

# Attachment 1



**ORDINANCE NO. 2017-09**

**An Ordinance Repealing in its Entirety LCMC Chapter 18.160 (Employment Districts) of the La Center Municipal Code; Adopting a new Chapter 18.158 (La Center Junction Plan Zoning District – JP) of Title 18 (Development Code); Amending Title 18, Chapter 18.150 (Commercial Districts – C-1, C-2, C-3 and MX) to Delete all References to the C-2 Zoning District; Amending Chapter 18.110 (Establishment of Zoning Districts and Maps) to Remove all References to the C-2 Zoning District and the Employment Districts and Inserting references to the new Junction Plan Zoning District (JP); and lifting the Development Moratorium in the Junction Planning Area.**

The La Center City Council adopts the following findings:

**WHEREAS**, the City regulates development in the C-2 and L-I zones, both of which are found at the La Center I-5 junction, in LCMC Chapters 18.150 and 18.160, respectively and regulates the MX zone, found in the Timmen Road area, in LCMC Chapter 18.165; and

**WHEREAS**, development in the C-2, L-I and MX zones has been limited due to the lack of public sanitary sewer service south of the East Fork of the Lewis River and at the I-5 junction area, which should be sewered within 12 months; and

**WHEREAS**, given the current construction of the Cowlitz Tribal Casino adjacent to the city limits on the west side of I-5 and its potential impact on the demand for complimentary development within the City on the east side of I-5, the City Council recognized a need to adopt regulations specifically tailored to the I-5 junction that would complement and be compatible with the Tribal development in this important area; and

**WHEREAS**, in light of the inadequacies of the City's Development Code for the recently annexed areas at Timmen Road and the City's I-5 Junction, and the possibility that incompatibility development applications may be submitted and vest under the current inadequate code, the City Council adopted Ordinance 2016-007 on July 27, 2016 that imposed a moratorium on the acceptance, processing or approval of development applications in the City's C-2 and L-I zones, both of which are situated in the newly annexed area at the I-5 Junction and the MX zone, located at the Timmen Road area; and

**WHEREAS**, during the 6-month moratorium, the City conducted a master planning study for the La Center Junction and has promulgated a set of draft development regulations in LCMC Chapters 18.150, 18.110 and 18.158, specifically tailored to the lands at the I-5 Junction to insure consistency and compatibility with the Tribal development; and

**WHEREAS**, during the 6-month moratorium, the City completed hearings on a revision to its sign code and is ready to adopt new development regulations, for the C-2 and L-I zones; and

**WHEREAS**, the Planning Commission held public hearings on the proposed code amendments on May 9, 17 and 31, 2017, and the City Council held a public workshop on July 12, 2017 and a public hearing on the package of proposed development code amendments on July 26, 2017; and

**WHEREAS**, the City issued a SEPA Determination of Nonsignificance (DNS) for the package of proposed amendments on July 5<sup>th</sup> and accepted comments for 14 days, ending on July 19, 2017; and

**WHEREAS**, the City issued notice to the Washington Department of Commerce and solicited comments on the package of proposed development code amendments, and on July 6, 2017, the Department of Commerce granted expedited review and approval of the package of proposed development code amendments; and

**WHEREAS**, the City Council held a duly noticed public hearing at its regular meeting on July 26, 2016 to consider the package of proposed development code amendments and to take public testimony on the proposed amendments.

**NOW THEREFORE**, the City Council for the City of La Center ordains as follows:

**Section 1 - Incorporation of Recitals:** The foregoing recitals are adopted and incorporated herein by this reference and made a part hereof as findings in support of the moratorium extension hereby adopted.

**Section 2 - Repeal.** Chapter 18.160 (Employment Districts) in Title 18 (Development Code) of the La Center Municipal Code is repealed in its entirety.

**Section 3 - Adoption.** A new Chapter 18.158 (La Center Junction Plan Zoning District – JP) of Title 18 (Development Code) is hereby adopted as reflected in Exhibit A, attached hereto and incorporated herein by this reference.

**Section 4 - Amendment.** Title 18 (Development Code), Chapter 18.150 (Commercial Districts: C-1, C-2, C-3 and MX) and Chapter 18.110 (Establishment of Zoning Districts and Maps) are hereby amended as shown in Exhibit B, attached hereto and incorporated herein by this reference, to remove all references to the C-2 Zoning District and Employment Districts and inserting references to the new Junction Plan Zoning District (JP).

**Section 5 - Development Moratorium Repealed and Terminated.** The moratorium first adopted on July 27, 2016 as Ordinance 2016-007, and then extended on January 25, 2017 as Ordinance 2017-02 is hereby repealed and terminated in its entirety.

**Adopted and effective this 26<sup>th</sup> day of July 2017.**

  
Greg Thornton, Mayor

**Attest:**

  
Suzanne Levis, Clerk/Finance Director

**Approved as to form:**

  
Daniel Kearns, City Attorney

# EXHIBIT A to Ordinance No. 2017-09

## LCMC 18.158 – LA CENTER JUNCTION PLAN ZONING DISTRICT (JP)

(Amended and adopted by Council – July 26, 2017)

- 18.158.010 General Provisions**
- 18.158.020 Components of the Plan**
- 18.158.030 General Rules for New Development**
- 18.158.040 Rules for New Development**
- 18.158.050 Uses**
- 18.158.060 Additional Building and Yard Form Standards for Plan Districts**
- 18.158.070 Architectural Standards**
- 18.158.080 Street Specifications**
- 18.158.090 Definitions**

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### **18.158.010 General Provisions**

#### **(1) Vision**

The City's vision for the La Center Junction is to create a vibrant mix of activity different from many other freeway interchanges. Believing the La Center Junction is a vital and critical economic center along the I-5 corridor, the city welcomes and encourages a wide variety of development, both small and large, that will provide a sustainable tax base for the city and its residents for many years. This vision includes walkable retail cores north and south of La Center Road and commercial pads around the core that can accommodate a wide range of small to mid-scale commercial business, including entertainment and recreational uses. The southern end of the La Center Junction offers a sheltered location that provides an excellent location for office campus and light industrial development.<sup>1</sup> At the eastern edge of the Junction we envision pods of mixed use live/work activity between the active commercial centers and the green natural resource edge.

To secure or economic vision we welcome partnerships between the public sector and private landowners and business. Working together we can design and build the infrastructure necessary to create the vibrant mix of activity we hope to create.

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<sup>1</sup> See market studies prepared by CREDC and Mackenzie which provide the market research, data and analysis upon which this Plan is built.

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Believing in responsible stewardship, our goal is to balance essential economic activity with respect for the wetlands, riparian areas, steep slopes, and habitat that occupy part of the interchange landscape. Responsible stewardship means designing and building in a manner to work with the natural landscape rather than overwhelm important natural resources. That is why the shape of the Illustrative Plan wraps around potential critical areas and future site development will identify the outer boundaries of these important natural resources.

The Illustrative Plan reflects the city's strong desire to create usable public spaces such as a center park north of La Center Road and small plazas within commercial settings. The city's vision projects public rights-of-ways outward to protect mountain views, such as, those of Mt. St. Helens and Mt. Adams. The execution of the Plan invites people to engage in economic activity in the employment areas and to experience the natural borders and lands beyond the Junction. Where possible the road system requires hard surfaces to merge softly into the abutting natural resources; paths not hard sidewalks provide surface areas for pedestrians and bicyclists along adjacent riparian areas or wetlands. When well-implemented, the La Center Junction Plan will promote a healthy Northwest life style embodied by vital economic activity and a sense of place in sync with the natural surroundings.

The Vision embodied by this Chapter does not include applying a pastiche of false historical references to new buildings. We value good design and use of high quality materials. We value sustainable long-term development. We want to create active streetscapes where people interact with each other and with the built environment.

If you too believe in good design and vibrant urban landscapes, respect the natural environment, wish to work as partners, and want to build a sustainable economic growth – come join us. We welcome you into our community.

### (2) Guiding Principles

The vision, guiding principles and regulations create a network which supports and guides all development in the La Center Junction Plan Zone (JP). To be approved, future development must be consistent with applicable development regulations and guiding principles and must implement the vision of this Chapter.

Development of the La Center Junction is essential to provide the city with a strong employment center, consistent with the Comprehensive Plan standard of nine jobs per industrial acre and 10 jobs per commercial acre, and sustainable tax base. Therefore, Chapter 18.158 is intended to encourage rather than limit economic development.

- a. The Junction Plan is based on one zone; all land is to be zoned Junction Plan (JP). Within the Junction Plan Zone there are four Plan Districts, Town Center (TC), Town Commercial (TG), Town Employment (TE), and Town Residential Mixed use (TRx). The intent behind four plan districts and one plan zone is to have the flexibility to accommodate innovative proposals that better implement the vision and regulations of this Chapter.
- b. Independent market research suggests the La Center Town Center is not well suited to become a home for distribution facilities, strip development, or big box retail centers.
- c. A secondary north/south street is essential to ease congestion at the intersection of La Center Road and Paradise Park Road and to provide strong internal circulation within the Junction.
- d. The streetscape is a defining element of the Junction. The street is a coherent space, with consistent building forms on both sides which contributes to a clear public space and active

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street-space identity. Buildings must be relatively aligned and close to form the space of the street. Vehicle storage/parking, (not including on-street parking), garbage and mechanical equipment are kept away from the street-space, and accessed by a network of mid-block accessways.

- e. New development should respect the environmental context of the La Center area.
- f. Existing pollutants on the land, if discovered, must be cleaned up and the land made useful for human activity or for nature. Future development must not contaminate the land and must faithfully comply with the city's critical area and natural resource area policies and regulations.
- g. Development should use lighting necessary to conduct business in order to save costs and reduce light pollution.
- h. Development regulations must be simple to understand and easy to administer.
- i. The requirements of this Chapter are presumed to protect general public health, safety and welfare.

### (3) Applicability

- a. The La Center Junction planning area includes lands east of the Interstate-5 freeway (I-5) and also includes lands west of I-5 which abut the Cowlitz Nation Reservation.
- b. Lands east of I-5 are zoned Junction Plan (JP) and are subject to the requirements of Chapter 18.158.
- c. Lands west of I-5 are zoned JP and have a Town General plan district and are subject to the requirements of Chapter 18.158.

### (4) Conformance

- a. All new development within the JP Zone is expected to contribute to the character and quality of the La Center Junction by:
  - i. Using the Illustrative Plan, Regulation Plan and Street Plans to guide development;
  - ii. Meeting the design standards described in this chapter and in the appendix to this chapter, and other development standards in Title 18 of the La Center Municipal Code;
  - iii. Dedicating and improving public streets depicted in the Street Plan, to the extent that such dedication and improvement is directly related and roughly proportional to an impact of the development; and
  - iv. Connecting to public facilities such as sanitary sewer, water and storm drainage.

### (5) Conflicting Provisions

If a conflict arises between this Chapter and other requirements of the LCMC, the requirements specifically established in this Chapter shall prevail unless the review authority finds the requirements of other provisions of this Title better promote public health, safety and welfare.

### **18.158.020 Components of the Plan**

The La Center Junction Plan zone (JP) consists of four districts each with an intentional unique character. The four districts share a common pattern of good architectural practices, such as relationship to the street, use of quality materials, and reference to the architectural history of the La Center area. The preferred architectural patterns and preferences can be expressed differently in each district. A significant element of the Plan is how the districts are interconnected by an intentional network of streets, trails and view corridors.



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### (1) Junction Plan Intent

- a. The La Center Junction is designed to promote a traditional urban area and a lively mix of uses.
- b. The Junction consists of four Districts:
  - i. Town Center (TC) district allows for shopfronts, sidewalk cafes, and other commercial or office uses at the street level, with wide sidewalks and canopy shade trees. Upper story residential and office use is encouraged. The geographic area is centered immediately north and south of the intersection of La Center Road and Paradise Park Road.
  - ii. Town General (TG) district rings the outer edge of the Town Center. Each building must help form the streetscape to encourage pedestrian vitality. Private parking should be located in the core, i.e., the interior, of the blocks and screened from block faces as seen from the primary street frontages. The TG district encourages medium and larger scale retail, office and commercial use. Ground floor residential uses are not allowed.
  - iii. Town Employment (TE) includes the southern end of the La Center Junction and has direct access onto South Paradise Park Road. Each building must have one strong street face to encourage pedestrian vitality and to form the space of the street. Office campus and light industrial are the intended uses. The TE district is centered on the area CREDC evaluated in 2016. The minimum parcel size in the TE Plan District is 10 acres based on our concurrence with the logic behind the CREDC studies. Consequently Residential uses are not permitted.
  - iv. Town Residential Mixed Use (TRx) includes the eastern edge of the La Center Junction between the secondary north-south road and the critical area edge. Each building must have one strong street face to encourage pedestrian vitality and to form the streetscape. The TRx district encourages a mix of small commercial uses such as retail shops, offices and high density residential in a live/work environment.
- c. District Flexibility.
  - i. The review authority may amend the District designation for a property through a Type II administrative review process.
  - ii. The review authority shall notify the City Council in writing of a proposed amendment to a District designation within 5 working days of receipt of an amendment request.
  - iii. Within 14 days of receipt of the review authority's notice to a majority of the members of the City Council meeting in public session may elect to elevate a request to amend a District designation to a Type III quasi-judicial review.

### (2) Junction Plans

Full-scale plans are available for review through city planning services.

