

CHAPTER 7

# ACTION STEPS

## **INITIAL ACTIONS**

### ANNEXATION

The benefitting area(s) should be annexed to the City of La Center before any capital improvements are made.

### EXTEND WASTEWATER MAIN TO JUNCTION

The city has developed a preliminary design for extension of a sewer main running along La Center Road to the I-5 junction after studying four different alternatives. The recommended collection system consists of a main to run along La Center Road, a sewage lift station at McCormick Creek and a siphon under the La Center Bridge. The initial cost estimate for the recommended alternative is \$7.63 million over two construction phases.

## **SECONDARY ACTIONS**

### 24<sup>TH</sup>/26<sup>TH</sup> AVENUE (COLLECTOR)

The City of La Center is planning a new bridge across the East Fork Lewis River. This bridge would be located in the area north of the sub-area and east of I-5. It has been assumed the roadway approaching the future bridge would follow the alignments of 24<sup>th</sup> / 26<sup>th</sup> Avenues because utilizing the existing rights-of-way reduces the need for property acquisition and additional road construction.

### 31<sup>ST</sup> AVENUE (COLLECTOR)

31<sup>st</sup> Avenue provides a local street connection to the City of Ridgefield. The roadway becomes 45<sup>th</sup> Avenue in the city limits of Ridgefield and intersects Pioneer Street (State Route 501) at a recently constructed roundabout. The intersection of 31<sup>st</sup> Avenue with 319<sup>th</sup> Street is located only 100 feet from the I-5 southbound ramp. A realignment of 31<sup>st</sup> Avenue to the west is limited by the presence of sensitive areas south of 319<sup>th</sup> Street. WSDOT has indicated this spacing

must be addressed before any improvements are made to the interchange.

### PARADISE PARK ROAD (COLLECTOR)

Paradise Park Road runs along the east side of I-5, north and south of La Center Road, with an intersection only 125 feet east of the I-5 northbound ramp. As with 31<sup>st</sup> Avenue, this intersection would need to be relocated to the east with any interchange improvement.

### 324<sup>TH</sup> STREET (COLLECTOR)

An alignment connecting 324<sup>th</sup> Street directly to Paradise Park Road at the current 31<sup>st</sup> Avenue intersection is recommended. This would provide a 90-degree intersection, as opposed to the current skewed approach of 31<sup>st</sup> Avenue. A new intersection would be provided for 31<sup>st</sup> Avenue at 324<sup>th</sup> Street, approximately 275 feet to the east of Paradise Park Road.

### INTERCHANGE IMPROVEMENTS

As the area develops, the existing I-5 interchange will need to be improved to handle increased traffic volumes and provide access to properties in the area. Three options were developed for further review, based on consideration of access requirements, safety, intersection spacing, roadway connectivity, and impacts on sensitive lands. In this analysis, the alternatives are addressed in more detail including roadway widths, intersection traffic control, and costs. Each option alternatively addresses the probable traffic generated by La Center's growth and/or a casino-resort that would result from federal approval of a new reservation for the Cowlitz Tribe. No further work is anticipated until a federal decision regarding the Cowlitz Tribe is made.

### ***AS DEVELOPMENT OCCURS***

### PARADISE POINT TRAIL (T1)

This rustic trail (cedar chips and gravel, 6-8' wide) will be approximately 0.2 miles in length and would provide connection between the proposed County trail located along Paradise Park Road to the east end of Paradise State Park and the proposed East Fork of the Lewis River Regional trail system.

### WEST-SIDE CONNECTOR (T2)

This on-street pathway will be approximately 2.0 miles in length and begins at the intersection of 31st Avenue and 324th Avenue following the roadway to the proposed west side bridge over the East Fork of the Lewis River then completing the circuit by following a future major

collector roadway north to NE 14th Avenue, eventually linking the south and north side of town and to a future school.

### LA CENTER ROAD PATHWAY (T5)

This on-street pathway is approximately 3.75 miles in length and would parallel Pacific Highway and NW La Center Road. This trail will link Interstate 5 to downtown and eventually toward the northwest part of the City. It will also provide access to regional trails, boat launches, and trail heads.

### TRI-MOUNTAIN TRAIL (T17)

This rustic trail is approximately 0.44 miles in length and would link the east side of Tri Mountain Trail and highway interchange back to the north and access the McCormick Creek trail system.

### NW 31ST PATHWAY (T18)

This on-street pathway is approximately 1.26 miles in length and would parallel NW 31st Street from La Center Road and to NW 299th Street. This trail would provide a connection between Tri-Mountain Golf course and La Center road, eventually linking up with the trail system that returns to downtown.

### NW 299TH PATHWAY (T19)

This on-street pathway is approximately 0.8 miles in length and would parallel NW 199th Street from the west end of the Planning Area to the Interstate-5 corridor and eventually could be extended to the Tri-Mountain Golf Course.

## **AS APPROPRIATE**

### BUSINESS RETENTION AND EXPANSION

While the recruitment and attraction of new target businesses to the area is important, retaining and growing existing local companies, including small businesses and entrepreneurial ventures, is equally critical to economic vitality.

### ESTABLISH A CITY ECONOMIC DEVELOPMENT LEAD

La Center should establish an economic development “department”. Leveraging resources will be important here – the structure, for example, could be a joint effort with a neighboring community like Ridgefield or Battle Ground (which has approached La Center about this specific idea in the past).

### ECONOMIC DEVELOPMENT MARKETING

As the infrastructure gets developed, the City should develop an economic development marketing program that develops a brand and leverages La Center's strong assets and positive lifestyle image. As a first step, La Center should establish a web presence communicating community competitive advantages. It will then want to identify and determine target industry companies that best match with the unique assets that La Center offers and subsequently develop a strategy to recruit those companies to the area.

### ENHANCE LA CENTER'S POSITION WITHIN THE REGION

As La Center begins to market itself and develops the capability to support this business investment, it will need to position itself to sustain its economic growth in the longer term. Industries today are increasingly looking at a community's human capital – or pool of skilled workers – in deciding where to invest. La Center will need to ensure that its current and future workforce can be a critical asset for the community by improving educational attainment.