



City of La Center

Downtown and Timmen Landing Subarea Plans

Submitted to
City of La Center
Public Works & Community Development
210 East 4th Street
La Center, Washington 98629



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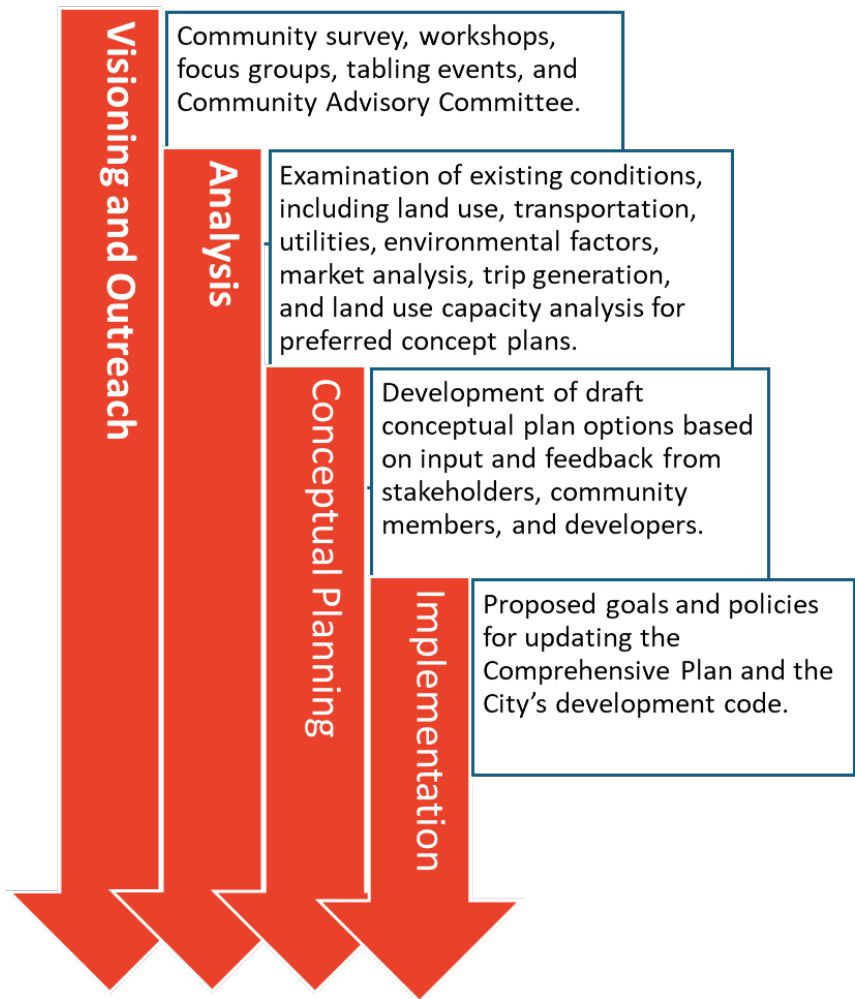
1.0 Introduction

1.1 About The Subarea Plans

The Downtown and Timmen Landing Subarea Plans establish future land uses and identify the appropriate intensity of development, as well as required transportation and infrastructure improvements, to support future development. The Downtown subarea is approximately 103 acres located within the historic downtown center. The Timmen Landing subarea is approximately 153 acres located in western La Center along Northwest La Center Road, generally between McCormick Creek and the East Fork Lewis River.

1.2 Planning Process

The subarea plans offer the City of La Center (City) a clearer understanding of the community’s vision, as well as the opportunities and constraints for future development in Downtown and Timmen Landing. These plans were developed through an iterative process with extensive community engagement. The project team created two subarea plans through a single process, which included the following elements:



2.0 Existing Conditions

The existing conditions analysis identified existing land uses and zoning; parks, trails, and open spaces; critical areas; utility infrastructure and public services; the transportation network; and historic and cultural resources. Additionally, it included an analysis of local and regional market factors. Appendix A includes the detailed findings of the existing conditions analysis.

La Center has seen significant population growth, ranking eighth in the state for the year 2024. This growth supports new development, including higher-density housing, although La Center has primarily seen single-family home growth. The rental market in La Center shows potential, as demonstrated by the success of East Fork Commons, which quickly filled up with a low vacancy rate of around 5 percent. With a substantial workforce in the area, there is a market for more workforce or moderate-income rental housing. Additionally, there is market support for retail services, driven by forecasted household growth, rising median incomes, and potential retail growth, making a small neighborhood retail center viable. However, near-term opportunities for suburban office development are limited. The opening of the Ilani Casino in 2017 negatively impacted revenue from La Center's card rooms, which historically generated most of the City's revenue. Finally, the growth in taxable retail sales in La Center can largely be attributed to increased construction activity in the city.

The Downtown subarea is mostly developed, featuring a mix of commercial establishments, cardrooms, and historic homes on smaller residential lots. The subarea is accessed via the North Fork Lewis River bridge followed by a roundabout at the intersection of Northwest La Center Road, West Fourth Street, and Northwest Pacific Highway.



The Timmen Landing subarea includes farmland, undeveloped forests, and large-lot residential areas. The subarea is bordered by Northwest La Center Road, which connects to Interstate 5, making it a prominent community focal point. Key features include the John Pollock Water Trail Park, the John Pollock Historic Gravesite, and views of the La Center Bottoms Natural Area and the Cascade Mountains.



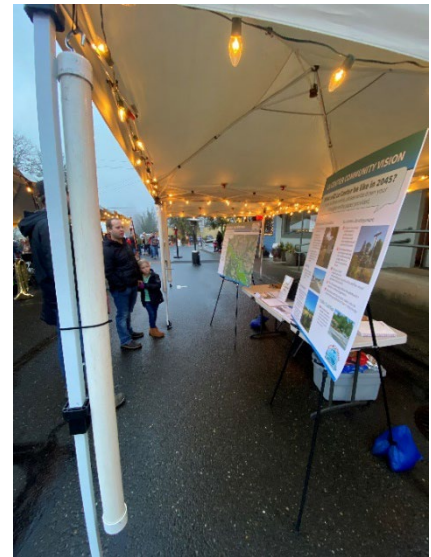
3.0 Visioning and Outreach

To develop subarea plans that balance different perspectives within the community and plan for future growth, the City conducted shared subarea community outreach throughout the planning process. Appendix B includes a detailed summary of the community-wide outreach efforts and key themes of comments received.

3.1 Broad Community Engagement

The City of La Center began public outreach in late fall 2023 with a community event hosted by the City for a Christmas Tree Lighting festival. To introduce the project to the community, the City provided a map of the proposed subarea boundaries and an overview of the subarea plan purpose. The City hosted a community-wide open house in March 2024 to share key findings from the existing conditions analysis and to present draft vision statements for feedback. The City hosted an additional open house in January 2025 to share the revised concept plans and solicit input on topics to focus on regarding the environmental analysis.

An online survey was available to the public to solicit additional input on the vision statement; 115 community members completed the survey. Survey results were generally positive regarding the vision statement and reflected conflicting opinions about the amount of desired development in the community. Many comments received at the open houses and through the online survey prioritized maintaining a small-town feel, supporting the local economy, and preserving the abundant natural resources of the community.



December 2023 Tabling Event

3.2 Community Advisory Committee

The City established a Subarea Community Advisory Committee (CAC) in December 2023. The CAC consisted of community representatives with a variety of backgrounds, including elected officials, property owners, business owners, and service providers. The committee advised the City over the course of the planning process and provided community perspective. The first CAC meeting was held to provide input on what should or should not change in the subareas to guide the vision statement. The second meeting was held to provide input on the existing conditions analysis and continue refining the vision statements. The third and fourth CAC meetings focused on a review of the draft and refined concept plans, with a recommendation for endorsement forwarded to and accepted by the City Council.

3.3 Focus Groups

In June 2024, four focus groups were conducted to gather feedback on the initial concept plans from local and technical experts. These groups included a diverse range of stakeholders, such as local service providers, property and business owners, economic developers, and property developers. The discussions covered participants' development experiences in La Center or Clark County, the potential of the draft concept plans, infrastructure requirements, and long-term development visions and goals. Key themes from the focus groups included the following:

- The need for flexible concept plans to accommodate various developments
- Appropriately scaled commercial development, especially in the Timmen Landing subarea
- Challenges associated with mixed-use zoning for developers
- Support for residential development needs in the proposed concept plans
- Balancing the community-wide vision with property owner goals and the long-term market potential of existing private property
- The critical importance of sewer and water connections to support development, with potential additional investments needed for future opportunities

3.4 Vision Statement

The vision statements below were crafted with input from community outreach, the CAC, Planning Commission, and councilmember input throughout the project duration.

3.4.1 Downtown La Center Vision Statement

In 2045, Downtown La Center will be a thriving community with a rich history, small-town character, and rustic charm that contribute to a vibrant environment that supports local businesses. Downtown will extend westward with economic, civic, and recreational activities that connect to the waterfront, linking natural resources with a safe network that accommodates biking and walking.

3.4.2 Timmen Landing Vision Statement

In 2045, Timmen Landing will be a distinct gateway to La Center that features access to Downtown and the river's natural areas. This complete neighborhood will provide diverse housing choices and development opportunities with neighborhood-focused commercial outlets, access to quality schools, and public services. The area will connect to downtown with convenient, well-maintained road infrastructure and safe biking and walking paths.

4.0 Downtown Subarea

4.1 Preferred Concept Plan

A concept plan was developed based on the vision for the subarea as well as information collected through the existing conditions analysis. The CAC, focus groups, and other key stakeholders provided feedback on initial drafts of the concept plan before it was brought to the City Council for review and approval.

The concept plan, shown below in Figure 1, identifies the location of proposed land uses within the Downtown subarea plan, the potential alignment of new roadways, and some potential civic and recreational features. Distinguishing features are as follows:

- A commercial district would extend along East 4th Street and north along Northwest Pacific Highway, featuring a variety of local businesses that are consistent with the small-town character and charm of La Center, creating a vibrant area where residents and visitors can enjoy shopping, dining, and community events.
- The commercial overlay district, Downtown Gateway Overlay, would extend south of West 3rd Street to accommodate destination uses that enhance the economic vitality of Downtown.
- A high-density residential district would be adjacent to mixed-use and commercial corridors, providing diverse housing options that transition from medium- to low-density residential areas. This district would help accommodate a growing population while maintaining community character.
- The commercial district would also connect to a new mixed-use corridor along 6th Street to create a pedestrian-scale area that supports local artisans/crafters and provides a unique shopping and dining experience.
- A pedestrian plaza along the future West 6th Street would serve as a community gathering space and connect to the existing historic home as a cultural center. This community plaza would feature a pedestrian-oriented design and connections to recreational opportunities.
- The pedestrian plaza would connect to the East Fork Lewis River and recreational opportunities via a pedestrian boardwalk, featuring small-scale commercial/retail developments. Enhancements along the north shore of the East Fork Lewis River would improve public access, supporting a thriving water-oriented recreation area that links the community to its natural surroundings.
- A transit hub located along Birch Avenue would provide a central point for public transportation, making it easier for residents to navigate the area.
- A potential road realignment at 5th and Aspen Avenue would improve traffic flow and connectivity within the subarea.

Figure 1. Downtown Subarea Concept Plan

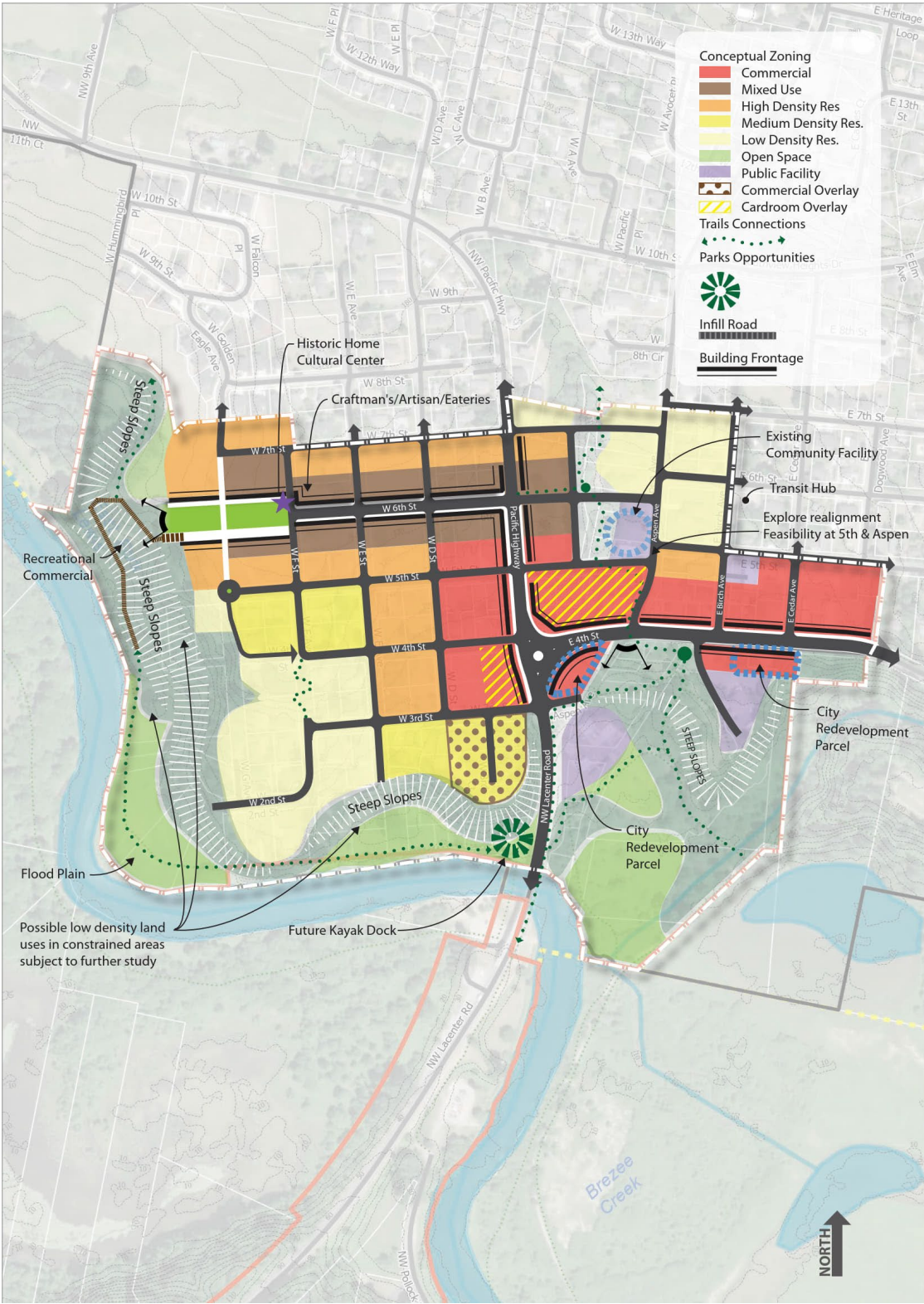


Figure 2. Downtown Conceptual Aerial Rendering



Figure 3. Downtown Conceptual Site Renderings



4.2 Land Use Capacity

Table 1 shows the estimated number of jobs, residential dwelling units, and potential populations under the proposed zoning designations.

Table 1. Downtown Estimated Jobs, Residential Dwellings, and Population

Proposed Zoning Designation	Net Acres	Permitted Density	Estimated Jobs ³	Estimated Dwelling Units	Estimated Population ²
Commercial	4.9	20 jobs/acre	125	0	0
Mixed-Use¹	1.4	21 units/acre 20 jobs/acre	17	70	155
High-Density Residential	2	21 units/acre	0	120	266
Medium-Density Residential	1.1	12 units/acre	0	12	27
Low-Density Residential	19.1	5 units/acre	0	96	212
Public Facility	1.5	0	0	0	0
Total	30		142	298	660

¹Downtown Mixed-Use is assumed to develop 80% residential and 20% commercial.

²Population is based on the average household size in La Center (2.22 persons per household (pph)) per the 2022 American Community Survey.

³Projected employment numbers do not include work from home jobs.

Land use capacity for the Downtown subarea was first determined by establishing the net developable acreage by each proposed zoning designation within the subarea, and assumptions were generated to estimate jobs, residential dwelling units, and population. First, net developable acres were determined by deducting developed properties, environmental constraints (i.e., wetlands, riparian buffers, and streams), market factors, and infrastructure assumptions from the gross area of each land use designation. Then, assumptions were generated to estimate jobs, residential dwelling units, and population. Each land use designation was assigned an assumed permitted residential dwelling, job density, or both. The assumed density was multiplied by the net developable acreage for each land use designation to generate estimated dwelling unit counts, jobs, or both. Finally, to determine the estimated population, the estimated dwelling units total for each land use designation was multiplied by the average household size in La Center (2.22 pph).

The Downtown subarea has a total of 23.7 net acres, which will generate a total estimate of 141 jobs, 298 dwelling units, and a population increase of 661.

4.3 Transportation

4.3.1 Trip Generation

An assessment of the anticipated trip generation and road connectivity was prepared to evaluate the land uses and transportation alignments shown on the preferred concept plan (Appendix C). To address connectivity to, from, and within the subarea—which was identified as a concern during community outreach—the subarea concepts recommend several transportation improvements. These improvements include new and phased street connections, new roundabouts, and improved pedestrian amenities. The road alignments and intersection locations are conceptual and will be refined through future capital facilities planning and design efforts.

The trip generation method was used to estimate the number of vehicles that would be added to the surrounding roadway network if development occurred consistent with the preferred concept plan. The trip generation and roadway connectivity assessment estimated that the average daily trips in and out of the Downtown subarea would be 12,679 trips, including 1,163 trips during weekday peak hours. Table 2 shows the estimated number of trips generated per land use.

Table 2. Downtown Weekday Trips

Zoning	Net Acres	PM Peak Hour Trips	Daily Trips
Low-Density Residential	19.1	96	972
Medium-Density Residential	10	3	41
High-Density Residential	2.0	72	845
Mixed-Use - Medium Dwelling	1.4	17	216
Mixed-Use - High Dwelling		36	300
Mixed-Use - Commercial		97	1,260
Commercial Overlay	2.4	53	688
Commercial	6.0	743	8,173
Parks and Open Space	9.0	23	94
Public Facilities	3.0	23	90
Total	44.0	1,163	12,679

4.3.2 Access and Circulation

The trip distribution for both Downtown and Timmen Landing areas is based on the existing afternoon peak-hour traffic patterns, with the assumption that future travel patterns will remain similar. The majority of trips generated from the development of the Downtown subarea would primarily utilize Northwest La Center Road and East 4th Street. With the addition of new trips from development in the Downtown subarea, the operations at the West 4th Street/East 4th Street/Aspen Avenue and Northwest

La Center Road/West 3rd Street intersections could potentially worsen in future conditions. The City can work to mitigate these potential issues by proactively planning for the impacts of new development on the local transportation system.

For Downtown access, 16 percent of the total trips are expected to use the northern end on Northwest Pacific Highway, while the majority (47 percent) are distributed on the southern end where Northwest Pacific Highway connects to Northwest La Center Road. Additionally, 25 percent of the total trips are anticipated to use the East 4th Street access. A few trips are also expected to access Downtown through other arterials, namely Aspen Avenue and East Cedar Avenue from the north.

4.4 Public Utilities and Infrastructure

A high-level assessment was conducted to evaluate the capacity of water, sewer, and stormwater utilities to serve the proposed Downtown subarea. Appendix D includes a detailed summary.

Clark Public Utilities (CPU) manages the drinking-water system for Downtown La Center. CPU is currently updating their master plan to include analysis for serving new areas, like the Downtown subarea, and to consider future water rights and supply needs. A hydraulic analysis, including fire flow, is recommended to ensure adequate service and to identify necessary improvements. The master plan should use a calibrated hydraulic model to analyze the system under various demand conditions and propose a timeline for improvements. The City should adopt specific standards for water systems, including fire flow requirements, to guide development and protect infrastructure. The City and CPU should meet regularly to address potential challenges and coordinate regarding new water demands.

The City owns and operates its sewer system, which includes collection piping, pumping, and treatment. The City is updating its master plans for these systems, with a 2023 draft currently under review. The collection system is designed to handle the flows from these subareas, with Downtown primarily relying on gravity flow to the treatment plant. The City should adopt policies that centralize and minimize wastewater pumping to maintain flexibility and avoid competition for capacity among pump stations. This approach would help ensure the system's long-term efficiency and reliability.

The City also owns and operates most of its stormwater system. City code mandates that new developments manage stormwater drainage on-site to minimize new point source discharges to the river. Although the system has been largely mapped and verified, a formal stormwater master plan has not been adopted, leaving some gaps in information about existing infrastructure. The current system has adequately served Downtown, but increased density could pose challenges with compliance to existing codes, necessitating analysis for each new development. The City's stormwater design criteria, outlined in LCMC Chapter 18.320, should be reviewed to ensure they remain adequate. The Downtown subarea plan lacks new stormwater detention facilities, making it difficult to assess the impact of increased density without a formal master plan. The City should consider creating a stormwater detention pond in the Downtown area to mitigate potential impacts of increased density on the existing system.

5.0 Timmen Landing Subarea

5.1 Preferred Concept Plan

As described above for the Downtown Subarea, a Timmen Landing concept plan was developed based on the vision for the subarea as well as information collected through the existing conditions analysis. The CAC, focus groups, and other key stakeholders provided feedback on initial drafts of the concept plan before it was brought to the City Council for review and approval.

The concept plan, shown below in , identifies the location of proposed land uses within the Timmen Landing subarea plan, the potential alignment of new roadways, and some potential civic and recreational features. Distinguishing features are as follows:

- The commercial overlay district along Northwest Timmen Road would allow for appropriately scaled mixed-use and neighborhood commercial development, providing a balance of residential and retail spaces. The goal of this overlay district is to create a vibrant, neighborhood-focused hub that supports local businesses and meets residents' needs.
- The medium-density residential district along the view corridor above Northwest Pollock Road and Pollock Park would offer diverse housing choices, including townhomes and small apartment buildings. This district would transition to high-density residential along Northwest Timmen Road and Northwest La Center Road, which would allow for larger multifamily buildings to accommodate a growing population.
- The low-density residential district would accommodate larger lots and single-family homes to the west and southwest of the subarea.
- Phased street alignments would enhance access and circulation through residential areas, ensuring a convenient road infrastructure.
- Two new roundabouts along Northwest Timmen Road would improve traffic flow at key intersections, enhancing overall circulation and safety for vehicles and pedestrians. Additionally, right-turn-only restrictions along Northwest Timmen Road would enhance safety through an activated streetscape.
- Improved pedestrian facilities along Northwest La Center Road would include adding sidewalks and crosswalks on the southern side of the road to provide safe access to Downtown. An additional pedestrian path would connect to Pollock Park and the river's natural areas.