#### a. Illustrative Master Plan - Figure 18.158.020-1

The Illustrative Master Plan provides the overall vision and context for future development in the Junction Plan zone. The Illustrative Master Plan anticipates the preferred circulation network and directs buildings, to the extent possible, to form a strong relationship to the street. The Master Plan anticipates a Center Park at the first intersection north of La Center Road. The Illustrative Master Plan focuses attention toward view corridors along Paradise Park Road, from the Center Park toward Mt. St. Helens to the northeast, across the northern TRx district toward Mt. Adams to the east north east, and along a strong southeast to northwest access south of La



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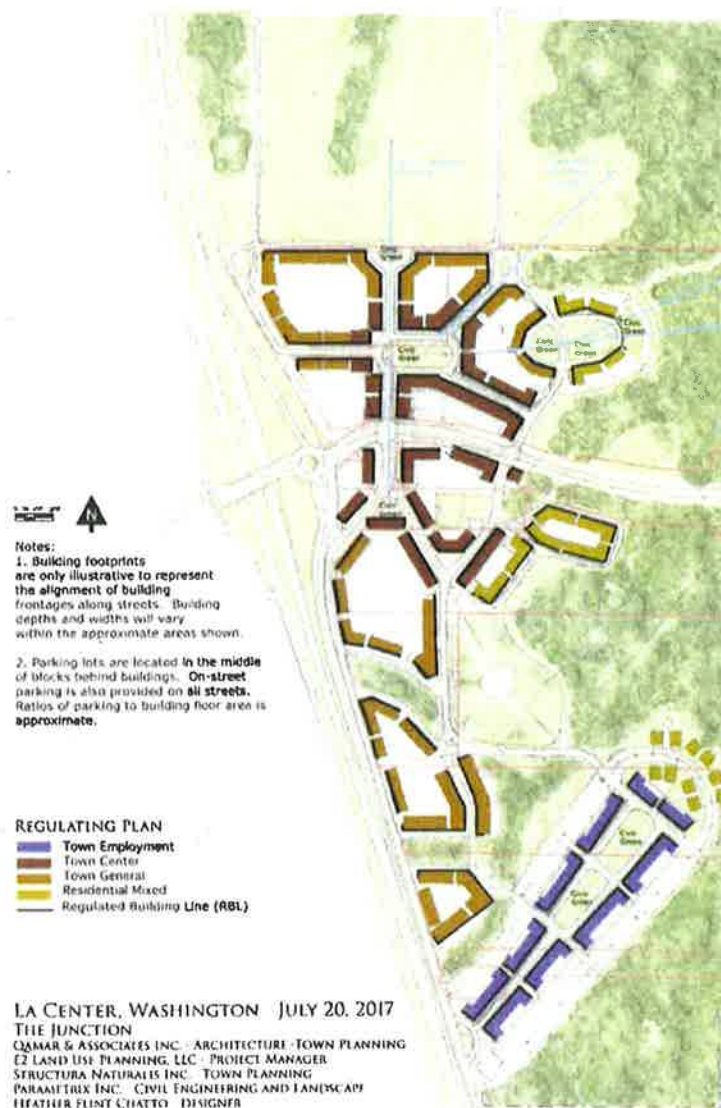
Center Road. Protection of these view corridors and street axis lines is an essential element of the Plan.



ILLUSTRATIVE MASTER PLAN - FIGURE 18.158.020-1

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- b. Regulating Plan: Center (TC), General (TG), Employment (TE), Residential/Mixed (TRx) – Figure 18.158.020-2
- The regulating plan provides standards for the disposition of each property or lot and illustrates how each relates to the adjacent properties and street-space. The regulating plan is the coding key for the Junction Plan zone that provides specific information on how the streetscape develops and what uses are encouraged or prohibited.
  - The regulating plan identifies recommended building envelope standards for all building sites within each Plan District. The regulating plan also shows how each lot relates to public spaces (street-space, civic greens, pedestrian pathways, etc.) and the surrounding neighborhood. There may be additional regulations for lots in special locations as identified on the specific regulating plan.

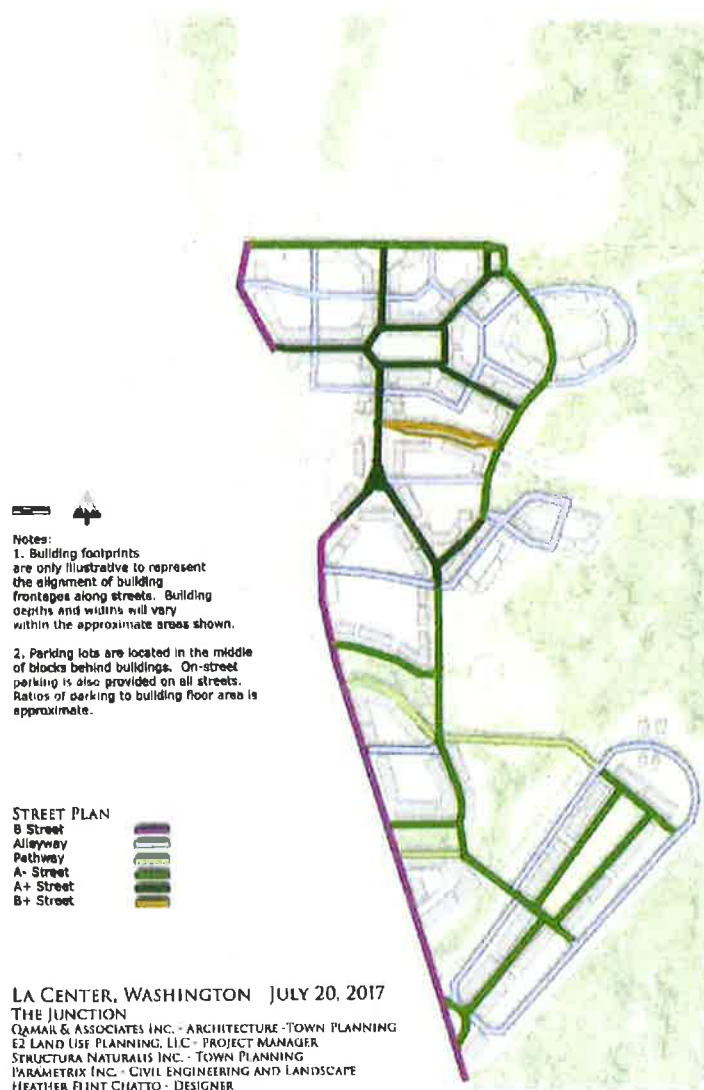


REGULATING PLAN FIGURE 18.158.020-2

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### c. Street Plan – Figure 18.158.020-3

The Street Plan classifies public streets by color. The A Plus streets create the heart of a pedestrian-oriented shopping, dining and activity space. The A Minus streets are edge streets that abut natural resource areas or the edge of the city's growth boundary. They provide an essential element of the transportation circulation system. The B Plus street is a slip lane which will provide easy east-bound access and parking for the commercial uses abutting the south side of La Center Road. The B streets are Paradise Park Road where it abuts the I-5 right-of-way. The accessways are private connections that provide internal circulation and connect different sides of a block.



STREET PLAN – FIGURE 18.158.020-3



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### (3) Building Envelope Standards

- a. The building envelope standards establish basic parameters governing building form, including the envelope for building placement (in three dimensions) and certain required or permitted building elements, such as shopfronts, doors, windows, balconies, and street walls. The building envelope standards establish both the boundaries within which things may be done and specific things that must be done. The applicable building standard for a lot or parcel is determined by its street frontage, as designated on the regulating plan. The building envelope standards also include broad parameters for flexible use.
- b. The intent of the building envelope standards is to shape vital public space throughout each District through placement and envelope controls on buildings that frame the street-space. The standards aim for the minimum level of control necessary to meet that goal.

### (4) Architectural Standards

The goal of the architectural standards is to promote a coherent and pleasing architectural character that is complementary to the best local traditions. The standards govern a building's architectural elements regardless of its building envelope standard and set the parameters for allowable materials, configurations, and construction techniques. Equivalent or better products than those specified are always encouraged and may be submitted to the City for review and approval.

### (5) Street Specifications

The street-type specifications illustrate typical configurations for streets within the Plan Districts. Specifications address vehicular traffic lane widths, curb radii, sidewalk and tree planting area dimensions, pedestrian crossing distances, and on-street parking configurations.

### (6) Streetscape Standards

The streetscape standards are intended to ensure coherent street-space and to assist builders and owners to understand the relationship between the public space of the Plan District and their own building. These standards set the parameters for the placement of street trees and other amenities or appurtenances (e.g., benches, signs, street lights, etc.) on or near each building site and are coordinated with the street specifications.

### (7) Parking Requirements

The goals of the parking requirements are to:

- a. Promote a "park once" environment that will enable people to conveniently park and walk to a variety of commercial and civic enterprises in pedestrian friendly environments by encouraging shared parking.
- b. Reduce fragmented, uncoordinated, inefficient, single-purpose reserved parking.
- c. Maximize the efficient use of on-street parking.
- d. Provide flexibility for redevelopment of small sites.
- e. Incorporate convenient bicycle parking.

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- f. Minimize surface parking lot area to reduce stormwater water particularly where soils are not permeable.

### (8) How to Use this Code

There are four basic elements: where the building will sit on the site, its three dimensional form, the range of allowable uses, and the palette of materials that will cover the building or site.

- a. Look at the Street Plan (Figure 18.158.020-3) and note the color of the fronting street; find the property and note the required building line (RBL) on Figure 18.158.020-2.
- b. Look at the appropriate building envelope standards.
- c. Look at the architectural standards section to understand the parameters for the external building materials and architectural configurations.
- d. Identify additional information regarding the character of the street-space including traffic lane widths, curb radii, sidewalk and tree planting area dimensions, on-street parking configurations, and off street parking requirements.

### 18.158.030 General Rules for New Development

#### (1) Blocks/Accessway

- a. All lots shall share a frontage line with a street-space.
- b. All lots and/or all contiguous lots are part of a block. No block face shall have a length greater than 400 feet without an approved accessway, common drive or access easement, or pedestrian pathway providing through-access to another street, accessway, common access easement, or street-space. Individual lots with less than 99 feet of frontage are exempt from the requirement to interrupt the block face; those with over 250 feet of frontage shall meet the requirement within their lot, unless already satisfied within that block face.
- c. Curb cuts are generally limited to accessways and there should be no more than one per 200 feet of street frontage.
- d. Where designated on the regulating plan:
  - i. Accessways or service lanes shall provide access to the interior of all blocks and their lots. Construction is required as part of the development project. Accessways or service lanes must meet the City construction standards and comply with local fire district regulations related to access and safety.

#### (2) Buildings

- a. Attics do not count toward building height for land use purposes.
- b. The building façade shall be built to the Required Building Line (RBL) except for 45 degree corner entrances, or designated corner pedestrian plazas.
- c. At an intersection of A Plus and/or A Minus streets, corner buildings should be beveled or indented to create usable pedestrian areas at these important intersections.
- d. Windows and Doors on the upper story façades shall comprise at least 20%, but no more than 60%, of the façade area per story (measured as a percentage of the façade between floor levels).

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- e. Awnings may not be supported by posts.
- f. Awnings shall project a minimum of 4 feet. The maximum awning projection shall be one foot from the edge of the curb as measured vertically from the sidewalk to the bottom of the awning or canopy.
- g. No part of any building, except overhanging eaves, awnings, balconies, bay windows, stoops, and shopfronts as specified by the code, shall encroach beyond the required building line.
- h. The maximum building floor-plate (footprint) is 50,000 square feet unless approved through the Conditional Use process.
  - i. For each block face, buildings along the required building line shall present a complete and discrete vertical façade composition (i.e., a new façade design) at an average street frontage length of no greater than 60 feet for TC; or 75 feet for TG sites. Each façade composition shall include a functioning, primary street-space entry. This requirement may be satisfied through the use of liner shops for large floor-plate buildings. For projects on lots with frontage of less than 100 feet, only a single façade composition is required.
  - ii. When the building envelope changes along a street frontage, the property owner has the option of applying building envelope standards for a maximum additional distance of 75 feet in either direction along that frontage.

### (3) Street Walls

- a. A street wall no taller than three feet (3') is required along any required building line frontage that is not otherwise occupied by the principal building on the lot. The street wall shall be located not more than 8 inches behind the required building line.
- b. The height of the street wall shall be measured from the adjacent public sidewalk or, when not adjacent to a sidewalk, from the ground elevation once construction is complete.
- c. Trellis, garden screens and similar features used may exceed the three-foot (3") height limitation up to a combined wall height of six feet (6') but screening features may not screen more than 50% of the opening.
- d. A vehicle entry way no wider than 18 feet (24 feet in the TE District) or a pedestrian entry way no wider than 6 feet shall be permitted within any required street wall.
- e. Privacy fences may be constructed along that portion of a common lot line not otherwise occupied by a building.

### (4) Parking

- a. Vehicle parking areas on private property shall be located behind the parking setback line, except where parking is provided below grade.
- b. Parking Structures. Access to a multi-story parking structure shall be at minimum of 40 feet from an intersection. Parking structures and parking lots should be located in the interior of a block. When a multi-story parking structure abuts a street, commercial uses must occupy the ground floor abutting the street for the entire length of a building except for the required vehicle entry and egress ways. The ground floor retail space shall be a minimum of 40 feet deep from the front of the street façade.

### (5) TRx Multi Family

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- a. In addition to the multi-family regulations in LCMC 18.140, the following regulations apply to residential development in the TRx District
  - i. Height. The maximum building height is 45 feet.
  - ii. A multi-family building may go up to 60 feet tall if the includes parking under the building for a minimum of 75 percent of the building ground floor area.

(6) All utility distribution and transmission lines shall be located underground.

(7) Public Art

- a. The placement of art throughout the JP zone will enrich, stimulate and enhance the look and public experience of the La Center Junction. The city encourages the placement of art in private places and requires placement of art in public places, such as civic greens and squares.
- b. Visual art should:
  - i. Meet the artwork selection criteria art in public places;
  - ii. Allow for reasonable and safe public access to the artwork;
  - iii. Comply with all applicable building and technical codes; and
  - iv. The owner of private art visible from public rights-of-way must ensure that artwork, whether on public or private land, will be maintained and insured.

