be necessary to warn traffic of subdivision entrance. Any deviation from these standards will have to be justified by the traffic report, and a road modification.

- (1) The access to lots 1 through 8, are shown to be accessible from E. 24th Circle. An existing 5-footwide strip is shown on Southview Heights Phase 8 plat. The note says that the 5-foot strip is dedicated with this plat and maintained by the HOA. (For construction of a new fence). The original HE conditions said the applicant can dedicate a separate tract to the HOA. Clark County GIS lists the property owner as SVH Development. The property may not have been dedicated to the HOA. The City Attorney has advised the City that Vineyard Vista has two apparent options: (1) Purchase the 5-foot strip of property, or obtain an access agreement from the owner, or (2) reconfigure their lots so that there is no access onto E. 24th Circle.

A Traffic Engineer, licensed in Washington State, will need to assess the impacts to North Fork Avenue and E. 24th Circle resulting trips from the development.

Grading

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

The City Erosion Control Standards require that any activity disturbance over 500 SF must comply with the city standards. As part of these standards, a construction stormwater permit is required from the Department of Ecology, and an SWPPP will be necessary as part of the plan submittal to the city. All erosion control measures shall be designed, approved, installed and maintained consistent with Chapter 18.320 LCMC and the applicant's Construction Stormwater Permit. Per the City Erosion Control Manual, from October 1 through April 30th, no soils shall remain exposed for more than two (2) days. From May 1st through September 30th, no soils shall remain exposed more than seven (7) days.

Geotechnical Study. A complete application will include a geotechnical study and report, prepared by a geotechnical engineer or geologist, licensed in the state of Washington. The report shall include at a minimum, testing to support the structural section of the roadway, if the structural sections are not used per the standard cross sections, site building construction, grading, retaining wall design, as applicable, and subsurface drainage. LCMC 18.212.050.

Chapter 13.10 -- Sewer System Rules and Regulations

Connection to public sewer is required. LCMC 13.10. All work is to be performed by a duly licensed contractor in the City of La Center. LCMC 13.10.230. Work will be performed using an open trench method unless otherwise approved. LCMC 13.10.200. All costs associated with installing the side sewer shall be borne by the applicant. LCMC 13.10.110.

Per the City Engineering Standards, sanitary sewers should be with adequate capacity for future flows that may reasonably be expected from full development upstream, consistent with the La Center Comprehensive Plan, Capital Facilities Plan, LCMC Title 13, and the Sewer Master Plan (General Sewer Plan).

John Vanvessum recently constructed an 8-inch diameter sewer just south of the Vineyard Vista subdivision. The public sewer system was built to serve lots 258913000 and lots 258968000 along a 20-foot wide easement. An easement for this sewer system was recorded with Clark County (Attachment D). The sewer system was built with at least one manhole that could be accessible to Vineyard Vista subdivision. The applicant will need to survey this existing sewer system. The applicant will need to verify the condition of the existing sewer system and install new connections to the manhole(s).

Chapter 18.320 (Stormwater and Erosion Control)

Section 18.320.120 (1) LCMC states that ground-disturbing activities of more than 500 square feet are subject to the requirements of *City of La Center Erosion Control Guidelines*. Section 18.320.120 (2)(a) LCMC states that the creation of more than 2,000 square feet of impervious surface is subject to stormwater regulation.

The applicant proposes to create new impervious public interior streets, that will be public Per LCMC 18.320.210. Treatment BMPs shall be sized to the treat the water quality design storm, defined as the six-month, 24-hour storm runoff volume.

The applicant does not state how where and how the stormwater quantity and quality treatment will be obtained, other than showing Tract A Stormwater Facility. Since the site generally slopes from north to south, the city will need information about the proposed stormwater facility and how it will drain offset, meeting LCMC 18.320.

A Technical Information Report (TIR) will need to be submitted by the applicant and must comply with LCMC 18.320.

The LCMC section 18.320.220 states that if surface water leaves the site, stormwater must be detained per LCMC. Runoff calculations need to consider undisturbed forest as the pre-developed condition in determining runoff curve numbers or a downstream analysis of the existing conveyance system is required. The design must meet the LCMC 18.320 and the 1992 Puget Sound Manual for the design of the system.

The collection system shall be designed by the rational method using HEC-12 1984 edition standards for gutter and storm pipe capacity. As an alternate, WSDOT Hydraulics Manual can be used for inlet capacity design. The 100-year rainfall intensity must be used for pipe capacity design using the rational method.

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

Maintenance of Stormwater Facility

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

Street Lighting

Street light design and installation is reviewed and approved by the City of La Center. Street lighting on local streets shall be Acorn full cutoff single fixture on a black decorative fiberglass pole and the frontage improvements will need to have Cobra Head LED light per the Engineering Standards. The applicant shall submit a Photometric analysis along with the street-light design to verify compliance with the Engineering Standards.

Potable Water

Water system connections are regulated by Clark Public Utility (CPU) and a permit and plan approval will be required for City plan approval.

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

Land Use Analysis

Chapter 8.60 Sign Requirements

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

Chapter 18.30.100 Type III procedure

The project would require preliminary plat approval, a critical areas permit, urban holding overlay removal, legal lot determination, and a variance. Preliminary plats are subject to a Type III review process. Critical areas permits, urban holding overlay removal, and the variance are subject to Type II review process. 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. Details regarding the Type II review process are below.

(1) Hearing. An application subject to a Type III process will be considered at one or more public hearings before the City’s hearings examiner. Hearings are scheduled within 78 calendar days after the date the City found the application was technically complete.

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

(3) Staff Report. At least seven calendar days before the date of the hearing, the director shall issue a written staff report regarding the application(s). The city clerk shall mail a copy of the staff report to the hearings examiner, the applicant, and the applicant's representative(s) and other parties who request it. Copies of the staff report also shall be available at City Hall seven days prior to the hearing and at the public hearing.

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

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

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

Chapter 18.130 Low Density Residential

The site is zoned LDR-7.5, low density residential, with a minimum lot size of 7,500 square feet. Single-family detached residential dwelling units are a permitted use within the zoning district. The development must meet a minimum of four units per net acre. Net acre is defined as gross area minus area for public rights-of-way, private streets, utility easements, public parks, and undeveloped critical areas and buffers. Density can be transferred from undeveloped critical areas and buffers under the provisions of 18.300.130 and reduce lot sizes for up to 10 percent of the lots on the site to 6,000 square feet. Individual parcels may not be smaller than 6,000 square feet. or larger than 11,000 square feet. except for lots abutting the urban growth area boundary which may exceed 11,000 square feet pursuant LCMC 18.130.180.

The proposed conceptual plan shows lots ranging in size from 6,000 square feet to 10,125 square feet within the lot minimums and maximums for the LDR-7.5 zone, as allowed per the density transfer provisions in the critical areas ordinance. However, the proposed 37 lots less than 7,500 square feet exceeds 10 percent of the total of individual lots as required by LCMC 18.130.080(2) and does with the City's code in LCMC 18.130.080. The plan submitted for City preliminary plat review will need to show that no more than 10 percent of lots are less than 7,500 square feet. Alternatively, the Applicant may pursue a privately sponsored code amendment to LDR 18.130.080(2) to increase the mix of 6,000 square-foot lots above 10 percent. Please consult further with Staff if you would like to pursue this option. See further discussion regarding density transfer in response to LCMC 18.300 of this report. Lots 58, 98, and 99 exceed the lot size maximum. Lot 99 directly abuts the urban growth boundary. LCMC 18.130.080(2)(c) allows lots that border the urban growth boundary to exceed 11,000 square feet and these lots are subject to different setbacks than standard in the LDR-7.5 zone. Lot 58 contains the existing single-family home on the site and is proposed to be 15,690 square feet. This lot and lot 98 does not abut the urban growth boundary; therefore, these lots will require a variance (see discussion under LCMC 18.260 of these notes) for exceeding the maximum lot size requirements. The applicant shall verify that the existing home is meeting the minimum setback standards for the zone within its lot.

Lots 24, 60, and 98 are also flag lots and flag lots are discouraged (although not prohibited) under LCMC 18.210.040. The applicant should explore other lot arrangements and demonstrate why flag lots are necessary and why a different lotting pattern is not possible.

Planned lot dimensions are generally 60-75 feet wide and 100-165 feet deep in conformance with the minimum lot dimensions for the LDR-7.5 zone (See Table 1 below). Setbacks are required to be 20 feet (front and back), 7.5 feet interior side, and 10 feet (street side).

Table 1. LDR-7.5 Lot Dimension and Setback Requirements

Minimum Lot Width (feet)	Minimum Lot Depth (feet)	Minimum Front Yard Setback (feet) ^{1,2}	Minimum Side Yard Setback (feet) ²	Minimum Street Side Yard Setback (feet) ²	Minimum Rear Yard (feet) ^{2,3}
60	90	20	7.5	10	20

¹If there are dwellings on both adjoining lots with front yard setbacks less than the required depth for the district, the minimum front setback for the lot is the average of the front setbacks of the adjoining dwellings. If there is a dwelling on only one adjoining lot with a front yard setback less than the required depth for the district, the minimum front setback for the lot in question is the average of the adjoining front yard setback and 15 feet.

²Cornices, eaves, belt courses, sills, canopies, or other similar architectural features (not including bay windows or vertical projections) may extend or project into a required yard not more than 30 inches. Chimneys may not project into a required yard more than 24 inches. A deck not more than 30 inches in height (measured from the lowest grade in the setback to the deck surface) and not covered by a roof or canopy may extend up to 10 feet into a front yard setback, seven and one-half feet into a street side yard setback and is permitted in a side or rear yard regardless of the setback requirements.

³A detached accessory structure, other than a garage or carport, may be situated in a rear and/or side yard provided it is at least six feet from the primary structure on a lot or parcel and it is set back from interior side and rear lot lines by at least five feet and from street side lot lines by at least 10 feet. A garage or carport may be situated in a rear and/or side yard provided it is at least 20 feet from the front and street side lot lines

Minimum density in the LDR-7.5 zone is 4 units per net acre. Density for the subject site is 115 units based on the gross area of the site. The applicant’s preliminary plan states that net density is 5.31 dwelling units per acre – meeting the City’s minimum density requirement. At the time of formal application, the applicant should provide density calculations in conformance with the definition of “net density” in LCMC 18.40 excluding public right-of-way, private streets, public utility easements, public parks and undeveloped critical areas.

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

Chapter 18.147 Parks and Open Spaces

LCMC 18.147 requires single-family residential development of 40 or more dwelling units to provide publicly accessible park space at a ratio of 0.25 acres per 40 dwelling units in excess of the first 40 units. Based on the 99 units proposed, the application is required to provide 0.37 acres of park space (see Table 2). The community park in Tract C is proposed to be 1.25 acres and exceeds this requirement. Tract B is also open space with a pedestrian path and the identified stream and its buffer that is 3.44 acres.

Table 2. Park and Open Space Area Requirements

Parameter	Quantity/Calculation
Units Proposed	99
Units in Excess of 40	59

Park Space Minimum Requirement	0.25 acres/40 units
Excess Units Divided by 40	1.475
Park Space Acreage Requirement	0.37 acres

Parks must contain the required elements in LCMC 18.147.030(1)(b). The preliminary plat application shall include a preliminary park site plan and landscape plan showing the location of elements. The property owner or home owner’s associate is responsible for park maintenance. The park shall include the following amenities at minimum:

- Paved pedestrian circulation path or sidewalk;
- Two sitting benches, a minimum of four feet long each, for each 0.25 acre of park area or part thereof;
- One trash receptacle for each 0.25 acre of park area or part thereof;
- Bike rack(s) to accommodate a minimum of six bicycle for each 0.25 acre of park area or part thereof;
- One play structure intended primarily for use by children ages two to twelve; and
- One picnic table for each 0.25 acre of park area or part thereof

Chapter 18.190 Urban Holding District

The property currently has an UH-10 overlay. If the Public Works Director or City engineer certifies that the capital facility deficiencies associated with the property have been resolved, the City may remove the UH-10 overlay. The overlay can be removed concurrently with the approval of the Preliminary Plat for development or as a separate Type II application and land use review not associated with subdivision approval. LCMC 18.190.060.

Submittal Requirements (LCMC 18.210.030): A completed application form and the following materials will be required, prior to a determination of technical completeness:

1. The information listed in LCMC 18.210.010(2), provided an environmental checklist is required for a technically complete application unless categorically exempt.
2. Written authorization to file the application signed by the owner of the property that is the subject of the application, if the applicant is not the same as the owner as listed by the Clark County assessor.
3. Proof of ownership document, such as copies of deeds and/or a policy or satisfactory commitment for title insurance.
4. A legal description of the property proposed to be divided.
5. If a subdivision contains large lots or tracts which at some future time are likely to be re-subdivided, the application shall include a master plan of all land under common ownership in order to provide for extension and opening of streets at intervals which will permit a subsequent division of each divisible parcel into lots of smaller size.
6. A copy of the pre-application conference summary and all information required to address issues, comments, and concerns in the summary.
7. A written description of how the proposed preliminary plat does or can comply with each applicable approval criterion for the preliminary plat, and basic facts and other substantial evidence that support the description. See applicable subdivision review criteria below.
8. The names and addresses of owners of land within a radius of 300 feet of the site. Owner names and addresses shall be printed on mailing labels.