Figure 4. Timmen Landing Subarea Concept Plan



Figure 5. La Center Road Improvements Cross-Section

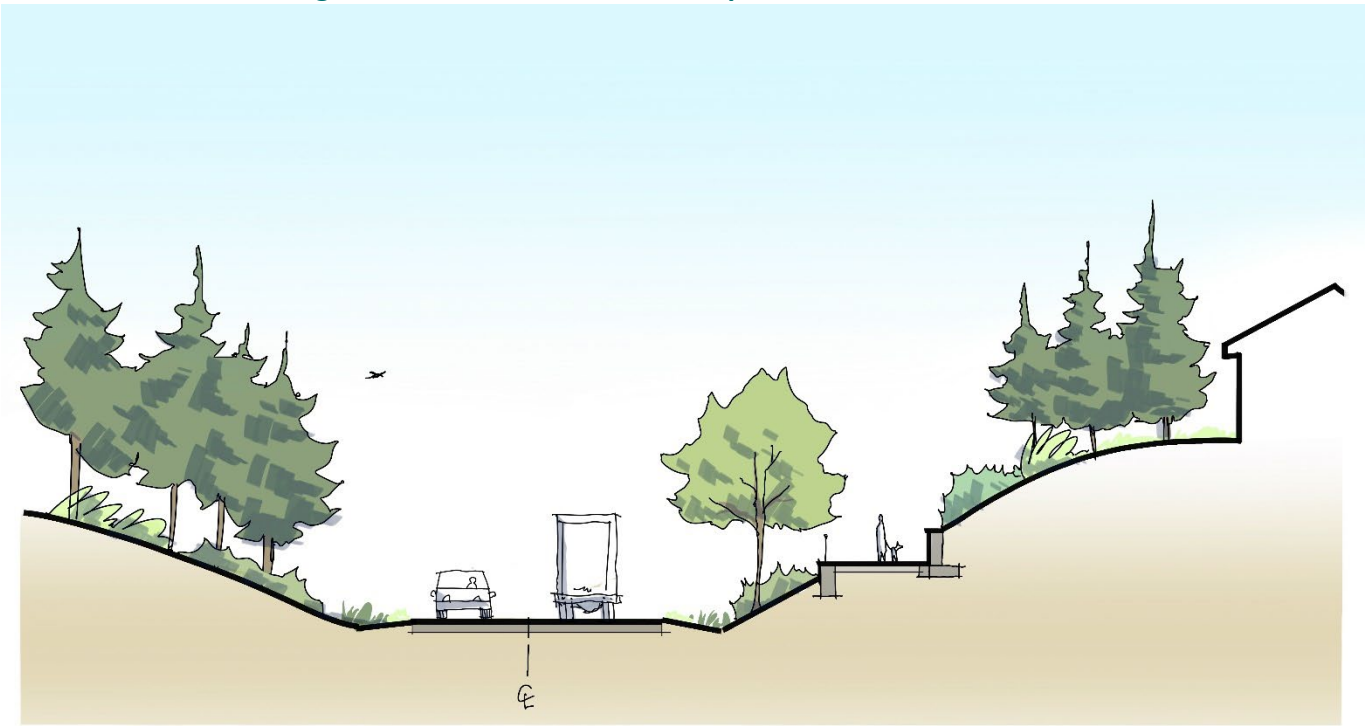


Figure 6. Northwest Timmen Road Improvements Cross-Section



5.2 Land Use Capacity

Table 3 shows the estimated number of jobs, residential dwelling units, and potential populations under the proposed zoning designations.

Table 3. Timmen Landing Estimated Jobs, Residential Dwellings Units, and Population

Proposed Zoning Designation	Net Acres	Permitted Density	Estimated Jobs ³	Estimated Dwelling Units	Estimated Population ²
Commercial Overlay¹	1.2	21 units/acre 20 jobs/acre	44	47	104
High-Density Residential	13.3	21 units/acre	0	279	620
Medium-Density Residential	7.5	12 units/acre	0	90	200
Low-Density Residential	30.6	5 units/acre	0	153	340
Parks and Open Space	7.0	0	0	0	0
Total	59.6	N/A	44	569	1,264

¹Commercial overlay is applied across a portion of High-Density Residential. The Timmen Landing Commercial overlay is assumed to develop 50% residential and 50% commercial.

²Population is based on the average household size in La Center (2.22 pph) per the 2022 American Community Survey.

³Projected employment numbers do not include work from home jobs.

Similar to the Downtown subarea, land use capacity for the Timmen Landing subarea was first determined by establishing the net developable acreage by each proposed zoning designation, and assumptions were generated to estimate jobs, residential dwelling units, and population. First, net developable acres were determined by deducting developed properties, environmental constraints (i.e., wetlands, riparian buffers, and streams), market factors, and infrastructure assumptions from the gross area of each land use designation. Then, assumptions were generated to estimate jobs, residential dwelling units, and population. Each land use designation was assigned an assumed permitted residential dwelling, job density, or both. The assumed density was multiplied by the net developable acreage for each land use designation to generate estimated jobs, estimated dwelling units, or both. Finally, to determine the estimated population, the estimated dwelling units total for each land use designation was multiplied by the average household size in La Center (2.22 pph).

The Timmen Landing subarea has a total of 95 developable (net) acres, which will generate a total estimate of 44 jobs, 540 dwelling units, and a population of 1,198.

5.3 Transportation

5.3.1 Trip Generation

The trip generation assessment estimated that the average daily trips in and out of the Timmen Landing subarea generated from the assumed development described above (Section 5.2) would be 6,896 trips, including 654 trips during weekday PM peak hours. Table 4 shows the estimated number of trips generated per land use.

Table 4. Timmen Landing Weekday Trips

Zoning	Acres	PM Peak Hour Trips	Daily Trips
Low-Density Residential	30.6	148	1,492
Medium-Density Residential	7.5	50	635
High-Density Residential	13.3	141	1,864
Overlay - High Dwelling	1.2	41	377
Overlay - Commercial		252	2,436
Parks and Open Space	7	23	93
Total	59.6	654	6,896

5.3.2 Access and Circulation

The majority of trips generated from the development of the Timmen Landing subarea would primarily utilize Northwest La Center Road. With the addition of new trips, the operations at the Northwest La Center Road/Northwest Timmen Road intersection could potentially worsen in future conditions.

In the Timmen Landing subarea, there are three major points where future trips are anticipated:

- 48 percent of the total trips are projected to use Northwest La Center Road from the north, which connects to the Downtown area.
- Another 9 percent of the total trips are expected to use Northwest Timmen Road.
- The remaining 43 percent of trips are projected to use Northwest La Center Road on the west side of the project area, which connects to I-5 and Cowlitz Way further west.

5.4 Public Utilities and Infrastructure

CPU provides drinking water for all of La Center, including Timmen Landing. As previously noted, CPU is updating its master plan to include analysis for serving Timmen Landing and Downtown, considering future water rights and supply needs; as part of this update, a hydraulic analysis that includes a fire flow analysis is recommended.

The existing sewer system is well-prepared to handle additional flows from Timmen Landing. The collection system is designed to handle the flows from Timmen Landing, with wastewater pumped to a

high point on La Center Road before flowing by gravity across the East Fork Lewis River. Two force mains from the McCormick Creek pump station provide redundancy and significant future capacity. Existing septic systems in Timmen Landing will not significantly impact capacity when connected to the sewer system. Policy considerations are crucial, particularly regarding connections to force mains, as multiple connections complicate capacity management. The City should adopt policies that centralize and minimize wastewater pumping to maintain flexibility and avoid competition for capacity among pump stations.

Because there are no existing storm facilities in the Timmen Landing subarea, all new developments must comply with the City's storm drainage code. The subarea concept includes a stormwater detention pond to the east of Timmen Landing, with most of the area able to gravity flow to this pond, minimizing future maintenance costs. The City has a robust stormwater code and plans to adopt a formal stormwater master plan in 2027, which will use GIS mapping to show all existing stormwater infrastructure and identify requirements to maintain the National Pollutant Discharge Elimination System discharge exemption. This plan will help ensure the City can meet future demands and maintain compliance with regulations.

6.0 Implementation

6.1 Goals and Policies

The goals and policies guide planned growth in the subareas to achieve community visions for Downtown and Timmen Landing. Goals and policies for the combined subareas and for both subareas are categorized as land use, economic development, environmental, or transportation.

6.1.1 Subarea-Wide

Economic Development Goal: Encourage neighborhood retail development in select overlay zones that support nearby residential development.

- Policy: Promote neighborhood retail that supports people living in residential areas south of West 3rd Street.

Transportation Goal: Expand the existing road network to support future residential development.

- Policy: Enhance commercial and residential access by expanding the existing local road network and creating new streets such as West 4th Street and West 6th Street.

Environmental Goal: Protect and manage environmentally sensitive areas with practices based on best available science.

- Policy: Continue to work with agencies and organizations, such as the Lower Columbia Estuary Partnership and the East Fork Lewis River Partnership, to identify restoration opportunities for the East Fork Lewis River and other habitat areas.
- Policy: Consider the effects of new roads on natural resources and, where feasible, incorporate design features to reduce impacts on wildlife movement, fish passage, and water quality.

6.1.2 Downtown

Land Use Goal: Concentrate mixed-density development in the Downtown core to support access to diverse housing opportunities, local shops, and town history.

- Policy: Encourage a compact, active “heart” for the city that thrives through new mixed-use development, multifamily residential, office, retail, restaurants, public facilities, and historic sites.
- Policy: Promote transitioning development patterns where higher-density residential and commercial areas are centralized while lower-density residential uses develop on the outer edges of Downtown.
- Policy: Promote placemaking and local identity by creating a pedestrian plaza that connects historic sites between West 6th Street and recreational opportunities on the East Fork River.

Economic Development Goal: Create a diversified local economy that serves citywide needs while retaining the historic downtown charm.

- Policy: Promote commercial retail shops to develop wide-ranging locally owned businesses that diversify the economy.

- Policy: Maintain the quaint, historic downtown character by retaining and remodeling existing vacant commercial buildings.

Transportation Goal: Improve pedestrian, transit, and recreational access between Downtown and outlying neighborhoods.

- Policy: Encourage walkable, bikeable, and non-motorized access between the pedestrian plaza and the East Fork Lewis River.
- Policy: Promote multimodal access to the C-TRAN transit center to expand equitable connections between Downtown and outlying neighborhoods.
- Policy: Proactively plan for and mitigate the impacts of new development on the transportation system, particularly on local roads.

6.1.3 Timmen Landing

Land Use Goal: Create a residential community that supports future population growth by forming higher-density housing in the core and lower-density on the subarea edges.

- Policy: Encourage high-density housing and neighborhood commercial on Northwest Timmen Road, and a “view corridor” near Northwest Pollock Road with medium-density residential such as townhomes and small multiunit apartment buildings.

Economic Development Goal: Create a scalable service-oriented retail economy that serves the local neighborhood.

- Policy: Encourage small retail businesses such as restaurants and convenience stores that serve the neighboring mixed-density residential.

Transportation Goal: Create a pedestrian-oriented community while enhancing motorized vehicle access to regional job opportunities.

- Policy: Enhance vehicle access between the community and regional job opportunities by constructing new roundabouts at Northwest Timmen Road.
- Policy: Promote sidewalks throughout Timmen Landing with a regional sidewalk network on Northwest La Center Road that connects new residential developments to commercial businesses Downtown and nearby parks.

6.2 Action Plan & Funding Analysis

The action plan below details a series of projects designed to implement the vision of the subarea plans. Each project is categorized by its priority time frame: short-term (within 3 years), medium-term (3 to 6 years), and long-term (more than 6 years). Additionally, planning-level costs for these projects are provided.

Implementation Item	Action	Priority Time Frame	Planning-Level Cost Estimate	Lead
Planning and Regulatory				
Subarea Plan Adoption	Adopt the Downtown and Timmen Landing subarea plans by reference into the La Center Comprehensive Plan. Review and amend existing comprehensive plan goals and policies to reference the subarea visions. Adopt new policies to support the implementation of the subarea plans. Review and amend zoning maps to include proposed land uses as described in the preferred concept plans (Appendix E).	Short	In progress for subsequent adoption	City
La Center Development Code	Amend the La Center Municipal Code to codify the recommended code and zoning amendments (Appendix E) and establish recommended overlay zone. Implement recommended design guidelines (Section 6.1) to ensure future development reflects the subarea visions.	Short	In progress for subsequent adoption	City
Sewer Collection and Treatment Master Plan	Formally adopt the 2023 Sewer Collection and Treatment Master Plan to address the flows of the subareas along with the proposed loadings.	Short	\$10,000	City
Stormwater Master Plan	Complete and adopt a formal Stormwater Master Plan, including a map of the existing system, review of design criteria for new development, and recommendations for enforcement.	Long	\$250,000	City
Preserve and protect historic and cultural resources	Conduct archaeological predetermination-level studies for areas that have not yet been investigated and where future developments are proposed within the subareas, including John Pollock's Grave site in Timmen Landing.	Medium	Cost varies depending on the final number of properties	City
SEPA Regulations	Update the SEPA regulations to address planned actions.	Medium	\$40,000	City

Infrastructure – Utilities				
Hydraulic Analysis	Complete a review of the CPU water system plan to verify that demand estimates are aligned with planned development and that peak day demands in the subareas can be met independently from the 12-inch river crossing.	Medium	\$150,000 to \$300,000	Clark Public Utilities (CPU)
Fire Flow Analysis	Perform a detailed fire flow analysis to ensure the system can meet peak day demand with reservoirs half-full. Suggested minimum fire flow requirements include: <ul style="list-style-type: none">• 1,000 gallons per minute (gpm) over 2 hours for residential development• 2,500 gpm over 2 hours for commercial development• 3,500 gpm over 4 hours for industrial development	Long	\$20,000 to \$50,000	City, CPU
Sewer System Connection in Timmen Landing	Connect the existing septic system in Timmen Landing to the City sewer collection system.	Short	\$150,000	City, Developer
Develop Stormwater Capacity	Ensure that new developments comply with LCMC 18.320, Stormwater and Erosion Control, as there are no existing stormwater facilities in Timmen Landing.	Long	No associated costs	City
	Develop a stormwater detention pond at Pollock Park, as shown in Figure 4.	Short	\$1.5 million	
Infrastructure – Transportation				
Roadway Improvements	Identify roadway alignments to be phased with future development proposals and ensure roadway improvements are consistent with the Downtown and Timmen Landing subarea visions. Coordinate with the Washington State Department of Transportation and Clark County on planned roadway improvements, including along arterials Northwest La Center Road, Northwest Timmen Road, Northwest Pacific Highway, and several neighborhood access streets in Downtown 2.0.	Short	\$1,434,300	City
Intersection Improvements – Northwest La Center Road/West 3rd Street	Modify the existing intersection to a three-legged right-in/right-out intersection, closing the east leg of the intersection. Reassign all left-turning trips in and out of West 3rd Street to West 5th Street.	Short	\$200,000	City

Intersection Improvements – Northwest La Center Road/Northwest Pacific Highway/West 4th Street	Modify the existing roundabout to (1) accommodate two-lane approaches and exits and (2) refine lane discipline along all approaches.	Short	\$1,860,000 <i>Note: 4th Street intersection improvements are already funded.</i>	City
Signalize Intersections	Northwest Pacific Highway/West 5th Street	Short	\$1,275,000	City
	East 4th Street/East Cedar Avenue		\$375,000	City
Pedestrian and Bike Connections	Implement new sidewalk facilities as identified by the Downtown and Timmen Landing subarea plans to improve pedestrian and bike connections from residential and commercial businesses to job and recreational opportunities.	Short	\$815,000	City
Downtown Pedestrian Plaza	Sidewalk and street improvements along the new pedestrian plaza to expand the pedestrian corridor to 70 feet wide and 330 feet long, extending to the western edge of the property.	Short	\$297,000	City
Boardwalk	Develop a boardwalk extending from the pedestrian plaza to the waterfront that would allow for commercial development and concessioner opportunities.	Medium	\$807,500	City
Parks and Trails				
Park and Trails Improvements	Update the City Park, Recreation and Open Space Comprehensive Plan to incorporate park and trail locations proposed in the Downtown and Timmen Landing subarea plans that are not identified in the current plan. Coordinate the refinement of park and trail locations with future development proposals.	Short	\$30,000	City
Sternwheeler Park	Construct a new restroom and associated sewer connections at Sternwheeler Park.	Medium	\$250,000	City
	Construct and ADA kayak or canoe launch at Sternwheeler Park to allow easy access to the East Fork Lewis River to support recreational uses.	Medium	\$32,000	City
Pollock Park	Construct a new restroom and associated sewer connections at the existing Pollock Park kayak launch.	Medium	\$250,000	City

Museum	Move and reconstruct the historic home adjacent to the pedestrian plaza for future use as a museum.	Short	\$310,000	City
Playground	Locate playground in new pedestrian plaza or waterfront in Downtown 2.0.	Short	\$350,000	City
<i>Natural Resources</i>				
<i>Critical Areas</i>	Perform a critical areas assessment for catalyst sites, such as the pedestrian plaza Downtown and improvements along the East Fork Lewis River, to identify the locations and types of potential development limitations from critical areas.	Short	\$45,000	City
<i>Economic Development</i>				
Farmers Market Complex	Develop a park or plaza to host farmers markets and other outdoor public events.	Short	\$25,000 - \$375,000 Note: cost estimate does not include property purchase.	City
Parking Garage	Construct an off-street parking garage, up to two stories, to allow for parking for Downtown businesses and special events. Consider establishing a Downtown parking district to fund a parking lot or structure in lieu of providing off-street parking requirements, as appropriate per site review.	Long	\$750,000 - \$1.5 million	City, Developer
Public Art	Construct a public art display or water feature in the Downtown pedestrian plaza to enhance the pedestrian experience.	Short	\$750,000	City

6.2.1 Funding Analysis

A funding analysis for capital funding options in the Downtown and Timmen Landing subarea plans was performed by ECOnorthwest. This analysis (Appendix E) summarizes research and provides a high-level analysis of possible funding mechanisms to fund four key infrastructure projects within the subareas.

7.0 LIST OF ACRONYMS AND ABBREVIATIONS

CAC	Community Advisory Committee
City	City of La Center
County	Clark County
CPU	Clark Public Utilities
gpm	gallons per minute
VBLM	Vacant Buildable Lands Model

Appendix A

Existing Conditions Analysis



Existing Conditions and Key Considerations for Subarea Planning

Timmen Landing and Downtown Subareas
City of La Center, Washington

April 2024



Existing Conditions and Key Considerations for Subarea Planning

**Timmen Landing and Downtown Subarea Plans
City of La Center, Washington**

Submitted to

**Bryan Kast, Community Development and Public Works Director
City of La Center
La Center, Washington**

April 2024

Prepared by

**WSP USA
ECONorthwest
Archaeological Investigations Northwest, Inc.**

EXISTING CONDITIONS AND KEY CONSIDERATIONS

Timmen Landing and Downtown Subarea Plans La Center, Washington

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EXISTING CONDITIONS AND KEY CONSIDERATIONS FOR SUBAREA PLANNING
TIMMEN LANDING AND DOWNTOWN SUBAREA PLANS
LA CENTER, WASHINGTON

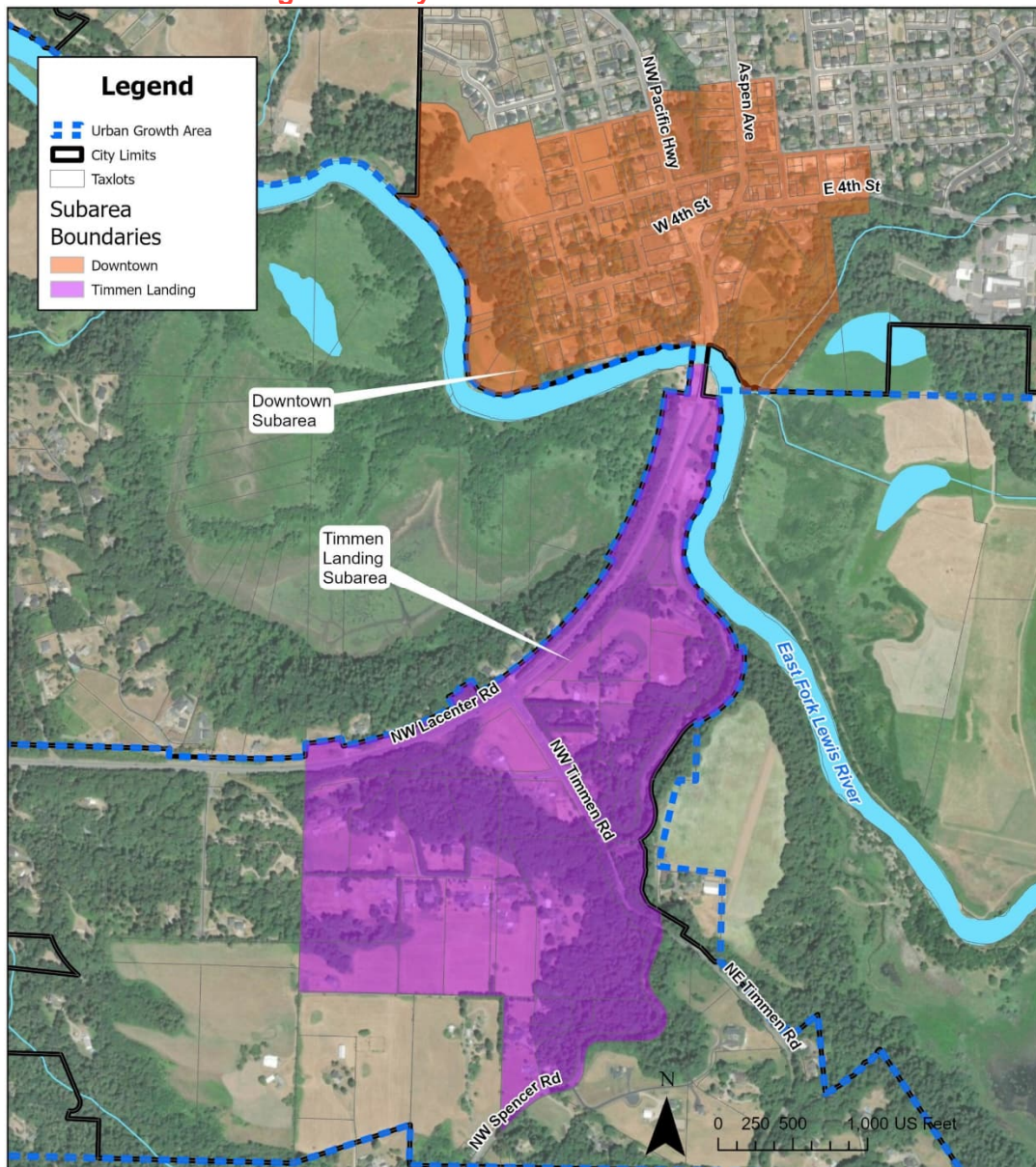
1.0 INTRODUCTION

The City of La Center is a small city located in northern Clark County, Washington, approximately 16 miles north of downtown Vancouver. The community takes pride in its identity, including the character of its downtown, hometown football games, and festivals throughout the year such as Our Days, the annual Christmas Tree Lighting, and farmers markets during the summer. According to the April 1, 2023 Washington State Office of Financial Management population estimate, La Center has a population of approximately 3,890 people.