### 18.158.040 Rules for New Development

- (1) The Rules for New Development in Table 18.158.040-1 are intended to regulate the form of a building and its relationship to the street. TABLE 18.158.040-1

Standard <sup>2</sup>	TC	TG	TE	TRx
<b>a. Building Height<sup>3</sup></b>				
i. Building maximum height for each Plan District is:	60'	60'	60'	45'
<b>b. Ground Story Height</b>				
i. The ground story finished floor elevation shall be equal to, or greater than, the exterior sidewalk elevation in front of the building, to a maximum finished floor elevation of XX feet above or below the sidewalk.	1.5'	1.5'	1.5'	5'
ii. The ground story shall have at least XX feet of clear interior height (floor to ceiling) contiguous to the required building line frontage for a minimum depth of at least XX feet.	12' H, 25' D	12' H, 25' D	NA	9' H NA D
iii. The maximum story height for the ground story is	20'	40'	40'	20'
<b>c. Upper Story Height</b>				
i. The maximum floor-to-floor story height for stories	12'	12'	20'	15'

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

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



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other than the ground story is XX				
ii.	At least 80% of each upper story shall have an interior clear height (floor to ceiling) of at least	10'	10'	10'
<b>d. Street Façade</b>				
i.	On each lot the building façade shall be built to the required building line (RBL) for at least XX% of the required building line length.	80%	65%	50%
ii.	The building façade shall be built to the RBL within XX feet of a block corner.	30	30	20
<b>e. Garage and Parking</b>				
i.	Garage entries or driveways shall be located at least XX feet away from any block corner or another garage entry on the same block, unless otherwise designated on the regulating plan.	75'	75'	30'
ii.	Garage entries shall have a clear height of no greater than XX feet or a clear width exceeding XX feet.	16' H, 24' W	16' H, 24' W	NA
iv.	The parking setback line shall be a minimum of XX feet from the designated required building line.	30'	30'	20'
<b>Standard</b>		<b>TC</b>	<b>TG</b>	<b>TE</b>
f.	<b>Accessways or service lane.</b> The required setback from an accessway or service drive subject to fire district requirements:	6 0'	6 0'	6 0'
<b>g. Windows and Doors</b>				
i.	Blank lengths of wall exceeding XX linear feet are prohibited on all required building lines.	15'	30'	30'
ii.	Windows and Doors on the primary, street-facing, ground story façades shall comprise at least XX%, but not more than XX%, of the façade area situated between 2 and 10 feet above the adjacent public sidewalk on which the façade fronts.	40% - 80%	40% - 90%	20% - 80%
<b>h. Building Projections</b>				
i.	Projections, such as, balconies and stoops shall not project closer than XX feet to a common lot line.	5'	5'	10'
ii.	Projections over the sidewalk shall maintain a clear height of at least XX feet except as otherwise provided for signs, street lighting and similar appurtenances.	10'	10'	12'
i.	<b>Doors/Entries.</b> Functioning entry door(s) shall be provided along ground story façades at intervals not greater than XX linear feet.	60'	80'	100'

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### 18.158.050 Uses

#### (1) Uses Generally

- a. The ground story shall house commercial or employment uses.
- b. The upper stories shall house residential, commercial or office uses as indicated for the Regulating Plan.
- c. Upper story residential uses shall be a minimum of 12 units per net acre and a maximum of 80 units.
- c. Conditional uses. Any permitted use that generates 200 or more peak hour vehicle trips; produces off site impacts such as odor, dust, noise, glare or vibrations; or has a ground floor area of 50,000 square feet or more is required to apply for conditional use approval.
- d. Accessory Uses. Parking and accessory uses are permitted in the buildable area at the rear of the lot.

#### (2) Junction Master Use Table 18.158.050-1

- a. The following categories and uses are permitted, prohibited or only allowed as conditional uses. Unlawful uses are not permitted.

- b. Use Table Legend: The intended meanings of the terms in the Master Use Table are:

P means permitted; C means conditional use review is required; X means not permitted;

Junction Plan Uses - Table 18.158.050-1				
	TC	TG	TE	TRx <sup>4</sup>
<b>1. Residential Uses.</b>				
a. Existing residences without any increase in density, including accessory uses and structures normal to a residential environment.	P	P	P	P
b. New single-family detached dwelling	X	X	X	X
c. Attached housing (See LCMC 18.140) Minimum of 12 units per net acre	Above the first floor only	Above the first floor only	Above the first floor only	Maximum 75% of the project floor area
d. Adult family homes	X	C	X	C
e. Home businesses	P	P	P	P
f. Bed and breakfast establishments	P	X	X	P
g. Assisted living facility	C	X	X	P
h. Cottage housing	X	X	X	P
<b>2. Retail - General</b>				
a. Less than 50,000 square feet or less of building footprint	P	P	C	C
b. 50,000 square feet or more of building footprint	C	C	C	X
c. Artisan manufacture and sales on premise, such as food beverage, art, craft, and similar uses not to exceed 10,000 square feet GFA	P	P	X	C

<sup>4</sup> Non-residential uses are limited to upper stories.

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d. Cardrooms <sup>5</sup>	P	P	X	X
<b>3. Retail Sales – Restaurants with or without alcohol</b>	<b>P</b>	<b>P</b>	<b>X</b>	<b>C</b>
<b>4. Retail Sales and Services – Automotive and Related.</b>				
a. Commercial off-street parking facilities	C	P	C	X
b. Transportation terminals – People	P	P	P	X
c. Fueling stations and electric vehicle infrastructure	P	P	P	P
d. Motor vehicle sales or lease <sup>6</sup>	X	P/C	C	X
e. Motor vehicle rental or lease	X	C	C	X
f. Vehicle towing services with vehicle storage	X	X	X	X
<b>5. Large Lot Uses</b>				
a. Farm equipment sales, services, or repair	X	C	C	X
b. Lumber and building materials sales and yards	X	C	C	X
c. Contractor equipment sales, lease, service or repair	X	C	C	X
d. Manufactured home sales	X	C	C	X
e. Storage, self-storage, warehousing or distribution as the primary use	X	X	X	X
f. Event facilities such as theaters, stadiums arenas, zoos, amusement parks, athletic clubs, and similar uses	X	C	C	X
g. Boat, trailer or RV sales	X	C	C	X
h. Campgrounds	X	X	X	X
<b>6. Personal or medical related sales or services</b>				
a. Adult entertainment <sup>7</sup>	X	C	X	X
b. Cannabis:				
(1) Sales	P	X	X	X
(2) Production or processing	X	X	X	X
(3) Collective gardens	X	X	X	X
c. Medical or health				
(1) Residential care facilities such as senior living, assisted living, memory care,	X	P	X	C
(2) Overnight stay medical facilities, including hospitals	X	P	P	C
(3) Outpatient clinics	P	P	C	C
(4) Medical laboratories	C	P	P	X
(5) Medical equipment and supplies, rental, sales and services	P	P	P	C
d. Animal related				
(1) Animal hospitals and veterinary clinics				
(2) Outside animal activities	X	C	X	X
(3) Inside animal activities only	P	P	X	X
(4) Animal day use facility	C	P	X	C
e. Massage or tattoo services <sup>8</sup>	C	P	X	X

<sup>5</sup> Cardrooms, as defined by the Washington State Gambling Commission. All activities associated with cardroom use, except parking areas, shall be contained entirely within an enclosed building.

<sup>6</sup> Motor vehicle sales uses must have an indoor vehicle showroom and sales office(s). The primary inventory must be new cars. Motor vehicle sales uses occupying less than one gross acre are permitted. Uses larger than one gross acre may be allowed south of La Center Road and are subject to conditional use review. The maximum lot size is two gross acres.

<sup>7</sup> Adult entertainment uses are only allowed south of La Center Road and in the district indicated in Table 18.158.050-1.

<sup>8</sup> Personal service uses such as massage or tattoo parlors are allowed only if licensed by the State of Washington and inspected by the County Health Department.

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f. Barber and beauty shops	P	P	X	X
g. Retail garment laundry and repair (industrial cleaning services are not permitted in any District)	P	P	C	X
<b>7. Services – General</b>				
a. Duplicating and similar services	P	P	P	P
b. Office equipment and home appliance rental, service and repair	P	P	P	P
c. Printing, publishing and lithographic shops	P	P	P	P
d. Services to buildings (including dwellings), cleaning and exterminating	P	P	P	X
e. Banking institutions (including drive-thru facilities)	P	P	P	P
f. Event facilities (< 10,000 square feet building footprint)	P	P	C	X
g. Event facilities such as theaters, stadiums arenas, zoos, amusement parks and similar uses	X	C	C	X
<b>8. Services – Lodging Places.</b>				
a. Hotels/motels	P	P	X	C
b. Tent cities: Temporary encampments (See RCW 36.01.290)	X	X	X	X
<b>9. Office</b>				
a. Professional, medical, dental, arts	P	P	P	P
<b>10. Educational</b>				
a. Nursery schools, preschools	C	P	X	C
b. Day care facilities consistent with Chapter 388 WAC	P	P	X	C
c. Schools – public or private	X	X	X	X
d. Libraries	P	P	X	X
e. Vocational schools	X	C	P	X
f. Arts studios	P	P	P	C
<b>11. Organizations.</b>				
a. Business, professional and religious (excluding churches)	P	P	P	P
b. Civic, social, fraternal, charitable, museum, labor and political	P	P	P	P
c. Churches with more than 100 daily or weekend vehicle trips	C	C	C	C
<b>12. Public Services and Facilities.</b>				
a. Buildings entirely dedicated to public services, such as City Hall, police, fire, post office	C	C	C	X
b. Sewer, water and utility lines (overhead transmission lines are prohibited)	P	P	P	P
c. Wireless communications facilities	C	C	C	C
d. Public transit facilities including park and ride facilities	X	P	P	X
e. Public Agency yard or any other utility yard	X	X	X	X
f. Public Facilities – major, including sewer treatment plants, electric substations, power generating facilities	X	X	X	X
g. Public parks, parkways, recreation facilities, trails and related facilities	P	P	P	P
h. Bus Stops	P	P	P	P
<b>13. Resource Activities.</b>				
a. Agriculture, silviculture, mineral extraction or processing (new)	X	X	X	X
b. Roadside farm stand and agricultural market	P	P	X	X

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<b>14. Industrial/Office Campus</b>				
a. Industrial - Heavy	X	X	X	X
b. Industrial - Light	X	C	P	X
c. Industrial - Office Campus	X	C	P	X
d. Distribution facilities larger than 25,000 GFA.	X	X	P	X
<b>15. Accessory Uses and Activities.</b>				
a. Drive-through, drive-in or drive-up	C	P	X	X
b. Open air activities				
(1) Open air display of plants and produce permitted in conjunction with a permitted use	P	P	P	P
(2) Open air activities such as restaurants, portable walk-up vendors (not including drive-through facilities) such as espresso carts, flower stands and food stands	P	P	P	C
<b>16. Other Uses.</b>				
a. Private use heliports	X	X	X	X
b. Waste-related processing, transfer, composting or storage as a primary use; including wrecking yards	X	X	X	X
c. On-site hazardous waste treatment and storage facilities	X	X	X	X
d. Detention and Post-Detention Facility <sup>9</sup>	X	X	C	X

### (3) Unclassified Uses.

- a. An unclassified use is a use that does not appear as a permitted, conditional, or accessory use in Table 18.158.030-1. An applicant may request a review of an unclassified use. The review authority shall use a Type II review process (LCMC 18.30.090) to determine whether to allow the unclassified use.
- b. In order to make a determination that an unclassified use is permitted, conditional, or accessory the review authority must find that the use:
  - i. Is in keeping with the purpose and intent of the JP zoning district,
  - ii. Is consistent with the La Center Comprehensive Plan goals & policies'
  - iii. Has similar intensity, density, off-site impacts and impacts on community facilities as a specifically listed permitted or conditional use, and
  - iv. Is not likely to create a nuisance as described in LCMC 8.55 - Nuisances.

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

The following building and yard standards apply to new development in addition to the standards in Table 18.158.040-1

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

- a. Street Façade
  - i. The ground floor façade, within 15 feet of the block corner on an A\* Street must be recessed or indented to form a corner entry and useable pedestrian space.
- b. Lot Setbacks

<sup>9</sup> No work release facility or building shall be located closer than one mile from any licensed public or private school servicing kindergarten through grade twelve students



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- i. There are no side lot setbacks except on a lot where a common lot line is shared with a property located within the TRx District. The principal building shall be set back at least 10 feet from any shared lot line.
- ii. The minimum rear yard setback is 10 feet from the property line.
- c. Frontage Widths
  - i. No building may exceed 100 feet of continuous attached building frontage.

### (2) Town General – Specific Plan Standards

- a. Street Façade
  - i. The ground floor façade, within 7 feet of the block corner on an A Plus Street must be recessed or indented to form a corner entry and useable pedestrian space. The ground floor facade within 10 feet of the block corner on an A Minus Street may be recessed or indented to form a corner entry and useable pedestrian space.
- b. Lot Setbacks
  - i. There are no side lot setbacks except on a lot where a common lot line is shared with a property located within the TRx District. The principal building shall be set back at least 15 feet from any shared lot line.
  - ii. The minimum rear yard setback is 10 feet from the property line.
- c. Frontage Widths
  - i. No building may exceed 100 feet of continuous attached building frontage without articulation or change in materials for a distance of 10 feet or more.

### (3) Town Employment (TE) – Specific Plan Standards

- a. Lot Setbacks
  - i. Minimum side yard setbacks are 10 feet.
  - ii. Minimum rear yard setbacks are 15 feet.
- b. Frontage Widths.
  - i. No building may exceed 130 feet of continuous attached building frontage without articulation or change in materials for a distance of 10 feet or more.

### (4) Town Residential Mixed (TRx) – Specific Plan Standards

- a. Street Façade
  - i. On each lot the building façade shall be built parallel to the required building line for at least 60% of the required building line (RBL) length.
  - ii. The front porch, if provided, shall be built to the RBL.
  - iii. Within 20 feet of a block corner, the building façade shall be 8 to 10 feet behind the RBL.
- b. Buildable Area

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- i. A contiguous open space area equal to at least 20% of the total buildable area shall be preserved on every lot for park activity. The contiguous open area may be located anywhere behind the parking setback, at grade.
- c. Lot Setbacks
  - i. The minimum side lot setback is 5 feet per side
  - ii. The minimum rear yard setback is 10 feet from the property line.