- a. The applicant shall submit a statement by the assessor's office or a title company certifying that the list is complete and accurate, based on the records of the Clark County assessor within 30 days of when the list is submitted.
 - b. If the applicant owns property adjoining or across a right-of-way or easement from the property that is the subject of the application, then notice shall be mailed to owners of property within a 300-foot radius, as provided above, of the edge of the property owned by the applicant adjoining or across a right-of-way or easement from the property that is the subject of the application.
9. Applications associated with the preliminary plat, such as exceptions, adjustments or variances to dimensional requirements of the base or overlay zones or for modifications to the road standards in Chapter 12.10 LCMC that are required to approve the preliminary plat application as proposed.
 10. A wetland delineation and assessment is required by Chapter 18.300 LCMC and an application for a critical area permit, ***if*** wetlands are present and will be impacted. Any wetlands on site must be classified using the 2014 Ecology wetland rating system. A wetland mitigation report is required, if wetlands will be impacted.
 11. A geotechnical study is required since the site will contain substantial fill and because there are seismic, landslide, and erosion hazards on the site.
 12. A Level 1 Hydrogeological Report is required since the site contains Category I CARAs and shall be provided by a professional who is licensed in the state of Washington in hydrogeology or geology unless the applicant can demonstrate that wells in the vicinity of the site have been decommissioned and the Category I CARA is not present.
 13. A tree protection plan is required and to be prepared by a certified arborist or landscape architect in accordance with LCMC 18.350.060(2).
 14. Preliminary grading, erosion control and drainage plans, which may be a single plan, consistent with applicable provisions of Chapter 18.320 LCMC.
 15. Evidence that potable water will be provided to each lot from a public water system, and that each lot will be connected to public sewer.
 16. A phasing plan, if proposed.
 17. An archaeological predetermination report in accordance with LCMC 18.360.
 18. Additional information:
 - a. A traffic study (please consult with the City Engineer regarding intersections to be studied.)
 - b. A signed *Agreement to Pay Outside Professional Review Expenses Related to Land Use Application*. (Provided during the meeting.)
 19. A preliminary stormwater report in conformance with LCMC 18.320.

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

Subdivision Approval criteria (LCMC 18.210.040): The applicant carries the burden of proof to demonstrate that the proposal complies with the following City regulations and standards:

- Chapter 12.05 LCMC, Sidewalks;
- Chapter 12.10 LCMC, Public and Private Road Standards;
- Chapter 15.05 LCMC, Building Code and Specialty Codes;
- Chapter 15.35 LCMC, 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;
- The subdivision must make appropriate provision for parks, trails, potable water supplies and disposal of sanitary wastes; and
- The subdivision complies with Chapter 58.17 RCW.

Subdivision General Issues:

1. To approve the preliminary plat, the Hearing Examiner must make an affirmative finding that “appropriate provision for potable water supplies and for the disposal of sanitary wastes, sidewalks and pathways provide safe routes for pedestrians and to schools, adequate protections and mitigations for critical areas, roadways are design for safe and efficient vehicle access, stormwater and erosion control is adequately addressed, and building and development codes are being met”.
2. All existing wells and septic systems must be properly decommissioned prior to final plat.
3. The City may refuse bonds in lieu of improvements at the time of final platting if such bonding has not been previously discussed and documented.
4. Flag lots are discouraged.
5. For the two lots that exceed 11,000 square feet and do not abut the urban growth boundary, these will need to be reviewed with a type II variance application.
6. The preliminary plat shall expire five years from the date of the Final Order. RCW 17.58.140(3)(a).
7. Phasing is permitted. All phases must be identified on the preliminary plat and be consistent with the lot number sequencing.

18.225 Legal Lot Determinations

Staff will complete a legal lot determination concurrent with the review of the subdivision application. Please provide information required by this Chapter (see LCMC 18.225.010[4]) including a sales history dating to 1969; prior city/county short plat, subdivision, lot determination or other written approvals; prior segregation requests; prior recorded surveys; and/or any other information demonstrating compliance with criteria of this section.

18.240 Mitigation of Adverse Impacts

The applicant will need to respond to this code section in their narrative as part of the subdivision application documenting impact and mitigations for public facilities.

18.245 Supplementary Development Standards

Landscape screening is not required on the perimeter of the development, as the development is bordered by LDR-7.5-zoned properties to the west and south. Properties in Clark County are located to the east and north and La Center’s code does not require screening adjacent these areas. LCMC 18.245.020 outlines fencing and hedge standards if the applicant plans to utilize these features within the development. All proposed landscaping must comply with landscaping size, spacing, and quality requirements in LCMC 18.245.060(11-16).

18.260 Variances

LCMC 18.130.080 limits lot sizes that do not abut the urban growth boundary to 11,000 square feet. Lots 58 and 98 are proposed to be 15,690 square feet and 27,093 square feet, respectively, and therefore, exceed the lot size maximum requirement in the LDR-7.5 zone. A Type II variance application is required to exceed the lot size maximum by more than 10 percent. Variance applications are reviewed

administratively and can be consolidated with the subdivision application and must comply with the review criteria in LCMC 18.260.040 below:

(1) Unusual circumstances or conditions, such as size, shape or topography of a site, or the location of an existing legal development apply to the property and/or the intended use that do not generally apply to other properties in the vicinity or zone. An unusual circumstance could also include another obligation under a different municipal code section or a state or federal requirement;

(2) The unusual circumstance cannot be a result of actions taken by the applicant;

(3) The variance request is necessary for the preservation of a substantial property right of the applicant which is possessed by the owners of other properties in the vicinity or zone;

(4) The variance request is the least necessary to relieve the unusual circumstances or conditions identified in subsection (1) of this section;

(5) Any impacts resulting from the variance are mitigated to the extent practical; and

(6) 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.

Variations may not be used to change the required residential density or to allow uses that would not otherwise be permitted in a zone.

Chapter 18.280 Off-Street Parking and Loading Requirements

Each dwelling unit shall be provided with two off-street parking spaces per Table 18.280.010. The front plane of the garage must be setback a minimum of 20 feet from the interior edge of the sidewalk. Please see Attachment A for the current adopted off-street parking and loading code.

18.282 Outdoor Lighting

Residential outdoor lighting must comply with the general requirements as spelled out in LCMC 18.282.030. The riparian area in the northeastern corner of the proposed development is subject to the requirements in LCMC 18.282.040 Critical Area Lighting.

18.300 Critical Areas

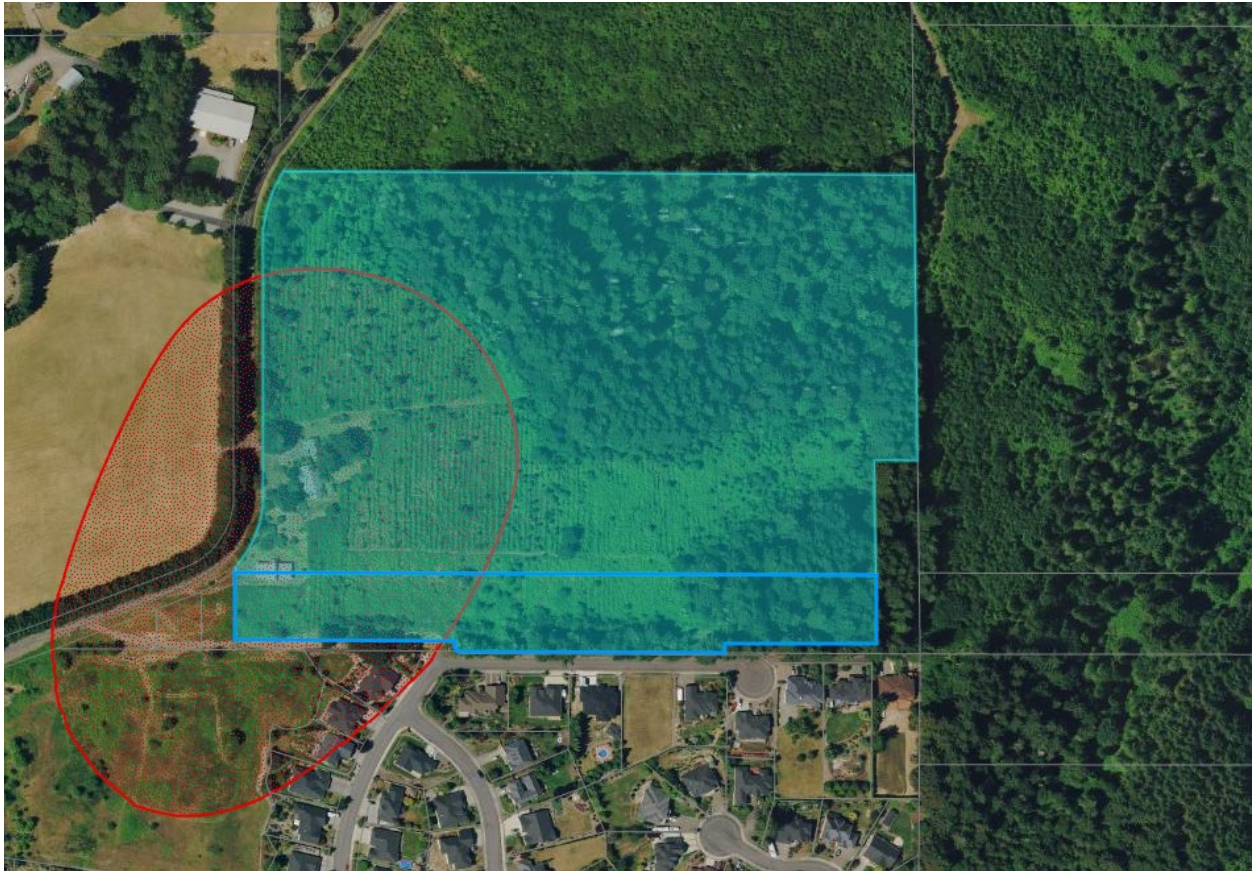
The project site contains CARAs, riparian areas and priority oak habitat, (fish and wildlife habitat conservation areas), and several geologically hazardous areas. Development of critical areas is subject to the requirements of La Center's critical areas ordinance (LCMC 18.300), including preparation of critical areas reports and approval of a critical areas permits for impacts as further discussed below.

18.300.090(1) Critical Aquifer Recharge Areas

The City of La Center and Clark County MapsOnline identifies Type I and Type II CARAs on the site. Type I CARAs are mapped on the western and southwestern portion of the site (see Figure 1), while the remaining portion of the site is mapped as Type II CARAs. Type I CARAs require a critical areas permit and a Level 1 Hydrogeological Report in accordance with LCMC 18.300.090)(1)(d). The report shall be prepared, signed, and dated by a professional who is licensed in the state of Washington in

hydrogeology or geology and provided with the application. Please see prior note about the three lots to the southwest of the site where former wells were decommissioned and reports in Attachment B. If the applicant can verify that no other wells exist in the vicinity, a hydrogeological assessment and critical areas permit is not required.