The City is beginning work on two subarea plans, Timmen Landing and Downtown (see Figure 1), to diversify the City's economy beyond the local cardroom industry that has served as the largest source of the City's revenue for the past 30 years. The Timmen Landing subarea is approximately 153 acres located in western La Center along Northwest La Center Road and generally between McCormick Creek and the East Fork Lewis River and south to the city limits. The subarea is largely undeveloped and contains low-intensity residential and agricultural uses. The Downtown subarea is approximately 103 acres and is generally located within the historic downtown center of commerce, civic life, and adjacent historic neighborhoods. Both subareas face the East Fork Lewis River and the La Center Bottoms Natural Area, which are natural features of the city and valued components of the community's identity. The City envisions that Timmen Landing and Downtown will develop as two separate subareas with distinct but complementary uses. As part of the subarea planning process, the City will develop a new vision and implementing tools to promote economic and community growth as the cardroom industry becomes less significant but important within a transitioning local economy.

This existing conditions report will be used to frame upcoming discussions with stakeholders and the community to develop a vision for the subareas, and to provide a common understanding of existing opportunities and constraints. This report summarizes information on land use, market assessments, transportation, natural resources, cultural resources, and public infrastructure and services.

Figure 1. City of La Center and Subareas



2.0 EXISTING CONDITIONS

2.1 LAND USE

2.1.1 Existing Land Use

Timmen Landing

The Timmen Landing subarea consists of farmland, undeveloped forested areas, and large-lot single-family residential areas. Northwest La Center Road creates the northern boundary of the subarea, which is the main arterial connecting La Center to Interstate 5 (I-5); therefore, most La Center residents travel along the northern boundary of the proposed subarea when traveling in and out of the city, making it a highly visible community focal point. The subarea includes the

John Pollock Water Trail Park and the John Pollock Historic Gravesite along the northeastern border near the East Fork of the Lewis River. To the northwest and northeast, the subarea borders the La Center Bottoms Natural Area, a Clark County-owned stewardship site that consists of a wetlands complex of flood plains, shorelines, and forested uplands next to the East Fork of the Lewis River, which is critical habitat for wildlife and both biological and ecological functions. The “Bottoms” will remain in Clark County Legacy Lands ownership and are unlikely to be developed. Timmen Landing is perched on a hillside and enjoys extensive views of the distant Cascade Mountains, Downtown La Center, and the Bottoms.

Downtown

The Downtown subarea is mostly developed and consists of La Center’s historic downtown and its cardrooms. The subarea has a mix of local commercial establishments along the north side of East Fourth Street and Northwest Pacific Highway that are primarily service-oriented, including restaurants, and the Heritage Center, a newer development with craftsman architecture with a mix of office, retail, and service uses. The south side of East Fourth Street includes City-owned properties: the old and new City Hall buildings and Sternwheeler Park with trails connecting to the Bottoms, open spaces, and an amphitheater. Surrounding the commercial areas of downtown are older homes on smaller lots dating from the original city plat to 1914; and undeveloped lots east of La Center Road, including areas along the north shore of the East Fork Lewis River. Western and northwestern portions of the subarea include additional older homes on smaller lots and vacant and underutilized properties. Areas closest to the East Fork Lewis River are encumbered by steep slopes and other critical areas and tend to be undeveloped or have only minor improvements including the recently annexed 14-acre Barnhart property.

Major destinations in the Downtown subarea include City Hall, Sternwheeler Park, the La Center cardrooms, the Heritage Center, and various downtown establishments. The subarea includes the major intersection of the main arterials in the city: Northwest La Center Road, West Fourth Street, and Northwest Pacific Highway. These three roadways converge at the roundabout that defines the entry to downtown. Many La Center residents and visitors travel to and from the city through this roundabout, which serves as a gateway to downtown.

Like Timmen Landing, Downtown is framed by its views of the La Center Bottoms and the river.

2.1.2 Comprehensive Plan

The City’s current comprehensive plan outlines the community’s vision and objectives to guide land use and development in La Center through 2035. The plan includes goals such as housing diversity, economic independence, safety and walkability, environmental protection, and social cohesion, with the aim to improve quality of life across its diverse population. The comprehensive plan is a tool to organize planning priorities to meet the needs of current and future residents. The City is undertaking the state-mandated periodic update to its comprehensive plan and is required to plan through 2045. This updated plan must be adopted by June 30, 2025.

Each element of the comprehensive plan identifies one or more goals and multiple policies designed to implement them. The proposed subarea plans are a part of the comprehensive plan; therefore, the goals of the comprehensive plan apply to the subareas. These goals include the following:

- **Land Use:** La Center shall provide an adequate supply of land zoned for commercial, industrial, residential and other purposes to meet the needs of the community for the next 20 years.
- **Transportation:** La Center shall provide a multi-modal transportation system which safely, attractively and efficiently serves existing and proposed uses within the Urban Growth Area.
- **Housing:** La Center will provide a sufficient supply of land and allowances for variety of housing types, including, but not limited to, low density detached and attached housing, manufactured housing, and medium density housing.
- **Capital Facilities and Utilities:** La Center shall provide adequate capital facilities and utilities to serve city residents living within the Urban Growth Area.
- **Economic Development:** Provide for, encourage, and actively market to industrial and commercial businesses of various sizes in order to attract them to locate within La Center's Urban Growth Area.
- **Parks, Recreation, and Open Space:** The City of La Center shall ensure that park, recreational and open space land is acquired, developed and maintained in an economically efficient way to meet the needs of its residents.
- **Historic, Archaeological, and Cultural Resources:** La Center shall identify and encourage the conservation of federal, state, and local historic, archaeological, and cultural lands, sites, and structures of significance within the City of La Center and its Urban Growth Area (UGA).
- **Urban Growth and Annexation:** La Center shall establish the orderly transition of unincorporated area within the Urban Growth Boundary from county jurisdiction to within the La Center City limits, either through annexation or incorporation.
- **Environment:** La Center shall ensure the preservation and protection of natural resources, critical areas, open space, and recreational lands within its Urban Growth Area through adequate and compatible policies and regulations.
- **Government:** (1) La Center shall plan for the community in an open and objective manner. The city will strive to have maximum citizen input so that its decisions will benefit the community as a whole. (2) La Center shall maximize governmental efficiencies and minimize duplication of public efforts.

The comprehensive plan uses four basic land use designations that correspond to and guide the application of more discrete zoning units detailed within the La Center Municipal Code (LCMC):

- **Urban Residential:** Allows for a broad range of residential living, including attached and detached units, duplexes, apartments, cottage housing, accessory dwelling units, and other low and medium density developments.
- **Commercial/Mixed Use:** Provides land for small- to medium-scale commercial retail and services, offices, and residential uses compatible with the existing character of downtown. It also provides mixed use development opportunities and medium-density developments.
- **Industrial:** Promotes more intensive job-related land uses that pay higher wages and research and technology related industries located in a campus-like setting.
- **Public Facilities/Open Space:** Provides for public park and open spaces to serve the recreational needs of the community and land for public facilities such as schools, community centers, government buildings, and public and private utility providers.

Table 1 lists the zoning districts that can be applied within each of the land use designations (zoning is regulated by the LCMC). This matrix assigns a level of review to proposed zoning changes. Changing zoning within a comprehensive plan designation requires a zone change, whereas changing from one plan designation to another requires a comprehensive plan amendment; the latter may only be approved once a year.

Table 1. Comprehensive Plan Designation and Overlay Districts

Plan Designation	Urban Residential (UR)	Commercial Mixed Use (C/MX)	Industrial (I)	Public Facilities/ Open Space (PF/OS)
Implementing Zone	Low Density (LDR-7.5) Medium Density (MDR-16)	Commercial (C1, C3) Mixed Use (MX) Residential Professional (RP) Junction Plan Zoning District (JP)	Employment Campus (EC) Light Industrial (LI) Junction Plan Zoning District (JP)	Urban Public (UP) Parks & Open Space (P/OS)
LDR-7.5				
MDR-16				
C-1				
C-3				
RP				
MX				
EC				
LI				
JP				
P/OS				
UP				
UH-10				

Source: City of La Center Comprehensive Plan (2016)

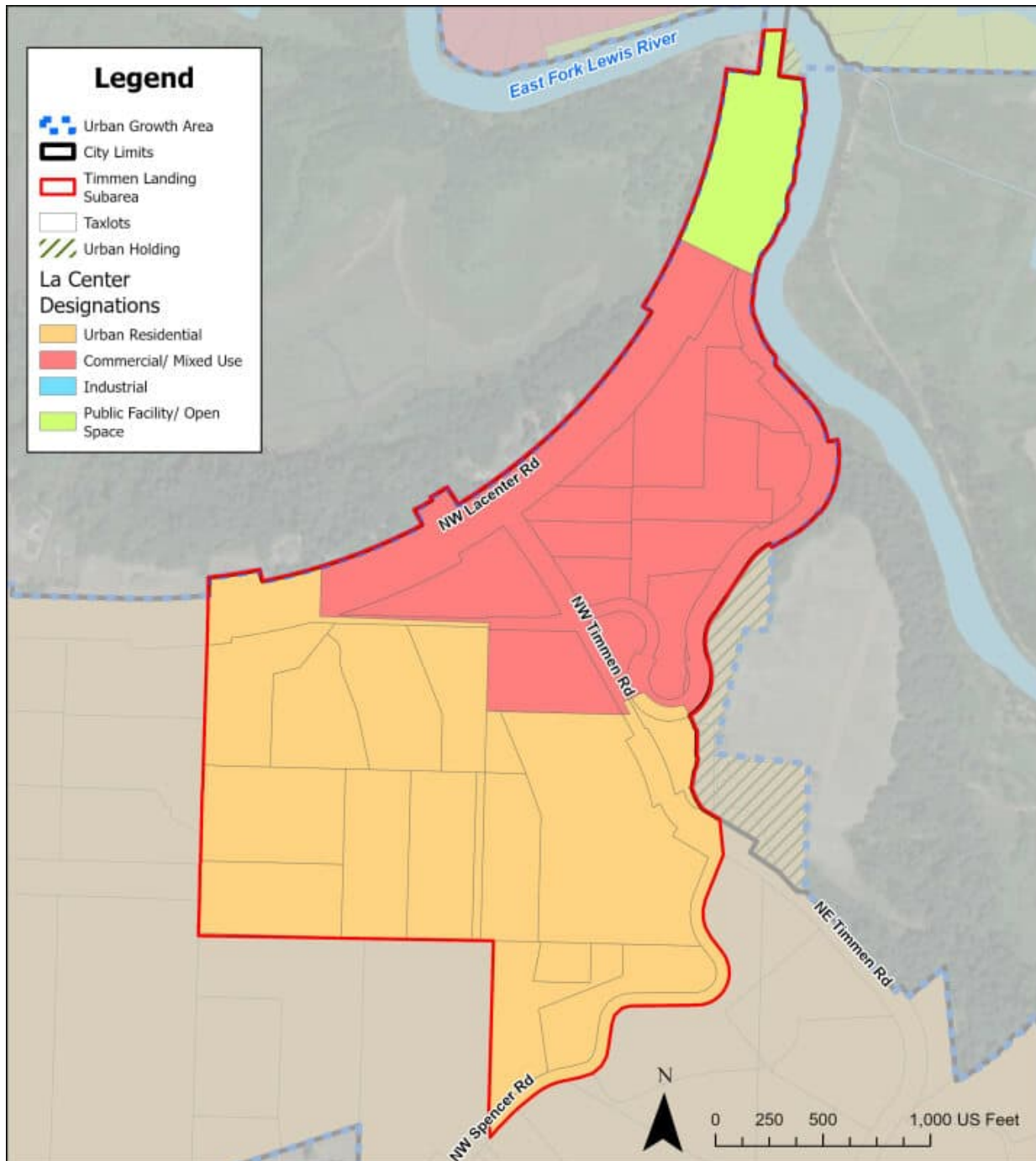
To ensure that the benefits of economic and community growth are distributed across La Center, plan implementation will be tailored to promote the development of distinct and complementary uses between subareas. The following analysis will frame the community vision to be established by the subarea plans process, given the existing opportunities, constraints and consideration unique to each subarea.

Timmen Landing

The subarea is roughly designated as half residential, half commercial/mixed use under the comprehensive plan, consisting primarily of low-density residential and low-intensity agricultural uses, with small amounts of open space along the East Fork of the Lewis River; Urban Residential comprises 85-acres, Commercial/Mixed Use comprises 58-acres, and Public Facility/Open Space comprises 9-acres (see Figure 2). However, no mixed-use projects have progressed in the 10 years since the Mixed-Use District was established or even before this timeframe.

In recognition of the subarea's unique set of opportunities and constraints, the City's comprehensive plan identifies specific policies and goals to support future development in Timmen Landing, as listed in Appendix A. These policies generally focus on residential land designations and development, encouragement of commercial development, future park needs, and functional protections along the East Fork Lewis River and its shoreline jurisdiction.

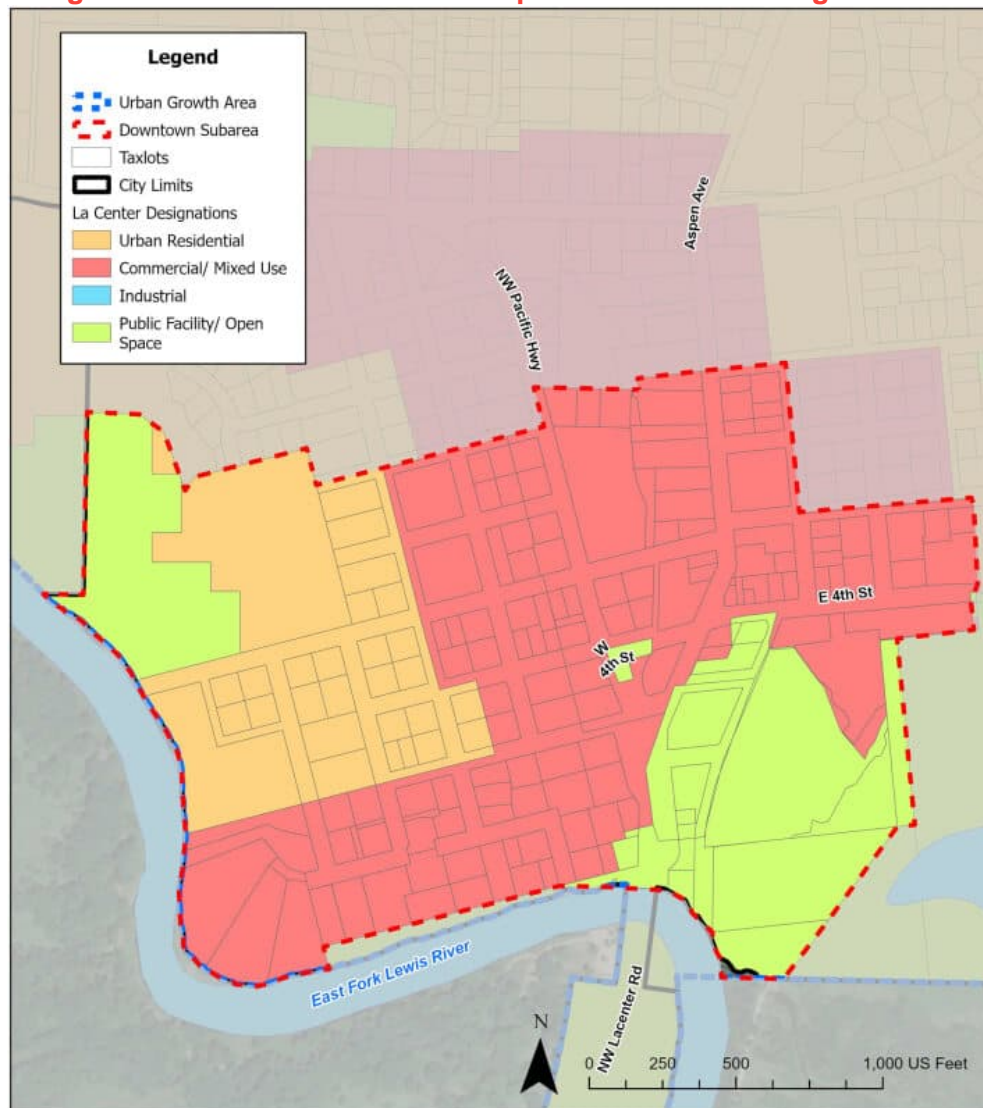
Figure 2. Timmen Landing Subarea Comprehensive Plan Designations



Downtown

The Downtown subarea includes areas designated as Commercial/Mixed Use (57 acres) Public Facility/Open Space (25 acres), and Urban Residential (22 acres) (Figure 3). The area has historically been defined by the entertainment and casino industry as its economic anchor. With recent declines in this industry, the City is looking to position downtown for redevelopment. These opportunities include several City-owned parcels, including the old City Hall and Public Works Building properties. Private properties may also be primed for redevelopment in cooperation with the owners, including the New Frontier Casino offsite parking lot and potentially including the undeveloped or underutilized properties in the western subarea near the river.

Figure 3. Downtown Subarea Comprehensive Plan Designations



In recognition of the subarea's unique set of opportunities and constraints, the City's comprehensive plan identifies policies and goals to support future development in Downtown La Center in Appendix B. These policies focus on enhancing economic opportunities in downtown, enhancing connections to downtown from adjacent residential areas, functional protections of the

East Fork Lewis River and its shoreline, and recognizing the seismic change in the local economy from the location of the Cowlitz Tribe casino at the I-5 Junction.

2.1.3 Shoreline Master Program

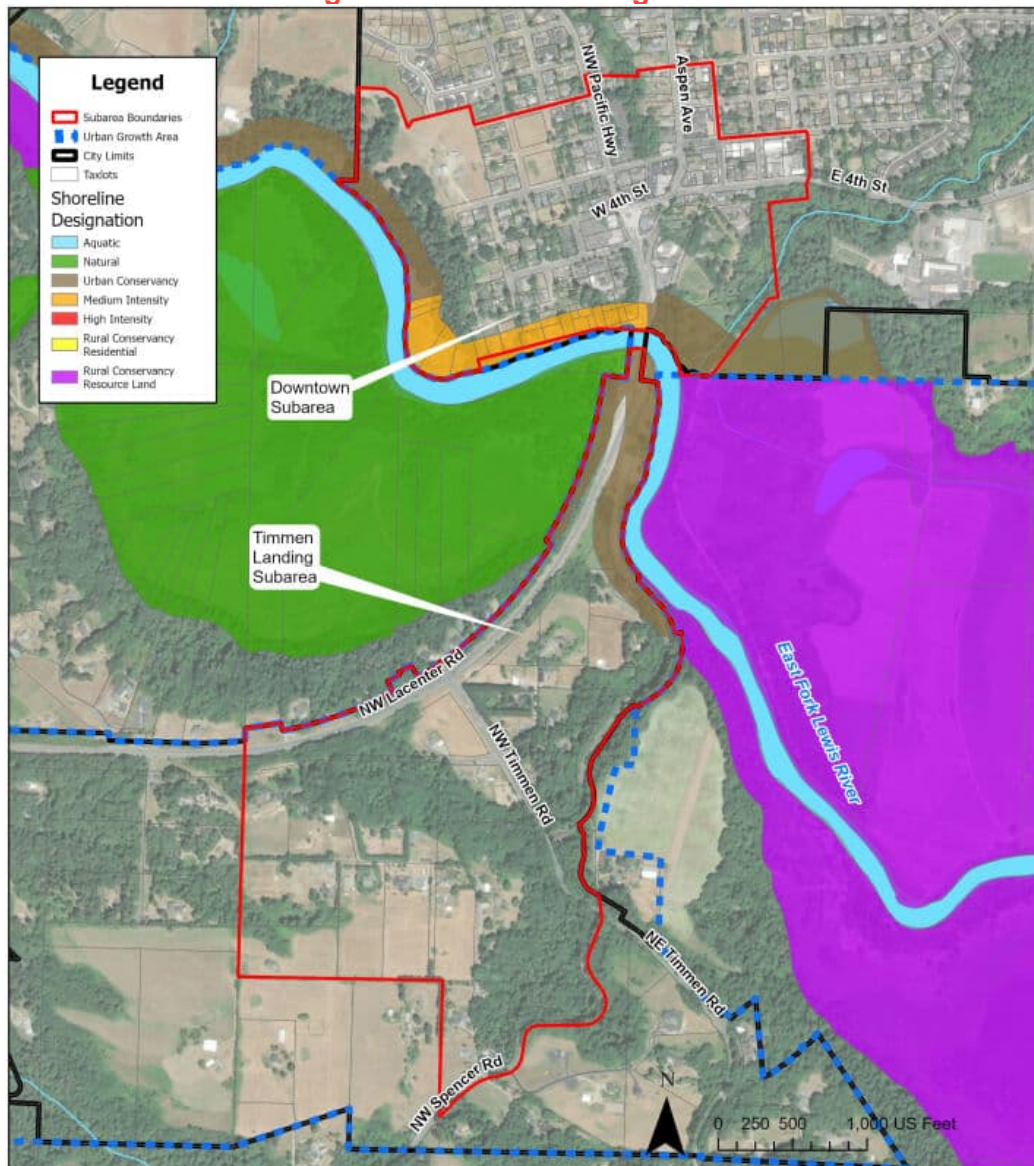
The shoreline master program (SMP) directs focuses preserving the environment, promoting water-oriented uses, and public access along the East Fork of the Lewis River. As with all SMPs across the state of Washington, La Center’s SMP both sets goals for development, use, and preservation of the shoreline, as well as establishes specific development regulations. As outlined in the La Center SMP, the general goals of the program are to:

- Use the full potential of shorelines in accordance with the opportunities presented by their relationship to the surrounding area, their natural resource values, and their unique aesthetic qualities offered by water, topography, and views; and
- Develop a physical environment that is both ordered and diversified, and which integrates water and shoreline uses while achieving a net gain of ecological function.

The SMP operates in conjunction with local, state, and federal laws regulating development activities and maintains the tenets of the City’s comprehensive plan. Both subareas border the East Fork Lewis River, which is designated as a shoreline of statewide significance under the State’s Shoreline Management Act. All future development activities must comply with SMP policies if located within SMP jurisdiction (generally within 200 feet of the shoreline). Along with the comprehensive plan, the SMP will inform development of the subarea plans on either side of the river.

The SMP assigns “environment designations” to shoreline areas, which are a type of overlay zone that serves as the basic framework for the use and development regulations in the SMP. Each shoreline environment designation is managed in accordance with its designated purpose as described in the SMP. The shoreline designations are shown in Figure 4, and Appendix C identifies those uses that are permitted, prohibited, or may be permitted with a conditional use approval in each shoreline designation. While these additional regulations can present a constraint to development, they also position promote water-oriented uses such as recreational access to and around the East Fork of the Lewis River that is important to consider for subarea plans.