### **18.158.070 Architectural Standards**

#### **(1) General Principles, Intent and Specific Standards**

Architectural standards serve to establish a coherent character within each Plan District and encourage a high caliber, lasting quality of development. Proposed development plans must be reviewed by the review authority to verify that they meet these Architectural standards, as well as the building envelope and other standards established by this Chapter.

- a. The Principles and Standards shall be applied to all development projects within the JP zone. A statement of Principle precedes each set of standards, defining the general intent and goals to be achieved.
- b. The standards that follow each principle define more specific requirements for compliance. The standards are intended to provide some flexibility to the applicant, providing the project meets the general intent of the principle.
- c. Building envelop elements on the primary façade must be clearly visible from the streetscape.
- d. The Architectural standards apply only in conditions where clearly visible from the street-space. Street-space includes public rights-of-way, parks, civic squares, and civic greens. These standards minimize interference in the private realm. For example, an architectural element that is visible only through an opening in a street wall is not clearly visible from the street-space.
- e. Equivalent or Better. Materials, techniques, and product types prescribed here are required; however, equivalent or better practices and products are encouraged.

External building materials must be of high quality. They must be durable, suitable for their intended use, and conform to manufacturers' specifications for manufacture and installation. Faux, artificial, cultured, imitation, or synthetic materials shall project the look and appearance of natural or genuine materials, and they must be attractive and pleasing to the eye.

#### **(2) Standards for Specific Architectural Elements**

##### **a. Principles.**

Architectural elements must be used to create an integrated whole and must not be applied haphazardly. Historically, elements applied to La Center buildings were simple and applied in a restrained manner. Upper story balconies and porches were commonly used and provided an outdoor connection to the activity on the street below.

The architectural design of all structures shall be high-quality in nature. Buildings should "fit" with their architectural surroundings – relating to nearby buildings rather than by calling attention to itself through design excesses or novel variations. Architectural elements should enhance, not detract from, the area's overall character.



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Acceptable are forms, proportions, materials, colors, and architectural motifs that are suggested by and complement adjacent buildings. Unacceptable expressions may be out-of-scale, oversimplified, cartoon-like, or other architectural elements applied without regard to size, proportion or use of the element or the building as a whole.

b. Balcony

Balconies may not project more than five feet from the façade or common lot line.

c. Front Porches

Front porches are encouraged on street facing facades in the TRx District. When provided, they must be roofed, enclosed by railings and provide a minimum of 60 S.F. of sitting area.

### (3) Roofs and Parapets

a. Principles.

The roof lines of a building provide the upper limits of the vertical street frame. Rooftops should provide a regular rhythm at the top of the frame. Historically, rooftops along commercial streets in La Center provided a low scale rhythmic pattern where no building tried to dominate its neighbors.

Parapets and strong cornice lines were common in La Center commercial districts and should be common elements of new buildings in the Plan Districts.

b. Roofs shall reflect the patterns of the surrounding context and provide visual interest to the tops of the buildings, but shall not overwhelm the scale of the street façade. Parapet Height

An additional three feet in height by twelve feet in width (or 15% of the façade, whichever is greater) is permitted for a section of the parapet emphasizing the building's primary street-space entry or a block corner.

c. Standards

- i. Acceptable roof styles are flat, hipped, pitched, and front-gabled.
- ii. Shed roofs (i.e. roofs with a single pitch in one direction visible from the street space) shall not be used as the only roof form. Single pitched roofs are allowed as a shed to a primary roof.
- iii. Flat roofs shall incorporate a parapet and/or cornice line that clearly identifies the top of a building.
- iv. Simple hip, pitched and gable roofs shall be symmetrically pitched between 4:12 and 12:12.
- v. Occupied roofs, such as roof gardens and terraces are acceptable.
- vi. Mechanical equipment located on roof tops shall be screened from primary street fronts.

### (4) Façades

a. Principles.

Building façades reflect the patterns of the surrounding streetscape and provide interest for the pedestrian. Building façades should reflect and complement the traditional materials of La Center and the Pacific Northwest. They shall express the construction techniques and

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structural constraints of traditional, long-lasting, building materials. Simple configurations and solid craftsmanship are favored in building form and the articulation of details. All building materials to be used shall express their specific properties. For example, heavier more permanent materials (masonry) support lighter materials (wood).

Historically, La Center commercial buildings relied on native materials such as wood and basalt stone. Concrete was also a commonly used materials. These materials were applied uniformly to the facades of buildings. Buildings were located close to the street which created a strong pedestrian orientation as well as framing the streetscape.

### b. Materials

The following materials are permitted.

#### i. Primary Materials (75% of façade or greater):

- A. Brick and tile masonry (or synthetic equivalent).
- B. Native stone (or synthetic equivalent).
- C. Smooth-faced fiber-cement siding or better siding is allowed in the TRx District only. Faux wood grain is not permitted. Planking must have a ½ inch reveal.
- D. Stucco (cementitious finish).

#### ii. Accent Materials (no greater than 5% of façade):

- A. Pre-cast masonry (trim and cornice elements only).
- B. Gypsum Reinforced Fiber Concrete (trim elements only).
- C. Metal (for beams, lintels, trim elements and ornamentation only).
- D. Split-faced block is prohibited except for foundation walls.
- E. Rough-cut timbers.

### c. Standards

- i. Cornice lines, stringcourses, and other architectural elements shall create a recognizable base, middle, and top to buildings.
- ii. Façade openings shall not span vertically more than one story, excluding the TE District. In the TC and TG Districts horizontal opening measurement must be less than the vertical opening measurement. Façade openings shall correspond to interior space and shall not span across building structure such as the floor structural and mechanical thickness.
- iii. Long, uninterrupted horizontal stretches of façades shall be avoided. Building bays, storefronts, entrances, columns and other vertical elements shall be used in approximately fifteen (15) to thirty (30) foot increments to "break-up" a building wall.
- iv. Storefronts shall include elements such as display windows, transoms, awnings, and entrances.
- v. Recessed or projected brick or masonry courses used to emphasize horizontal details of the façade are encouraged to emphasize horizontal ledges and bands.

### (5) Doors and Windows

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### a. Principle

Façade openings such as doors, windows, bays, and similar features shall reinforce and maintain the patterns of the surrounding context, and provide interest for the pedestrian within each district.

Commercial buildings offer shoppers direct visual access into the store. Windows should be large, perhaps nearly floor to ceiling. Doorways should be placed directly against the side walk or slightly recessed to provide some shelter from the rain and to provide an obvious invitation to come inside and shop.

### b. Materials

- i. Windows frames shall be of anodized aluminum, wood, vinyl, or steel.
- ii. Window glass shall be clear with light transmission at the ground story at least 90% and for the upper stories 75% (modification is allowed as necessary to meet any applicable building and energy code requirements). Specialty windows may use stained, opalescent, or glass block.
- iii. Window screens shall be black or gray. Screen frames shall match window frame material or be dark anodized.
- iv. Doors shall be of wood or steel and may include glass panes.
- v. Fake window mullions are not permitted. Mullions, if used, must be on the outer surfaces of the glass as in traditional building.

### c. Standards

- i. Window frames shall be recessed at least 2 inches from the exterior face of the building (to avoid a flat appearance to the plane of the wall), excluding the TE District.
- ii. A vertical proportion for upper story windows and their division is required except in the TE District.
- iii. Heavily tinted or mirrored windows are prohibited on the ground floor.
- iv. Recessed doorways are required on primary facades in all districts. Doorways shall not span more than one story.
- v. Window openings shall not span vertically more than one story and shall not span across building structure such as the floor structural and mechanical thickness.
- vi. Windows may be ganged horizontally if each grouping is separated by a mullion, column, pier or wall section that is at least seven inches wide. Windows divided into multiple panes of glass are encouraged but only with proper (not fake) mullions.

## (6) Street Walls

### a. Principle

Street walls establish a clear edge to the street-space where the buildings do not. The JP requirements include masonry walls that define outdoor spaces and separate the street-space from the private realm (parking lots, refuse areas, gardens, and equipment). All street wall façades shall be as carefully designed as the building façade, with the finished side out, i.e. the "better" side facing the street-space.

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### b. Materials

The following materials are permitted.

- i. Native or regional stone and high quality equivalent imitation stone
- ii. Metal (wrought iron, welded steel and/or aluminum [electro-statically plated black])
- iii. Brick
- iv. Stucco on concrete block (or poured) only with brick or stone coping
- v. A combination of materials (e.g. stone piers with brick infill panels or stone piers with brick base courses with a minimum of 2 feet in height and metal above)

### c. Standards

- i. Street walls along any unbuilt required building line shall be built to the height and length specified in the building envelope standard.
- ii. Piers of stone, brick, or materials equal to those used on the primary facade shall be used in 8 to 10 foot intervals to avoid long, uninterrupted horizontal street walls.
- iii. Copings shall project between ½-inch and four inches from the face of the wall.

## (7) Exterior Building Materials

### a. Principle

Exterior materials shall be durable, of high quality and reflect a sense of permanence. Buildings should use materials that are compatible with, or similar to, nearby buildings on the same street.

### b. Materials

The following materials are permitted.

- i. Native/regional stone and equivalent imitation stone
- ii. Metal (wrought iron, welded steel and/or aluminum [electro-statically plated black])
- iii. Brick
- iv. In the TE District only concrete (block, poured, or tilt-up) with brick or stone coping
- v. A combination of materials (e.g. stone piers with brick infill panels or stone piers with brick base courses and metal above)

### c. Standards

- i. Materials used at the base of the building should be stone, brick, ground faced/burnished concrete masonry, precast concrete or high quality synthetic stone. Utility materials such as split face or standard concrete block are only allowed on rear, interior lot lines and accessway frontages.
- ii. Lap siding of metal, aluminum or wood is permitted in all districts.

## (8) Projections (Awnings, balconies, overhangs, etc.)

### a. Principles.

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The use of awnings and overhangs is encouraged to provide shelter from the elements and to help frame the pedestrian level of a building.

### b. Standards

When a projection is incorporated into a building, the following requirements must be met:

- i. Minimum 10 feet clear height above sidewalk, minimum 4 feet depth out from the building façade. Maximum projection to within one foot of back of curb where there are no street trees, or one foot into the tree-planting strip.
- ii. Canvas cloth or equivalent (no shiny or reflective materials).
- iii. Metal and glass are permitted, when configured as a marquee.
- iv. Internal illumination through the awning/overhang is not permitted.
- v. Bubble or convex configurations are not permitted.
- vi. Projections shall complement the fenestration pattern of the building façade.

### (9) Lighting and Mechanical Equipment

#### a. Lighting

##### i. Principle

Materials and equipment chosen for lighting fixtures should be durable and weather well. Appropriate lighting is desirable for nighttime visibility, crime deterrence, and decoration. However, lighting that is too bright or intense creates glare, hinders night vision, and creates significant light pollution is not allowed.

##### ii. Standards

- A. Street Lights. See the La Center Public Works street Light standards.
- B. Street lights shall be LED.
- C. In the TC, TG and TRx districts, at the front of the building, exterior lights shall aim downward and shall be mounted on the building between seven (7) feet and fourteen (14) feet above the adjacent grade.
- D. All lots with accessways or service lanes shall have lighting fixtures within seven (7) feet of the accessway right-of-way. This fixture shall illuminate the accessway, shall be between seven (7) and fourteen (14) feet in height, and shall not cause glare in adjacent lots.
- E. Site lighting shall be used to illuminate accessways, parking areas and working (maintenance) areas and shall be full cut-off and not exceed ½ foot-candles of illumination at any property line. Floodlighting shall not be used to illuminate building walls from sidewalk level (i.e. no horizontally projected up lighting or vertical "wall washing").
- F. Site lighting shall be of a design and height and shall be located so as to illuminate only the lot.
- G. Flashing, traveling, animated, or intermittent lighting visible from the exterior of any building whether such lighting is of temporary or long-term duration is not allowed.

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### b. Mechanical Equipment

#### i. Standards

The following shall be placed behind and away from any required building line, not be stored or located within any street-space, and shall be screened from view from the street-space:

- A. Air compressors, mechanical, pumps, exterior water heaters, water softeners, utility transformers, meters or boxes, garbage cans/dumpsters, storage tanks, and similar equipment shall not be stored or located within any area considered street-space. In the TRx District telephone equipment, such as cabinets, may be located within the right-of-way; in all other districts telephone equipment shall be located behind the primary building and not within the right-of-way.
- B. Roof mounted equipment shall be placed behind and away from any required building line and be screened from view from the street-space.

### **18.158.080 Street and Parking Specifications**

#### (1) Principle

The streets within the Junction Plan zone are intended to balance the needs of all types of traffic—auto, bicycle, and pedestrian—to maximize mobility and convenience for all the citizens and users of the respective district. While all streets will appropriately balance pedestrian and automobile needs, their character will vary by specific location. Some streets will carry a large volume of both automobile and pedestrian traffic and provide a more intense urban experience while others will provide more intimately scaled street-space.

#### (2) Street-Type Specifications

The street-type specifications provide general configurations for street-spaces within the JP zone. The City will configure and adjust street specifications for specific development activity as necessary to ensure consistency with the vision of this Chapter and to provide for vehicular safety or pedestrian/bicycle/vehicle separation.