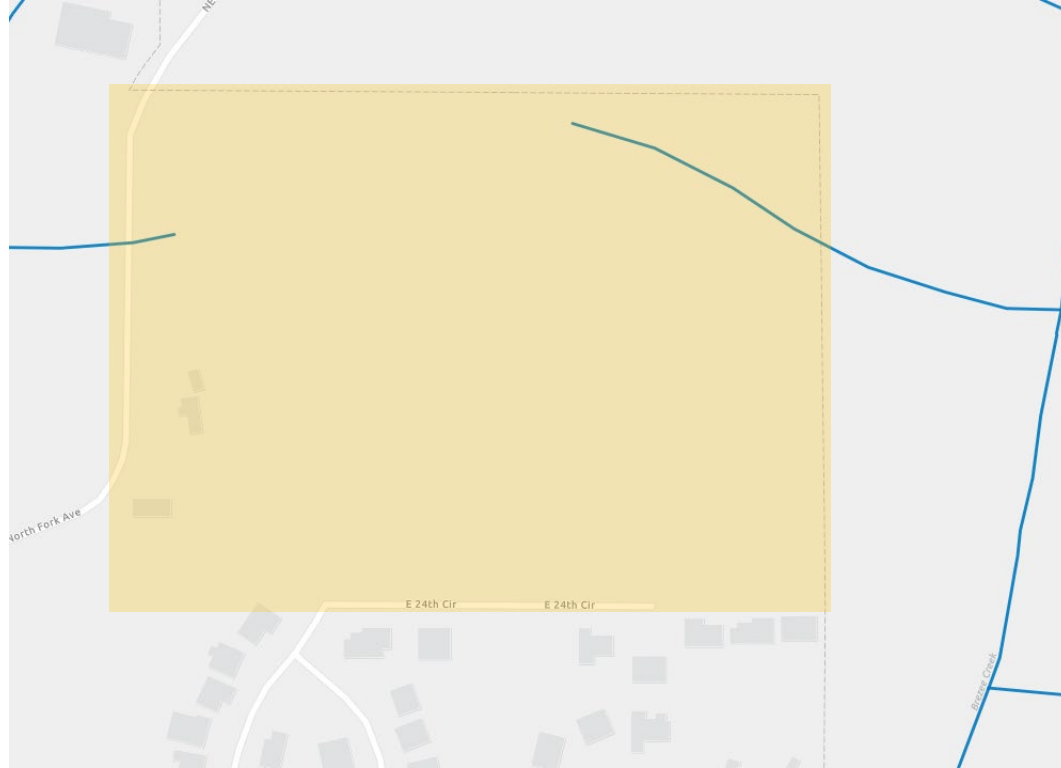
Figure 1: Type I CARAs (area in red)



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

DNR hydrography maps two non-fish bearing streams (Type N) at the northeastern and western portions of the site (see Figure 1). Clark County maps riparian habitat around these streams. 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’s narrative references a Preliminary Critical Areas Report dated June 6, 2018, by Cascadia Ecological Services that details wetland and habitat information for the stream at the northeastern portion of the site, however, this report was not provided to the City for the pre-application meeting. The applicant maps the stream with a 75-foot buffer with no proposed improvements within this buffer. The applicant shall provide the referenced report at the time of application for City review.

Figure 2: DNR Mapped Streams on site



Also, the applicant shall provide a critical areas report in accordance to LCMC 18.300.090(2)(d) for the stream and riparian area mapped on the western portion of the site. 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 of preliminary plat application.

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 18.300.090(2)(n) includes permanent 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.

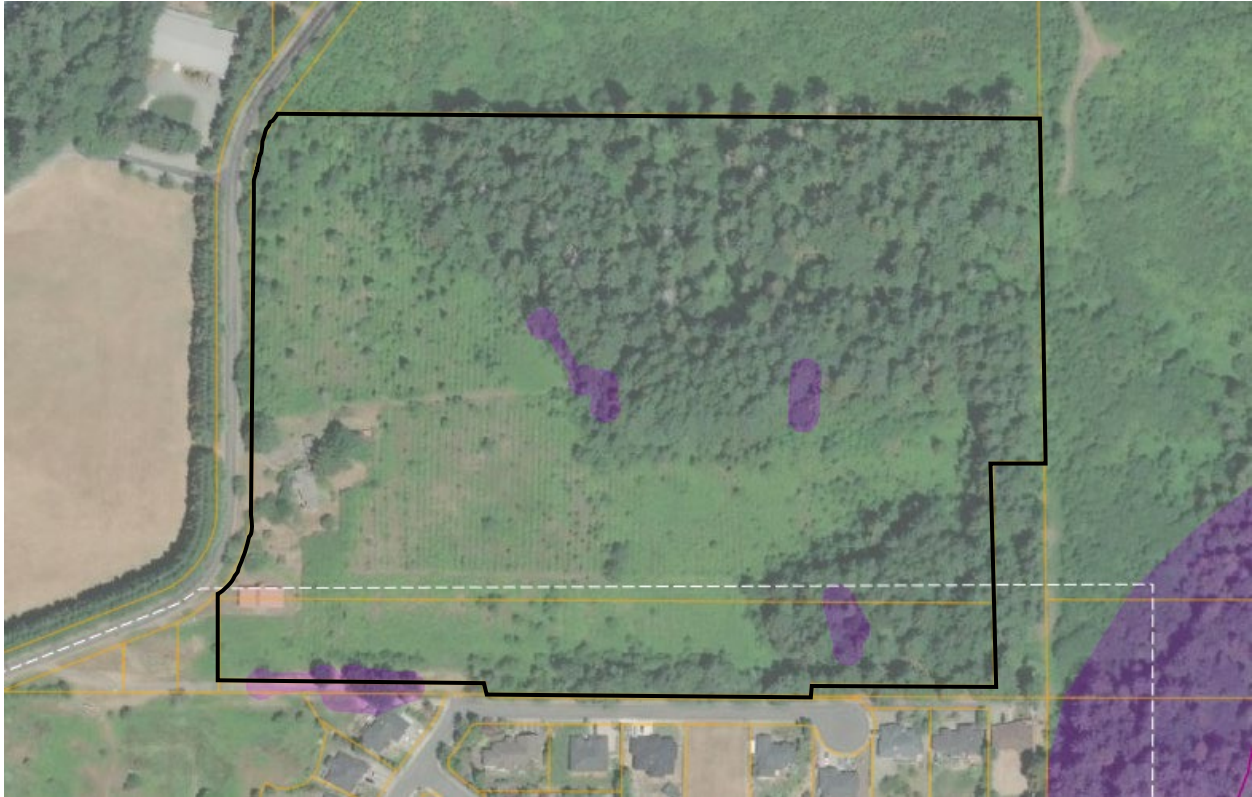
The City's critical areas ordinance permits buffer reductions of Type N streams of up to 50 percent if the riparian area is currently impacted or has non-native vegetation such as grass or pasture per LCMC 18.300.090(2)(l). The applicant must demonstrate that the proposed buffer reduction will not significantly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

Fish and Wildlife Habitat Conservation Areas (Priority Oregon White Oak Habitat)

Mapping by WDFW shows that Oregon white oaks may be on the site (Figure 3), which are a priority habitat and regulated by LCMC 18.300.090(2). Not all Oregon white oaks are considered priority habitat. Please see further WDFW guidance on this topic titled "Management Recommendations for Washington's Priority Habitats: Oregon White Oak Woodlands" (WDFW, 1998) available on the internet through WDFW.

Any impacts to priority Oregon white oak habitat or its recommended protection area will require a critical areas permit. Oregon white oak habitat needs to be protected in coordination with WDFW guidance and meeting best available science (BAS). Typically, the City has required protection to the dripline of the oaks, but recent WDFW comments has request more protections to extend five to ten meters beyond the dripline. A qualified professional, either a biologist or an arborist, shall assess the habitat and write a critical areas report in accordance with LCMC 18.300.090(2)(d)(iii). A mitigation plan shall be provided in accordance with LCMC 18.300.090(2)(i) and demonstrate no net loss of the area or function of the priority habitat pursuant LCMC 18.300.090(2)(j).

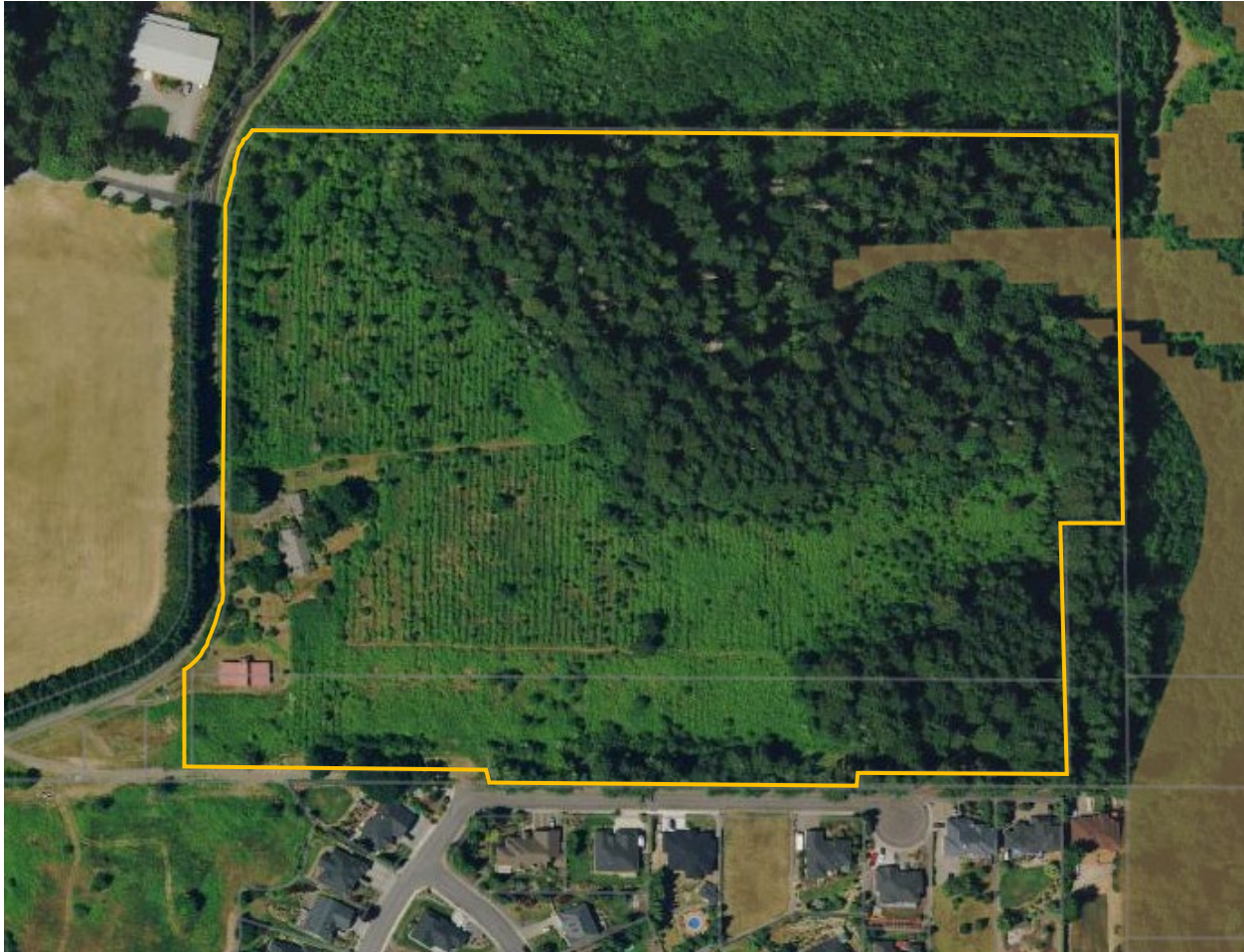
Figure 3: Priority Oregon White Oak Habitat (Areas in Purple)



LCMC 18.300.090(4) Geologic Hazards

Clark County maps an area on the northeast side of the site as a severe erosion hazard area (Figure 4), which is a regulated geologically hazardous critical area. Development on lands classified as an erosion 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 & e). This includes erosion hazard area buffers as recommended in an approved geotechnical report. The applicant must provide an erosion control plan that meets the requirements of LCMC 18.300.090(4)(e)(ii).

Figure 4: Severe Erosion Hazard Areas (in brown)



A significant portion along the southern boundary of the site and wrapping around to the east and north along the eastern boundary are landslide hazards (areas of potential instability). These areas are a regulated geologically hazardous critical area. Development on lands classified as a 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). Landslide hazard areas shall be protected with buffers as required by LCMC 18.300.090(4)(d)(i) and as determined by a qualified professional.

The site is mapped as a Site Class D seismic hazard for ground shaking amplification which is a type of seismic hazard regulated as a geologically hazardous critical area. The applicant must provide a geotechnical engineering report documenting whether the geologic hazard exists and proposing mitigations to ensure that the development meets the requirements of LCMC 18.300.090(4)(b)(i) including that:

- It will not increase the threat of geologic hazard to adjacent properties;
- Will not impact other critical areas adversely;
- Is designed so that the hazard is eliminated or mitigated to a level equal to or less than predevelopment conditions, and;
- Are recommended by a qualified professional in a stamped geotechnical engineering report.

The applicant must also comply with the International Building Code for development in seismic hazards.

No wetlands, or frequently flood areas.

18.300.130 Residential density transfer

The applicant has indicated in the narrative and the submitted plans that they are electing to transfer residential density to a receiving area for the stream and riparian area buffer at the northeastern portion of the site. The value of the transfer for LDR district shall be the area of the critical area completely avoided from improvements multiplied by the minimum number of allowed units per net acre in the zoning district. Therefore, if 1 acre of critical areas is completely avoided and 4 unit are allowed per net acre in LDR zoning, the maximum allowable density transfer would be 4 units. The applicant shall provide the total area of critical areas that are completely avoided, including areas discussed above that are to be determined as critical areas, in the application submittal for staff to determine the maximum allowable density transfer of the site per LCMC 18.300.130(2). Density transfers cannot exceed the maximum density allowed in the base zoning.

The applicant is proposing 37 lots that are less than 7,500 square feet by electing to enter into a density transfer. With an approved density transfer, up to 10 percent of individual lots may be less than 7,500 square feet with 6,000 square feet minimum (LCMC 18.130.080(2)). However, the 37 lots in the project that are less than 7,500 square feet exceeds 10 percent of the total of individual lots and is non-compliant.