Figure 4. Shoreline Designations



Timmen Landing

Shoreline areas in Timmen Landing are classified as Aquatic and Urban Conservancy shoreline environment designations. The purpose of the Aquatic designation is to protect, restore, and manage the unique characteristics of the areas waterward of the Ordinary High Water Mark (OHWM). This use allows motorized and non-motorized boat launches, water-dependent recreational uses, dredging, and disposal as part of ecological restoration/enhancement, shoreline restoration and enhancement, and bioengineered shoreline stabilization. The Aquatic designation conditionally allows water-dependent commercial and institutional uses, above-ground utilities, electrical transmission lines, underground utilities both parallel and perpendicular to the shoreline, unclassified uses, in-stream flood control works, fills waterward of the OHWM, and structural shoreline stabilization. Permitted and conditional uses must also comply with setback, maximum height, and other standards (see Appendix C).

The purpose of the Urban Conservancy designation is to protect and restore ecological functions of open space, floodplains, and other sensitive lands where they exist adjacent to urban and developed settings. This designation allows a variety of compatible uses, including permitted uses such as non-motorized boat launches; docks, piers, mooring buoys; accessory uses to parking; water-dependent and water-related recreational uses; single-family residential; highways, arterials, railroads, and secondary/public access roads; above-ground and underground (parallel to shoreline) utilities; dredging and disposal as part of ecological restoration or enhancement; fills landward of the OHWM; shoreline ecological restoration or enhancement; and bioengineered shoreline stabilization. Conditional uses include agriculture; water-dependent institutional uses; non-water-oriented recreational uses; bridges; electrical transmission lines; underground utilities perpendicular to the shore; unclassified uses, dams, dikes, and levees; and structural shoreline stabilization. Permitted and conditional uses must also comply with setback, maximum height, and other standards (see Appendix C).

Downtown

In addition to Aquatic and Urban Conservancy described above, Downtown contains shoreline areas designated as Medium Intensity. The purpose of the Medium Intensity designation is to accommodate residential development and accessory structures and allow other development consistent with policies of this designation. This designation is also intended to provide appropriate public access and recreational uses. Uses permitted in this designation are non-motorized boat launches; water-dependent and water-related commercial, institutional, and recreational uses; docks, piers, and mooring buoys; accessory uses to parking; water-dependent and water-related recreational uses; single-family and multifamily residential; all listed transportation uses; above-ground utilities; underground utilities parallel to the shoreline; dredging and disposal as part of ecological restoration or enhancement; ecological shoreline restoration; and bioengineered shoreline stabilization. Conditional uses include motorized boat launches; non-water-oriented commercial, institutional, and recreational uses; electrical transmission lines; underground utilities perpendicular to the shoreline; unclassified uses; dredged material disposal; dams, dikes, and levees; and structural shoreline stabilization. Permitted and conditional uses must also comply with setback, maximum height, and other standards (see Appendix C).

Although approximate shoreline jurisdiction is shown on the SMP's shoreline designations map (Figure 4), the actual extent is determined by site conditions as the OHWM of a waterbody requires a field delineation. Jurisdiction includes lands extending 200 feet in all directions, as measured on a horizontal plane, from the OHWM, floodways, and contiguous floodplain areas landward 200 feet from such floodways, associated wetlands, river deltas associated with the streams, and lakes and tidal waters that are subject to the provisions of this program.

2.1.4 Zoning

Timmen Landing

Zoning within the subarea is shown in Figure 5 and listed in Table 2. Zoning includes a mix of Low Density Residential District (LDR-7.5), Mixed-Use (MX), and Parks/Open Space (P/OS). A Sensitive Utility Corridor overlay district extends across the western portion of the subarea (entirely in LDR-7.5 zoning) along the Northwest Williams Pipeline, a primary artery for the transmission of natural gas for the Pacific Northwest region. Much of the area is zoned for mixed-use development composed of commercial and residential uses. Commercial uses are

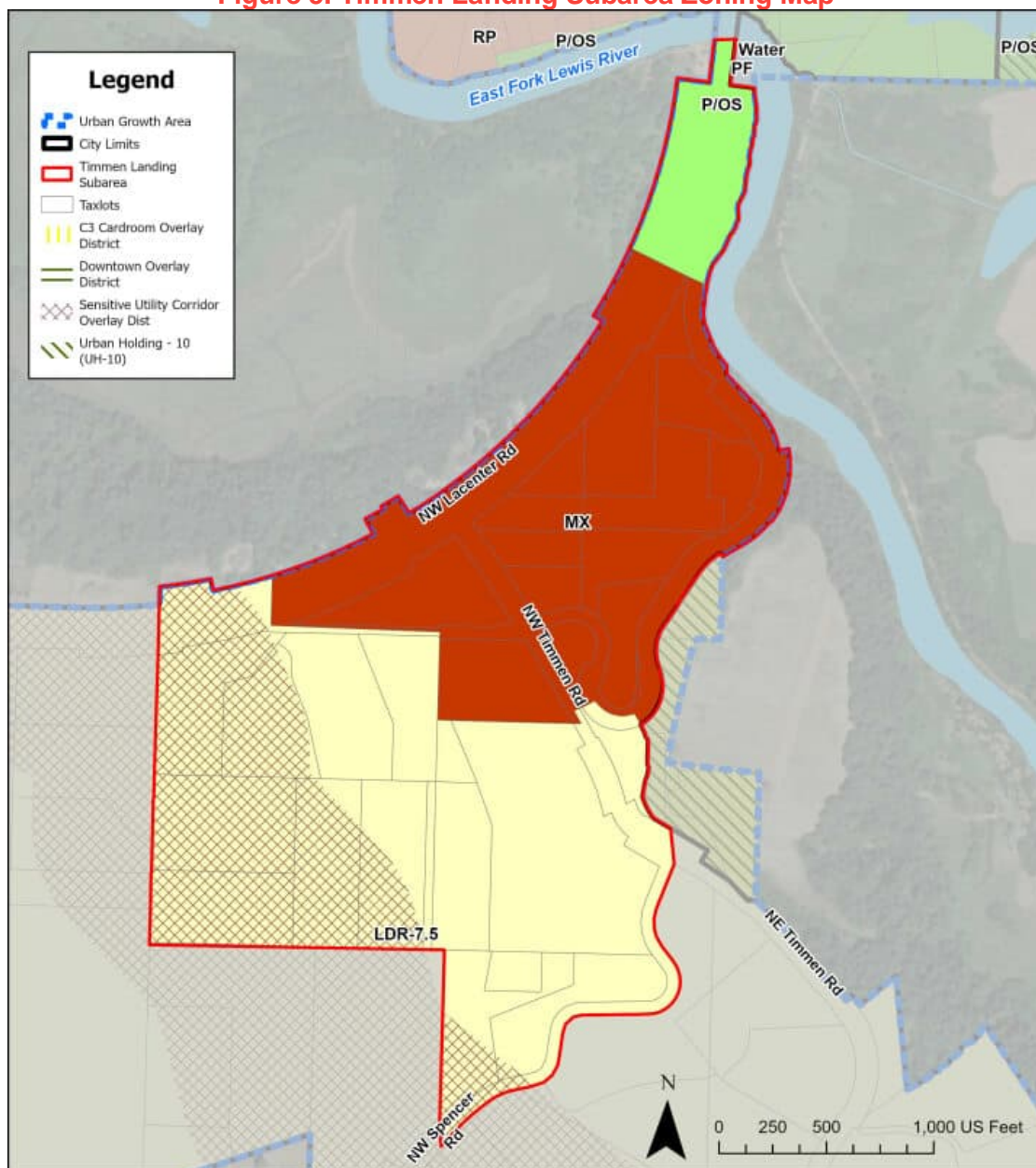
limited to a maximum of 35 percent of the MX district, with no minimum required. Residential uses, which can theoretically cover the entire MX district, are limited to a maximum of 50 percent of one housing type (single-family detached, single-family attached, or multifamily).

Table 2. Zoning in Timmen Landing

Zone	Acres	Percent
Low Density Residential (LDR-7.5)	85	57%
Mixed Use (MX)	58	39%
Parks/Open Space (P/OS)	7	5%

Note: Data are rounded and approximate. Percentages may not total 100 due to rounding.

Figure 5. Timmen Landing Subarea Zoning Map



Zoning adjacent to the Timmen Landing subarea consists of La Center LDR-7.5 to the west, south, and southeast. To the north are County zones Rural-5 (R-5) and Agriculture-20 (AG-20). To the east are five parcels along Northwest Pollock Road zoned County R1-10 (which are within the La Center UGA) and the Urban Holding Overlay (UH-10) district). To the east are County zoned AG-20 properties.

Downtown

Zoning within the subarea is as shown in Figure 6 and listed in Table 3. Zoning includes a mix of Residential/Professional (RP), Downtown Commercial (C-1), Urban Public Facilities (UP), P/OS, and LDR-7.5. Three overlay districts exist within the subarea: the Downtown (DT) Cardroom (C-3), and Urban Holding (UH-10) overlay districts. The DT overlay district occurs across the entire C-1 zone in the subarea and also on a few P/OS zoned properties (part of Sternwheeler Park) along West Fourth Street. The purpose of the DT overlay is to implement the adopted 2005 La Center Downtown Design Plan and Guidelines, which is further discussed below. The C-3 overlay district occurs only across the C-1 zone in the subarea; therefore, it also occurs within the DT overlay. The C-3 overlay occurs on a handful of properties, which are the cardrooms. These are located to the west and northeast of the downtown roundabout. The purpose of this overlay district is to provide for the location of cardrooms and for all uses, except parking areas, to be contained entirely within an enclosed building. The UH-10 overlay district occurs across the recently annexed Barnhart property at the far northwestern corner of the subarea. The purpose of the UH-10 overlay is to protect lands identified within the City limits from premature development due to inadequate capital facilities to support development.

Figure 6. Downtown Subarea Zoning Map

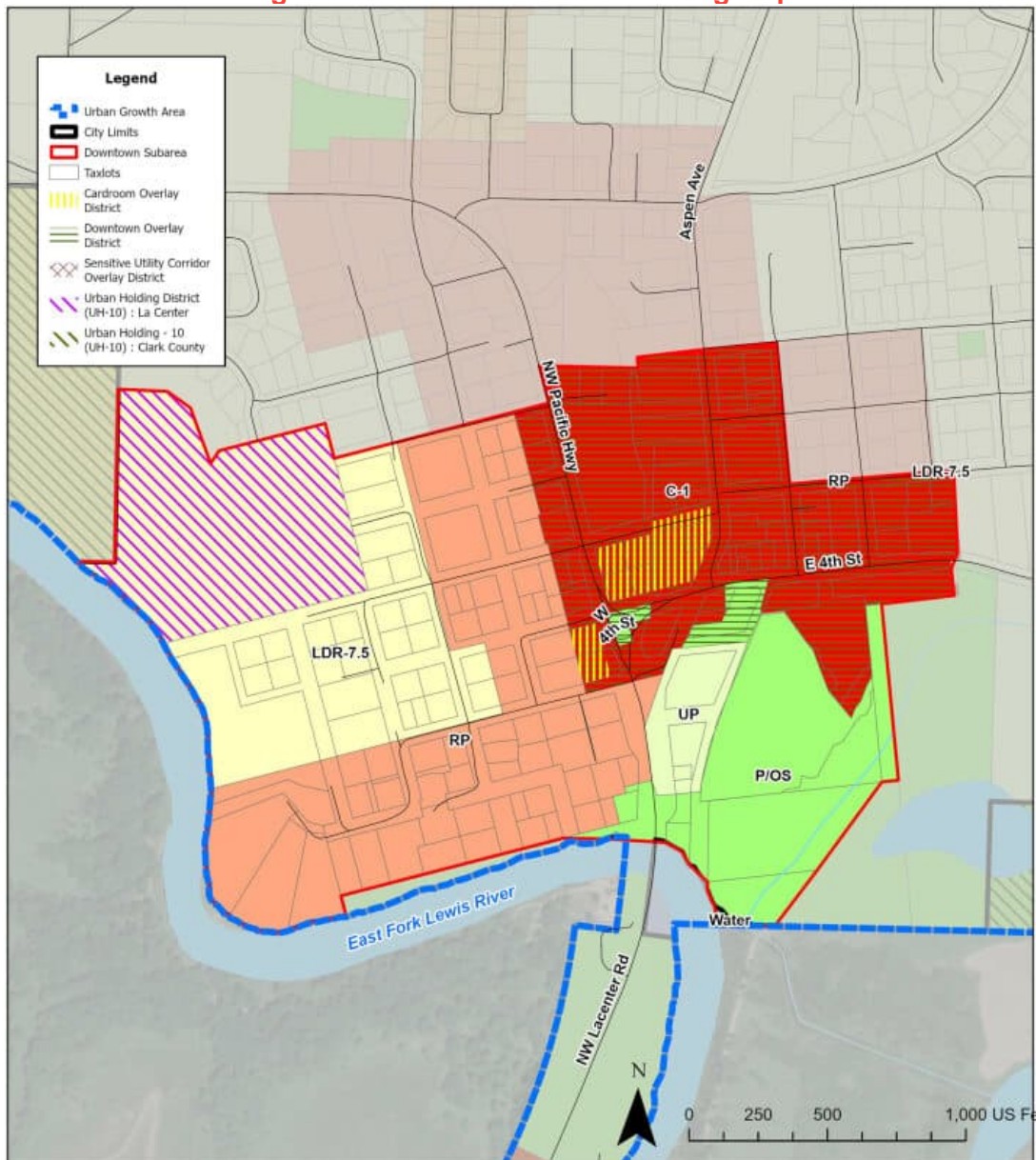


Table 3. Zoning in Downtown

Zone	Acres	Percent
Downtown Commercial (C-1)	28	27%
Residential/Professional (RP)	29	27%
Parks / Open Space (P/OS)	15	14%
Urban Public Facilities (UP)	3	3%
Low Density Residential (LDR-7.5)	29	28%

Note: Data are rounded and approximate. Percentages may not total 100 due to rounding.

Zoning adjacent to the Downtown subarea includes the La Center zones of RP and LDR-7.5 to the north and west. Across the East Fork Lewis River, County zoned AG-20 occurs to the west

and south of the western boundaries of the subarea. To the south, directly across the East Fork Lewis River bridge, is land zoned La Center P/OS, which is in the Timmen Landing subarea, and County zoned Parks/Wildlife Refuge. To the east are lands zoned La Center LDR-7.5 and P/OS.

2.1.5 Development and Zoning Code

Timmen

LDR-7.5

Approximately 85 acres of the subarea are zoned LDR-7.5, located in the western and southern portions of the subarea. The purpose of the LDR-7.5 zone, as established in LCMC 18.130.010, is to implement the La Center comprehensive plan, as well as to:

- Recognize and maintain established low density residential areas, while encouraging appropriate infill development;
- Create efficient residential areas which provide community services in a more economic manner;
- Provide for additional related uses such as schools, parks, and utility uses necessary to serve immediate residential areas;
- Maintain and enhance sensitive lands; and
- Encourage traditional pedestrian-oriented neighborhoods.

The LDR-7.5 zoning code provisions include requirements for height, density, dimensional, street trees, and parks and open spaces. See Table 4 for development and setbacks standards for the zone.

Table 4. LDR-7.5 Development and Setback Standards

Maximum Building Height	35 feet
Minimum Net Density	4 units/acre
Maximum Net Density	5.8 units/acre (single-family detached) and 8.7 units/acre (duplexes)
Minimum Lot Size^{1,2,3}	7,500 square feet
Maximum Lot Size	11,000 square feet
Maximum Building Lot Coverage	35%
Maximum Impervious Surface Area	50%
Minimum Lot Width	60 feet
Minimum Lot Depth	90 feet
Minimum Front Yard Setback^{4,5,7}	20 feet
Minimum Side Yard Setback⁵	7.5 feet
Minimum Street Side Yard Setback⁵	10 feet
Minimum Rear Yard Setback^{5,6}	20 feet

¹ With an approved critical areas density transfer in accordance with LCMC 18.300.130, 20 percent of the individual lots may be as small as 6,000 square feet (s.f.).

² Duplexes require a minimum lot area of 10,000 s.f.

³ The maximum lot area of a lot abutting the urban growth area boundary may exceed 11,000 s.f.

⁴If there are dwellings on both adjoining lots with front yard setbacks less than the required depth for the district, the minimum front setback for the lot is the average of the front setbacks of the adjoining dwellings. If there is a dwelling on only one adjoining lot with a front yard setback less than the required depth for the district, the minimum front setback for the lot in question is the average of the adjoining front yard setback and 15 feet. These setback averaging provisions do not apply to the front setback reductions per LCMC 18.130.080(10).

⁵Cornices, eaves, belt courses, sills, canopies, or other similar architectural features (not including bay windows or vertical projections) may extend or project into a required yard not more than 30 inches. Chimneys may not project into a required yard more than 24 inches. A deck not more than 30 inches in height (measured from the lowest grade in the setback to the deck surface) and not covered by a roof or canopy may extend up to 10 feet into a front yard setback, seven and one-half feet into a street side yard setback and is permitted in a side or rear yard regardless of the setback requirements. Projections into setback areas apply to standard setbacks and reduced setbacks per LCMC 18.130.080(10); provided, that front porches must be set back at least 10 feet from the front property line.

⁶A detached accessory structure, other than a garage or carport, may be situated in a rear and/or side yard provided it is at least six feet from the primary structure on a lot or parcel and it is set back from interior side and rear lot lines by at least five feet and from street side lot lines by at least 10 feet. A garage or carport may be situated in a rear and/or side yard provided it is at least 20 feet from the front and street side lot lines, seven and one-half feet from an interior side lot line, 15 feet from a rear lot line; provided, further, if there is direct vehicular access from a garage or carport to the street abutting the street side lot line, then the garage or carport shall be set back at least 20 feet from that street side lot line.

⁷The minimum front yard setback may be reduced in accordance with LCMC 18.130.080(10).

Parks and Open Space

Approximately 9 acres of the subarea are zoned P/OS; these lands are located at the most northern tip of the subarea. The purpose of the P/OS zone is to ensure implementation of the La Center Parks, Recreation, and Open Space Master Plan in new residential development. The City's zoning map designates the P/OS space zone; however, LCMC 18.147 (Parks and Open Spaces) regulates parks and open spaces within residential developments and not as a zoning code chapter. The City should consider updating the LCMC to include an individual code chapter to regulate the P/OS zone that is separate from the park and open space requirements for residential development.

Sensitive Utility Corridor Overlay

The Sensitive Utility Corridor Overlay District (LCMC Chapter 18.157) occurs on approximately 35 acres of the subarea along the western boundary. The purpose of this overlay is to minimize accidental damage to major pipelines from construction; avoid exposing uses that require evacuation assistance and help reduce adverse impacts in case of pipeline failure; and supplement existing federal and state regulations for natural gas transmission pipeline corridor management. The standards of this overlay apply to all existing and proposed land uses within the overlay district. The code includes its own definitions, allowed development, review, and construction standards specific to this code chapter and overlay. All uses specifically permitted, but not limited or conditional in the LDR-7.5 zone shall continue to be permitted in accordance with the review procedures of the overlay district. Any uses that require evacuation assistance are prohibited within 250 feet of the sensitive pipeline. These uses include congregate living, detention facilities, day care services, hospitals, private and public educational facilities, and retirement housing. However, these uses may be permitted within the consultation zone as a conditional use. Within the restricted pipeline area, the construction or expansion of structure or other activities involving land disturbance should be prohibited unless the pipeline operator provides written approval for an encroachment into the restricted pipeline area or is an exempted use. Exempt uses include the pipeline or an appurtenance or facility related to the pipeline, a

utility line that cross the restricted pipeline area, a utility service connection, a road, or a surface parking lot.

Mixed Use District

Approximately 58 acres of the subarea are zoned MX in the northeast. This district allows for a mix of uses in a single building or an integrated site of multiple buildings. The zone is intended to allow for efficient use of land and public services by providing a mix of mutually supporting retail, services, office, and medium density residential uses. The MX zone includes general standards and requirements, including the mix of use and dwelling types, requirements for commercial and vertical mixed-use development (Table 5) and residential-only development, which is subject to the Medium Density Residential District (MDR-16) standards (Table 6). Note that this zone does not require that a proposed development include commercial uses. The code also includes site and design standards for the intent of the design, building orientation, architectural building character, and streets within the zone. The zone also has view preservation standards for the scenic vistas of Mt. St. Helens, Mt. Hood, the East Fork Lewis River, and the La Center Bottoms; off-street parking and loading standards; open space standards; and application processing requirements.

Table 5. Commercial and Vertical Mixed-Use Development Standards

Maximum Building Height	Maximum Lot Coverage	Ground floor minimum structural ceiling height	Front Setback	Side Setback	Rear Setback
30 ft for commercial; 45 feet for vertical mixed-use buildings.	85%	13 feet	0 feet on pedestrian-oriented streets; up to a maximum of 20 feet on all other streets.	0 feet abutting commercial use; 10 feet for a single-story building and 15 feet for a multi-story building abutting a residential-only zone	10 feet

Note: Vertical mixed uses are exempt from the minimum and maximum density standards of Chapter 18.140 (MDR-16) LCMC.

Table 6. Medium Density Residential District Development Standards

Standard	Multifamily	Attached	Detached	Manufactured Home Park/Subdivision
Net Density	8 – 16 units/acre	8 – 14 units/acre	8 – 12 units/acre	4 – 12 units/acre
Minimum Project Area ¹	2.5 acres	2.5 acres	2.5 acres	2.5 acres
Minimum Lot Width	20 feet	20 feet	30 feet	20 feet ⁴
Minimum Lot Depth	60 feet	60 feet	60 feet	60 feet ⁴
Minimum Area	1,400 square feet	1,400 square feet	3,000 square feet	3,000 square feet ⁴
Maximum Area	N/A	N/A	15,000 square feet	5,000 square feet ⁴
Maximum Lot Coverage	85%	60%	60%	85%
Maximum Height ²	45 feet	35 feet	35 feet	20 feet
Minimum Front Setback ³	10 feet	10 feet	10 feet	5 feet ⁴
Minimum Garage Setback From the Property Line	5 feet	20 feet	20 feet	5 feet ⁴
Minimum Garage Setback from Alley	3 feet	3 feet	3 feet	5 feet ⁴
Minimum side Setback	0 feet attached or 10 feet abutting single-family detached	0 feet attached/4 feet non-attached	4 feet	5 feet ⁴
Minimum Street Side Setback	0 feet	10 feet	10 feet	5 feet ⁴
Minimum Rear Setback	20 feet	10 feet	10 feet	3 feet ⁴

¹The minimum project area requirements do not apply when legal lots in the RP zone develop multifamily housing.

²The maximum height of a dwelling is depicted in this table, the maximum height of a garage or accessory building is 20 feet.

³Minimum front yard setback shall be 25 feet from arterial and collector streets.

⁴In a manufactured home subdivision the lot area and setback standards represent an average within the subdivision.