The City will create street sections for adoption in the engineering standards for public works to guide future development. The following preliminary street sections may be used to guide creation of future street sections and should be based on the Street Plan (Figure 18.158.020-3) and sound engineering principles:

##### a. La Center Road (Modified arterial):

- Approximate 70-foot right-of-way
- Travel lanes - two 11-feet wide,
- Center turn lane with median - one 12-feet wide,
- Planter strips – 6-feet wide on both sides of the street,
- Sidewalk, north side – 6 feet wide and no bike lane on north,
- Interim West bound bike lane to ramp cyclists up to sidewalk on north side,

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- Multi-modal path on south side – 12 feet wide
- 12-foot multi-modal bike path on south side
- b. Paradise Park Road (B Street, Modified collector):
  - No changes to the street segments constructed in 2017,
  - Other segments of Paradise Park Road – travel lane may be 11 or 12 feet wide
  - No sidewalks or parking abutting the I-5 right-of-way
  - The interior (east) side of the road should provide:
    - Bike lanes, to be determined
    - Parking – 8 feet wide
    - Curb/gutter
    - Up to 15 foot planter strip/sidewalk
- c. New North/South (A Minus Street, Modified collector):
  - Very important north/south roadway needed to relieve pressure on intersection of Paradise Park Rd. and La Center Rd.,
  - Add roadway to the CFP prior to development,
  - Alignment should be close to outer boundary of critical areas,
  - Travel lanes - 11 or 12 feet depending on location and development proposed,,
  - Parking lanes - 8 feet parking lanes each side,
  - Combined planter strip/sidewalk up to 15 feet.
- d. Local Street (A Plus Street, Local Street, Civic Green)
  - Travel Lanes – 10-foot minimum,
  - Parking – 7 - 8 feet wide on both sides,
  - No bike lane,
  - Up to 15 foot wide planter street/sidewalk
- e. Accessway (alleyway)
  - Travel lane – 10 feet wide
  - Setback from building – 6 feet
- f. Traffic circles – to be determined



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### (3) Streetscape Standards

- a. The streetscape standards ensure the coherence of the street-space. They also serve to assist building owners and operators to understanding the relationship between the street-space and their own lots. This code requires that sites will be developed with buildings placed at the required building line along the outer edge of the lots they occupy. These standards also establish an environment that encourages and facilitates pedestrian activity. Native trees and plants contribute to privacy, reduction of noise and air pollution, maintenance of the natural habitat, and conservation of water.

- b. General Principles

- i. Streetscape

- A. Building façades visible from public spaces are subject to more regulation than the rest of the property.
    - B. Street trees are part of an overall streetscape plan designed to provide both form (canopy) and comfort (shade) to the street-space. Street trees give special character and coherence to each street-space.
    - C. Public seating areas shall be provided in areas safe from traffic and convenient to the shopping environment.
    - D. Development shall not impair the required vision clearance triangle at any intersection or driveway.

- c. Fronts and Rears

- i. Building façades are the public "face" of every building.
  - ii. The private, interior portions of the lots (toward the accessway or rear lot line) allow commercial operators to use these spaces as efficient working environments unseen by the public and allow residents to have private and semi-private (for apartment and condominium buildings) gardens and courtyards.

- d. Standards

- i. General Provisions

- A. Mechanical and electrical equipment including, but not limited to, air compressors, pumps, exterior water heaters, water softeners, private garbage cans (not including public sidewalk waste bins), and storage tanks may not be stored or located within any street-space.
    - B. Street lighting and bicycle racks shall be placed along the street tree alignment line.

- e. Street Trees

At the time of development, the applicant is responsible for installing/planting street trees in the space fronting their property between the required building line and the travel lane:

- i. Each street-space shall have street trees planted along the street tree alignment line (generally three feet, six inches from the back of the curb) at an average spacing not greater than 30 feet on center (measured per block face). Where necessary, spacing allowances may be made to accommodate curb cuts, fire hydrants and other infrastructure elements.

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- ii. Street tree planter areas (tree pits and tree lawns) shall be designed and constructed consistent with La Center Public Works standards.
  - iii. Street trees shall be "limbed up" as they gain appropriate maturity to avoid interference with pedestrian or truck travel (minimum eight feet clear over the sidewalk and 14 feet over the travel lanes of the street).
- f. Sidewalks
- i. At the time of development, the developer is required to install sidewalks.
  - ii. Sidewalks not otherwise designated in the regulating plan or street type specifications are a minimum of six feet wide and shall be constructed to meet all City specifications.
  - iii. Sidewalk bulbs increase the public space area and decrease street crossings for pedestrians. Sidewalk bulbs are required at intersections of public streets when the City Engineer determines they are necessary to enhance pedestrian safety.
- g. Parking Lot Amenities
- i. Surface parking lots must have at least one canopy shade tree for every six parking spaces.
  - ii. Subdivide surface parking lots into parking areas of 20 contiguous spaces or less through the use of landscaping and other visual elements.
  - iii. Bike parking is required at a ratio of one bike rack space for every 24 parking spaces provided. Bike parking areas must be located near the public entry of the building and shall be covered and illuminated for convenience and safety.
- h. Civic Greens and Squares
- i. The term square is generally used to describe spaces that have more paved surface area. The term civic green is generally used to describe a formally configured, small public lawn or park that is primarily unpaved.
  - ii. Civic greens and squares shall have at least 60% of their perimeter fronting rights-of-way and both spaces should be surrounded by street trees. Their dimensions shall be no narrower than a 1:5 ratio and no square or civic green width or breadth dimension shall be less than 20 feet wide or deep.
  - iii. Squares are generally intended to be active pedestrian centers. They should be designed appropriate to their high (pedestrian) traffic level with a higher percentage of paved surface area. Civic greens are spaces intended for less intensive foot traffic. Pervious paving materials are encouraged in both squares and civic greens, and the percentage of impervious paving material is limited. The trees of squares and civic greens provide a landscape and civic architecture that complement the surrounding building architecture. A clear view through the public space (from two to seven feet in height) is required and is important for safety and urban design purposes.
  - iv. The Illustrative Master Plan envisions a Town Center Civic Green along Paradise Park Road approximately one-half acre in size. Additional civic greens may be added to the Illustrative Master Plan over time.
  - v. Dedication of land necessary to locate and improve the Town Center Civic Green is a requirement of development; provided:

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- A. The civic green is an element of the city's Parks, Recreation and Open Space Master Plan;
- B. The civic green is added to the city's 6-year Capital Improvement Plan prior to final land use approval;
- C. The value of the land at time of dedication or subsequent improvements made to the civic green consistent with the Parks, Recreation and Open Space Master Plan are eligible for Park Impact Fees credits.

### i. Pedestrian Pathway

The easement width for these pathways shall not be less than 20 feet with a paved walkway not less than 10 feet wide, except where otherwise specified on the regulating plan, and shall provide an unobstructed view straight through their entire length.

### j. View Protection

The La Center Junction is fortunate to have unobstructed territorial views. These views remind us of the majesty of the area and inspire personal reflection. They are a treasure for all and they will be in high demand for future development. Consequently, the intent of this section is to create view corridors along public rights-of-way so that future residents and visitors may find future use and enjoyment of La Center's natural beauty. To accomplish this goal the city adopts the following guidelines and regulations.

- i. Significant View Corridor means the line of sight, identified as to height, width, and distance, of an observer looking toward significant sights identified in LCMC 18.158.080(3)(k)(i) from a public right-of-way, public property, or trail.
- ii. Significant sight. For purposes of this subsection, significant sights are:
  - A. Mt. St. Helens,
  - B. Mt. Adams, and
  - C. The La Center Bottoms and the central city.
- iii. Scope. This section applies to present and future public rights-of-way, open space or trails with a general alignment towards a significant sight.
- iv. Orientation. Building orientation should face the street frontage to flank and preserve view corridors.
- v. Development standards. Along designated public view corridors:
  - A. All utilities shall be underground.

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- B. Building facades, excluding single story porches or stoops shall be setback a minimum of 25-foot from a designated view corridor.
  - C. Street trees should be selected to be less than 30 feet at maturity.
  - D. Within front yards or setbacks landscape materials should not obscure the public view along the view corridor.
- vi. At the time of preliminary site plan or preliminary plat application the developer shall provide a view corridor analysis that demonstrates consistency with the requirements and development standards in this subsection. A view corridor analysis is a three-dimensional study of the view corridor including:
- A. The width of the corridor which is the width of the right-of-way or trail plus 25 feet on either side;
  - B. The height from grade of the lowest point of the right-of-way up to 60 feet; and
  - C. The length of the right-of-way.
- vii. The review authority shall have the authority to approve minor modifications in site requirements, such as side and rear yard setbacks, lot coverage and maximum impervious surface standards if the Director finds that granting of a minor variation:
- A. Is consistent with the goals and purposes of this Chapter,
  - B. Will not create an undue hardship on similarly situated properties, and
  - C. Will further the goal of protecting view corridors along public rights-of-way, public open space, and trails.

### (4) Parking Requirements

- a. Applicability. In addition to the requirements of LCMC 18.280 the following parking requirements apply:
  - i. Legal lots less than 5,000 square feet in area, excluding residential lots in the TRx District and upper story residences in other districts, have no on-site minimum parking requirements.
  - ii. Shared parking lot use is encouraged consistent with LCMC 18.280.020, Joint use of facilities. The review authority administrator may reduce the total parking requirement to a number representative of the greatest demand likely to occur at any one time.

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### b. Additional Standards

- i. On-street parking abutting a lot's frontage may be used to satisfy the number of required parking spaces.
- ii. Development within the TRx District which includes residential use shall apply the parking regulations in LCMC 18.280.070, multifamily parking lots and circulation.
- iii. Developments containing 12 or more dwelling units shall provide guest parking areas at a ratio of one space per every five units.
- iv. On-street and off street parking spaces shall not be located within any required vision clearance triangle.
- v. Fleet parking. Required vehicle parking spaces may not be used for storage of fleet vehicles. For the purposes of this title, space exclusively devoted to the storage of fleet vehicles will be considered as outdoor storage.

### 18.158.090 Definitions

#### ***Amenity***

An amenity is a feature that provides an aesthetic or functional benefit to residents. An amenity might be a public space, recreational facility, street trees and other landscaping, sidewalks, decks or balconies, parking, access to transit, etc.

#### ***Attached Housing***

See LCMC 18.140

#### ***Building footprint***

The outline of a building on ground level, or the 2-dimensional form it creates on a site.

#### ***Commercial Use***

Commercial means the use of land for for-profit commercial purposes. Commercial uses include lawful activities such as offices, personal or medical services, for profit amusements, retail shops or shopping complexes, resorts, restaurants and other similar uses. A commercial building may include a mixed of uses and residential units on upper stories.

#### ***Industrial***

- Industrial – Office Campus means activities that, while conducted in an office-like setting, are more compatible with industrial activities, businesses, and districts. Their operations are less service-oriented than traditional office uses and focus on the development, testing, production, product training and support, processing, packaging, or assembly of goods and products, which may include digital products. They primarily provide products to other businesses. They do not require customers or clients to visit the site; any such visits are infrequent and incidental.
- Industrial – Light means industrial service (e.g. corporate laundry and cleaning, etc.), research and development, manufacturing, processing, fabrication, packaging, assembly of goods, and warehousing.

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- **Industrial** – Heavy means any activity involving the manufacture, processing, warehousing, or outside storage of products to be transported elsewhere for retail sale and is more intensive than Light Industrial uses because of noise, odor and truck traffic.

### ***Interconnected street network***

A system of streets, sidewalks or paths that create multiple routes between destinations for vehicular and pedestrian traffic.

### ***Pedestrian-friendly***

Development designed to accommodate pedestrian use and comfort. Pedestrian-friendly environments are scaled to the human form, with closely-spaced buildings and visual details perceived at a walking pace.

### ***Public space***

Public spaces include land that is allocated for public use. It might be publicly or privately owned. Examples are greens, squares, plazas, and parks. Public spaces often provide a sense of neighborhood identity as well as places for recreation and socializing.

### ***Required building line (RBL)***

The line at which the building meets the edge of the right-of-way line or the required setback, except for encroachments otherwise provided in Chapter 18.158.

### ***Service lane or accessway (alley)***

A narrow street that allows access to the interior of a block for parking and other service functions.

### ***Streetscape***

The space along a street defined by elements such as neighboring buildings, trees, sidewalks, pavement width, lighting, signs, benches and other "furniture."

### ***Vision Clearance***

A vision clearance area is a triangular area formed at a corner lot or parcel by the intersection of the street curb and a straight line joining said lines through points fifteen (15) feet back from their intersection. The vision clearance area must provide an area of unobstructed vision from three and one-half (3 1/2) feet to eight (8) feet above the top of the curb at the side of the vision clearance line intersection with the curb having the lower elevation. Natural topographic features, utility poles, and tree trunks are excluded from this requirement.

## **Appendices**

### **Appendix A: Street-Type Sections**

(Reserved)

## EXHIBIT B to Ordinance No. 2017-09

### Chapter 18.110 ESTABLISHMENT OF ZONING DISTRICTS AND MAPS

Sections:

**18.110.010 Classification of districts.**

**18.110.020 Zoning map.**

**18.110.030 District boundaries.**

**18.110.010 Classification of districts.**

For the purposes of this title, the city is divided into zoning districts designated as follows:

<b>Comprehensive Plan Designation</b>	<b>Corresponding Zoning District</b>	<b>Code Section</b>
Urban Residential	Low Density Residential (LDR-7.5)	Chapter 18.130 LCMC
	Medium Density Residential (MDR-16)	Chapter 18.140 LCMC
	Urban Holding (UH-10)	Chapter 18.190 LCMC
Downtown Commercial General	Commercial and Mixed-Use Districts (C-1, C-3 Overlay, and MX)	Chapter <u>18.150</u> LCMC
Junction Plan	Junction Plan (JP) and four Districts: Town Center (TC), Town General (TG), Town Employment (TE), and Town Mixed Residential (TRx)	Chapter 18.158 LCMC
Public Facility, Critical Areas or Parks	Urban Public (UP)	Chapter 18.170 LCMC
Urban Holding	Urban Holding Overlay (UH-10)	Chapter 18.190 LCMC

[Ord. 2006-17 § 1, 2006.]

**18.110.020 Zoning map.**

(1) The location and boundaries of the zoning districts are shown on the map entitled, "Zoning Map of the City of La Center," dated with the effective date of the ordinance codified in this title and signed by the mayor and city clerk, and hereafter referred to as the "zoning map."



(2) The signed copy of the zoning map shall be maintained on file in the office of the city clerk, and is made a part of this title.