18.310 Environmental Policy

The project exceeds the exemption thresholds in LCMC 18.310.090(1) and WAC 197-11-800(1)(a). The preliminary plat application package must include a completed SEPA checklist and appropriate processing fees. Please ensure this is complete and accurate for the site to avoid a determination that the application is incomplete.

The City will run the SEPA comment and land use comment period concurrently and will not make a decision on the land use application until after the close of the SEPA comment period. Mitigations stemming from the SEPA review will be included in the Type III preliminary plat staff report.

18.340 Native Plant List

Any mitigation for avoid using nuisance or prohibited plants. Lists of native plants, nuisance plants, and prohibited plants are contained in Tables 18.340.040(2), 18.340.040(3), and 18.340.040(4).

18.350 Tree Protection

An initial Google Earth survey shows a large number of trees onsite. If any tree greater than 5" DHA is proposed to be removed, a tree cutting permit is required and trees larger than 10 inches in diameter must be mitigated. Mitigation may consist of replanting on or off-site or payment in lieu of planting per LCMC 18.350.050. A tree inventory and protection plan will also be required in accordance with LCMC 18.350.060 including an inventory of all trees onsite and be prepared by an arborist or accredited landscape architect. The inventory and protection plan must include:

- Location, species, and diameter of each tree on-site and within 15 feet of the site;
- Location of the dripline of each tree;

- Location of existing and proposed roads, utilities, facilities, and easements;
- Locations of proposed and existing structures;
- Grade change or cut and fill during and/or after construction;
- Existing and proposed impervious surfaces;
- Identification of a contact person and/or arborist who will be responsible for implementing and maintain the approved tree protection plan; and
- Location and type of tree protection measures to be installed per LCMC 18.350.060(3).

Due to the large quantity of trees on site, the City has determined that trees in areas that are to be preserved or undeveloped (i.e. the stream on the eastern side of the site and its buffer) are not required to be inventoried per above. However, these areas shall be mapped on the tree inventory and protection plan for Staff review.

The applicant must respond to the review criteria in LCMC 18.350.080 in their compliance narrative. Under the review criteria, the City can require the applicant to alter their site design to eliminate or reduce tree removal.

18.360 Archeological Resource Protection

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

Questions

Staff are providing the following answers to questions asked by the applicant in their pre-application submittal.

1. Please confirm road classification for Northeast North Fork Avenue is a Rural Major Collector.

Response: Yes, this road is a *Rural Major Collector*. See typical cross section in Attachment C.

2. Please confirm road classification for East Gaither Avenue is Neighborhood Access.

Response: East Gaither Avenue is a *Local Access* road. See typical cross section in Attachment C.

3. Minimum radius for cul-de-sac

Response: The minimum radius is 45-foot curb-to-curb for a cul-de-sac. See Detail ST-29 in Attachment C.

4. Minimum radius for 90 degree turns (or close to 90 degree). Can it be a 50-foot radius? If not, can it be reduced with warning speed signs?

Response: City standards for minimum radius for arterials and local access modifications may be allowed with a road modification request.

5. If trees are left in critical areas and other open space, do they still need to be identified? There are a lot of trees on this site.

Response: No. If the trees are located within critical areas or buffers and will be preserved, they do not need to be inventoried. Please be advised that root systems for trees located in the critical area buffer may extend beyond the buffer and need to be protected if the trees will be preserved.

6. Can remainder lot with existing home be larger than 11,000 square feet?

Response: The remainder lot with the existing home exceeds the maximum lot size requirements for LDR-7.5 zoning per LCMC 18.130.080. The applicant will need to apply for a variance to permit lots 98 and 58. The variance will be reviewed against the approval requirements of LCMC 18.260.040. Please provide evidence to support 18.260.040 in the narrative.

7. How is net and gross density calculated?

Response: Gross density is the gross area (total area without deductions for net area as discussed) divided by the total number of proposed lots. Net density means the number of dwelling units per net area. Net area is the gross area of a site minus public rights-of-way, private streets, public utility easements, public parks, and undeveloped critical areas and required buffers. However, critical areas used for density transfer purposes shall not be deducted to calculate net acres.

8. What is the maximum density allowed in LDR-7.5 with a density transfer?

Response: There is no set maximum density in the LDR-7.5 zone. If density transfer is used, up to 10 percent of the lots may be 6,000 square feet.

9. How is the City going to address the 5-foot reserve strip running along the north side of Northeast 24th Circle? It appears the City and/or the County allowed this reserve strip during its review of South View Heights Phase VIII final plat. The plat says it is Tract A dedicated to the HOA with the plat, however it appears to show in County records as being owned by the developer of South View Heights Phase VIII. See copy of the recorded plat submitted with the application.

Response: The strip is not in the city ROW. It will be the responsibility of the applicant to (1) purchase the property 5-foot strip or (2) get an access agreement from the property owner, or (3) reconfigure their lots so that there is no access onto E. 24th Circle.

Application Fees

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

- Preliminary subdivision plat (\$3,000 +\$125/lot);
- SEPA (\$510);
- Critical Area review (\$340 per critical area);
- Legal Lot Determination (\$425 + 75 per lot (≥ 2 lots); and
- Variances (Type II - \$180)

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.

December 7, 2022, Pre-application Conference Attendees

Name	Organization Name	Email Address	Phone Number
Ethan Spoo	City of La Center	ethan.spoo@wsp.com	360-263-7665
Tony Cooper	City of La Center	acooper@ci.lacenter.wa.us	360-263-7665
Josh Taylor	Clark County Fire Rescue	josh.taylor@clarkfr.org	503-409-9453
Mason Wolfe	Wolfe Project Management, LLC	mason@wolfepm.com	360-907-9588
Lincoln Wolverton	Chinookan, LLC	lincolnwolverton@hotmail.com	360-606-8986

Attachments

- A: LCMC 18.280 revised
- B: Decommissioned Well Reports
- C: Roadway cross sections and details
- D: Recorded Public Sewer Easement

Attachment A

EXHIBIT I

Chapter 18.280

OFF-STREET PARKING AND LOADING REQUIREMENTS

Sections:

- 18.280.010 ~~Off street parking requirements~~ Purpose.
- 18.280.020 ~~Joint use of facilities.~~ Applicability.
- 18.280.030 ~~Parking design standards.~~ General requirements.
- 18.280.040 ~~Loading~~ Required amount of off-street parking.
- 18.280.050 ~~Off site parking prohibited.~~ Parking design standards.
- 18.280.060 ~~Vehicles in residential zones.~~ Multifamily parking lots and circulation.
- 18.280.070 ~~Multifamily parking lots and circulation~~
- 18.280.070 ~~Parking requirements of manufactured home parks.~~
- 18.280.0840 Loading.
- 18.280.050 ~~Off site parking prohibited.~~
- 18.280.060 ~~Vehicles in residential zones.~~
- 18.280.070 ~~Multifamily parking lots and circulation.~~
- 18.280.080 ~~Parking requirements of manufactured home parks.~~
- 18.280.090 ~~Special credit area.~~

EXHIBIT I

18.280.010 Off-street parking requirements Purpose.

Off-street parking shall be provided in compliance with Table 18.280.010. The calculation of the minimum parking-space requirements shall be rounded up to the nearest whole number.

Table 18.280.010 Off-Street Parking Requirements

Use	Minimum Number of Parking Spaces
Residential:	-
One to three dwelling units	2 spaces per dwelling unit
Four or more dwelling units	2 spaces per dwelling unit plus 1 space per dwelling unit for guest-parking
Vertical Mixed-Use Building	2 spaces per dwelling unit plus the nonresidential use requirements of this table
Retail Stores and Service or Repair Shops	1 space per 400 square feet of floor area [†]
Bank or Office Buildings ²	1 space per 400 square feet of floor area [†]
Hotel, Motel or Bed and Breakfast Houses	1 space per guest room [†]
Card Rooms	1 space per 200 square feet of floor area, plus one space for each card-room chair ^{†,3}
Eating and/or Drinking Establishments	1 space per 200 square feet of floor area [†]
Drive-Through Retail without Indoor-Seating	1 space per employee plus 2 spaces for pickup
Indoor Recreation Facility	1 space per 200 square feet of floor area [†]
Electric Vehicle Charging Station	Provided spaces shall not be included in calculation of the minimum-requirements for other uses in this table
Church	1 space for each 6 seats or 12 feet of bench in the principal place of-worship ⁴
Schools:	-
Elementary and Middle School	1 space for each 12 students ^{†,5}
High School	1 space for each 4 students ^{†,5}
Library	1 space per 400 square feet of reading room
Day-Care	1 space per employee plus 2 spaces for loading and unloading areas
Nursing or Assisted Living Facilities	1 space per 3 beds plus 1.5 space per 2 employee at maximum shift
Rehabilitation Facility—Outpatient	1 space per 200 square feet of floor area [†]
Rehabilitation Facility—Inpatient	1 space per 2 beds plus 1.5 space per 2 employee at maximum shift
Group Home or Adult Foster Care	1 space per 3 beds plus 1 space per 2 employee at maximum shift
Adult Day-Care Facility	1 space per employee plus 2 spaces for loading and unloading areas
Industrial or Manufacturing	1 space per 500 square feet of floor area [†]
Commercial Storage or Warehousing	1 space per 1,000 square feet of floor area
Government Buildings	1 space per 300 square feet of floor area and 1 space per full time-employee ⁵

[†]Plus one space per maximum number of employees.

EXHIBIT I

² ~~Includes medical and dental offices.~~

³ ~~As defined by the Washington State Gambling Commission.~~

⁴ ~~Including balconies and choir lofts.~~

⁵ ~~Based on maximum capacity, including temporary structures.~~

It is the purpose of this chapter to require the provision of adequate parking areas within close proximity to each use so that convenient access is provided to businesses and residences. A further purpose of this chapter is to provide flexibility to businesses and property owners to vary from the minimum standards to fit the parking needs of individual uses, reduce the cost of providing parking that is infrequently used, and promote greater intensity of land use.

18.280.020 Joint use of facilities. Applicability.

~~Joint parking and/or loading facilities serving two or more uses, structures, or parcels of land may be approved to satisfy the requirements of both facilities, provided the owners or operators of the uses, structures, or parcels show that their operations and parking needs do not overlap in point of time. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written document to establish the joint use.~~

(1) Off-street parking shall be provided consistent with this chapter in the following situations:

(a) For all new development;

(b) Expansions of the square footage of an existing structure by 20 percent, provided that parking requirements shall be determined based on the use expansion area only;

(c) When construction valuation exceeds 80 percent of the existing site and building valuation;

(d) Concurrent with construction of any parking lot, whether required or not; or

(e) When there is a change in use, which increases the required number of parking spaces by more than 10 percent.

(2) Every use for which a building is erected, structurally altered, or there is a change in use that will require the receipt or distribution of materials or merchandise by truck or similar vehicle shall provide off-street loading spaces as required by LCMC 18.280.090.

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18.280.030 Parking design standards General requirements.

~~(1) Size of Parking Space. Each off street parking space shall have an area of not less than 180 square feet, exclusive of drives and aisles, and a width of not less than nine feet. Driveway aisles within off street parking lots shall comply with the following widths:~~

Table 18.280.030

Parking Lot Aisle Width

Parking Space-Angle	1-Way Aisle-(feet)	2-Way Aisle-(feet)
0 Degrees (parallel)	20	22
30 Degrees	20	22
45 Degrees	20	22
60 Degrees	20	22
75 Degrees	20	24
90 Degrees	24	24

~~(2) Provide designated disabled parking spaces as required by applicable state and federal requirements.~~

~~(3) Location. Off street parking facilities shall be located on site to the extent feasible. Off site parking shall be no further than 150 feet from the site, measured from the nearest point of the parking facility to the nearest point of the nearest building that the facility is required to serve. Off site parking shall be primarily employee parking.~~

~~(4) Materials, Design, and Lighting.~~

~~(a) Off street parking facilities shall be surfaced with a durable and dustless surface, shall be graded and drained so as to dispose of surface water to the satisfaction of the supervisor of public works in accordance with Chapter 18.320 LCMC, and shall be maintained in good condition, free of weeds, dust, trash, and debris.~~

~~(b) Except for a single family or duplex dwelling, groups of more than two parking spaces per lot shall be:~~

~~(i) Provided with adequate aisles or turnaround areas so that all vehicles may enter the street in a forward manner; and~~

~~(ii) Served by a driveway designed and constructed to facilitate the flow of traffic on and off the site, with due regard to pedestrian and vehicle safety, and shall be clearly and permanently marked and defined. In no case shall two way and one way driveways be less than 20 feet and 12 feet, respectively, and be so arranged so as not to use any part of adjoining public sidewalks, street, or alley rights of way, except for ingress and egress.~~

~~(c) Lighting used to illuminate off street parking facilities shall be arranged so as to reflect light away from any adjoining residential area(s).~~

~~(5) Boats and Recreational Vehicles. On street parking of boats, trailers, campers, and recreational vehicles is prohibited in any residential district and the GC district.~~

(1) Development of parking lots is subject to site plan review approval under LCMC 18.215 or is reviewed as part of the site plan review application for a primary use.