Cottage housing are residential developments consisting of clusters of cottages (detached single-family dwellings) designed to share a central and common open space, a limited number of accessory structures, and private community buildings. The purpose of cottage housing (LCMC Chapter 18.185) is to provide opportunities to develop cottage housing consistent with the land use and housing goals of the La Center comprehensive plan; permit a housing type responsive to changing household demographics; encourage creation of more usable open spaces, landscaping, and vegetation while also maintaining private areas for individual cottages; ensure architectural styles and cottage style housing is compatible with the surrounding community; and provide opportunities for more-affordable housing. Cottage housing may be located in the MX zone, as

well as the Junction Plan (JP), MDR-16, and RP zones. Cottage housing contains its own housing development size and density, dimensional, housing design, common and private open space, fencing, off-street parking, landscape buffering, exterior lighting, tree conservation, common ownership, and community buildings design requirements. See Table 7 for development standards for cottage housing.

Table 7. Development Standards for Cottage Housing

Clustering	4 minimum – 12 maximum
Minimum setbacks for dwelling units from adjacent property lines along the perimeter of the CHD site	10 feet
Minimum rear yard dwelling unit setback	10 feet
Minimum side yard dwelling unit setback from adjacent structures ^{1,2}	10 feet
Minimum front or public street setback	10 feet
Maximum lot coverage for dwelling units and dwelling units with attached garages	45%
Minimum lot size	3,750 square feet (LDR-7.5 zone) 2,000 square feet (other zones)
Minimum garage setback from alley/accessway	3 feet
Maximum impervious surface area of a Cottage Housing Development (CHD)	60%
Minimum roof slope	6:12
Maximum height for cottages	25 feet
Maximum height for community buildings	30 feet

¹Minimum setbacks apply to dwelling units, common buildings, and garages

²Zero lot line plats are permitted with 10-foot minimum separation between dwelling units, common buildings, and garages.

Downtown

LDR-7.5

Approximately 29-acres of the subarea are zoned LDR-7.5, located in the western portions of the subarea, between the RP zone and the river. This includes the recently annexed Barnhart property (File No. 2023-038-ANX). See section 2.1.5 above for further discussion of the purpose and zoning requirements for the LDR-7.5 zone.

The UH-10 overlay occurs on approximately 14 acres across the Barnhart property at the far northwestern corner of the subarea. This property was annexed into the City in January 2024. Per LCMC Chapter 18.190, the purpose of this overlay is to protect lands within the city limits from premature development due to a lack of capital facilities to support development at the time the property was brought into city limits. Prior to UH-10 removal, the City permits a range of uses (when in compliance with concurrency and level of service standards of the capital facilities plan). These include uses such as one single-family dwelling, home occupations, agriculture and forestry and supporting facilities, and publicly owned recreational facilities. Buildings and structures are to not exceed 35 feet and the minimum parcel size for newly created parcels must be 10 acres. The UH-10 overlay can be removed when the public works director or city engineer have identified that any previously occurring capital facilities deficiencies have been

satisfactorily resolved. This removal usually occurs in conjunction with a land use development review, such as site plan review or subdivision, and usually is a condition of development approval.

Residential Professional District

The RP zone accounts for approximately 29 acres of the Downtown subarea and generally occurs in the western “panhandle” of the subarea. The RP zone permits and conditionally permits all uses that are allowed or conditionally allowed in the LDR-7.5, MDR-16, and C-1 zoning districts. Single-family residentially developments, including duplexes, are subject to the development standards of the LDR-7.5 zone, located in LCMC Chapter 18.130 (see Table 4 above for development and setback standards). Multifamily residential developments are subject to the development standards of the MDR-16 zone or LCMC Chapter 18.140 (see Table 6 above for development and setback standards). Commercial developments in the RP zone are subject to the development standards of the Commercial Districts (C-1 and C-3) located in LCMC Chapter 18.150 as shown in Table 8 below.

Parks/Open Space

Approximately 15 acres of the subarea are zoned P/OS. P/OS zoned lands are located in the southeastern portion of the subarea, east of Northwest La Center Road and south of East Fourth Street. The purpose of the P/OS zone is to ensure the La Center Parks, Recreation, and Open Space Master Plan is implemented in new residential development. Please see discussion above, under Timmen Landing, about this zone.

Commercial Districts

The C-1 zone includes approximately 28 acres in the north, mostly north of East Fourth Street. The purpose of the C-1 zone, in accordance with LCMC Chapter 18.150, is for the siting of less intensive commercial areas to provide convenience shopping needs. Typical allowed uses include convenience food markets, beauty and barber shops, bakeries, and limited-service industries. Generally, sites in this zone are held to a high standard of site plan review due to close proximity to residential zones and must meet the design guidelines contained in the zone chapter, as applicable (see Table 8). Development standards in the C-1 zone include landscaping, site plan review requirements, and lot requirements. All of the C-1 zone in the subarea includes a downtown overlay, and a small area includes both the downtown and cardroom overlay (C-3) district.

Table 8. Commercial District Lot and Building Height Requirements

	Zoning District	
	C-1	C-3
Minimum Lot Area	2,500 square feet	10,000 square feet
Minimum Lot Width	25 feet	None
Minimum Lot Depth	100 feet	None
Minimum Setbacks	Pursuant to buffering and screening standards of LCMC Chapter 18.245	
Minimum setbacks adjacent to residential district	Pursuant to the screening and buffering standards contained in LCMC Chapter 18.245, plus an additional 1/2 foot for each foot the building exceeds 20 feet in height to a maximum setback requirement of 40 feet.	
Maximum lot coverage	Maximum determined by compliance with screening and buffering standards contained in LCMC Chapters 18.245 and 18.320.	
Maximum building height	60 feet	

Approximately 2.5 acres of the subarea are within the C-3 overlay district and is located to north and west of the downtown roundabout. According to LCMC Chapter 18.150, the purpose of the C-3 overlay district is to provide for the location of cardrooms within other commercial districts. All uses in this district, except parking areas, are to be contained entirely within an enclosed building. The C-3 district is much more restrictive on the number of permitted uses than the C-1 zone. The C-3 district allows existing residential uses, home businesses, restaurants, barber and beauty shops, professional offices, and public services and facilities. The C-3 district includes specific landscaping requirements and lot requirements that differ from the C-1 zone (see Table 8), otherwise, uses in the C-3 district are subject to all other standards in LCMC Chapter 18.150. Additionally, all properties within the C-3 overlay district and the C-1 zone are subject to the design standards of the DT overlay.

The DT overlay comprises 29 acres of the Downtown subarea and overlays the C-1 zone and C-3 overlay. It also overlays a small portion of P/OS zoned properties along East Fourth Street. The overlay purpose is to implement the adopted 2005 La Center Downtown Design Plan and Guidelines (Downtown Design Guidelines). These standards apply to all new commercial, mixed-use, and multifamily buildings within the DT overlay district and also apply to major exterior redevelopment or rehabilitation with costs exceeding 80 percent of the assessed value of the building and land. Uses that are permitted in the DT overlay district are those that were lawfully permitted and established prior to January 1, 2007, and those uses specifically permitted or conditional in the base zoning district. The development standards of the DT overlay district include requirements for building façade; sidewalk, crosswalks, and streets; street trees and landscaping; outdoor lighting; parking; building materials; roof materials, parapets, and roof pitch; windows; building heights; building lighting; and environmental design.

Downtown Design Guidelines

The Downtown Design Guidelines sets a vision for downtown and a general planning and design direction to retain the historic nature of the city's downtown while also accommodating new development. Many but not all the design guidelines were placed into the DT overlay code to require these design principles. Guidelines that have not been adopted may be considered as future policy recommendations for the subarea plan.

Urban Public District

Approximately 3 acres of the Downtown subarea are zoned UP, generally located in the southern portions of the subarea, south of East Fourth Street and east of Northwest La Center Road.

Permitted uses include public parks, playgrounds, open spaces, natural resource preservation or enhancement, and similar uses. The zone conditionally allows public schools, community centers, public and private utility uses, and other governmental buildings or structures. The UP zone does not have specific dimensional and development standards. Standards are instead decided by the director or code administrator to determine which base zone standards are to be required and if additional standards are necessary. The UP zone applies to the City's former public works building, its wastewater treatment plant, and former City Hall site.

Cottage housing is an allowed used in the RP zones that are located in the Downtown subarea. See discussion above in the Timmen Landing subsection for more information.

2.2 MARKET ANALYSIS

The Timmen Landing subarea is largely undeveloped and represents greenfield opportunities for economic and residential development. The Downtown subarea includes La Center's historic downtown center of commerce. The City has a vision for these two areas to support each other through complementary uses.

This report contextualizes existing conditions with respect to demographic and market factors that will influence demand for residential and commercial land uses in these subareas.

Regional growth pressure is pushing north. Shifting migration trends have accelerated macro-economic growth in Clark County. Combined with land scarcity and higher housing costs in Vancouver, this pressure is pushing into tertiary markets. This will begin to drive more market support for residential uses to markets like La Center and Ridgefield.

La Center has the assets to attract growth. La Center is well positioned as a bedroom community to employment centers in both Clark County and South Cowlitz County. This is exemplified in the growth trend. Since 2020, among cities with greater than 1,000 residents, Ridgefield and La Center ranked 1st and 8th in the state in population growth, respectively. This growth will drive market support for new development forms in the coming years as pricing begins to support higher density development forms.

Thus far, the majority of growth in La Center has been single-family homes, with residents that are commuting to other markets for employment. While this can support growth in demand for retail services, it can have negative fiscal impacts to the city and perpetuates an incomplete community that does not offer a variety of housing types and affordability levels. Planning for a more diverse range of housing types that are supported by market fundamentals will improve this condition.

Recent apartment construction shows potential for La Center's rental market. East Fork Commons was introduced to the market in 2022 and units filled up quickly, with a vacancy of around 5% within a year and-a-half of construction being finished. More broadly in the region, vacancy rates for the 19 new multifamily developments built since 2010 average around 4%. Apartment market conditions in Clark County are generally softening as of this draft, with a slight over-supply across the region leading to higher vacancies and moderating rent growth. This is a transitory condition that should not extend into the development window of subarea plan implementation. With several thousand employees at Ilani and over 15,000 within a five-mile radius, there should be a market for more workforce or moderate-income rental housing in the area.

There is market support for retail. A combination of forecasted household growth, growth in real median incomes, and potential for retail spending recapture would support additional retail services in the area consistent with a small neighborhood retail center. However, households are spending their retail dollars outside of La Center to a large degree.

Opportunities for suburban office space is limited in the near-term. Despite low vacancy rates, the market is not showing any interest in development of speculative professional office space. There is no product under construction and nothing in the pipeline. Market rents are low relative

to the Vancouver market. Over the near-to-intermediate term, office uses will be limited to local household serving services (e.g., banks, insurance, medical).

The opening of the Illani Casino in 2017 coincided with a decline in card room revenue among (at the time) La Center's four commercial card rooms. This decline was exasperated by the COVID-19 pandemic. It also resulted in a slight decline in taxable retail sales in La Center. Overtime, there should be opportunities for La Center to capitalize on Illani's attraction of millions of visitors per year. Execution of the subarea plan, improving access to recreational amenities, and expanding economic diversification will be essential in La Center changing the status quo and turning casino activity into an asset as opposed to detracting from economic growth.

Taxable Retail Sales. Coming out of the pandemic, taxable retail sales in La Center across all industries had ballooned to \$72.6 million in 2022, up 356 percent from 2013-2022. When isolated to just the retail trade sector, taxable retail sales in the city are up 284 percent. While residential growth has likely resulted in a small increase in retail sales growth, the vast majority of growth in taxable retail sales both in the retail trade and non-retail trade sector can be attributed to an increase in construction activity in the City of La Center.

2.3 TRANSPORTATION

This section provides an overview of existing transportation conditions assessment and documents the basis for transportation impact analysis for the subareas.

2.3.1 Transportation Impact Study Area

In coordination with the City of La Center, 18 study intersections in the immediate vicinity of the Downtown and Timmen Landing subareas were identified within the transportation impact study area. An overview map of the transportation impact study area is provided in Figure 7. The 18 existing intersections enumerated below correspond to the study intersection numbers shown in Figure 7.

1. Northwest La Center Road/Northwest Timmen Road
2. Northwest La Center Road/West Third Street
3. Northwest La Center Road/Northwest Pacific Highway / West Fourth Street
4. Northwest Pacific Highway/West Fifth Street
5. Northwest Pacific Highway/West 10th Street
6. Northwest Pacific Highway/West D Avenue
7. Northwest Pacific Highway/Northwest 14th Avenue/Northwest Larsen Drive
8. Northwest Pacific Highway/West 15th Street
9. West Fourth Street/East Fourth Street/Aspen Avenue
10. East Fourth Street/East Cedar Avenue
11. East Fourth Street/Northeast Lockwood Creek Road/Northeast Highland Avenue
12. Northeast Lockwood Creek Road/Northeast John Storm Avenue
13. Northeast Lockwood Creek Road/East Spruce Avenue
14. Aspen Avenue/East Fifth Street
15. Aspen Avenue/West Fifth Street
16. Northwest Timmen Road/Northwest Spencer Road
17. Northwest Pacific Highway/Northwest 9th Avenue/ Northwest 11th Court
18. Northwest Pacific Highway/W Golden Eagle Avenue

All study intersections are currently unsignalized, and 17 intersections operate with a two-way stop controlled arrangement, where the mainline approaches have operational priority over the side street approach(s). The Northwest La Center Road/Northwest Pacific Highway/West Fourth Street intersection currently operates as a roundabout, where vehicular traffic along all three approaches yield to circulating vehicular traffic.

Figure 7. Transportation Impact Study Area

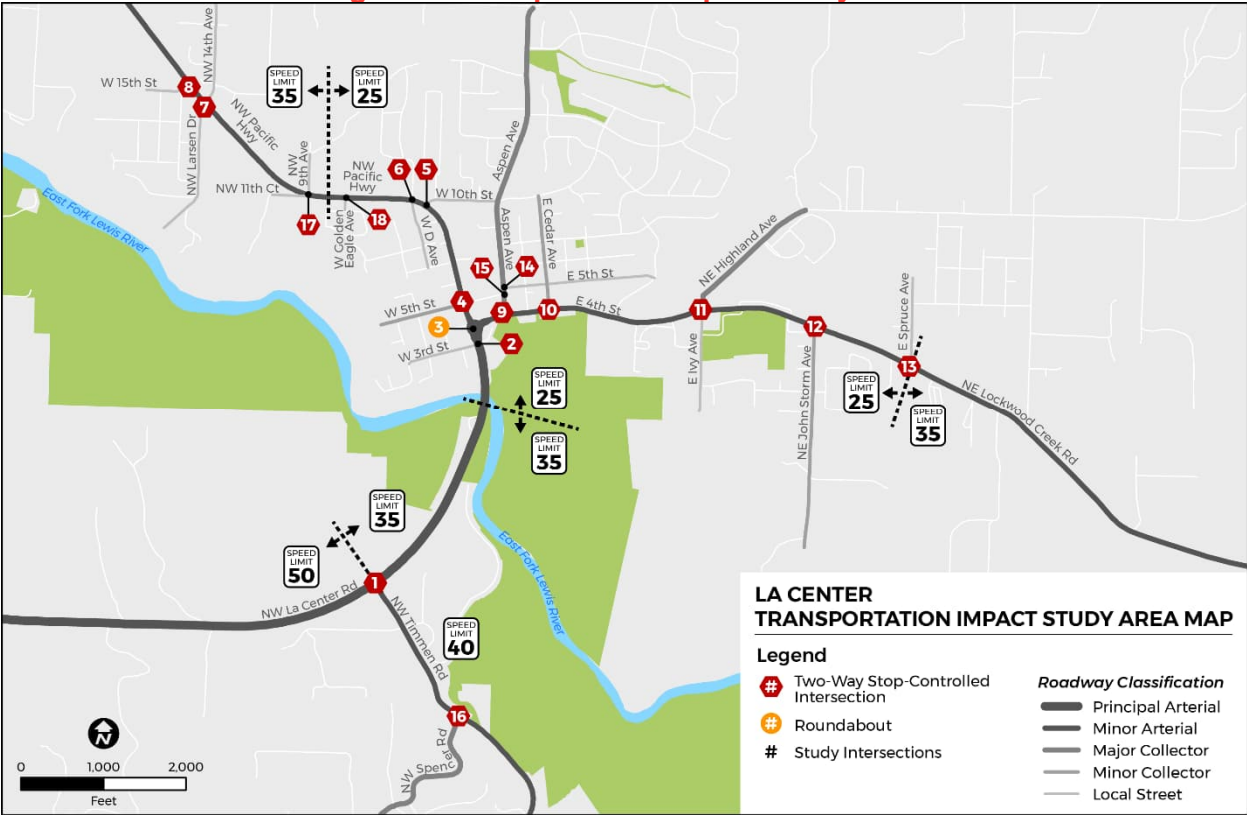


Table 9. Existing Roadway Classification, Posted Speed Limits, and Parking Provision

Roadway	Functional Classification	From	To	Applicable Posted Speed Limit
NW La Center Road	Principal Arterial	NW Timmen Road	W 4th Street	35 mph
NW Timmen Road	Minor Arterial	NW La Center Road	NW Spencer Road	40 mph
NW Pacific Highway	Minor Arterial	W 4th Street	W 15th Street	25 mph (from W 4th Street to NW 9th Avenue) 35 mph (from NW 9th Avenue to W 15th Street)
W 4th Street	Minor Arterial	NW La Center Road	Aspen Avenue	25 mph
E 4th Street	Minor Arterial	Aspen Avenue	NE Highland Avenue	25 mph
NE Lockwood Creek Road	Minor Arterial	NE Highland Avenue	E Spruce Avenue	25 mph
Aspen Avenue	Major Collector	E 4th Street	E 5th Street	25 mph
NE Highland Avenue	Major Collector	E 4th Street	-	20 mph
NW Spencer Road	Major Collector	NW Timmen Road	-	25 mph
W 5th Street	Minor Collector	NW Pacific Highway	Aspen Avenue	25 mph
E Cedar Avenue	Minor Collector	E 4th Street	E 5th Street	25 mph
NE John Storm Avenue	Minor Collector	NE Lockwood Creek Road	-	25 mph
W 3rd Street	Local Street	NW La Center Road	-	25 mph
E 5th Street	Local Street	Aspen Avenue	E Cedar Avenue	25 mph
W 10th Street	Local Street	NW Pacific Highway	-	25 mph
W D Avenue	Local Street	NW Pacific Highway	-	25 mph
W 14th Avenue	Local Street	NW Pacific Highway	-	25 mph
W 15th Street	Local Street	NW Pacific Highway	-	25 mph
NW Larsen Drive	Local Street	NW Pacific Highway	-	25 mph
E Ivy Avenue	Local Street	E 4th Street	-	25 mph
E Spruce Avenue	Local Street	NE Lockwood Creek Road	-	25 mph
NW 9th Avenue	Local Street	NW Pacific Highway	-	25 mph
NW 11th Court	Local Street	NW Pacific Highway	-	25 mph
W Golden Eagle Avenue	Local Street	NW Pacific Highway	-	25 mph

Source: Functional classifications from the La Center Transportation Capital Facilities Plan (2019). Posted speed limits from © 2023 Google Maps.

Current Parking Provisions

Table 10 provides an overview of existing on-street parking within the transportation impact study area.

Table 10. Current On-Street Parking Provisions

Roadway	Type of On-Street Parking	From	To
NW Pacific Highway	Unmarked	W 4th Street	NW 9th Avenue
W 5th Street	Unmarked	NW Pacific Highway	Aspen Avenue
E Cedar Avenue	Unmarked	E 4th Street	E 5th Street
NE John Storm Avenue	Unmarked	NE Lockwood Creek Road	-
W 3rd Street	Unmarked	NW La Center Road	-
E 5th Street	Unmarked	Aspen Avenue	E Cedar Avenue
E 4th Street	Marked (24 spaces)	Aspen Avenue	Cedar Avenue
Aspen Avenue	Marked (7 spaces)	E 4th Street	E 5th Street

On-street parking along Northwest Pacific Highway is only permitted within the 25-mile-per-hour (mph) posted speed limit zone between West Fourth Street and Northwest Ninth Avenue.

East Fourth Street and Aspen Avenue accommodate 31 on-street parking spaces that are either angled or parallel type; demarcated with striping; and built-out with entry and exit tapers. Of these, 24 on-street parking spaces are provided along East Fourth Street between Aspen Avenue and East Cedar Avenue. One of the seven remaining on-street parking spaces along Aspen Avenue is allocated for people with disability. Additional on-street parking is available along East Fourth Street on either side of East Cedar Avenue, accessed in the westbound direction, which is not striped but built-out with entry and exit tapers.

On-street parking along West 10th Street is not permitted and is regulated by “No Parking at Any Time” signage. Other roadways within the transportation impact study area that currently do not permit on-street parking lack signage to regulate illegal parking occurrences.

Ample off-street public parking lot spaces are available in immediate vicinity of the transportation impact study area at the following locations:

- Holley Park south of Northeast Lockwood Creek Road between East Ivy Avenue and Northeast John Storm Avenue
- Sternwheeler Park south of East Fourth Street
- City paver parking lot north of Northeast Lockwood Creek Road opposite Holley Park

Overall, accommodating on-street parking along roadways subject to the 25-mph posted speed limit is reasonable as parking maneuvers along high-speed roadways are likely to raise safety concerns. To assess the adequacy of current on-street parking, parking demand surveys are further recommended to demonstrate the need for providing new on-street parking elsewhere within the transportation impact study area.

Pedestrian, Bicycle, and Transit Facilities Inventory

Existing pedestrian and bicycle facilities were inventoried at and between the study intersections as identified in Section 2.3.1, as well as in the immediate vicinity of the intersections along the roadways identified in

Table

Table 9. The existing pedestrian and bicycle facilities are illustrated in Figure 8 below. This inventory is based on available maps and aerial imagery and may not reflect current conditions for recently completed projects.

Pedestrian

Existing pedestrian facilities include mostly complete sidewalks in the La Center Downtown subarea as well as in new subdivisions, with fewer facilities and more connectivity gaps in other areas.

Along Northwest La Center Road, sidewalks are present from slightly south of the East Fork Lewis River to West Fourth Street. On Northwest Pacific Highway, sidewalks are present from West Fourth Street to West D Avenue, continue on the southbound side to near Northwest Ninth Avenue, and near West 15th Street. Along Fourth Street, sidewalks are present from Northwest La Center Road/Northwest Pacific Highway to the East Cedar Avenue intersection, with eastbound sidewalks continued to East 18th Place via Northeast Lockwood Creek Road. In the westbound direction, sidewalks resume at the Northeast Highland Avenue intersection and follow Northeast Lockwood Creek Road to the east parking lot entrance of La Center High School. Sidewalks are also present along Northeast Lockwood Creek Road at the offset intersection of East 18th Place and East Spruce Avenue. At East Spruce Avenue, sidewalks continue northward on both sides of the street, providing connections to new development.