(3) Revised Maps. The city council may, from time to time, direct the planning director to replace the official zoning maps, or portions thereof, with a map or maps, or portions thereof, which include all lawful changes of zone to date. Such maps, or portions thereof, filed as replacements, shall bear dated, authenticating signatures of the city council and city clerk. Any maps, or portions thereof, thereby replaced shall be retained in a separate file by the city clerk. Any revisions or replacements of said maps, when duly entered, signed, and filed with the city clerk as authorized by this chapter, are part of this title. [Ord. 2006-17 § 1, 2006.]

#### **18.110.030 District boundaries.**

The district boundary lines are indicated on the zoning maps. Where uncertainty exists as to the boundaries of any district as shown on the zoning maps, the following rules shall apply:

(1) Unless otherwise specified, district boundaries are lot lines, the centerlines of streets, and railroad right-of-way, or such lines extended.

(2) If a district boundary divides a lot into two districts, the entire lot shall be placed in the district that accounts for the greater area of the lot; provided, that if a district boundary divides a lot into two equal portions, the lot shall meet the requirements of both districts to the extent practical.

(3) Any land or property not specifically identified with a zoning designation shall be considered to be zoned as is the most restrictive zone classification designated on adjoining and/or abutting properties, until such time as it is determined otherwise by a rezone action.

(4) Where the application of subsections (1) through (3) of this section does not clarify the zone boundary location, the director shall interpret the maps, and by written decision, determine the location of the zoning boundary. Said written descriptions shall be kept on file with the city clerk. [Ord. 2006-17 § 1, 2006.]

## **Chapter 18.150 COMMERCIAL DISTRICTS (C-1, C-3, AND MX)**

### **Sections:**

18.150.010 Purpose.

### **18.150.020 Uses.**

### **18.150.030 Development standards.**

### **18.150.040 Mixed-use (MX) district.**

#### **18.150.010 Purpose.**

(1) Downtown Commercial (C-1) District. These less intensive commercial areas are intended to provide for the convenience shopping needs for a limited trade area. Typical allowed uses include convenience food markets, beauty and barber shops, bakeries and limited service industries. They should occur as small centers, ideally at the junction of two public streets (collectors or arterials). These areas are held to a high standard of site plan review due to the close proximity of the residential zones. Development activity shall meet, to the maximum extent feasible and prudent, the design guidelines contained in this chapter.

(2) Cardroom Overlay (C-3) District. This overlay district is intended to provide for the location of cardrooms within other commercial districts. All uses in this district, except parking areas, shall be contained entirely within an enclosed building.

(3) Mixed-Use (MX) District. This district is restricted to the Timmen Road Mixed-Use area. This district provides for residential, office and commercial uses within a single district. [Ord. 2006-17 § 1, 2006.]

#### **18.150.020 Uses.**

The uses set out in Table 18.150.020 are examples of uses allowable in the various zone districts. The appropriate review authority is mandatory.

"P" – Uses allowed subject to approval of applicable permits.

"C" – Conditional uses which may be permitted subject to the approval of a conditional use permit in Chapter 18.250 LCMC, Conditional Uses.

"X" – Uses specifically prohibited.

Where there are special use standards or restrictions for a listed use, the applicable code section(s) or other applicable chapter is noted in the "Special Standards" column.

**Table 18.150.020 – Uses<sup>1</sup>**

Use		C-1		C-3	Special Standards
1.	Residential				
	a. Medium density (integrated multifamily/commercial or mixed-use structure not to exceed 22 residential units per acre)	C		X	
	b. Existing residences without any increase in density	P		P	
	c. Home business	P		P	Home Occ. Permit
	d. Bed and breakfast establishments	P		X	
	e. Temporary dwellings	P		P	
2.	Retail Sales – Food				
	a. Markets in excess of 15,000 square feet gross floor area	X		X	
	b. Markets – under 15,000 square feet of gross floor area	P		X	
	c. Bakery – primarily retail outlet (> 10,000 square feet of gross floor area)	X		X	
	d. Bakery – primarily retail outlet (< 10,000 square feet of gross floor area)	C		X	
3.	Retail Sales – General				
	a. General retailer (up to 200,000 square feet gross floor area)	X		X	
	b. General retailer (under 25,000 square feet gross floor area)	P		X	

**Table 18.150.020 – Uses¹**

Use		C-1		C-3	Special Standards
	c. Single purpose/specialty retailers (less than 10,000 square feet gross floor area)	P		X	
	d. Single purpose/specialty retailers (greater than 10,000 square feet gross floor area)	X		X	
	e. Yard and garden supplies, including nurseries	X		X	
	f. Adult entertainment	X		X	
4.	Retail Sales – Restaurants, Drinking Places.				
	a. Restaurants	P		P	
	b. Restaurants, with associated drinking places, alcoholic beverages	C		C	
	c. Drive-through, drive-in, or drive-up facilities	X		X	
5.	Retail Sales and Services – Automotive and Related.				
	a. Motor vehicle dealers, new and used, including auto, truck trailer, boat, recreational vehicles and equipment	X		X	
	b. Quick vehicle servicing	X		X	
	c. Filling station	C		X	
	d. Manufactured home sales	X		X	
	e. Car washes	C		X	
	f. Vehicle rental or repair including auto, truck trailer, boat, and recreational vehicles	X		X	
	g. Commercial off-street parking facilities	C		C	
	h. Vehicle towing and storage services	X		X	
	i. Transportation terminals				

**Table 18.150.020 – Uses<sup>1</sup>**

Use		C-1		C-3	Special Standards
	(1) Freight	X		X	
	(2) People	P		P	
6.	Retail Sales – Building Material and Farm Equipment.				
	a. Lumber and other building materials stores and yards, with only incidental cutting and planting of products sold	X		X	
	b. Heating and plumbing equipment, including incidental fabrication (operated entirely within an enclosed building)	X		X	
	c. Hardware, home repair and supply stores (over 100,000 square feet gross floor area)	X		X	
	d. Hardware, home repair and supply stores (10,000 to 100,000 square feet gross floor area)	X		X	
	e. Hardware, home repair and supply stores (under 10,000 square feet gross floor area)	P		X	
	f. Farm equipment and implement dealer	X		X	
	g. Hay, grain, and feed stores	X		X	
7.	Retail Sales – Products. (Finished product retailers with primary fabrication or assembly on-site; within an entirely enclosed building)				
	a. Uses of < 10,000 square feet gross floor area	C		X	
	b. Uses of 10,000 square feet gross floor area or greater	X		X	
8.	Services – Personal.				
	a. Self-service laundries, dry cleaning, including	C		X	

**Table 18.150.020 – Uses<sup>1</sup>**

Use		C-1		C-3	Special Standards
	pressing, alteration, garment and accessory repair, excluding industrial cleaning services				
b.	Barber and beauty shops	P		P	
c.	Clothing rental establishments	P		X	
d.	Mortuaries	C		X	
9.	Services – General.				
a.	Duplicating, addressing, blueprinting, photocopying, mailing, and stenographic services (< 2,500 square feet)	P		X	
b.	Office equipment and home appliance rental, service and repair agencies	P		X	
c.	Printing, publishing and lithographic shops	P		X	
d.	Services to buildings (including dwellings), cleaning and exterminating	P		X	
e.	Moving and storage	X		X	
f.	Mini-warehouse	X		X	
g.	Branch banks	C		X	
h.	Event facilities (< 10,000 square feet)	C		X	
i.	Event facilities (> 10,000 square feet)	X		X	
j.	RV storage	X		X	
10.	Services – Lodging Places.				
a.	Hotels/motels	X		X	
b.	Recreational vehicle parks and campgrounds	X		X	
11.	Services – Medical and Health.				



**Table 18.150.020 – Uses¹**

Use		C-1		C-3	Special Standards
a.	Hospitals	X		X	
b.	Outpatient clinics	C		X	
c.	Medical laboratories	X		X	
d.	Sanitaria, convalescent and rest homes	C		X	
e.	Orthopedic equipment and supplies, rental, sales and services	P		X	
f.	Animal hospitals and veterinary clinics				
	(1) Outside animal activities	X		X	
	(2) Inside animal activities only	C		X	
g.	Ambulance services	X		X	
h.	Residential care homes	C		X	
i.	Residential and congregate care facilities	C		X	
12.	Services – Professional Office.				
a.	Professional offices (< 10,000 square feet gross floor area)	P		P	
b.	Professional offices (> 10,000 square feet gross floor area)	C		X	
c.	Artist/photographic studios	P		X	
13.	Services – Amusement.				
a.	Amusement centers	C		X	
b.	Bowling alleys, billiard and pool parlors, and video arcades	C		X	
c.	Skating rinks, ice and/or roller	X		X	

**Table 18.150.020 – Uses<sup>1</sup>**

Use		C-1		C-3	Special Standards
	d. Theaters, indoor	X		X	
	e. Drive-in theaters, stadium and arena facilities	C		X	
	f. Athletic, health and racket clubs (< 10,000 square feet of gross floor area)	P		X	
	g. Athletic, health and racket clubs (> 10,000 square feet of gross floor area)	X		X	
	h. Zoos, circuses, carnivals, or amusement rides, excluding temporary civic events endorsed by the city council	X		X	
14.	Services – Educational.				
	a. Nursery schools, preschools	C		X	
	b. Day care facilities consistent with Chapter 388-73 WAC	C		X	
	c. Libraries (< 10,000 square feet gross floor area)	P		X	
	d. Vocational schools	X		X	
	e. Artistic studios and schools including but not limited to dance, music and martial arts (< 10,000 square feet)	P		X	
	f. Artistic studios and schools including but not limited to dance, music and martial arts (> 10,000 square feet)	X		X	
	g. Public parks, parkways, recreation facilities, trails and related facilities	P		P	
	h. Public/private educational institutions	C		X	
15.	Services – Membership Organizations.				

**Table 18.150.020 – Uses<sup>1</sup>**

Use		C-1		C-3	Special Standards
a.	Business, professional and religious (not including churches)	C		X	
b.	Civic, social, fraternal, charitable, labor and political (< 5,000 square feet)	P		X	
c.	Civic, social, fraternal, charitable, labor and political (> 5,000 square feet)	C		X	
d.	Churches	C		X	
16.	Distribution Facilities. (In conjunction with a permitted use, all activities, except vehicle storage, located entirely within an enclosed building)				
a.	Distribution facilities of less than 25,000 square feet gross floor area	X		X	
b.	Distribution facilities of between 50,000 and 25,000 square feet gross floor area	X		X	
17.	Public Services and Facilities.				
a.	Buildings entirely dedicated to public services, such as City Hall, police and fire substations	C		C	
b.	Sewer, water and utility transmission lines	P		P	
c.	Wireless communications facilities	P		P	
d.	Museums, historic and cultural exhibits and the like	P		P	
e.	U.S. Post Offices	C		C	
f.	Public transit facilities including park and ride facilities	P		P	
18.	Accessory Uses and Activities.				
a.	On-site hazardous waste treatment and storage	C		C	

**Table 18.150.020 – Uses<sup>1</sup>**

Use		C-1		C-3	Special Standards
	facilities, subject to state siting criteria (RCW 70.105.210)				
b.	Drive-through, drive-in or drive-up facilities	C		C	
c.	Open Air Activities.				
	(1) Open air display of plants and produce in conjunction with a permitted use	P		X	
	(2) Open air storage of materials	X		X	
	(3) Open air work activities such as restaurants, portable walk-up vendors (not including drive-through facilities) such as espresso carts, flower stands and food stands, plant nurseries and other uses generally conducted outside in conjunction with a permitted commercial use, unless otherwise prohibited by this title	C		X	
	(4) Open air storage of company vehicles, such as cars and light duty trucks, in conjunction with a permitted use	C		X	
19.	Other Uses.				
a.	Temporary uses	P		P	
b.	Solid waste handling and disposal sites	C		C	

<sup>1</sup>The director may allow uses not described herein but similar as permitted or conditional pursuant to a Type I process.

[Ord. 2006-17 § 1, 2006.]

**18.150.030 Development standards.**

(1) New lots and structures and additions to structures subject to this section shall comply with the applicable standards for lots and building height, and setbacks in Tables 18.150.030(1) and 18.150.030(2). Site plan review is required for all new development and modifications to existing permitted development unless expressly exempted by this title.

(2) Landscaping.

(a) In C-3 district, not less than 15 percent of the total lot area shall be landscaped. Pedestrian plazas, sidewalks over the minimum width and other pedestrian amenities may be used to meet the required landscaping at a one to one (1:1) ratio.

(b) In the C-1 district, where zero lot line development is proposed, not less than 10 percent of the site shall be landscaped. Hardscape surfaces, such as tables, plazas, and planting boxes, may be used to satisfy the landscaping requirement. Where zero lot line development is not proposed, not less than 15 percent of total lot area shall be landscaped.

(3) Site Plan Review Standards. In addition to the site plan approval criteria contained in Chapter 18.215 LCMC, the following shall apply to all development within the commercial districts unless expressly exempted. The review authority may modify these standards for the expansion of existing uses for site-specific issues:

(a) Primary pedestrian circulation routes connecting the street(s) to the primary building entry or entries shall be a minimum of 11 feet (eight feet of sidewalk/walkway with a minimum of three feet of landscaping on one side of the pedestrian route). The minimum three-foot landscaped area shall contain street trees planted at 30-foot intervals to provide for a continuous tree canopy. The required landscape area should function as a buffer between auto drives and the pedestrian routes. Where the pedestrian circulation route crosses vehicular accessways the landscape area is not required. Pedestrian awnings, with a minimum of eight feet of head clearance, shall be provided along the front building facade when abutting public rights-of-way. Awnings may not project over the parking area or street.

(b) Landscaping.

(i) Landscaping is required along the side of all buildings in the C-3 district where the primary pedestrian access is provided. Minimum requirements shall be trees provided every 30 feet on center planted along the length of the parcel. Street trees may not be planted closer than 25 feet away from street corners to preserve intersection sight distance.