(2) Deviations from the standards of this chapter require variance review under LCMC 18.260. When the number of parking spaces is proposed to be reduced more than 15 percent or exceeds the maximum standard, a parking analysis from a traffic engineer that justifies the deviation is also required.

(a) The maximum number of parking spaces permitted shall be 150 percent of the minimum number of spaces in the Downtown Commercial, Downtown Overlay, and Mixed-Use zoning districts and 200 percent in all other commercial and public districts.

(3) In the event several uses share off-street parking, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately unless the uses are approved for joint parking as specified in LCMC 18.280.030(4).

(4) Joint parking and/or loading facilities serving two or more uses, structures, or parcels of land may be approved to satisfy the requirements of both facilities, provided the owners or operators of the uses, structures, or parcels show that their operations and parking needs do not overlap in point of time. Joint parking facilities may have less off-

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street parking than the sum of the individual minimum requirements for each use. The review authority may reduce the total parking requirement to a number representative of the greatest demand likely to occur at any one time. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written document to establish the joint use. Joint parking facilities must meet the location requirements of LCMC 18.280.050.

(5) Parking lots shall be landscaped in accordance with LCMC 18.245.060.

(6) Use of parking facilities. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for the storage of more than one vehicle or light truck used in the conducting the business or use or for storage of materials. Parking lots and outdoor storage of vehicles or recreational vehicles shall not be a primary use for any property located within the LDR-7.5 or MDR-16 zoning district.

(7) Restrictions. Any vehicle that is the subject of this section that is parked off street shall be parked on code-approved areas or within garages. Failure to comply with this section shall constitute a nuisance.

(a) Passenger vehicles and light trucks may park in any approved parking area, including the street, or garage so long as they do not pose an impediment to pedestrians or other vehicular traffic. Vehicles that pose an impediment to pedestrian or vehicular traffic shall be deemed a nuisance.

(b) Motor homes, recreational vehicles, boats and utility trailers shall not be parked on the street for more than two weeks during any calendar year in any zoning district.

(c) Motor homes, recreational vehicles, boats and utility trailers shall not be parked in residential driveways for more than two weeks per year. If parked on residential lots for more than two weeks per year, they are not to be parked between the front lot line and the primary facade of the dwelling. Car-top boats and canoes are exempt from this requirement.

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18.280.040 Loading Required amount of off-street parking.

Every use for which a building is erected or structurally altered which will require the receipt or distribution of materials or merchandise by truck or similar vehicle shall provide off street loading space on the basis of minimum requirements as follows:

(1) Commercial, industrial, and public utility uses shall provide truck loading or unloading berths in accordance with Table 18.280.040(1):

Table 18.280.040(1)

Square Feet of Floor Area	Number of Berths Required
Less than 5,000	0
5,000 — 30,000	1
30,000 — 100,000	2
100,000 and over	3

(2) Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar uses shall provide off street truck loading or unloading berths in accordance with Table 18.280.040(2):

Table 18.280.040(2)

Square Feet of Floor Area	Number of Berths Required
Less than 30,000	0
30,000 — 100,000	1
100,000 and over	2

(3) A loading berth shall contain space 12 feet wide, 35 feet long, and have a height clearance of 14 feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.

(4) Existing loading space shall not be eliminated, if elimination would result in less space than is required to adequately handle the needs of the particular use.

(5) Off street parking areas used to fulfill the requirement of this title shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs.

(6) Loading docks shall be located on the side or rear of the building.

(1) Off-street parking shall be provided in compliance with Table 18.280.030 or as reduced subject to 18.280.030(4). The calculation of the minimum parking space requirements shall be rounded up to the nearest whole number.

Table 18.280.040 Required amount of off-street parking

<u>Land Use</u>	<u>Minimum Number of Parking Spaces Required¹</u>
<u>Residential</u>	
Single-family detached	2 spaces per dwelling unit
Multifamily, Attached Single-family, and Manufactured Homes	2 spaces per unit plus 1 space for every 5 units for guest parking.
Cottage Housing	2 spaces per dwelling unit plus 1 guest space per unit
Senior Adult Housing- Attached	0.61 per dwelling unit

¹ Unless otherwise specified, the units are parking spaces per 1,000 sq ft of gross floor area.

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<u>Congregate Care Facility</u>	<u>0.30 per dwelling unit</u>
<u>Assisted Living/In-patient rehabilitation facility</u>	<u>0.40 per dwelling unit</u>
<u>Continuous Care Retirement Community</u>	<u>1.09 per dwelling unit</u>
<u>Industrial</u>	
<u>General Light Industrial</u>	<u>0.65</u>
<u>Industrial Park</u>	<u>1.20</u>
<u>Warehouse</u>	<u>0.39</u>
<u>Lodging</u>	
<u>Hotel</u>	<u>1.18 per rooms</u>
<u>Motel</u>	<u>0.72 per room</u>
<u>Recreation</u>	
<u>Public Park</u>	<u>5 spaces per acre</u>
<u>Movie Theater</u>	<u>0.19 per seat</u>
<u>Golf Course</u>	<u>8.5 per hole</u>
<u>Athletic Club</u>	<u>3.05</u>
<u>Institutional</u>	
<u>Elementary and Middle School/Junior High School</u>	<u>0.13 per student plus 1 space for each employee</u>
<u>High School</u>	<u>0.30 per student plus 1 space for each employee</u>
<u>Private School (K-12)</u>	<u>0.35 per student, plus 1 space for each employee</u>
<u>School District Office</u>	<u>2.36</u>
<u>Church/Synagogue/Mosque</u>	<u>9.44</u>
<u>Day Care Center</u>	<u>2.45</u>
<u>Library</u>	<u>2.35</u>
<u>Medical</u>	
<u>Nursing Home</u>	<u>0.72</u>
<u>Medical/Dental Office Building or Clinic</u>	<u>3.89</u>
<u>Animal Hospital/Veterinary Clinic</u>	<u>3.33</u>
<u>Office</u>	
<u>General Office</u>	<u>2.56</u>
<u>Government Office Building</u>	<u>2.99</u>

EXHIBIT I

<u>United States Post Office (employees)</u>	<u>2.01 per employee</u>
<u>Retail</u>	
<u>Small Retail (less than or equal to 10,000 square feet)²</u>	<u>1.95</u>
<u>Large Retail (greater than 10,000 square feet)³</u>	<u>2.30</u>
<u>Building Materials and Lumber Store</u>	<u>0.57</u>
<u>Hardware/Paint Store</u>	<u>0.54</u>
<u>Shopping Center</u>	<u>2.91 per 1,000 square feet of gross leasable area</u>
<u>Supermarket</u>	<u>2.93</u>
<u>Convenience Market with or without fuel service</u>	<u>1 per 350 square feet of gross floor area</u>
<u>Discount Price Club</u>	<u>1.00</u>
<u>Wholesale Market</u>	<u>2.41</u>
<u>Pharmacy</u>	<u>2.23</u>
<u>Furniture Store</u>	<u>0.48</u>
<u>Services</u>	
<u>Bank</u>	<u>3.72</u>
<u>Copy, Print, and Express Ship Store</u>	<u>3.01</u>
<u>Sit Down Restaurant/Drinking Establishments</u>	<u>10.52</u>
<u>Carry-out restaurant without seating (i.e., bakery, coffee shop, donut shop, pizza pickup)</u>	<u>10.00</u>
<u>Fast-Food Restaurant with/without Drive-Through Window</u>	<u>9.91</u>
<u>Quick Lubrication Vehicle Shop</u>	<u>1 space per employee plus 2 spaces for each service bay</u>
<u>Automobile Service Center/ Mechanic</u>	<u>1 per 300 square feet of floor area plus 1 per service bay</u>

(2) Where parking space requirements result in fractional calculation, they shall be rounded up to the nearest whole number.

² Small Retail includes the following uses from the ITE Parking Generation Manual (5th Edition): Variety Store (December), Free-standing Discount Store (December), Automobile Parts Sale, Discount Club, Apparel Store, and Food Retail.

³ Large Retail includes the following uses from the ITE Parking Generation Manual (5th Edition): Free-standing Discount Superstore, Sporting Goods Superstore, Home Improvement Superstore, Electronics Superstore, and Discount Home Furnishing Superstore.

EXHIBIT I

(3) For uses not listed in Table 18.280.030, the review authority shall determine the required number of parking spaces by selecting the use with the most similar parking demand requirements.

(4) Parking reductions and credits.

(a) General requirements.

(i) To promote greater flexibility in meeting the parking requirements of land uses, the City may reduce the parking requirements of individual uses under the provisions of this section.

(ii) Parking reductions and credits in this section apply cumulatively and may count for up to 15 percent of a proposed use's off-street parking requirements.

(iii) The provisions of this section apply to nonresidential uses only. Residential uses are not eligible to reduce the required amount of off-street parking.

(b) Downtown special credit area. On-street parking or off-street public parking lots within 300 feet of a proposed use within La Center's Downtown Overlay District may fulfill up to 10 percent of the minimum off-street parking requirements specified in Table 18.280.030.

(c) Bicycle parking incentive. Bicycle parking meeting the requirements of this section may count for up to 5 percent of off-street parking requirements.

(i) 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.

(ii) Bicycle parking provided for credit must be made of durable materials and shall be securely anchored to the ground or building structure or must be a lockable enclosure.

18.280.050 ~~Off site parking prohibited.~~ Parking design standards.

~~Off-street parking required by this chapter for all uses in the cardroom commercial district (C-3) shall be provided on the same lot, parcel or property as the underlying use the parking is intended to serve. Off-street parking required for uses in the C-3 district shall not be provided off-site.~~

(1) Size of Parking Spaces.

(a) Each standard off-street parking space shall have an area of not less than 180 square feet, exclusive of drives and aisles, and a width of not less than 9 feet.

(b) Compact parking spaces are permitted and may count for up to 20 percent of the required number of spaces. Compact stalls shall have a minimum area of not less than 120 square feet and a width of not less than 8 feet wide and shall be clearly identified with a sign and/or painted marking as required by City standards. Where feasible, all compact parking spaces shall be located in one or more contiguous areas and/or adjacent to ingress/egress points within parking facilities. Location of compact car parking spaces shall not create traffic congestion or impede traffic flows.

(c) Parking dimensions for residential uses. Off-street parking spaces for residential uses in driveways serving single-family, duplex, or attached single-family uses must be at least 20 feet long.

(2) Driveway aisles within off-street parking lots shall comply with the following widths:

Table 18.280.050
Parking Lot Aisle Width

<u>Parking Space Angle</u>	<u>1-Way Aisle (feet)</u>	<u>2-Way Aisle (feet)</u>
<u>0 Degrees (parallel)</u>	<u>20</u>	<u>22</u>

EXHIBIT I

<u>Parking Space Angle</u>	<u>1-Way Aisle (feet)</u>	<u>2-Way Aisle (feet)</u>
<u>30 Degrees</u>	<u>20</u>	<u>22</u>
<u>45 Degrees</u>	<u>20</u>	<u>22</u>
<u>60 Degrees</u>	<u>20</u>	<u>22</u>
<u>75 Degrees</u>	<u>20</u>	<u>24</u>
<u>90 Degrees</u>	<u>24</u>	<u>24</u>

(3) Uses subject to this chapter shall provide designated disabled parking spaces as required by applicable state and federal requirements.

(4) Location.

(a) Off-street parking facilities for commercial and industrial uses shall be located on site to the extent feasible or no further than 300 feet from the site, measured from the nearest point of the parking facility to the nearest point of the site that the facility is required to serve. Off-street parking required for single-family residential uses and uses in the C-3 district shall not be provided off site.

(b) Driveway access to arterials and collectors shall comply with the engineering standards.

(5) Materials, design, and lighting.

(a) Off-street parking facilities shall be surfaced with a durable and dustless surface, shall be graded and drained so as to dispose of surface water in accordance with Chapter 18.320 LCMC and the City's engineering standards, and shall be maintained in good condition, free of weeds, dust, trash, and debris.

(b) Lighting used to illuminate off-street parking facilities shall be arranged so as to reflect light away from any adjoining residential area(s) and shall comply with the requirements of LCMC 18.282 "Outdoor Lighting."

(6) Parking spaces along the outer boundaries of a parking area shall be contained by a curb or wheel stop. Curbs or wheel stops may extend as far as 2 feet into the required stall dimensions or be otherwise placed to prevent a motor vehicle from extending into required landscaping or over an adjacent property line or a street.