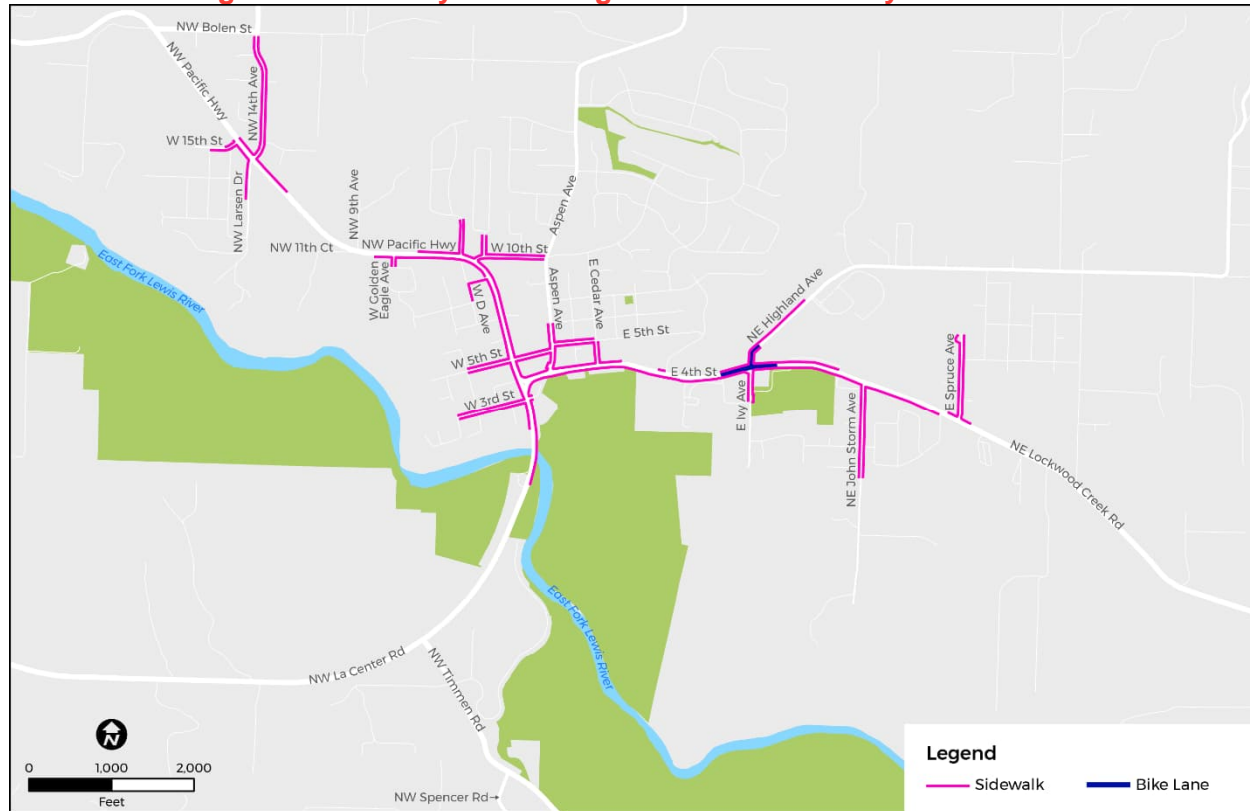
Heading back westbound towards downtown via Lockwood Creek Road/Fourth Street, Northeast John Storm Avenue includes sidewalks on both sides until the full roadway ends south of East 1st Circle. Following Northeast Highland Avenue, the northbound sidewalk extends slightly beyond the intersection and the southbound sidewalk extends to the main parking lot entrance for La Center High School. Traveling southward on East Ivy Avenue, sidewalks extend slightly south of the intersection to the La Center Elementary School driveway.

In the downtown core, sidewalks extend northward from Fourth Street on both sides of East Cedar Avenue, East Birch Avenue, and Aspen Avenue. The entire extent was not collected as this inventory is focused on the study intersections and their connections and/or immediate vicinities. From Aspen Avenue, sidewalks extend eastward along both sides of East Fifth Street. In the westward direction, West Fifth Street provides sidewalks in both directions from Aspen Avenue to Northwest Pacific Highway and beyond. In parallel, West Third Street provides sidewalks in both directions between Northwest La Center Road and its end at West F Avenue. Along West 10th Street, sidewalks are present in both directions between Northwest Pacific Highway and its end at Aspen Avenue. At Northwest Pacific Highway, West D Avenue extends northward with sidewalks on both sides until its end at West 12th Way/West E Place. In the southward direction, sidewalks are present only between West Ninth Street and West Eighth Street along West D Avenue.

Further north, Northwest Larsen Drive provides access from Northwest Pacific Highway to a newer subdivision, but sidewalks are present only on the southbound side to West 13th Avenue. In the northward direction, West 14th Avenue provides sidewalks on both sides of the road to Northwest Bolen Street. Near Northwest Larsen Drive, West 15th Street provides another ingress to the subdivision with sidewalks along both sides of the entrance.

There are no sidewalks either on Northwest Timmen Road or on Northwest Spencer Road. Additional sidewalks exist throughout La Center that were not inventoried because they are outside of the transportation study area.

Figure 8. Inventory of Existing Pedestrian and Bicycle Facilities



Bicycle

Existing bicycle facilities are present only at the intersection of Northeast Highland Avenue and East Fourth Street/Northeast Lockwood Creek Road. Bike lanes are present on those three legs of the intersection, but not along East Ivy Avenue, the south leg of the intersection. No other bike facilities were found to exist in La Center. However, a project currently underway (the East Fourth Street Improvement Project) will extend the bike lanes along East Fourth Street from Northeast Highland Avenue to East Cedar Avenue. This project will also fill gaps in sidewalk connectivity for this segment. A project is currently under design for a 10-foot wide paved shared use path between NW Larsen Drive and connecting to downtown, including the existing sidewalk and bike lane at Kay's Subdivision.

Transit

Existing transit services are provided by C-TRAN. Currently, the only transit service is the Current, which is an app-based on-demand microtransit service. The Current Ridgefield/La Center service provides customers with a flexible option to travel throughout the service area within La Center and Ridgefield. Users can use this service to connect to the Ridgefield Junction Park and Ride and then transfer to the C-TRAN #48 bus services to facilitate trips to Vancouver and other locations. The Current service is provided between the hours of 5:30 a.m. and 7:00

p.m. on weekdays and from 8:00 a.m. to 6:00 p.m. on weekends. C-TRAN also provides paratransit services throughout their service area.

2.3.3 Intersection Safety Assessment Summary

A review of crash history was conducted to analyze crash patterns and frequency within the Timmen Landing and La Center Downtown areas. The most recent five-year crash history was obtained from the Washington State Department of Transportation (WSDOT) for the time period of 2018 to 2022 for all study intersections (see Appendix D).

There were no crashes reported at seven of the 18 study intersections during the five-year period. The intersection with the highest number of reported crashes was at Northwest La Center Road/Northwest Timmen Road with six crashes; all other intersections ranged from zero to two crashes. The total yearly number of crashes at all intersections ranged from six crashes per year (in 2018 and 2021) to one crash per year (in 2020). There was a reduction in crash frequency in 2020, likely due to lower traffic volumes during the COVID-19 pandemic period. Appendix D includes the crash total at each of the study intersections for the five-year period.

Crash Severity

Most crashes at the study intersections resulted in property damage only or possible injury. The most severe crashes occurred at the intersection of Northwest La Center Road/Northwest Timmen Road, and East Fourth Street/East Cedar Avenue with a possible injury crash reported at each. There were no fatal or serious injury crashes reported at the remaining study intersections during the five-year look back period. Appendix D includes a summary of crash severity at each of the study intersections for the five-year period.

Crash Type

The most common crash type involved fixed object or off-road collisions with eight incidents, followed by four angle type crashes, four rear-end type crashes, one sideswipe type crash, and one head-on crashes. Rear-end crashes are the most common type of crash. However, the intersections at Northwest La Center Road / Northwest Timmen Road and Northwest Pacific Highway/Northwest 14th Avenue/Northwest Larsen Drive the largest number of reported off-road/other objects type crashes. At Northwest Pacific Highway/Northwest 14th Avenue/Northwest Larsen Drive both crashed involved a vehicle going into a roadway ditch. Appendix D includes a summary of crash type at each of the study intersections for the five-year period.

Pedestrian and Bicycle Crashes

There were no reported crashes involving pedestrians and/or bicycles at any of the study intersections in the five-year period.

Highway Safety Manual Predictive Analysis

Safety analysis for existing conditions (year 2023) included calculating predicted and expected crash frequencies (i.e., the number of crashes) for the study intersections using the Highway Safety Manual (HSM) Part C methodology (AASHTO 2010), which was further calibrated by WSDOT to Washington State conditions and preferences. The number of predicted crashes is the number of crashes a similar intersection is anticipated to experience on average. The number of expected crashes is the number of crashes the study intersection is anticipated to have based on physical variables, volumes, and crash history. The number of predicted/expected crashes are

reported in decimal form since it represents a calculation over time—for example, a 0.2 crash could be defined as, on average, one crash occurring in a five-year period. This methodology estimates predicted and expected crash frequency as a function of traffic volume and roadway characteristics (e.g., number of lanes, median type, intersection control, number of approach legs) and crash history at each intersection. The safety analysis was conducted using existing turn movement volumes for the study facilities, adjusted to daily volume.

Table 11 shows the predicted number of crashes versus the expected number of crashes for each intersection, by severity for existing conditions (year 2023). The intersection with the most potential for improvement is East Fourth Street/Northwest Lockwood Creek Road/Northeast Highland Ave with 0.5 crash per year. There is a potential to reduce the number of fatal and injury crashes on average per year by 1.1 and those resulting in property damage only by 1.2 throughout all the study intersection in this analysis. Additional HSM analysis will be included in an appendix to the final report.

Table 11. HSM Analysis Existing Conditions Year (2023)

Intersection	Fatal and Injury Crashes			Property Damage Only Crashes		
	Predicted average crash frequency	Expected average crash frequency	Potential for improvement	Predicted average crash frequency	Expected average crash frequency	Potential for improvement
NW La Center Road / NW Timmen Road	0.2	0.0	0.0	0.4	0.0	0.0
NW La Center Road / W 3rd Street	0.3	0.4	0.1	0.5	0.6	0.1
NW La Center Road / NW Pacific Highway / W 4th Street	0.3	0.5	0.2	0.5	0.9	0.2
NW Pacific Highway / W 5th Street	0.2	0.1	0.0	0.4	0.2	0.0
NW Pacific Highway / W 10th Street	0.0	0.1	0.1	0.1	0.2	0.1
NW Pacific Highway / W D Avenue	0.2	0.3	0.1	0.4	0.5	0.1
NW Pacific Highway / NW 14th Avenue / NW Larsen Drive	0.1	0.2	0.1	0.2	0.4	0.1
NW Pacific Highway / W 15th Street	0.0	0.0	0.0	0.0	0.0	0.0
W 4th Street / E 4th Street / Aspen Avenue	0.1	0.1	0.0	0.1	0.1	0.0
E 4th Street / E Cedar Avenue	0.1	0.3	0.1	0.2	0.4	0.1
E 4th Street / NW Lockwood Creek Road / NE Highland Avenue	0.2	0.4	0.2	0.3	0.7	0.2
NE Lockwood Creek Road / NE John Storm Avenue	0.2	0.1	0.0	0.5	0.2	0.0
NE Lockwood Creek Road / E Spruce Avenue.	0.1	0.2	0.1	0.1	0.2	0.1
Aspen Avenue / E 5th Street	0.1	0.1	0.0	0.1	0.1	0.0
Aspen Avenue / W 5th Street	0.0	0.0	0.0	0.0	0.0	0.0
NW Timmen Road / NW Spencer Road	0.1	0.3	0.1	0.2	0.4	0.2
NW Pacific Highway / NW 9th Avenue / NW 11th Court	0.1	0.3	0.2	0.2	0.5	0.3
NW Pacific Highway / W Golden Eagle Avenue	0.1	0.1	0.0	0.3	0.2	0.0
Total	2.4	3.5	1.3	4.50	5.60	1.5

Source: WSDOT Public Records

2.3.4 Existing Conditions Operations Analysis

Mobility Standards

The La Center Transportation Capital Facilities Plan (2019)¹ sets out mobility standards adopted by the City, which are relevant for the 18 unsignalized intersections in the transportation impact study area. The plan stipulates all movements during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4:00 p.m. and 6:00 p.m.) shall be Level of Service (LOS) “E” or better.

Data Collection

To conduct an assessment of existing operational conditions prevalent within the transportation impact study area, the following traffic data was obtained for all 16 study intersections:

- Two-hour PM peak period (4:00 p.m. to 6:00 p.m.) intersection Turning Movement Counts (TMC) were collected on Tuesday, July 11, 2023, including pedestrian, bicycle, and heavy vehicle volumes.
- 24-hour Tube counts recorded over three days (from Tuesday, July 11, 2023, to Thursday, July 13, 2023) by utilizing the existing marker located to the south of Northwest La Center Road/Northwest Timmen Road intersection. ADT Tube counts included vehicle classification, speeds, and volume in both travel directions.

A copy of raw TMC and Tube count data is included within Appendix D.

System Peak Hour Selection, Volume Balancing, and Volume Rounding

Subsequent analysis was conducted on two-hour peak period TMC data gathered for the 16 intersections to derive a single system peak hour. This is the peak single hour of the day that has shown the highest hourly volume throughput across the entire transportation impact study area. Based on this examination, 4:15 p.m. to 5:15 p.m. was utilized as the PM peak hour for existing conditions operations analysis.

TMC data at the 16 intersections were collected on the same day (July 11, 2023).

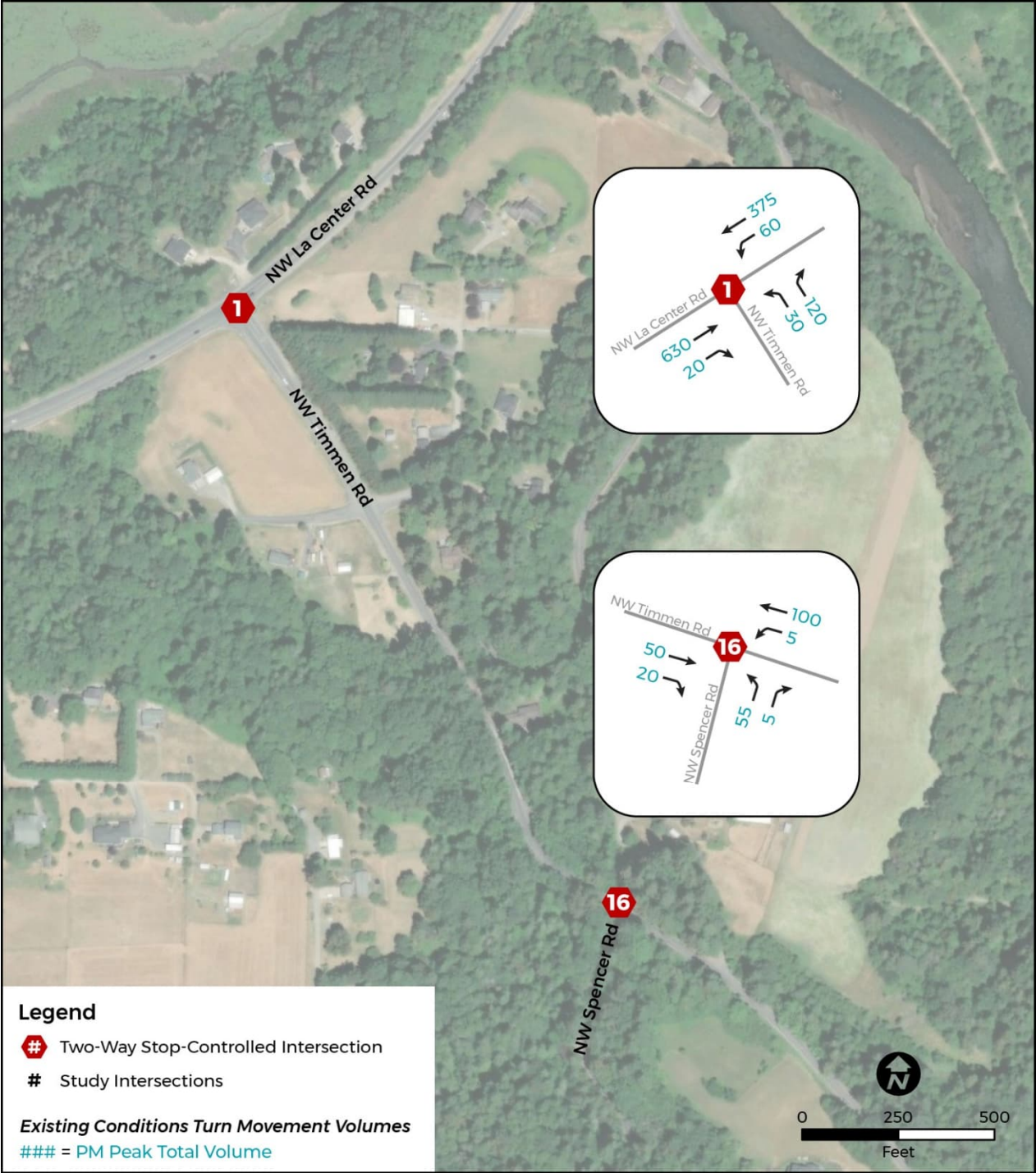
The peak hour volume for 2 intersections: NW Pacific Highway / NW 9th Avenue / NW 11th Court, and NW Pacific Highway / W Golden Eagle Avenue were estimated based on the recorded peak hour traffic along the NW Pacific Highway segment between NW 14th Avenue/Larsen Drive, and W D Avenue, and the ITE Trip Generation Manual, 11th Edition (Single-Family Detached Housing (210), Weekday PM peak hour of generator).

Further details on system peak hour selection, volume adjustments, and rounded count volumes are included within Appendix D.

An overview of existing conditions turn movement volumes (rounded) at study intersections is provided by Figure 9 to Figure 12.

¹ 2019 Transportation Capital Facilities Plan - <https://ci.lacenter.wa.us/city-departments/community-development/community-development-planning>

Figure 9. Existing Conditions Turn Movement Volumes (1 of 4)



Legend

- # Two-Way Stop-Controlled Intersection
- # Roundabout
- # Study Intersections

Existing Conditions Turn Movement Volumes
 ### = PM Peak Total Volume

Intersection 1: NW Pacific Hwy / W 5th St. Volumes: 10, 5, 15, 10, 150, 5, 5, 5, 5, 230, 10.

Intersection 2: NW Pacific Hwy / W 4th St. Volumes: 35, 295, 30, 135, 550, 215.

Intersection 3: NW Pacific Hwy / W 3rd St. Volumes: 5, 5, 5, 5, 425, 5, 5, 5, 10, 755, 5.

Intersection 4: NW Pacific Hwy / W 5th St. Volumes: 10, 5, 15, 10, 150, 5, 5, 5, 5, 230, 10.

Intersection 5: NW Pacific Hwy / W 4th St. Volumes: 35, 295, 30, 135, 550, 215.

Intersection 6: NW Pacific Hwy / W 3rd St. Volumes: 5, 5, 5, 5, 425, 5, 5, 5, 10, 755, 5.

Intersection 7: NW Pacific Hwy / W 2nd St. Volumes: 10, 5, 15, 10, 150, 5, 5, 5, 5, 230, 10.

Intersection 8: NW Pacific Hwy / W 1st St. Volumes: 10, 5, 15, 10, 150, 5, 5, 5, 5, 230, 10.

Intersection 9: NW Pacific Hwy / W 4th St. Volumes: 35, 295, 30, 135, 550, 215.

Intersection 10: NW Pacific Hwy / W 3rd St. Volumes: 5, 5, 5, 5, 425, 5, 5, 5, 10, 755, 5.

Intersection 11: NW Pacific Hwy / W 2nd St. Volumes: 10, 5, 15, 10, 150, 5, 5, 5, 5, 230, 10.

Intersection 12: NW Pacific Hwy / W 1st St. Volumes: 10, 5, 15, 10, 150, 5, 5, 5, 5, 230, 10.

Intersection 13: NW Pacific Hwy / W 5th St. Volumes: 10, 5, 15, 10, 150, 5, 5, 5, 5, 230, 10.

Intersection 14: NW Pacific Hwy / W 4th St. Volumes: 35, 295, 30, 135, 550, 215.

Intersection 15: NW Pacific Hwy / W 3rd St. Volumes: 5, 5, 5, 5, 425, 5, 5, 5, 10, 755, 5.

Intersection 16: NW Pacific Hwy / W 2nd St. Volumes: 10, 5, 15, 10, 150, 5, 5, 5, 5, 230, 10.