(ii) Landscape buffers required by LCMC 18.245.060 shall not apply between pad development sites and the remainder of the development site.

(iii) Landscaping required between commercial developments may be altered where parking lots are adjoining as follows: a single, shared five-foot buffer instead of five feet for each development; provided, that joint access is provided between parcels for auto and pedestrian access and trees are planted every 20 feet on center along the length of the buffer.

**Table 18.150.030(1) – Lot Requirements**

<b>Zoning District</b>	<b>Minimum Lot Area (square feet)</b>	<b>Minimum Lot Width (feet)</b>	<b>Minimum Lot Depth (feet)</b>
C-1	2,500	25	100
C-3	10,000	None	None

**Table 18.150.030(2) – Setbacks, Lot Coverage and Building Height**

<b>Minimum setbacks</b>	Pursuant to buffering and screening standards contained in Chapter 18.245 LCMC.
<b>Minimum setbacks adjacent to residential district</b>	Pursuant to the screening and buffering standards contained in Chapter 18.245 LCMC, plus an additional 1/2 foot for each foot the building exceeds 20 feet in height to a maximum setback requirement of 40 feet.
<b>Maximum lot coverage</b>	Maximum determined by compliance with screening and buffering standards contained in Chapters 18.245 and 18.320 LCMC, and all other applicable standards.
<b>Maximum building height</b>	60 feet.

[Ord. 2006-17 § 1, 2006.]



## Attachment 2

## PLAN MONITORING, 2016

The tables below provide potential population and employment capacity based on the 2015 Vacant and Buildable Lands Model (VBLM) and current urban growth areas. The capacity analysis displays residential, commercial, and industrial capacity per urban growth area based on the 2015 Assessor's rollover values. For a complete description of the VBLM, please refer to

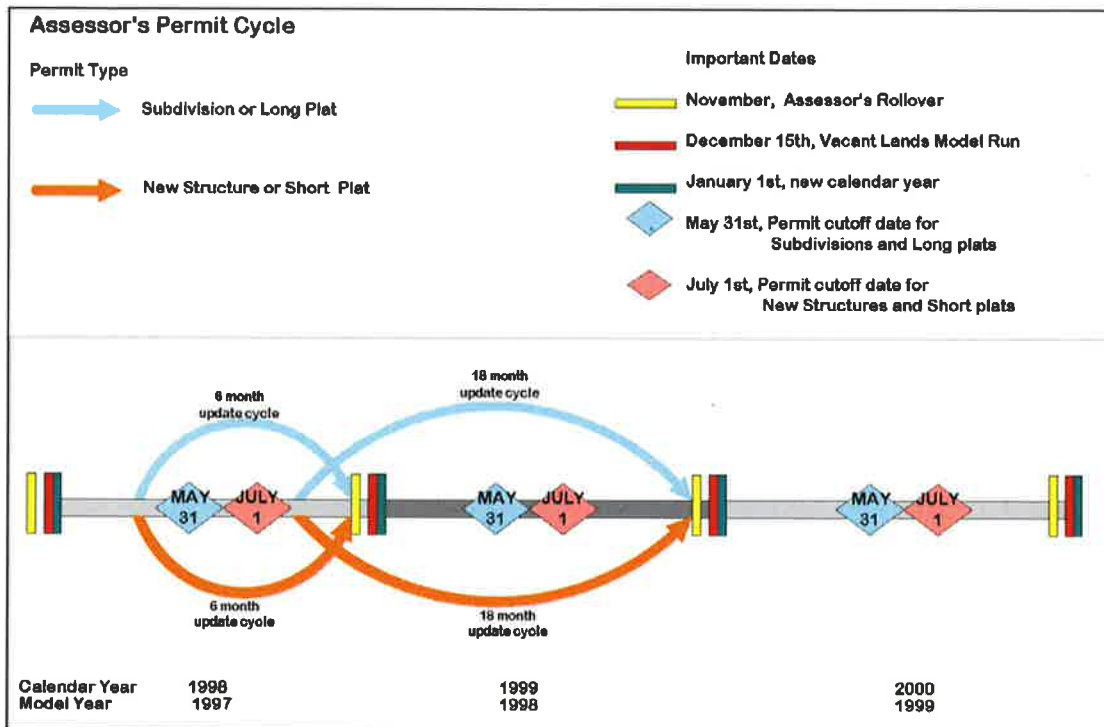
<http://gis.clark.wa.gov/vblm/assets/VBLM.pdf>

<http://gis.clark.wa.gov/vblm/>

The Assessor's rollover, which typically occurs in November, is when the Assessor's database is synchronized to reflect current parcel characteristics that are used to determine current year assessed values. Rollover is the best time to benchmark the model since Assessor data is finalized for the current year.

The Assessor's permit cycle affects when new land divisions and building permits are updated in the rollover process. This can affect when a parcel converts from vacant or underutilized to built in the model. There are specific cutoff dates for subdivisions, short plats, and residential building permits. For subdivisions the cutoff date is May 31<sup>st</sup> and for short plats and building permits the cutoff date is July 1<sup>st</sup>. Permits issued prior to and including these dates will be appraised for new construction in the current year. Permits issued after these dates will not be updated until the following years rollover. For example, parcels with building permits issued on August 1, 2015 will not be reflected in the 2015 rollover, but will appear in the 2016 rollover. The following flow diagram illustrates the Assessor's permit cycle.

**Note: This capacity analysis is based on a snapshot of the Vacant Buildable Lands Model run. It does not represent total capacity as it does not include redevelopment potential.**



The 2016 VBLM data below indicates that countywide there are 7,375 net developable (buildable) residential acres with a capacity of 134,246 residents; 2,109 net developable (buildable) commercial acres with an employment capacity of 42,186 and 3,849 net developable (buildable) industrial acres with an employment capacity of 34,639.

RESIDENTIAL	Gross Acres	Will Not Convert Acres	Infrastructure Acres	Developable Net Acres	Housing Units	Persons	Units per Acre
<b>Battle Ground</b>							
City	1,636.2	613.7	281.8	741	4,445	11,823	6
UGA	720.8	279.7	120.4	321	1,924	5,119	6
Total	2,357.1	893.3	402.2	1,062	6,369	16,942	6
<b>Camas</b>							
City	1,509.6	557.4	263.8	689	4,131	10,989	6
UGA	384.0	141.1	67.3	176	1,054	2,802	6
Total	1,893.6	698.5	331.1	864	5,185	13,791	6
<b>La Center</b>							
City	570.6	227.5	94.5	249	994	2,645	4
UGA	314.2	145.8	46.6	122	487	1,296	4
Total	884.8	373.2	141.2	370	1,481	3,941	4
<b>Ridgefield</b>							
City	1,539.3	639.0	249.4	651	3,906	10,389	6
UGA	818.6	349.3	130.0	339	2,036	5,416	6
Total	2,358.0	988.3	379.4	990	5,942	15,805	6
<b>Vancouver</b>							
City	1,202.4	411.9	218.2	572	4,579	12,181	8
UGA	6,515.1	2,407.3	1,131.1	2,977	23,814	63,346	8
Total	7,717.6	2,819.1	1,349.2	3,549	28,394	75,527	8
<b>Washougal</b>							
City	659.4	247.5	113.2	299	1,792	4,767	6
UGA	404.1	166.9	65.7	171	1,029	2,736	6
Total	1,063.5	414.4	178.9	470	2,821	7,504	6
<b>Yacolt</b>							
City	65.6	14.8	14.1	37	147	391	4
UGA	16.4	6.4	2.8	7	29	77	4
Total	82.0	21.1	16.9	44	176	468	4
<b>Woodland</b>							
City	5.8	3.1	0.8	2	8	21	4
UGA	88.9	56.8	8.9	23	93	247	4
Total	94.8	59.9	9.7	25	101	269	4
<b>RESIDENTIAL TOTAL</b>	<b>16,451.2</b>	<b>6,267.8</b>	<b>2,808.5</b>	<b>7,375</b>	<b>50,468</b>	<b>134,246</b>	<b>7</b>

COMMERCIAL	Gross Acres	Will Not Convert Acres	Infrastructure Acres	Developable Net Acres	Jobs
<b>Battle Ground</b>					
City	583.8	91.5	124.7	368	7,352
UGA	59.0	6.4	13.2	39	790
Total	642.8	97.9	137.9	407	8,141
<b>Camas</b>					
City	537.8	69.7	117.0	351	7,021
UGA	0.0	0.0	0.0	0	0
Total	537.8	69.7	117.0	351	7,021
<b>La Center</b>					
City	61.3	4.4	14.2	43	854
UGA	0.0	0.0	0.0	0	0
Total	61.3	4.4	14.2	43	854
<b>Ridgefield</b>					
City	427.7	47.5	95.0	285	5,702
UGA	10.4	1.0	2.3	7	140
Total	438.0	48.5	97.4	292	5,842
<b>Vancouver</b>					
City	490.1	25.8	116.1	348	6,964
UGA	827.4	59.9	191.9	576	11,512
Total	1,317.4	85.7	307.9	924	18,476
<b>Washougal</b>					
City	74.2	7.3	16.7	50	1,003
UGA	45.5	3.2	10.6	32	635
Total	119.7	10.5	27.3	82	1,638
<b>Yacolt</b>					
City	14.3	0.0	3.6	11	214
UGA	0.0	0.0	0.0	0	0
Total	14.3	0.0	3.6	11	214
<b>Woodland</b>					
City	0.0	0.0	0.0	0	0
UGA	0.0	0.0	0.0	0	0
Total	0.0	0.0	0.0	0	0
<b>COMMERCIAL TOTAL</b>	<b>3,131.3</b>	<b>316.7</b>	<b>705.3</b>	<b>2,109</b>	<b>42,186</b>

INDUSTRIAL	Gross Acres	Will Not Convert Acres	Infrastructure Acres	Developable Net Acres	Jobs
<b>Battle Ground</b>					
City	307.3	91.9	53.9	162	1,454
UGA	26.5	13.1	3.3	10	90
Total	333.8	105.0	57.2	172	1,545
<b>Camas</b>					
City	880.0	248.8	157.8	473	4,260
UGA	72.6	26.4	11.5	35	312
Total	952.5	275.2	169.3	508	4,572
<b>La Center</b>					
City	83.3	19.1	16.1	48	433
UGA	1.1	0.2	0.2	1	6
Total	84.4	19.3	16.3	49	440
<b>Ridgefield</b>					
City	866.5	254.6	153.0	459	4,131
UGA	65.3	17.7	11.9	36	321
Total	931.9	272.3	164.9	495	4,452
<b>Vancouver</b>					
City	2,609.5	842.5	441.8	1,325	11,927
UGA	1,822.8	480.6	335.5	1,007	9,060
Total	4,432.3	1,323.1	777.3	2,332	20,987
<b>Washougal</b>					
City	218.4	87.7	32.7	98	882
UGA	286.9	63.8	55.8	167	1,506
Total	505.3	151.6	88.4	265	2,388
<b>Yacolt</b>					
City	9.7	0.9	2.2	7	59
UGA	39.6	10.3	7.3	22	198
Total	49.2	11.3	9.5	28	256
<b>Woodland</b>					
City	0.0	0.0	0.0	0	0
UGA	0.0	0.0	0.0	0	0
Total	0.0	0.0	0.0	0	0
<b>INDUSTRIAL TOTAL</b>	<b>7,289.5</b>	<b>2,157.7</b>	<b>1,282.9</b>	<b>3,849</b>	<b>34,639</b>



## Attachment 3

## PLAN MONITORING, 2017

The tables below provide potential population and employment capacity based on the 2016 Vacant and Buildable Lands Model (VBLM) and current urban growth areas. The capacity analysis displays residential, commercial, and industrial capacity per urban growth area based on the 2016 Assessor's rollover values. For a complete description of the VBLM, please refer to

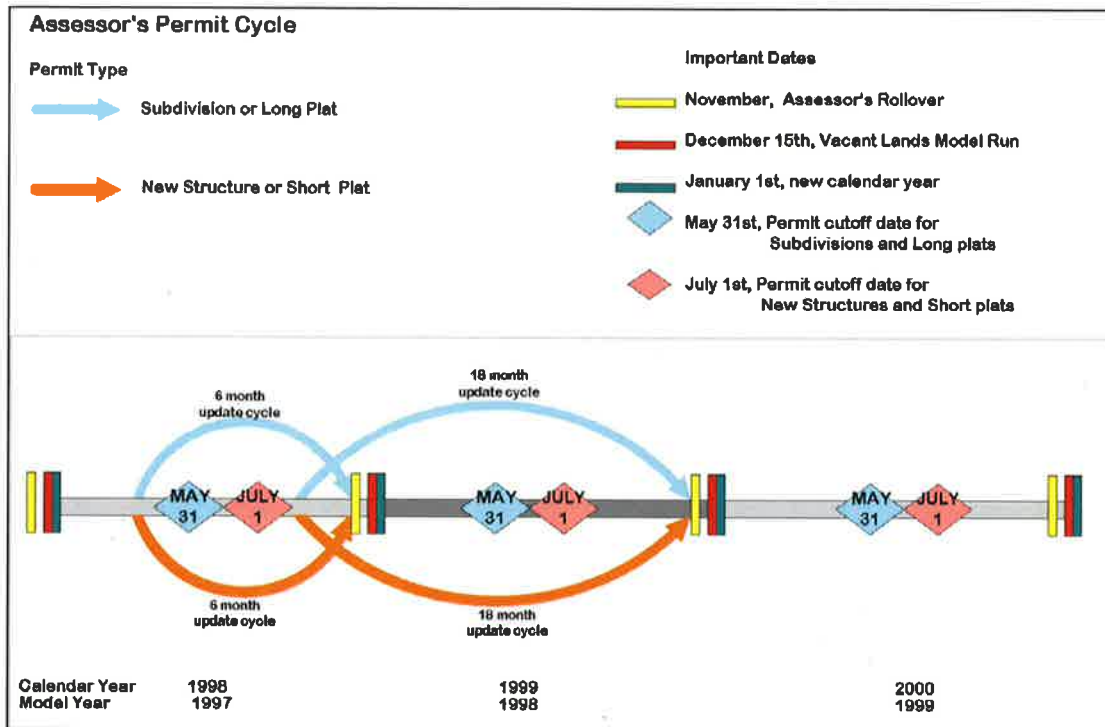
<http://gis.clark.wa.gov/vblm/assets/VBLM.pdf>

<http://gis.clark.wa.gov/vblm/>

The Assessor's rollover, which typically occurs in November, is when the Assessor's database is synchronized to reflect current parcel characteristics that are used to determine current year assessed values. Rollover is the best time to benchmark the model since Assessor data is finalized for the current year.