(7) Driveways to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, to provide maximum safety of traffic access and egress, and to provide maximum safety of pedestrians and vehicular traffic on the site. The number of driveways shall be limited to the minimum that will allow the property to accommodate and service the traffic to be anticipated. Driveways shall provide minimum sight distances required by the engineering standards.

18.280.060 Vehicles in residential zones. Multifamily and townhouse parking lots and circulation.

~~(1) Purpose. Parking lots and outdoor storage of vehicles or recreational vehicles shall not be a primary use for any property located within a single family residential zone.~~

~~(2) Where Applicable. These regulations apply to all residential uses in LDR 7.5 zoning districts unless otherwise expressly indicated.~~

~~(a) Passenger vehicles, light trucks and trucks under two tons gross weight may park in any approved parking area, including the street, or garage so long as they do not pose an impediment to pedestrian or other vehicular traffic. Vehicles which pose an impediment to pedestrian or vehicular traffic shall be deemed a nuisance.~~

~~(b) Motor homes, recreational vehicles and utility trailers shall not be parked on the street for a period of two weeks or more during any calendar year.~~

EXHIBIT I

~~(c) Motor homes, recreational vehicles and utility trailers may be parked in driveways, so long as they are not parked between the front lot line and the primary facade of the dwelling.~~

~~(4) Off Street Parking. Each single family residence, constructed after the date of adoption of the ordinance codified in this title, shall provide for at least two off street parking spaces. Off street parking must provide a minimum of 18 feet of lineal parking between the street and the dwelling setback.~~

~~(1) Parking lots and garages located between buildings and streets are not permitted, except for townhouse structures that contain garages. A majority of the streetscape shall contain buildings, landscaping, or yard areas. Parking areas shall be placed behind or to the side and not forward of the front facade of multifamily and townhouse buildings without garages. A maximum of 30 percent of the front lot line shall be parking areas placed forward of the front building facade. When garages are provided, no more than 40 percent of the front of each townhouse dwelling unit shall be devoted to garage door space.~~

~~(2) Guest parking spaces are to be evenly dispersed throughout the development with no more than four spaces being located in any one specific area. The final location of these parking spaces shall be required to receive final approval from the review authority.~~

~~18.280.070 — Multifamily parking lots and circulation.~~

~~Except for townhouse structures containing garages, parking lots and garages for MDR-16 development shall be located in the rear portions of the property, with building construction occurring toward the front, closest to employment centers, shopping centers and transit corridors to minimize walking distance. Parking lots and garages located between buildings and streets are not permitted, except for townhouse structures that contain garages, in which case no more than 40 percent of the front of each townhouse dwelling unit shall be devoted to garage door space.~~

~~(1) At least two parking spaces shall be provided on site for each multiple family dwelling unit. When the development is located within a quarter mile of existing or planned transit (public transportation) service, 1.25 spaces per unit shall be required.~~

~~(2) A minimum of 10 feet of landscaped buffer area shall separate parking lots from adjoining properties and streets. Driveways to townhouse garages, which provide off street parking, shall not be considered parking lots.~~

~~(3) MDR-16 development projects shall provide access to collector or arterial streets; however, individual dwelling units within an MDR-16 development project shall not have direct access to an arterial or a collector street.~~

~~(a) Within an MDR-16 development project, parking lots or driveways to individual dwelling units shall connect directly to a local residential street that has direct access to an arterial or collector street.~~

~~(b) MDR-16 development projects shall not have direct primary access to existing local residential streets within an MDR-16 zoning district unless the review authority finds, by substantial evidence, that environmental, topographic or other issues relating directly to public safety or welfare require general access to a local, public residential street.~~

~~(4) Pedestrian access shall be provided to transit corridors without having to pass through a parking lot whenever possible.~~

~~(5) Parking lots associated with conditional or nonconforming uses in these districts are subject to site plan review and approval.~~

~~(6) In no event shall on site parking facilities exceed 50 contiguous spaces per parking cluster. Where more than 50 spaces are required, there shall be a landscaped buffer, not less than 20 feet wide, between parking clusters. Where the applicant desires more than one parking cluster on a lot or contiguous lots, the review authority, through the site review process, shall require that each cluster be designed to accommodate bicycle parking facilities, and that pedestrian walk lanes are provided and clearly marked.~~

~~(7) Through a Type II adjustment request, an applicant may request adjustments to this section if the topography or other environmental constraints associated with the property prevent reasonable compliance with this standard.~~

EXHIBIT I

~~Where the applicant desires more than one parking cluster on a lot or contiguous lots, the review authority, through the site review process, shall require that each cluster be designed to accommodate bicycle parking facilities, and that pedestrian walk lanes are provided and clearly marked.~~

~~(8) All new townhouse developments shall include four additional off street parking spaces for every 10 units. These spaces are to be evenly dispersed throughout the development with no more than four spaces being located in any one specific area. The final location of these parking spaces shall be required to receive final approval from the review authority.~~

18.280.0780 Parking requirements of manufactured home parks.

~~(1) Off street parking shall be provided for at least two automobiles per dwelling unit, located on the lot or property which they are intended to serve. Off-street parking shall for manufactured homes shall be provided within a garage or carport.~~

~~(2) Visitor Parking. At least one automobile parking space shall be provided for every two manufactured home lots or sites for use by visitors and delivery vehicles. These Visitor parking spaces shall be signed or designated as such. These spaces shall be within 100 feet of the lots to be served. Visitor parking may be provided on streets designed to accommodate parking and two standard lanes of traffic.~~

~~(3) All on-site parking shall be designed and constructed in compliance with the parking facility design standards in section 18.280.050 of this chapter.~~

~~(4) Trucks with a maximum gross vehicle weight more than one and one half tons, recreational vehicles, boats on boat trailers, and similar equipment shall be parked in one of the two allocated off street parking spaces if stored on an individual lot or space; provided no more than one passenger vehicle may be parked on a given lot or space. Car top boats and canoes are exempt from this requirement. [Ord. 2018 10 § 7 (Exh. E), 2018; Ord. 2006 17 § 1, 2006.]~~

18.280.090 — Special credit area.

~~(1) Purpose. In light of a temporary surplus of on street parking, the city may accept a percentage of adjacent on street parking in lieu of off street parking.~~

~~(2) Credit. Credit shall be limited to 10 percent of all available public on street parking within 250 feet of the primary structure. Each on street parking stall thus credited may be used in lieu of otherwise required off street parking on a one for one basis.~~

~~(3) Limited Eligibility. Eligible properties lay within an area bounded by East 4th Street, East 5th Street, East Aspen Avenue and East Cedar Avenue. Eligibility shall be determined at pre application.~~

~~(4) All granted credits shall be documented in the final decision and order associated with the underlying development.~~

18.280.080 Loading.

~~(1) Commercial, industrial and public utility uses shall provide truck loading or unloading berths in accordance with Table 18.280.090(1):~~

Table 18.280.090(1)

<u>Square Feet of Floor Area</u>	<u>Number of Berths Required</u>
<u>Less than 5,000</u>	<u>0</u>
<u>5,000 – 30,000</u>	<u>1</u>

EXHIBIT I

<u>Square Feet of Floor Area</u>	<u>Number of Berths Required</u>
<u>30,000 – 100,000</u>	<u>2</u>
<u>100,000 and over</u>	<u>3</u>

(3) Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar uses shall provide off-street truck loading or unloading berths in accordance with Table 18.280.090(2):

Table 18.280.090(2)

<u>Square Feet of Floor Area</u>	<u>Number of Berths Required</u>
<u>Less than 30,000</u>	<u>0</u>
<u>30,000 – 100,000</u>	<u>1</u>
<u>100,000 and over</u>	<u>2</u>

(3) A loading berth shall contain space 12 feet wide and 35 feet long and have a height clearance of 14 feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.

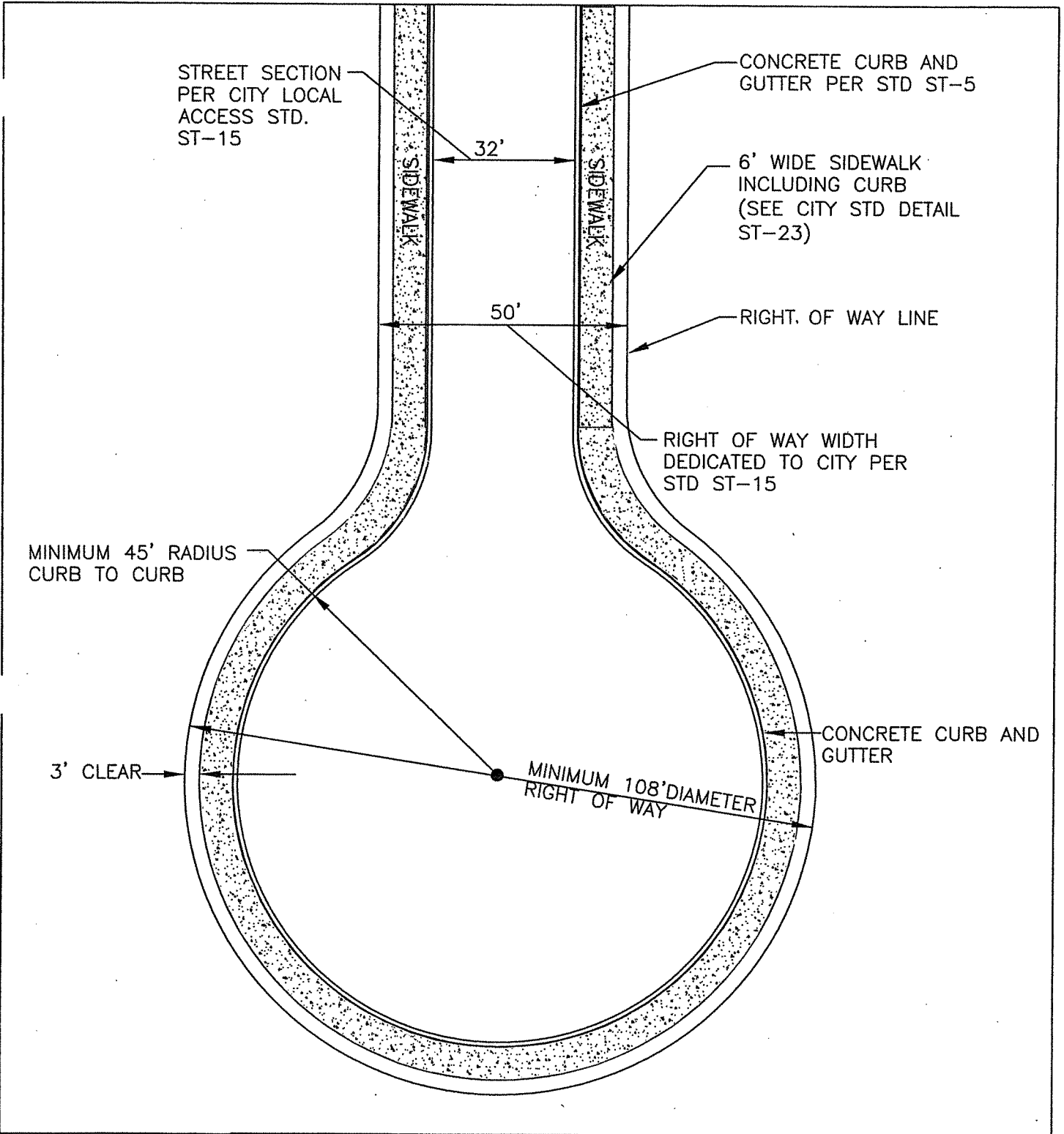
(4) Existing loading spaces shall not be eliminated, if elimination would result in less space than is required to satisfy the requirements of this section.

(5) Off-street parking areas used to fulfill the requirement of this title shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs.

(6) Loading docks shall be located on the side or rear of the building.