Figure 11. Existing Conditions Turn Movement Volumes (3 of 4)

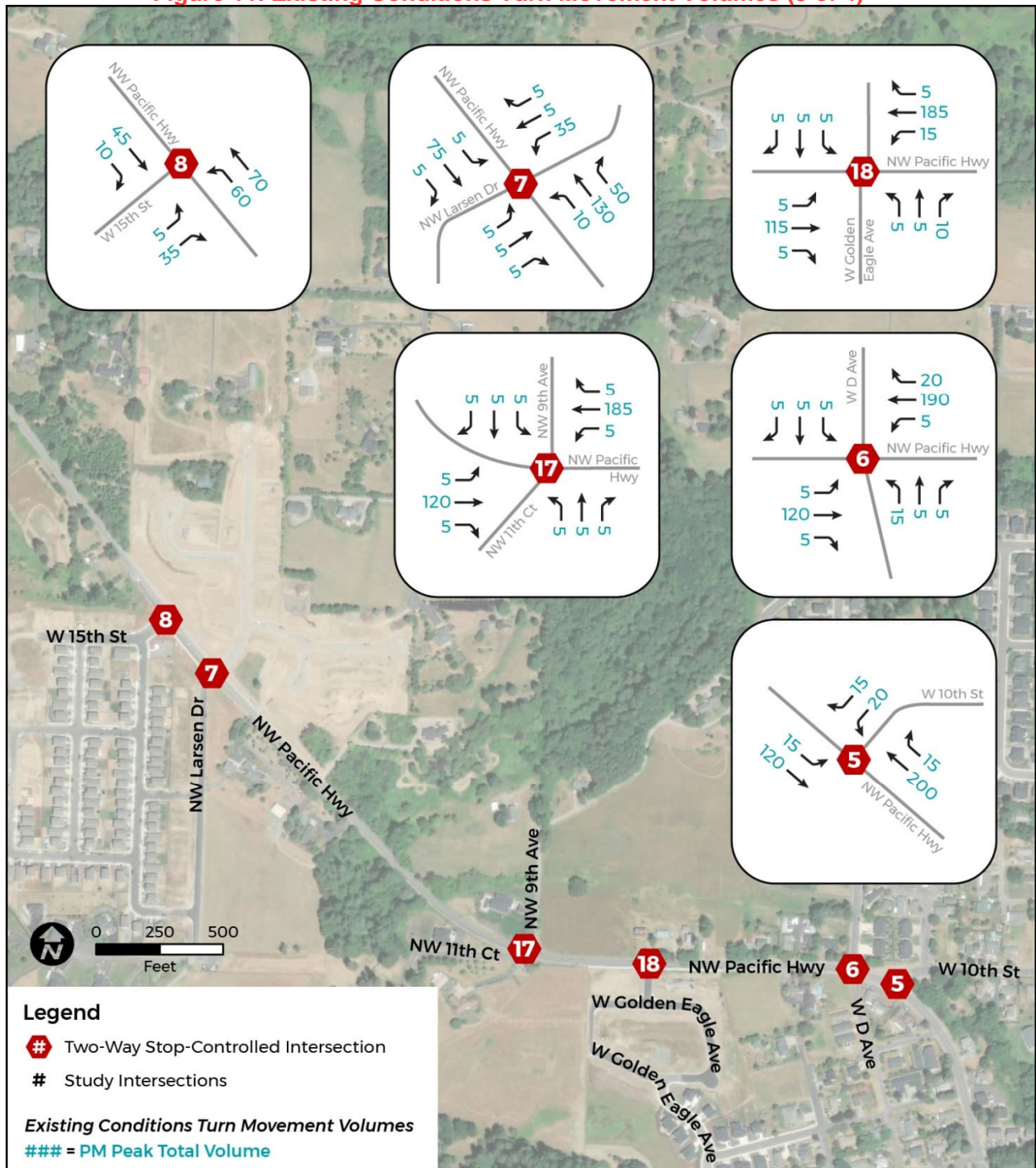
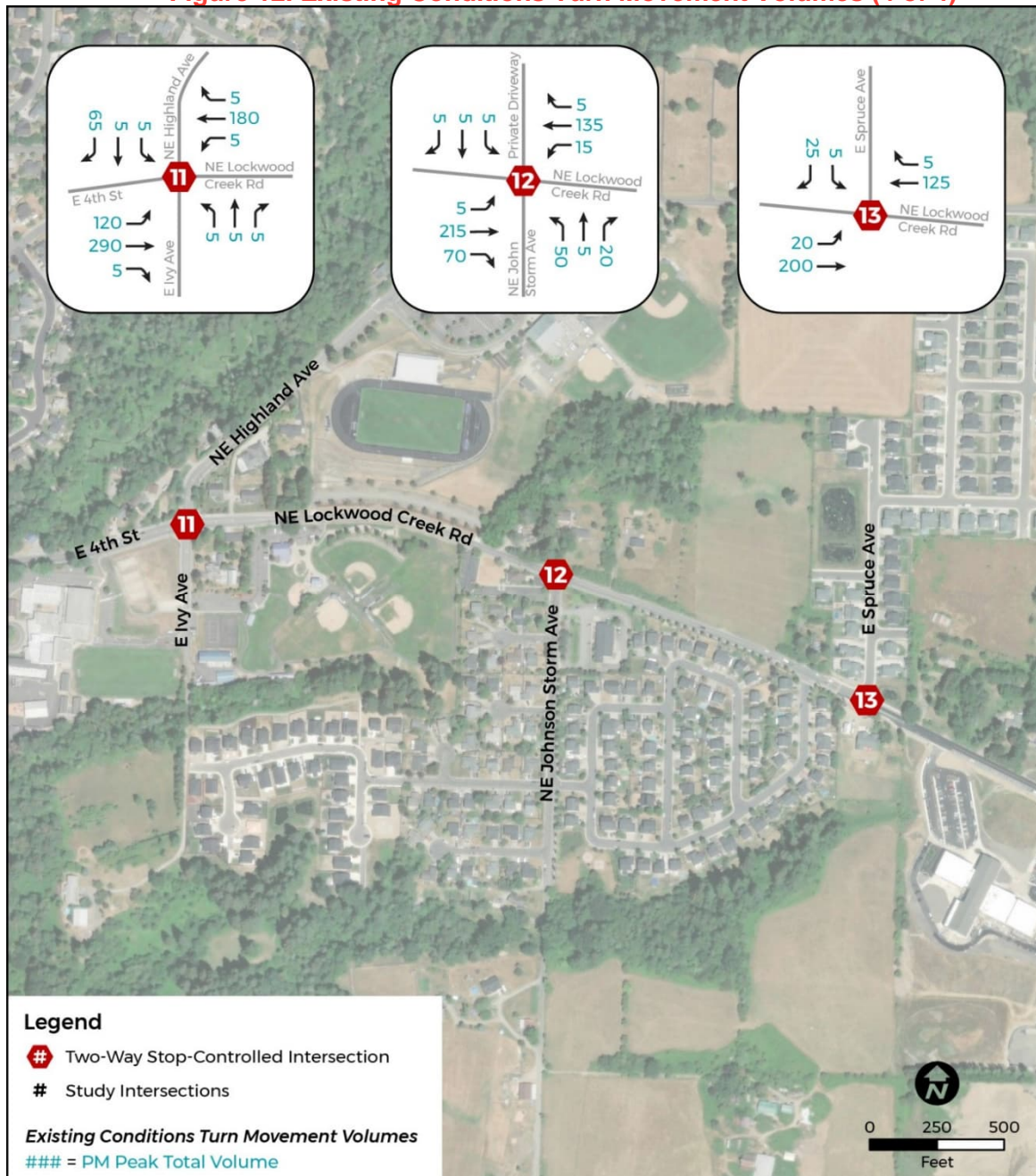


Figure 12. Existing Conditions Turn Movement Volumes (4 of 4)



Operations Analysis Tools, Performance Measures, and Scenarios

The weekday PM peak-hour existing conditions operations analysis for the study intersections was performed using Synchro 11 software, with results reflecting the Highway Capacity Manual Version 6 (HCM6) reporting methodology (TRB 2016). Synchro is an analysis software package developed by Trafficware that is widely used for evaluating intersection operational performance and supporting design decisions.

Additionally, PM Peak hour analysis at existing Northwest La Center Road/Northwest Pacific Highway/West Fourth Street roundabout was performed in SIDRA 9.1, which is a software widely utilized for evaluating standalone roundabouts.

A defined set of performance measures were used to assess operational performance of study area intersections on motor vehicle travel. Typical performance measures and outputs generated by Synchro include average vehicle delays, v/c ratios, and LOS.

Average vehicle delay represents the average wait times in seconds per vehicle, at intersection locations.

The v/c ratio is the degree of utilization of the capacity of a segment, an intersection, or an approach. In general, a lower v/c ratio indicates smooth operations and minimal delays. As the ratio approaches 1.0, congestion increases and hence the operational performance is reduced.

LOS is a performance measure or index, defined in the HCM6, that is commonly used in transportation studies to represent congestion levels for vehicles on arterials, rural highways, and intersections. LOS for intersections is based on average vehicle control delay (seconds per vehicle), with letter “grades” of A through F representing little to no delay through very high delays, respectively.

The “Existing 2023 PM Peak” scenario was analyzed within Synchro 11 to assess existing conditions operations at study intersections (Table 12).

Existing Conditions Operations Analysis Results

Table 12. Existing Conditions Operations Analysis Results – 2023 PM Peak Hour

No.	Intersection	Traffic Control	Mobility Standard	2023 PM Peak Hour		
				v/c	Delay (s/veh)	LOS
1	NW La Center Road / NW Timmen Road	Two-Way Stop-Controlled	LOS E	0.19	30	D
2	NW La Center Road / W 3rd Street	Two-Way Stop-Controlled	LOS E	0.10	24	C
3	NW La Center Road / NW Pacific Highway / W 4th Street (SIDRA 9.1)	Roundabout	LOS E	0.35	8	A
4	NW Pacific Highway / W 5th Street	Two-Way Stop-Controlled	LOS E	0.07	13	B
5	NW Pacific Highway / W 10th Street	Two-Way Stop-Controlled	LOS E	0.04	12	B
6	NW Pacific Highway / W D Avenue	Two-Way Stop-Controlled	LOS E	0.05	12	B
7	NW Pacific Highway / NW 14th Avenue / NW Larsen Drive	Two-Way Stop-Controlled	LOS E	0.07	11	B
8	NW Pacific Highway / W 15th Street	Two-Way Stop-Controlled	LOS E	0.05	9	A
9	W 4th Street / E 4th Street / Aspen Avenue	Two-Way Stop-Controlled	LOS E	0.08	26	D
10	E 4th Street / E Cedar Avenue	Two-Way Stop-Controlled	LOS E	0.11	14	B
11	E 4th Street / NE Lockwood Creek Rd / NE Highland Avenue	Two-Way Stop-Controlled	LOS E	0.02	21	C
12	NE Lockwood Creek Road / NE John Storm Avenue	Two-Way Stop-Controlled	LOS E	0.20	15	B
13	NE Lockwood Creek Road / E Spruce Avenue	Two-Way Stop-Controlled	LOS E	0.04	10	A
14	Aspen Avenue / E 5th Street	Two-Way Stop-Controlled	LOS E	0.04	11	B
15	Aspen Avenue / W 5th Street	Two-Way Stop-Controlled	LOS E	0.01	10	A
16	NW Timmen Road / NW Spencer Road	Two-Way Stop-Controlled	LOS E	0.11	11	B
17	NW Pacific Highway / NW 9th Avenue / NW 11th Court	Two-Way Stop-Controlled	LOS E	0.03	11	B
18	NW Pacific Highway / W Golden Eagle Avenue	Two-Way Stop-Controlled	LOS E	0.03	10	B

Source: v/c ratio, delay, and LOS results from Synchro 11 HCM6 reports for all intersections.

Notes: Minor street worst movement results are reported for all unsignalized two-way stop controlled intersections.

Worst movement results among all approaches are reported for the roundabout modeled within SIDRA 9.1 software.

v/c = volume-to-capacity; s/veh = seconds per vehicle; LOS = level of service

Overall existing conditions operations analysis suggests all 16 study intersections currently comply with expected mobility standards applicable to the transportation impact study area. Full Synchro 11 HCM6 reports for each study intersection and SIDRA 9.1 reports for the roundabout are included in Appendix D.

2.4 NATURAL RESOURCES

Critical areas are ecologically sensitive and hazardous areas that the State and City have identified for certain development restrictions in order to protect their functions and values, while allowing for reasonable use of property. The LCMC identifies five types of critical areas: wetlands, fish and wildlife habitat conservation areas, geologically hazardous areas (landslide hazard areas, erosion hazard areas, and seismic hazard areas), critical aquifer recharge areas (CARAs), and frequently flooded areas.

Several digital databases and online mapping tools were reviewed to identify mapped critical areas in the two subareas. These resources include the National Wetland Inventory (NWI), Clark County MapsOnline, the Department of Natural Resources (DNR) Forest Practices Application and Review System, and the Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species list (PHS on the Web) and SalmonScape.

Based on a review of these resources, four of the five critical areas are present within the two subareas. Table 13 details the acreage of each of the critical areas within each subarea and includes a total area in each subarea. Due to overlap of several critical areas, the total value is not additive of all of the critical areas.

Table 13. Critical Areas

Critical Area	Timmen Landing (acres)	Downtown (acres)
Wetlands	7.6	5.8
Frequently Flooded Areas	6.3	18.2
FWHCA	35.8	53.4
Geologically Hazardous Areas	89.7	44.1
CARAs	0.00	0.00
Total	93.4 (61%)	63.9 (62%)

Note: Due to overlap of several critical areas, the total value is not additive of all of the critical areas.

Maps of critical areas within the subareas are provided in Appendix E. A detailed critical areas report was not prepared as part of this existing conditions analysis; however, the amount of critical areas contained within the subareas will affect future development, and the extent of critical areas should be considered as a concept plan for the subareas is developed. Furthermore, future development on specific properties will require the preparation of a critical areas report and compliance with critical areas regulations found in LCMC 18.300.090, Critical Areas, to ensure no net loss of functions and values of critical areas. Typically, the bulk of a critical area is preserved, rather than impacted by any proposed site development.

2.4.1 Wetlands

Mapped wetlands are shown in Appendix E. Wetlands are defined as those areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (LCMC 18.300.030(84)). Wetlands constitute important natural resources that provide significant environmental functions. They help flood waters, maintain summer stream flows, filter pollutants, recharge ground water, and provide significant habitat for fish and wildlife. Wetlands are regulated under LCMC 18.300.090(5).

Future development may require a formal wetland delineation determination to determine functions and appropriate wetland buffer widths during future permitting processes. If wetlands or wetland buffers are determined to be present, a critical areas report prepared by a professional ecologist or biologist would likely be required. The report would document how the development would achieve no net loss of wetland or buffer functions.

Timmen Landing

NWI identifies a few wetlands adjacent to the East Fork Lewis River in the Timmen Landing subarea. The mapped wetlands include freshwater emergent wetlands and freshwater forested/shrub wetlands. MapsOnline also identifies modeled wetlands along Pollock Road and Northwest Spencer Road.

Downtown

NWI identifies a few wetlands adjacent to the East Fork Lewis River, and one small wetland in the northeast corner of E Avenue and 5th Street in the Downtown subarea. The mapped wetlands include freshwater emergent wetlands. MapsOnline is consistent with NWI.

2.4.2 Frequently Flooded Areas

Mapped frequently flooded areas are shown in Appendix E. Frequently flooded areas are those areas of special flood hazard identified in flood insurance studies and accompanying flood insurance rate maps produced by the Federal Insurance Administration. Frequently flooded areas are regulated under LCMC 18.300.090(3). Development within the floodway or 100-year floodplain, which are defined as “special flood hazard areas” by the Federal Emergency Management Agency (FEMA), will require compliance with LCMC 18.300.090(3), Frequently Flooded Areas, and would likely require a floodplain permit.

Timmen Landing

According to FEMA FIRM panel number 53011C0206D, the area of the Timmen Landing subarea adjacent to the East Fork Lewis River is within the 100-year floodplain and susceptible to flooding.

Downtown

According to FEMA FIRM panel number 53011C0206D, the area of the Downtown subarea adjacent to the East Fork Lewis River is within the 100-year floodplain and susceptible to flooding.

Frequently flooded areas are also mapped by FEMA in the southeastern portion of the subarea, adjacent to Breeze Creek, with the largest pocket occurring on vacant land owned by the City associated with Sternwheeler Park and land owned by Clark County associated with the La Center Bottoms Greenway.

2.4.3 Fish and Wildlife Habitat Conservation Areas

Mapped fish and wildlife habitat conservation areas are shown in Appendix E. Fish and wildlife habitat conservation areas are defined in LCMC 18.300.090(2), and include the following categories:

- Riparian areas
- Endangered or threatened areas

- Local habitat areas
- Priority habitat and species areas
- Naturally occurring ponds under 20 acres
- Waters of the state.
- Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity.
- State natural areas preserves, natural resource conservation areas, and state wildlife areas.
- Buffers

Timmen Landing

Aquatic and Riparian Habitat

The subarea includes aquatic habitats (waters of the state, wetlands, and streams) and their associated riparian habitat, as well as areas associated with threatened or endangered species, state priority habitat, and areas associated with state priority species (e.g., salmon and steelhead in the East Fork Lewis River).

The primary aquatic area is the East Fork Lewis River, a Type S (shoreline of the state) stream (as designated by DNR) that runs adjacent to the subarea, and the associated riparian habitat. PHS on the Web also identifies the East Fork Lewis River Riparian Corridor, a high-quality habitat with a multi-layered canopy, and the East Fork Lewis Wintering Waterfowl Area, an area known to support breeding and wintering waterfowl. There is also an unnamed stream mapped along the east side of Pollock Road that connects to the East Fork Lewis River. This stream is identified as a non-fish-bearing Type N stream adjacent to Pollock Road and a perennial Type F (fish-bearing) stream closer to the East Fork Lewis River.

Per the critical areas ordinance, Type S streams require a 250-foot riparian habitat buffer, Type F streams require a 200 foot riparian habitat buffer, and Type N are protected by either a 150-foot or 75-foot riparian habitat buffer depending on the stream flow (i.e., either perennial or seasonal). Stream conditions will need to be verified on site during future permitting processes, and critical areas reports may be required to demonstrate no net loss of functions.

The City is currently working on an update to its critical areas ordinance that would likely change the width of riparian habitat areas based on best available science from the Washington State Department of Fish and Wildlife issued in 2020. While the riparian widths are unknown, the code update is expected to have the most significant effect for Type N (non-fish-bearing) streams with buffer widths increasing to as much as 250 feet for these stream types. If adopted, this code update could have significant impacts for development potential adjacent to these streams.

Terrestrial Habitat

A small portion of the subarea, near the northern terminus of Pollock Road, is mapped as oak woodland habitat. According to the WDFW, the oak woodland habitat would need to be field verified to determine the exact extents.

Additionally, the entire township is mapped as having occurrences of the little brown bat (*Myotis lucifugus*) and Yuma myotis (*Myotis yumanensis*). Both bat species are classified as protected wildlife and cannot be hunted, trapped, or killed (WAC 232-12 011). These species are

considered habitat generalists that use a broad range of ecosystems, including buildings and structures for roosting. Development best management practices may need to be implemented to minimize impacts to known roosting and/or hibernating habitats.

Downtown

Aquatic and Riparian Habitat

The subarea includes aquatic habitats (waters of the state, wetlands, and streams) and their associated riparian habitat, as well as areas associated with threatened or endangered species, state priority habitat and areas associated with state priority species (e.g., salmon and steelhead in the East Fork Lewis River).

The primary aquatic area is the East Fork Lewis River, a Type S stream that runs adjacent to the subarea, and the associated riparian habitat. PHS on the Web also identifies the East Fork Lewis River Riparian Corridor, a high-quality habitat with a multi-layered canopy, and the East Fork Lewis Wintering Waterfowl Area, an area known to support breeding and wintering waterfowl. Breeze Creek, a Type F stream is located in the southeast portion of the subarea and connects to the East Fork Lewis River.

Per the critical areas ordinance, Type S streams require a 250-foot riparian habitat buffer, Type F streams require a 200 foot riparian habitat buffer. Stream conditions will need to be verified on site during future permitting processes, and critical areas reports may be required to demonstrate no net loss of functions.

Terrestrial Habitat

Several small, wooded portions of the subarea are mapped as oak woodland habitat. According to the WDFW, the oak woodland habitat would need to be field verified to determine the exact extents.

As noted above, the entire township is mapped as having occurrences of the little brown bat and Yuma myotis. Both bat species are classified as protected wildlife and cannot be hunted, trapped, or killed (WAC 232-12 011). These species are considered habitat generalists that use a broad range of ecosystems, including buildings and structures for roosting. Development best management practices may need to be implemented to minimize impacts to known roosting and/or hibernating habitats.

2.4.4 Geologically Hazardous Areas

Mapped geologically hazardous areas are shown in Appendix E. Geologically hazardous areas are regulated under LCMC 18.300.090(4) and are divided into three main categories:

- Erosion hazard areas – areas that contain soils that, according to the U.S. Department of Agriculture Soil Conservation Service soil classification system, may experience severe to very severe erosion.
- Landslide hazard areas – areas potentially subject to risk of mass movement due to a combination of geologic, topographic, and hydrologic factors.
- Seismic hazard areas – areas subject to severe risk of damage as a result of earthquake-induced ground shaking, slope failure, settlement, or soil liquefaction.

Future development within any identified geologic hazard areas may require critical areas reports prepared by a registered geotechnical engineer or registered geologist. The reports would include an evaluation of the impacts of the geologic hazard area(s) on the proposed development, and recommendations for mitigation measures to protect human health and safety.

Timmen Landing

Landslide Hazard Areas

Landslide hazard areas mapped within the subarea include areas of potential instability; there are no areas of historic or active landslides within the subarea. The mapped areas of instability are associated with slopes greater than 15 percent and are located along the eastern portion of the subarea and diagonally through the middle in a northwest to southeast direction.

Erosion Hazard Areas

Severe erosion hazard areas are mapped throughout most of the subarea and are based on U.S. Department of Agriculture Natural Resources Conservation Service Soil Survey data. Any development within the mapped areas will be required to minimize modifications of topography and vegetation in order to preserve the long-term stability of sensitive slopes, reduce erosion potential and stormwater runoff, and preserve related ecological values.

Seismic Hazard Areas

DNR maps a seismogenic fault beneath the East Fork Lewis River and the areas associated with the river are rated the highest relative hazard on the National Earthquake Hazards Reduction Program (NEHRP) scale (site class E and D-E). However, most of the subarea is rated low on the NEHRP scale (site classes C) with small areas of moderate (site class D), and most of the subarea is rated low for liquefaction susceptibility.

Downtown

Landslide Hazard Areas

Landslide hazard areas mapped within the subarea include areas of potential instability and areas of older landslide debris, no areas of historic or active landslides are located within the subarea. The mapped areas of instability are associated with slopes greater than 15 percent and are located near Aspen Avenue and E Avenue near Fourth Street. Additionally, the areas of older landslide debris are mapped near the southern terminus of Golden Eagle Avenue and in Sternwheeler Park, west of Breeze Creek.

Erosion Hazard Areas

Severe erosion hazard areas are mapped throughout most of the subarea and are based on U.S. Department of Agriculture Natural Resources Conservation Soil Survey data. Any development within the mapped areas will be required to minimize modifications of topography and vegetation in order to preserve the long-term stability of sensitive slopes, reduce erosion potential and stormwater runoff, and preserve related ecological values.

Seismic Hazard Areas

DNR maps a seismogenic fault beneath the East Fork Lewis River and the areas associated with the river are rated the highest relative hazard on the NEHRP scale (site class E and D-E).

However, most of the subarea is rated low on the NEHRP scale (site classes C), and most of the subarea is rated low for liquefaction susceptibility (Figure 2.4-6).

2.4.5 Critical Aquifer Recharge Areas

Mapped CARAs are shown in Appendix E. CARAs are regulated as a critical area under LCMC 18.300.090(1) because of the exceptional susceptibility and/or vulnerability of ground waters underlying aquifer recharge areas to contamination and the importance of such ground waters as sources of public water supply. CARAs include areas with a critical recharging effect on an aquifer used for potable water and where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water. The LCMC only regulates Category I CARAs, which include lands within the 10-year zone of contribution around wellheads.

Prohibited uses under the code include:

- Landfills
- Class V injection wells
- Radioactive disposal sites
- Surface mining operations

Future development activities may require hydrogeological assessments and would be required to demonstrate compliance with the City's critical areas ordinance, as well as WAC 173-218 and other applicable state and federal regulations.

Timmen Landing

No portion of the subarea is within a Category I CARA. A small Category I CARA is located near the subarea, south of Northwest Spencer Road. It is not anticipated that any land uses that constitute a high risk to aquifers would be proposed (e.g., chemical treatment storage) based on current and anticipated uses.

Downtown

No portion of the subarea is within a Category I CARA. A small Category I CARA is located north of downtown, near Northeast North Fork Avenue, and another small Category I CARA is located northwest of downtown, near Northwest Bolen Street and Northwest Pacific Highway. It is not anticipated that any land uses that constitute a high risk to aquifers would be proposed (e.g., chemical treatment storage).

2.5 CULTURAL RESOURCES

This section summarizes information regarding existing conditions and professional recommendations for archaeological and historic resources (see Appendix F). Future development in the two subareas will likely be subject to compliance review for cultural resources under the LCMC and other laws and regulations that may be applicable, as follows.