The Assessor's permit cycle affects when new land divisions and building permits are updated in the rollover process. This can affect when a parcel converts from vacant or underutilized to built in the model. There are specific cutoff dates for subdivisions, short plats, and residential building permits. For subdivisions the cutoff date is May 31<sup>st</sup> and for short plats and building permits the cutoff date is July 1<sup>st</sup>. Permits issued prior to and including these dates will be appraised for new construction in the current year. Permits issued after these dates will not be updated until the following years rollover. For example, parcels with building permits issued on August 1, 2016 will not be reflected in the 2016 rollover, but will appear in the 2016 rollover. The following flow diagram illustrates the Assessor's permit cycle.

**Note: This capacity analysis is based on a snapshot of the Vacant Buildable Lands Model run. It does not represent total capacity as it does not include redevelopment potential.**



The 2017 VBLM data below indicates that countywide there are 7,155 net developable (buildable) residential acres with a capacity of 129,761 residents; 2,106 net developable (buildable) commercial acres with an employment capacity of 42,132 and 3,793 net developable (buildable) industrial acres with an employment capacity of 34,140.

RESIDENTIAL	Gross Acres	Will Not Convert Acres	Infrastructure Acres	Developable Net Acres	Housing Units	Persons	Units per Acre
<b>Battle Ground</b>							
City	1,619.0	615.6	276.6	726.7	4,360.2	11,598.2	6
UGA	737.3	284.9	123.3	329.1	1,974.6	5,252.4	6
Total	2,356.2	900.5	399.9	1,055.8	6,334.8	16,850.6	6
<b>Camas</b>							
City	1,483.1	545.2	259.8	678.1	4,068.9	10,823.2	6
UGA	382.9	139.3	67.5	176.1	1,056.8	2,811.0	6
Total	1,866.1	684.5	327.3	854.3	5,125.7	13,634.2	6
<b>La Center</b>							
City	610.3	244.8	100.7	264.8	1,059.1	2,817.1	4
UGA	266.4	126.1	38.9	101.4	405.7	1,079.2	4
Total	876.6	370.9	139.5	366.2	1,464.8	3,896.3	4
<b>Ridgefield</b>							
City	1,566.4	651.2	253.5	661.8	3,970.8	10,562.2	6
UGA	818.1	352.0	129.1	337.0	2,021.9	5,378.3	6
Total	2,384.5	1,003.2	382.6	998.8	5,992.7	15,940.5	6
<b>Vancouver</b>							
City	1,141.8	402.0	204.1	535.7	4,285.6	11,399.8	8
UGA	6,197.8	2,301.3	1,074.7	2,821.8	22,574.7	60,048.8	8
Total	7,339.6	2,703.2	1,278.8	3,357.5	26,860.4	71,448.6	8
<b>Washougal</b>							
City	626.2	235.4	107.4	283.4	1,700.6	4,523.5	6
UGA	407.8	169.7	66.0	172.2	1,033.0	2,747.8	6
Total	1,034.0	405.1	173.3	455.6	2,733.6	7,271.3	6
<b>Yacolt</b>							
City	62.6	14.0	13.5	35.1	140.6	374.0	4
UGA	16.4	6.4	2.8	7.3	29.1	77.3	4
Total	79.1	20.4	16.2	42.4	169.7	451.3	4
<b>Woodland</b>							
City	5.8	3.1	0.8	2.0	8.0	21.2	4
UGA	88.9	56.8	8.9	23.3	93.0	247.4	4
Total	94.8	59.8	9.7	25.2	101.0	268.5	4
<b>RESIDENTIAL TOTAL</b>	<b>16,030.9</b>	<b>6,147.6</b>	<b>2,727.4</b>	<b>7,155.8</b>	<b>48,782.5</b>	<b>129,761.4</b>	<b>7</b>

RESIDENTIAL	Gross Acres	Will Not Convert Acres	Infrastructure Acres	Developable Net Acres	Housing Units	Persons	Units per Acre
<b>Battle Ground</b>							

City	1,636.2	613.7	281.8	741	4,445	11,823	6
UGA	720.8	279.7	120.4	321	1,924	5,119	6
Total	2,357.1	893.3	402.2	1,062	6,369	16,942	6
<b>Camas</b>							
City	1,509.6	557.4	263.8	689	4,131	10,989	6
UGA	384.0	141.1	67.3	176	1,054	2,802	6
Total	1,893.6	698.5	331.1	864	5,185	13,791	6
<b>La Center</b>							
City	570.6	227.5	94.5	249	994	2,645	4
UGA	314.2	145.8	46.6	122	487	1,296	4
Total	884.8	373.2	141.2	370	1,481	3,941	4
<b>Ridgefield</b>							
City	1,539.3	639.0	249.4	651	3,906	10,389	6
UGA	818.6	349.3	130.0	339	2,036	5,416	6
Total	2,358.0	988.3	379.4	990	5,942	15,805	6
<b>Vancouver</b>							
City	1,202.4	411.9	218.2	572	4,579	12,181	8
UGA	6,515.1	2,407.3	1,131.1	2,977	23,814	63,346	8
Total	7,717.6	2,819.1	1,349.2	3,549	28,394	75,527	8
<b>Washougal</b>							
City	659.4	247.5	113.2	299	1,792	4,767	6
UGA	404.1	166.9	65.7	171	1,029	2,736	6
Total	1,063.5	414.4	178.9	470	2,821	7,504	6
<b>Yacolt</b>							
City	65.6	14.8	14.1	37	147	391	4
UGA	16.4	6.4	2.8	7	29	77	4
Total	82.0	21.1	16.9	44	176	468	4
<b>Woodland</b>							
City	5.8	3.1	0.8	2	8	21	4
UGA	88.9	56.8	8.9	23	93	247	4
Total	94.8	59.9	9.7	25	101	269	4
<b>RESIDENTIAL TOTAL</b>	<b>16,451.2</b>	<b>6,267.8</b>	<b>2,808.5</b>	<b>7,375</b>	<b>50,468</b>	<b>134,246</b>	<b>7</b>

COMMERCIAL	Gross Acres	Will Not Convert Acres	Infrastructure Acres	Developable Net Acres	Jobs
<b>Battle Ground</b>					
City	566.4	91.4	120.4	354.6	7,091.3

UGA	66.5	7.9	14.7	44.0	879.7
Total	632.9	99.3	135.1	398.5	7,971.0
<b>Camas</b>					
City	527.7	64.8	115.7	347.2	6,943.5
UGA	0.0	0.0	0.0	0.0	0.0
Total	527.7	64.8	115.7	347.2	6,943.5
<b>La Center</b>					
City	113.5	8.1	26.3	79.0	1,580.6
UGA	0.0	0.0	0.0	0.0	0.0
Total	113.5	8.1	26.3	79.0	1,580.6
<b>Ridgefield</b>					
City	423.9	47.3	94.2	282.5	5,649.3
UGA	10.4	1.0	2.3	7.0	140.3
Total	434.3	48.3	96.5	289.5	5,789.6
<b>Vancouver</b>					
City	495.0	25.9	117.3	351.8	7,035.9
UGA	786.0	56.7	182.3	547.0	10,939.1
Total	1,281.0	82.6	299.6	898.8	17,975.1
<b>Washougal</b>					
City	75.9	7.3	17.1	51.4	1,029.0
UGA	45.5	3.2	10.6	31.7	634.8
Total	121.4	10.5	27.7	83.2	1,663.8
<b>Yacolt</b>					
City	13.9	0.0	3.5	10.4	208.7
UGA	0.0	0.0	0.0	0.0	0.0
Total	13.9	0.0	3.5	10.4	208.7
<b>Woodland</b>					
City	0.0	0.0	0.0	0.0	0.0
UGA	0.0	0.0	0.0	0.0	0.0
Total	0.0	0.0	0.0	0.0	0.0
<b>COMMERCIAL</b>					
<b>TOTAL</b>	<b>3,124.7</b>	<b>313.6</b>	<b>704.5</b>	<b>2,106.6</b>	<b>42,132.2</b>

INDUSTRIAL	Gross Acres	Will Not Convert Acres	Infrastructure Acres	Developable Net Acres	Jobs
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<b>Battle Ground</b>					
City	294.4	89.1	51.3	154.0	1,385.7
UGA	0.0	0.0	0.0	0.0	0.0
Total	294.4	89.1	51.3	154.0	1,385.7
<b>Camas</b>					
City	1,188.1	420.7	191.9	575.6	5,180.4
UGA	69.6	24.2	11.4	34.1	306.5
Total	1,257.7	444.9	203.2	609.7	5,486.9
<b>La Center</b>					
City	84.4	19.7	16.2	48.6	437.1
UGA	0.0	0.0	0.0	0.0	0.0
Total	84.4	19.7	16.2	48.6	437.1
<b>Ridgefield</b>					
City	789.5	231.3	139.5	418.6	3,767.6
UGA	63.6	17.2	11.6	34.8	313.5
Total	853.1	248.5	151.2	453.5	4,081.1
<b>Vancouver</b>					
City	2,551.9	808.1	435.9	1,307.8	11,770.6
UGA	1,704.9	469.0	309.0	926.9	8,342.3
Total	4,256.8	1,277.1	744.9	2,234.8	20,112.9
<b>Washougal</b>					
City	216.6	86.8	32.4	97.3	875.8
UGA	286.9	64.0	55.7	167.1	1,504.3
Total	503.5	150.9	88.2	264.5	2,380.1
<b>Yacolt</b>					
City	9.6	0.9	2.2	6.5	58.9
UGA	39.6	10.3	7.3	21.9	197.5
Total	49.2	11.2	9.5	28.5	256.4
<b>Woodland</b>					
City	0.0	0.0	0.0	0.0	0.0
UGA	0.0	0.0	0.0	0.0	0.0
Total	0.0	0.0	0.0	0.0	0.0
<b>INDUSTRIAL</b>					
<b>TOTAL</b>	<b>7,299.1</b>	<b>2,241.4</b>	<b>1,264.4</b>	<b>3,793.3</b>	<b>34,140.1</b>

## Attachment 4

## 001288



## Attachment 5

## La Center Parcels Utilized for Employment

Parcel ID	Address	Owner	Zoning	Acreage
209738000	2814 NW 319th St	Minit Management LLC	C-1	3.49
211263000	#61 Sec 9	Circle C Corp	IL	28.02
211267000	31313 NW Paradise Pk Rd	Spitzer	IL	5
211245000	30515 NW Paradise Pk Rd	Carlson Investments LLC	IL	1.15
63356000	318 NW Pacific Hwy	Michels Development LLC	C-1	0.57
63370000	320 NW Pacific Hwy	Michels Development LLC	C-1	0.57
63390000	(casino parking)	Michels Development LLC	RP	0.23
63424000	(casino parking)	Michels Development LLC	RP	0.23
63655000	301 W 4th St	Michels Development LLC	C-1	0.26
63680000	301 W 4th St	Michels Development LLC	RP	0.11
64371000	305 W 5th St	Genteel Investments LLC	C-1	0.26
64360005	560 NW Pacific Hwy	Adams/Trustee	C-1	0.21
63730000	225 W 4th St	FSG Murphy Ltd Pship	C-1	0.23
63740000		FSG Murphy Ltd Pship	C-1	0.2
63710000		FSG Murphy Ltd Pship	C-1	0.14
63720000		FSG Murphy Ltd Pship	C-1	0.23
62647003	105 W 4th St (land only)	FSG Murphy Ltd Pship	C-1	0.71
62647002	105 W 4th St (building only)	FSG Murphy Ltd Pship	C-1	0.68
62679000		FSG Murphy Ltd Pship	C-1	0.11
62669000		FSG Murphy Ltd Pship	C-1	0.11
62654000	(casino parking)	Murphy Ltd Pship	C-1	2.04
63794000	630 E Birch Ave	La Center 7th St LLC	C-1	0.24
63850000	170 E 5th St	Lewis River Tel Co Inc	C-1	0.33
63880000	103 E 4th St	Schatz/Sharrah	C-1	0.08
63858000	107 E 4th St	Schatz/Sharrah	C-1	0.06
63901000	115 E 4th St	RT Equities LLC	C-1	0.04
63900000	121 E 4th St	Chang	C-1	0.12
63910000	127 E 4th St	Chang	C-1	0.11
63914000	127 E 4th St	Chang	C-1	0.11
64070000	209 E 4th St	Stenberg	C-1	0.11
64090000	414 E Cedar Ave	Clark County Fire & Rescue	C-1	0.33
64040000		Clark County Fire & Rescue	C-1	0.11
64045000		Clark County Fire & Rescue	C-1	0.11
62650000	419 E Cedar Ave	Genteel Investments LLC	C-1	0.31
62694000		Genteel Investments LLC	C-1	0.47
62651000	419 E Cedar Ave	Genteel Investments LLC	C-1	0.72
62685000	200 E 4th St	Lewis River Tel Co Inc	C-1	0.21
62681010		Lewis River Tel Co Inc	C-1	0.2
62648000	210 E 4th St	Lewis River Tel Co Inc	C-1	0.57
63330000	305 NW Pacific Hwy	City of La Center	C-1	0.34
62670000	105 W 5th St	City of La Center	C-1	0.16
62677000	520 Aspen Ave	City of La Center	C-1	0.37
<b>Total</b>				<b>49.65</b>