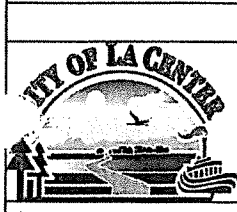
Attachment B

Attachment C



CUL-DE-SAC DETAIL

PLAN #



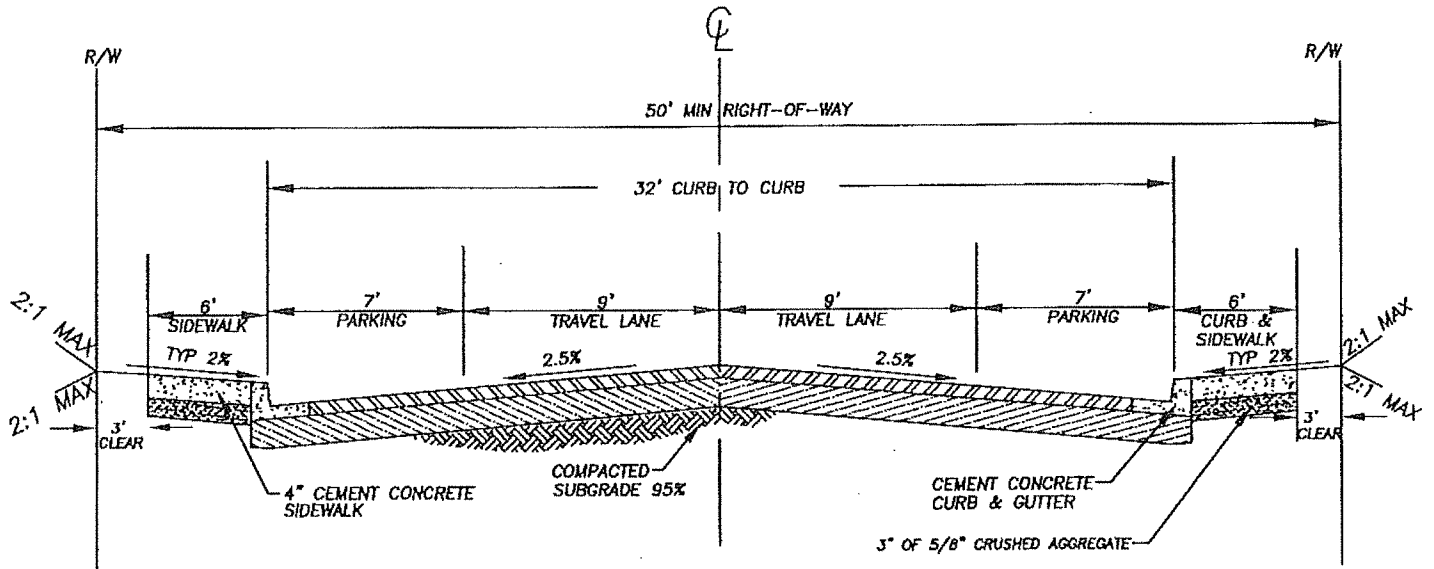
CITY OF LA CENTER APPROVED

REVISIONS:	DATE:	DRAWN:	DESIGNED:

ST-29

CITY ENGINEER

DATE



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

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
3. ASPHALT SURFACE FOR ALL ROADS SHALL BE CLASS 1/2" PG 64-22 HMA PER WSDOT STANDARD SPECIFICATIONS.
4. THE PAVEMENT STRUCTURE THICKNESSES IDENTIFIED FOR THESE SOIL TYPES ARE REQUIRED UNLESS A SITE SPECIFIC PAVEMENT DESIGN IS DONE. THE TOTAL PAVEMENT STRUCTURE SHALL NOT EXCEED 2.5 FEET.
4. EITHER CONVENTIONAL OR THICK ASPHALT CONSTRUCTION IS ALLOWED.
5. BASE ROCK SECTION SHALL BE TWO (2) INCHES OF 5/8"- 0" TOP COURSE, OVER REMAINING DEPTH OF BASE ROCK PER WSDOT STANDARD SPECIFICATION SECTION 9-03.10. TOTAL BASE ROCK SECTION THICKNESS AS INDICATED IN THE TABLES.

LOCAL ACCESS

PLAN #



CITY OF LA CENTER APPROVED

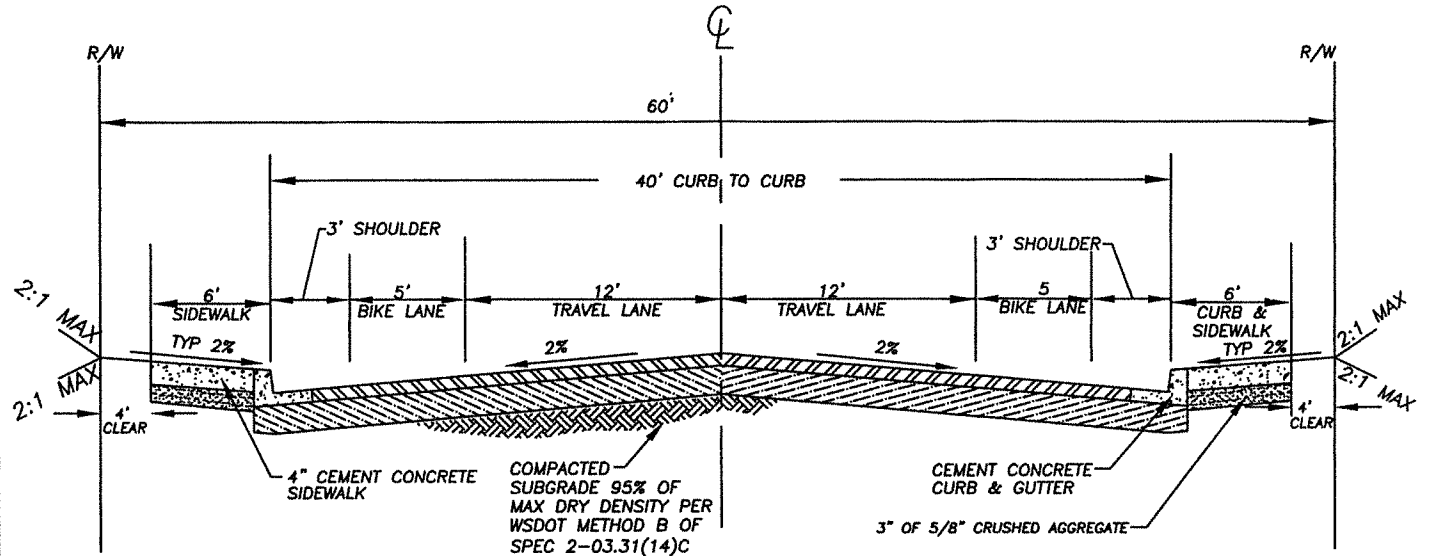
REVISIONS: DATE: DRAWN: DESIGNED:

ST-15

CITY ENGINEER

DATE

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



CONVENTIONAL CONSTRUCTION

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

THICK ASPHALT CONSTRUCTION

AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1	0.42'	0.25'
A-2	0.42'	0.25'
A-3	0.42'	0.25'
A-4	0.45'	0.25'
A-5	0.55'	0.25'
A-6	0.62'	0.25'
A-7	0.80'	0.25'
OTHER	NO SECTION	ESTIMATED

NOTES:

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

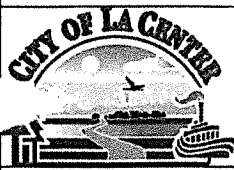
RURAL MAJOR COLLECTOR

PLAN #

CITY OF LA CENTER APPROVED

REVISIONS: DATE: DRAWN: DESIGNED:

1 3/17/14 ALC ALC



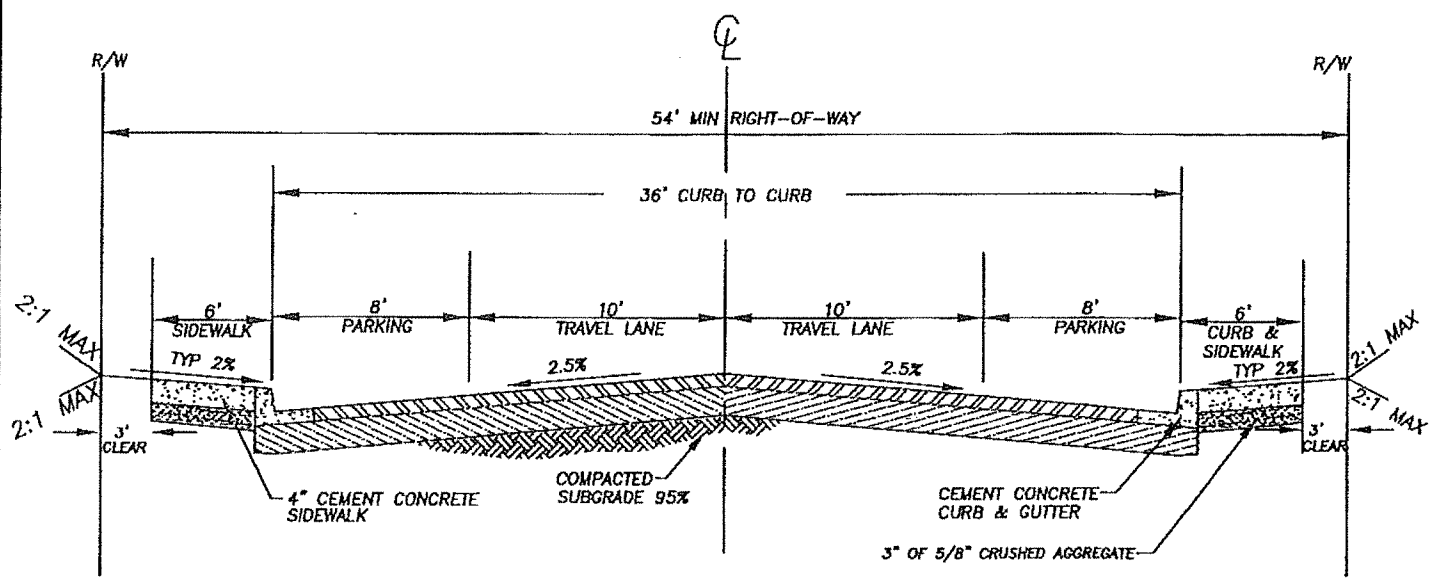
Anthony Perlooper

3/17/14

CITY ENGINEER

DATE

ST-13A



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

NOTES:

1. WIDER SIDEWALKS MAY BE REQUIRED BY REVIEWING AUTHORITY UNDER CERTAIN CIRCUMSTANCES.
2. SUBGRADE REINFORCEMENT GEOTEXTILES SHALL BE INSTALLED OVER A-6 AND A-7 SOILS PRIOR TO CONSTRUCTING THE BASE AND SURFACING.
3. ASPHALT SURFACE FOR ALL ROADS SHALL BE CLASS 1/2" PG 64-22 HMA PER WSDOT STANDARD SPECIFICATIONS.
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4. EITHER CONVENTIONAL OR THICK ASPHALT CONSTRUCTION IS ALLOWED.
5. BASE ROCK SECTION SHALL BE TWO (2) INCHES OF 5/8" - 0" TOP COURSE, OVER REMAINING DEPTH OF BASE ROCK PER WSDOT STANDARD SPECIFICATION SECTION 9-03.10. TOTAL BASE ROCK SECTION THICKNESS AS INDICATED IN THE TABLES.

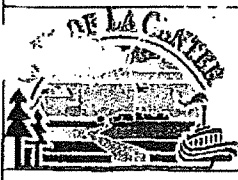
NEIGHBORHOOD ACCESS

PLAN #

CITY OF LA CENTER APPROVED

REVISIONS:	DATE:	DRAWN:	DESIGNED:

ST-14



CITY ENGINEER

DATE

per drawing ST-15. The improved roadway width shall be a minimum of twenty-five feet (25').

2. Private roadway easement width shall be the width of surfacing plus ten feet (10).
3. The maximum grade for private roadways shall be twenty percent (20%). Fire access roadways shall be a maximum of fifteen percent (15%).
4. Drainage improvement requirements shall be as specified in Section 3 of these Standards.
5. Utility requirements shall be per these Standards.
6. Street illumination is required at the intersection of a private street and a public street. No street lighting is required on the private street.

E. Acceptance as Public Streets. Acceptance of private streets as public streets will be considered if the street meets all applicable public street standards contained herein.

2.08 Horizontal Alignment

Street alignments shall meet the following requirements:

1. Center line alignment of improvements should be parallel to the center line of the right-of-way.
2. Center line of a proposed street extension shall be aligned with the existing street center line.
3. Horizontal curves in alignments shall meet the minimum radius requirements as shown in Table 2.2.
4. Reversing horizontal curves shall be separated by no less than 50 feet of tangent. On arterials, the separation shall be no less than 100 feet.

**Table 2.2 - Design Speed / Center Line Radius - Minimums
Major, Minor, and Small City Arterial Streets**

Design Speed (mph)	Friction Factor (F)	Slope/R min.					
		(e)-4%	(e)-2.5%	(e) 0%	(e) 2.5%	(e) 4%	(e) 6%
25	0.165	335'	300'	255'	220'	205'	185'
30	0.160	500'	445'	375'	325'	300'	275'
35	0.155	710'	630'	530'	455'	420'	380'
40	0.150	970'	855'	710'	610'	560'	510'
45	0.145	1285'	1125'	930'	795'	730'	660'
50	0.140	1665'	1450'	1190'	1010'	925'	835'
55	0.130	2240'	1920'	1550'	1300'	1190'	1060'
60	0.120	3000'	2525'	2000'	1655'	1500'	1335'

NOTES:

For neighborhood and local access streets the minimum center line radius is 150' at a design speed of 25 mph.

For Table 2.2 - off right-of-way runoff shall be controlled to prevent concentrated cross flow in super-elevated sections.

Super elevations may only be used with the written approval of the City Engineer. Where super elevation is used, street curves should be designed per AASHTO guidelines except that the maximum super elevation rate of 0.04 shall be used. If terrain dictates sharp curvature, a maximum super elevation of 0.06 is justified if the curve is long enough to provide an adequate super elevation transition.

On local streets, requests for design speeds less than 25 miles per hour shall be based on topography, right of way, or geographic conditions which impose an economic hardship on the applicant. Requests must show that a reduction in center line radius will not compromise safety. There will be posting requirements associated with designs below 25 miles per hour.

Off-set crown cross-sections are not acceptable as super elevation sections.

Super elevation transitions shall be designed to not allow concentrations of storm water to flow over the travel lanes.

2.09 Vertical Alignment

Street alignments shall meet the following requirements:

1. Minimum tangent street gradients shall be one-half (0.5) percent along the crown and curb.
2. Maximum street gradients shall be fifteen (15) percent for residential streets, and ten (10) percent for all other streets.
3. Access streets intersecting with a small city arterial or greater functional classification street or streets intended to be posted with a stop sign shall provide a landing averaging five (5) percent or less. Landings are that portion of the street within twenty (20) feet of the projected curb line of the intersecting street at full improvement.
4. Grade changes of more than one (1) percent shall be accomplished with vertical curves.
5. At street intersections, the crown of the major (higher classification) street shall continue through the intersection. The roadway section of the minor street will flatten to match the longitudinal grade of the major street at the projected curb line.
6. Street grades, intersections, and super elevation transitions shall be designed to not allow concentrations of storm water to flow across the travel lanes.
7. Offset crowns shall be allowed only with the specific prior approval of the

Attachment D

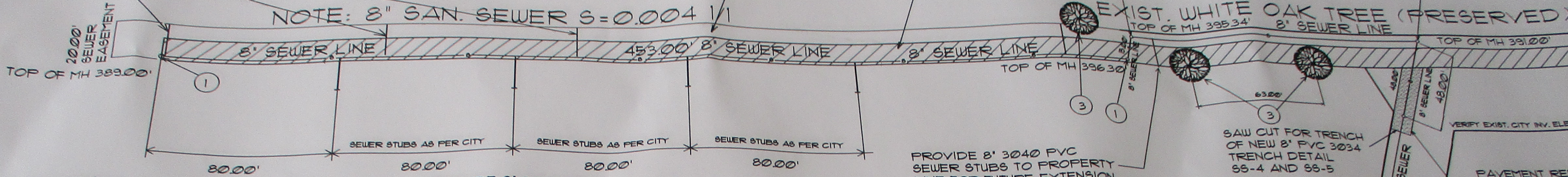
4" 3034 PVC SEWER STUBS TO PROPERTY LINE TO NORTH PER DETAIL SS-2

DEDICATED 20-FOOT WIDE SEWER EASEMENT TO THE CITY OF LA CENTER TO BE RECORDED

12-FT WIDE AGGREGATE BASE ROAD FOR ACCESS TO PUBLIC SEWER

LCMC 13.10.150 REQUIRES PVC TO BE 3034 SDR 35

NOTE: 8" SAN. SEWER S=0.004 1/1



CONSTRUCTION NOTES:

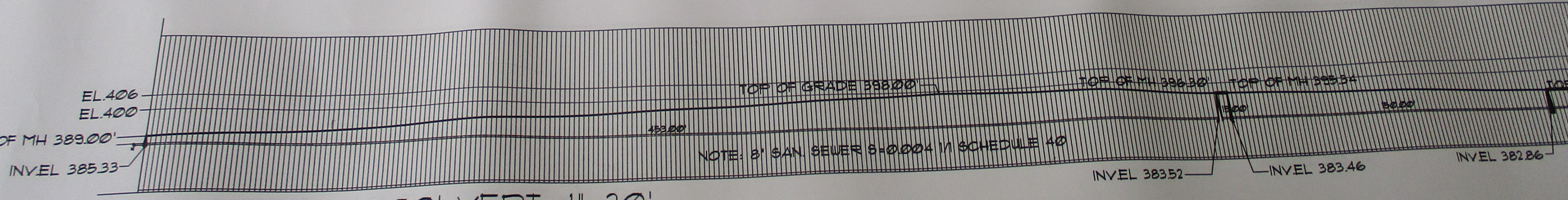
- 1. THE CONTRACTOR SHALL CALL FOR UTILITY LOCATE BEFORE CONSTRUCTION BEGINS
- 2. INSTALL STANDARD PRECAST MANHOLE PER DETAIL SS-7
- 3. THE CONTRACTOR SHALL INSTALL EROSION CONTROL MEASURES AS PER CITY STANDARDS. ATTACH DETAILS AND NOTES TO PLANS.
- 4. PROTECTIVE FENCING AROUND WHITE OAK SHALL BE IN PLACE BEFORE CONSTRUCTION BEGINS

PROVIDE 8" 3040 PVC SEWER STUBS TO PROPERTY LINE FOR FUTURE EXTENSION PER SS-2

PROVIDE 8" 3040 PVC SEWER STUBS TO PROPERTY LINE FOR FUTURE EXTENSION PER SS-2

SEWER PLAN

NOTE: 8" SAN. SEWER S=0.004 1/1 SCALE: 1"=40'



HORIZ. 1" = 40.00' VERT. = 1" = 20'

SEWER PROFILE

RELATION TO PLAN A, B

5628623 EAS

Total Pages: 5 Rec Fee: \$105.50

eRecorded in Clark County, WA 07/22/2019 12:12 PM

WFG CLARK COUNTY-RESWARE

SIMPLIFILE LC E-RECORDING

After Recording Return to:
WFG National Title-Hunzeker
101 E. 6th St #125
Vancouver, WA 98660

Public Sanitary Sewer Easement

The Grantor(s) Leland J. Larsen and Mary L. Larsen, husband and wife

For and in consideration of One Dollar (\$1.00) and other valuable consideration, hereby bargain, sell and convey to

Grantee(s); the City of LaCenter, a Municipal Corporation of the State of Washington, an easement over, under and across the following described real estate in Clark County WA:

Parcel Number (s): 209709-000

Legal description: A portion of NE ¼ NE ¼ S 4 T4N R1E WM

Attachments: Exhibit "A" Legal description of Easement area
Exhibit "B" sketch of Easement area

Owner/Grantor hereby grants unto the City of La Center and assigns, a permanent easement through and within Owners/Grantors property, and as depicted on Exhibit A, for the purpose of maintaining, repairing and operating a sanitary sewer main and the right of ingress and egress in, from and to said easement for the purpose of inspecting, maintaining and repairing the sewer. The perpetual easement is hereby given and granted to the City of La Center for the sole purpose of maintaining, repairing and operating the sanitary sewer.

The easement shall run with the land and be binding upon Grantor, Grantee, all their successors, heirs and assigns.

Dated this 9 day of July 2019.

[Signature]
Signature

Mary Larsen
Signature

Leland J. LARSEN
Printed Name

Mary Larsen
Printed name

State of WA)

)ss.

County of Clark)

I certify that I know or have satisfactory evidence that Leland J Larsen
and Mary L. Larsen is/are the persons who appeared before me,
and said persons acknowledged that he/she/they signed this instrument, and
acknowledged it to be their/his/her free and voluntary act for the uses and purposes
mentioned in this instrument.

Dated: 7/9/19



[Signature]
Name Lisa Palmer
Notary Public in and for the State of: WA
Residing at: Longview
My Appointment expires 11-15-21

EXHIBIT "A – Larsen"

Public Sanitary Sewer Easement

Being in a portion of the Northeast one quarter of the Northeast one quarter of Section 4, Township 4 North, Range 1 East of the Willamette Meridian, Clark County Washington, more particularly described as follows:

Beginning at the Northeast corner of the Northeast one quarter of said Section 4;

Thence North 88°18'18" West along the North line of said Northeast one quarter, for a distance of 25.03 feet;

Thence leaving said North line South 01°07'20" West, for a distance of 40.53 feet;

Thence South 46°07'20" West, for a distance of 6.27 feet;

Thence North 88°18'17" West, for a distance of 101.26 feet;

Thence North 01°41'43" East, for a distance of 22.20 feet;

Thence North 43°35'57" West, for a distance of 13.97 feet;

Thence North 88°36'42" West, for a distance of 225.01 feet to the East line of East Fork Estates Phase 2 as recorded in Book 311, page 651 Clark County Auditor's records;

Thence along said East line South 02°37'40" East, for a distance of 20.00 feet;

Thence leaving said East line South 88°35'57" East, for a distance 213.44 feet;

Thence South 01°41'43" West, for a distance of 22.11 feet;

Thence South 43°18'17" East, for a distance of 13.94 feet;

Thence South 88°18'17" East, for a distance of 119.80 feet;

Thence North 46°07'20" East, for a distance of 22.95 feet;

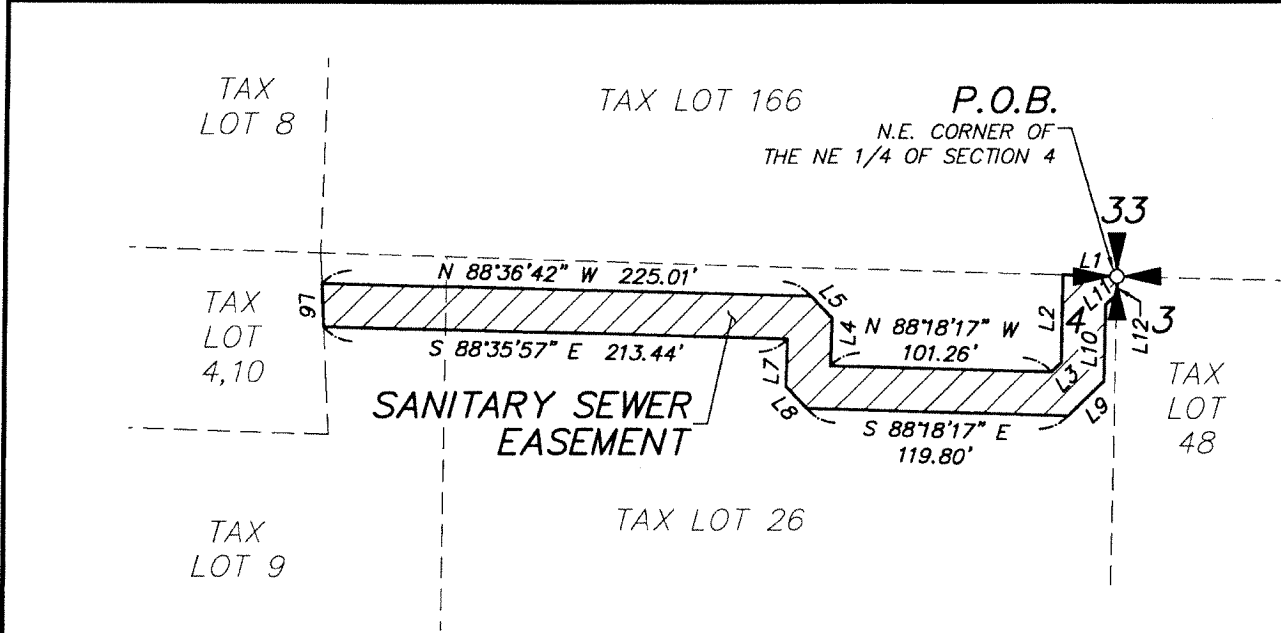
Thence North 01°07'20" East, for a distance of 35.35 feet;

Thence North 46°56'26" East, for a distance of 7.00 feet to the East line of said Northeast one quarter;

Thence along said East line North $01^{\circ}08'00''$ East, for a distance of 8.33 feet to the **Point of Beginning**

Containing 8,568 more or less square feet

Subject to and together with public roads, easements and restrictions of record



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 88°18'18" W	25.03'
L2	S 01°07'20" W	40.53'
L3	S 46°07'20" W	6.27'
L4	N 01°41'43" E	22.20'
L5	N 43°35'57" W	13.97'

LINE TABLE		
LINE	BEARING	DISTANCE
L6	S 02°37'40" E	20.00'
L7	S 01°41'43" W	22.11'
L8	S 43°18'17" E	13.94'
L9	N 46°07'20" E	22.95'
L10	N 01°07'20" E	35.35'
L11	N 46°56'26" E	7.00'
L12	N 01°08'00" E	8.33'

SCALE: N.T.S.
 JOB NO. 2641
 DATE: 06-06-19
 DWG FILE: 2641L15.dwg
 DRAWN BY: NG

EXHIBIT 'B'
 FOR SANITARY EASEMENT
 IN THE NE 1/4 OF THE NE 1/4
 OF SECTION 4
 T. 4 N., R. 1 E,
 CITY OF LA CENTER,
 CLARK COUNTY, WASHINGTON

604 W Evergreen Blvd.
 Vancouver, WA 98660 } PH (360) 944-6519

PLS ENGINEERING