- Under the LCMC (Chapter 18.360), the City provides procedures and standards for identifying, documenting, and preserving cultural resources that include archaeological and historic resources.
- If future development projects within the subareas involve federal funding or federal permitting, those developments may be subject to review for cultural resources under Section 106 of the National Historic Preservation Act. Federally funded transportation projects are also subject to review under Section 4(f) of the U.S. Department of Transportation Act.
- If future development projects within the subareas involve state capital funding, those developments may be subject to review for cultural resources under Governor's Executive Order 21-02.
- Washington state laws regarding archaeological sites and permitting through the Washington State Department of Archaeology and Historic Preservation (DAHP) (Chapter 27.53 Revised Code of Washington (RCW)) may be applicable for locations where archaeological sites are identified. Washington state laws also protect Native American graves and records (Chapter 27.44 RCW) and abandoned and historic cemeteries and historic graves (Chapter 68.60 RCW).

This section summarizes the results of background research and field reconnaissance to review existing conditions and identify documented and potential cultural resources within the two subareas. Recommendations are provided for additional cultural resource investigations that may be needed prior to development in the subareas.

2.5.1 Archaeological Resources

The two subareas are located on and within the ancestral lands of Native Americans who have lived in this area since time immemorial. Pre-contact (Native American) archaeological sites are common in the La Center area near the East Fork Lewis River as it approaches its confluence with the mainstem Lewis River and the Columbia River approximately 0.8 kilometer (0.5 mile) to the west. Historic-period archaeological sites are also common, particularly along transportation corridors and historically developed areas.

Timmen Landing

The Timmen Landing subarea encompasses terrace and hillside landforms that slope down to the northeast toward the bottomlands along the East Fork Lewis River. Washington's statewide archaeological predictive model (available on WISAARD) indicates that most of the Timmen Landing subarea falls within the category labeled "Archaeological Survey Highly Advised: Very High Risk" for archaeological resources. The northwestern portion of the Timmen Landing subarea, where the terrain is steeper in the vicinity of Northwest La Center Road and Northwest 319th Street, falls within categories labeled "Survey Recommended: Moderate Risk" to "Survey Contingent Upon Project Parameters: Low Risk" for archaeological resources.

Most of the Timmen Landing subarea has not been previously studied for archaeological resources. The few archaeological studies previously completed in the subarea consist mainly of limited survey or predetermination-level investigations done for installation of buried utilities that include a fiber optic line (Cooper 2001), water lines (Cowan and Tisdale 2016; Freed 2011; Taber and Roulette 2022), and a natural gas meter station (Lorain and Trost 2021). No archaeological resources were identified as a result of these previous investigations, which were all located on or near major roads in the subarea.

There is one recorded archaeological site within the Timmen Landing subarea. The site consists of pre-contact lithic artifacts and historic-period artifacts identified on a terrace landform adjacent to the East Fork Lewis River. Also within the Timmen Landing subarea is John Pollock's Grave located at 32324 Northwest Pollock Road (Figure 13). The site is listed in the Washington Heritage Register, but it has not been evaluated for eligibility to be listed in the National Register of Historic Places (NRHP) (Woolridge n.d.). The site includes a modern vinyl fence, assumed to enclose the location of John Pollock's remains, and a granite marker. The fence and marker were installed in 2009 (Woolridge n.d.). Pollock was reportedly buried at this location in 1868.

Figure 13. John Pollock's Grave



At the northern end of the subarea, timber pilings are visible in the water along both banks of the East Fork Lewis River (Figure 14). The pilings are remnants of previous structures, including a previous bridge over the river as well as docks and other structures, that were present in the vicinity of Timmen Landing and Downtown La Center in the late nineteenth and early twentieth centuries. The pilings meet the definition of an archaeological site; however, they have not yet been documented or recorded or evaluated for NRHP eligibility. In addition, there may be submerged archaeological resources in the river. Several steamboats are known to have sunk in this vicinity (La Center Historical Museum 2023).

Figure 14. Timber Pilings Along Both Banks of the East Fork Lewis River



Downtown

The Downtown subarea encompasses terrace and hillside landforms that slope down to the south toward the bottomlands along the East Fork Lewis River. Brezee Creek and an unnamed drainage flow southward through the subarea toward their confluence with the East Fork Lewis River. Washington’s statewide archaeological predictive model indicates that most of the Downtown subarea falls within the category labeled “Archaeological Survey Highly Advised: Very High Risk” for archaeological resources. Steeper terrain in the vicinity of Brezee Creek falls within categories labeled “Survey Highly Advised: High Risk” to “Survey Recommended: Moderate Risk” for archaeological resources.

Most of the Downtown subarea has not been previously studied for archaeological resources. Previously completed studies that overlap the subarea consist of survey-level or predetermination-level investigations in support of floodplain restoration and habitat mitigation projects along the East Fork Lewis River (Gall and Smith 2011; Solimano et al. 2015), construction of a roundabout on Fourth Street (Mastrangelo and Holschuh 2014), upgrades to the City’s wastewater treatment plant (Freed 2007), installation of a fiber optic line along Northwest La Center Road (Cooper 2001), widening of East Fourth Street and replacing a culvert on Brezee Creek (Williams-Larson et al. 2020), construction of the Kays Subdivision (Easton 2007), installation of a stormwater outfall from the Kays Subdivision to the East Fork Lewis River (Holschuh 2015), a four-plex housing project on Parcel 63663620000 (Cogley and Gall 2021), and an archaeological predetermination for what is now Sternwheeler Park (Mills 2002a).

Though no pre-contact archaeological sites have been recorded within the subarea, there are three pre-contact archaeological sites and one isolated artifact that have been identified and recorded within about 220 meters (725 feet) of the subarea. An isolated flaked cobble is recorded to the north of the subarea. Two sites are to the east of the subarea near the course of Brezee

Creek, and one site is southeast of the subarea on the southeast side of the East Fork Lewis River Levee.

There is one recorded historic-period archaeological site within the Downtown subarea (Mills 2002a, 2002b). As it was recorded, the site consisted of a scatter of historic-period artifacts and architectural debris, including fragments of brick, glass, ceramics, bone, metal, and concrete. Temporally diagnostic artifacts indicated that the items were manufactured between circa 1890 and 1930, and the deposit was interpreted to be the remnants of two buildings that were destroyed by fire in the 1930s and subsequently pushed over the edge of the terrace (Mills 2002b). The boundary of the site has not been delineated, and the site has not been evaluated for NRHP eligibility.

Timber piles are visible along both banks of the East Fork Lewis River, which forms the southern and western boundary of the Downtown subarea (Photo 2). The pilings are remnants of previous structures, including a previous bridge over the river as well as docks and other structures, that were present in the vicinity of Timmen Landing and downtown La Center in the late nineteenth and early twentieth centuries. The pilings meet the definition of an archaeological site; however, they have not yet been documented or recorded or evaluated for NRHP eligibility. In addition, there may be submerged archaeological resources in the river. Other historic-period archaeological sites are likely present in the historically developed parts of La Center.

2.5.2 Historic Resources

Timmen Landing

Reconnaissance of the Timmen Landing area indicates there is a section of the former Pacific Highway that was paved in 1921 and now operates as Northwest Pollock Road (Fortin and Smits 2016). Historic-period bollards, gutters, and curbing were observed in the area between Northwest Pollock Road's intersection with Northwest Fourth Court to the road's terminus at the John Pollock Water Trail Park to the northeast (Figure 15). This section of the former highway is likely to meet minimum eligibility requirements for listing in the NRHP.

The Timmen Landing area is characterized by semi-rural residential development. Most buildings within the area appear to have been constructed within the last 50 years and are set back from adjacent roadways. Private drives limited the extent to which the Timmen Landing area could be observed for the presence of historic resources with potential to be eligible for listing in the NRHP. It is unlikely that a historic district is present in this subarea, unless the section of the Pacific Highway along Northwest Pollock Road is found to be part of an overarching linear historic district relating to the Pacific Highway.

Figure 15. Former Pacific Highway (Northwest Pollock Road) Approaching the John Pollock Water Trail Park



Downtown

Within the Downtown subarea, there are three historic buildings and one structure that have been previously documented:

- In 1994, Giovanni's Pizza Granita & Espresso was documented as having been constructed circa 1925 at 320 Northwest Pacific Highway (Garris 1994a). At the time of documentation, the building was noted as having poor integrity. The building has since been modified and is unlikely to have the aspects of integrity required to support eligibility for listing in the NRHP (Figure 16).
- The building at 318 Pacific Highway Northwest was constructed circa 1915 and was documented in 1994 as having moderate integrity (Garris 1994b). The building has since been extensively altered and is unlikely to be eligible for listing in the NRHP (Figure 16).
- The East Fork Lewis River Levee is located south of Sternwheeler Park and east of the East Fork Lewis River. Constructed circa 1941, the levee was determined to be not eligible for listing in the NRHP by the Bonneville Power Administration in 2015 (Goodwin 2015).
- The La Center Grange at 328 West Fifth Street was previously documented in 1978, at which time it was theorized as having been constructed as early as 1875 (Pundt 1978). However, local students later reported that the building was constructed in 1900 (Davis et al. 2000). The building is currently unevaluated, but likely to meet minimum eligibility requirements for listing in the NRHP due to its adequate historical integrity and association with the social history of La Center near the turn of the twentieth century.

Figure 16. Buildings at 318 (left) and 320 (right) Northwest Pacific Highway



Reconnaissance of the Downtown subarea revealed a mixture of historic-period residences and commercial buildings with civic buildings, parks, recreation facilities, and residences constructed within the last 50 years. Due to the mixture of building uses and dates of construction, the potential for a historic district to be present in Downtown and meet minimum eligibility requirements for listing in the NRHP is limited. However, there are two clusters of historic-period buildings that likely merit further investigation of potential eligibility for listing in the NRHP, both individually and collectively:

- Five commercial buildings along East Fourth Street (103-127) are clustered between Aspen Avenue to the west and East Birch Avenue to the east (Figure 17). The buildings appear to date to the early to mid-twentieth century.
- Four houses along Aspen Avenue (530-630) are clustered on the west side of the street between East Fifth Street to the south and East 7th Street to the north (Figure 18). Three of the four appear to have been constructed near the turn of the twentieth century, with the fourth house appearing to have been constructed circa 1940.

Figure 17. Cluster of Historic Commercial Buildings Along East Fourth Street



Figure 18. Cluster of Historic-Period Residences on Aspen Avenue.



Individual buildings were also identified as having potential to be eligible for listing in the NRHP under Criterion C, as they exhibit distinctive characteristics of their type and period of construction and appear to retain adequate historical integrity. Additional research would be needed to discern potential associations with significant events (Criterion A) or people (Criterion B) of the past, in addition to assessing potential for each building to be a principal source of important information about the past (Criterion D).

- A house at 420 East Birch Avenue appears to have been constructed circa 1900.
- A bank building at 214 East Fourth Street appears to have been constructed circa 1976.

- A house at 510 West Fifth Street that was constructed circa 1944.
- The Barnhart farm at 555 West Fifth Street. Clark county record document the house as having been constructed circa 1912. The property owner indicated that the house may have been constructed several decades earlier than that in the late nineteenth century. A barn and shed were added circa 1924.
- A small building, likely a residence at 105 West Sixth Street, that was constructed circa 1920.

2.6 PUBLIC INFRASTRUCTURE AND PUBLIC SERVICES

2.6.1 Water

Water service in the city is owned and operated by Clark Public Utilities (CPU). The current adopted water plan for the area is the 2011 Clark County Coordinated Water System Plan Update (Clark County 2011). A 2022 water system plan is currently under review by Clark County, but as of August 2023 it has not been published or adopted.

The existing water system is hydraulically connected to the CPU water network, which extends throughout much of the surrounding rural areas in Clark County. Based on the city's comprehensive plan, the source for the full system is approximately 32 production wells and the storage capacity for the La Center system is provided by a reservoir in the northern portion of the city. The CPU La Center water system consists of two 500,000-gallon reservoirs, one booster pump, and a pumping station. The city is currently served by a backbone of a 12-inch diameter water transmission main located at Northeast North Fork Ave. The City will need to continue to develop its source supply and treatment and storage capacities to accommodate long-term growth. The local transmission and distribution system can be extended from the existing City's backbone (the 12-inch water transmission main) and transmission system. Figure 19 shows the water network within the Downtown and Timmen Landing subareas.

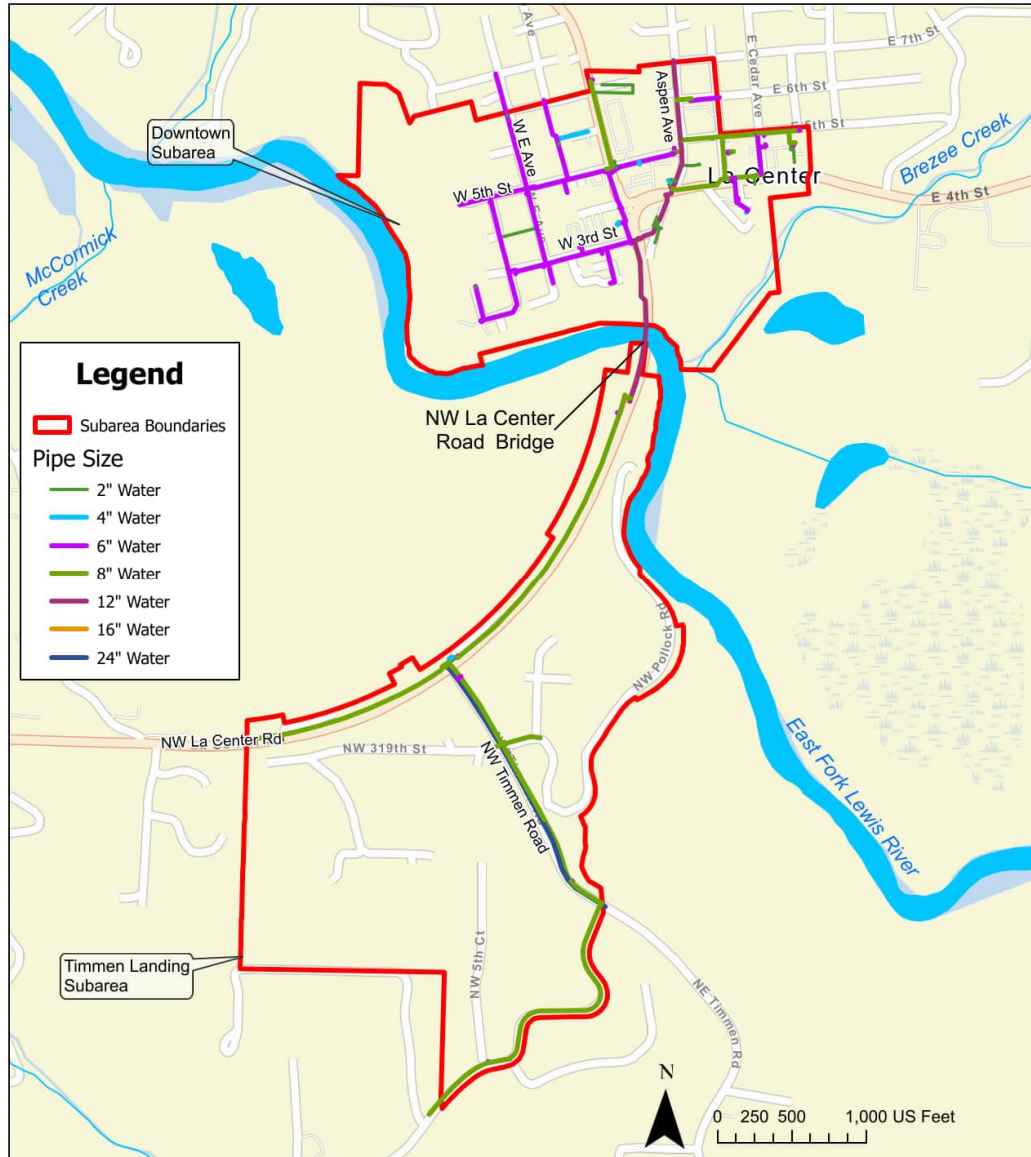
Timmen Landing

Water is transmitted through Northeast La Center Road in the Timmen Landing subarea using a combination of 24-inch, 8-inch, and 6-inch water mains. This water system is managed by CPU.

Downtown

The eastern Downtown subarea's water system is comprehensive and well-established, covering most streets with 6-inch, 8-inch, and 12-inch water pipes. Per a phone discussion with CPU staff, the system adequately meets the current water demand, serving both residential and commercial areas effectively (B. Lovingood, personal communication, August 2, 2023). Regular maintenance and future upgrades may be necessary to ensure its long-term sustainability as the urban population and water needs evolve. Growth to the west of the core downtown area toward the river will require the extension of grided 8" water mains west in 2nd through 7th streets and south of Golden Eagle to West 2nd Street in West D, E, F and G Avenues.

Figure 19. Water Network



2.6.2 Sanitary Sewer

The City of La Center maintains and operates the sewer system including approximately 5 miles of sanitary sewer collection lines and mains within the city limits. Per the City's General Sewer Plan (City of La Center, 2013), the sewer system consists of a network of gravity sewers along with a few pump stations. The plan also stated that the existing sewage collection system is generally adequate to meet the current condition but required portion of the pipes to be upsized to accommodate the anticipated 20-year flow condition. The latest general sewer plan is under development and will have further information regarding the current state of the sanitary sewer system once it is available. Figure 20 shows the sewer network within the Downtown and Timmen Landing subareas.

Per the comprehensive plan, in 2006, the City reacquired the wastewater conveyance and treatment systems from CPU, which had owned and operated the facilities since 1992. The City

measures sewer waste capacity in terms of equivalent residential units (ERUs). One ERU is equal to approximately 300 gallons of waste per day. In 1994, CPU provided service to approximately 240 ERUs (0.072 million gallons per day [MGD]). In 2011, the total annual average daily flow was estimated at 0.30 MGD along with a total peak daily flow of 0.62 MGD. In 2016, capacity was 5,558 ERUs (1.7 MGD). The present capacity at the wastewater treatment facility has been expanded by the City to approximately 10,000 ERUs (3 MGD) per City of La Center's Wastewater Department's website (City of La Center n.d.). Per the General Sewer Plan (2013), the projected ERUs in 2023 is 10,282. Therefore, the wastewater treatment facility is likely to be adequate to accommodate current demand.

Timmen Landing

The Timmen Landing subarea is served by septic tanks. No sanitary sewer infrastructure is present in this subarea. In September 2018, the City adopted a latecomer agreement with the Cowlitz Indian Tribe to recover their cost to construct a sewer pump station and a sewer trunk line from the wastewater treatment plant up La Center Road to the I-5 Junction. The latecomer agreement will require the property owners to pay the fee when they develop their property and connect the city's sewer system. The cost of connecting to the sewer system within Timmen Landing subarea is between \$972.31 and \$4616.48 per ERU depending on the location of the development (City of La Center, 2018).

Downtown

The sanitary sewer system serves most of the downtown subarea except certain properties on the western side. These areas include certain properties adjacent to East Fork Lewis River and Sternwheeler Park located just west of Brezee Creek.

Most of this collection system consists of 8-inch diameter pipes with a short section consisting of 6-inch diameter pipes. On the west side of downtown, smaller pipes flow into larger 18" PVC trunk mains in 5th Avea and NW Pacific Hwy.

The collection system utilizes four sewage pumps. Most of the lines leverage gravity sewers to convey untreated wastewater to the wastewater treatment facility located on the north bank of the East Fork Lewis River. The four sewage pump stations that serve the sewer system include one located within the wastewater treatment plant (total capacity of 2.7 MGD), one located between Fourth Street and Stonecreek Drive (total capacity of 0.29 MGD), one located at McCormick Creek, and one located between Northeast John Storm Avenue and East First Circle (total capacity of 0.29 MGD).

The wastewater treatment plant is located at 101 Aspen Avenue. After conveyance to the treatment facility, influent wastewater undergoes biological treatment via advanced Membrane Bioreactor technology. The final discharge of disinfected secondary effluent is transported via a 10-inch outfall and multiport diffuser into the East Fork Lewis River.

The City of La Center recently expanded the Water Reclamation Facility to meet future growth demands. With new development, new piping will be needed to serve the areas of new growth.

2.6.3 Stormwater

According to the comprehensive plan, East Fork Lewis River and its tributaries, such as Brezee Creek and other unnamed streams, form the primary drainage system in the vicinity of the subareas. The river flows west to the Lewis River and Columbia River. Rivers and other surface waters convey storm water away from the land. Figure 20 shows the stormwater network within the Downtown and Timmen Landing subareas.

The East Fork Lewis River and its tributaries are listed on the 303(d) list of impaired water bodies for high in-stream temperatures and fecal coliform bacteria problems. It is anticipated that future development will include stormwater detention/retention basins sized appropriately to handle stormwater runoff in a way that minimizes impacts to the established wastewater system and local streams, rivers, wetlands, and lakes. The State of Washington Department of Ecology prepared the East Fork Lewis River Alternative Restoration Plan to expedite the voluntary implementation of best management practices to improve water quality in the East Fork Lewis River (Ecology 2021). Therefore, stormwater treatment within the subareas will need to provide enhanced water quality treatment and may potentially be subject to future total maximum daily loads.

Timmen Landing

Within the Timmen Landing subarea, there are various cross-culverts along Northwest Timmen Road, Pollock Road, and Northwest Spencer Road to provide roadside drainage between various local roads and driveways. The sizes of these culverts are unknown.

Downtown

Storm drain information is not available within most of the Downtown and Timmen Landing subareas per the Clark County GIS website. However, there is a network of storm piping thru downtown that flows to a drainage ditch behind the WWTP, and then to Brezee Creek thru drainage ditches.

The areas immediately north and south of the Northwest La Center Road bridge over the East Fork Lewis River have a few 10-inch, 12-inch, and bioswale drainage features that likely outfall into the East Fork Lewis River. The area west of downtown includes a 30" HDPE pipe from West Golden Eagle Avenue that outfalls to the East Fork Lewis River.

In addition, as part of the Critical Areas Mitigation Plan for the Brezee Creek Culvert Replacement/Fourth Street Widening Project (PBS Engineering and Environmental 2021), the East Fourth Street culvert (48-inch corrugated metal pipe) and the Mill Pond dam culvert (30-inches in diameter) will be removed as identified fish passage barriers per the WDFW.

Figure 20. Sewer and Storm Drain Network Map



2.6.4 Parks and Recreation

The existing parks system comprises 31.7 acres of parks and special use areas (city-wide), in addition to two short trail corridors. The City is in the process of updating their 2017 Parks, Recreation and Open Space (PROS) plan, with adoption anticipated in June 2024. The current plan includes goals, objectives, and a vision for parks and recreation services in the city. Goals include ensuring that adequate land is acquired to meet existing and future recreational needs.

The PROS plan classifies the following types of parks within the city: Community Parks, Neighborhood Parks, Family Parks, Trails, Urban Open Space, and View Areas. All parks are maintained by the City.

Community Parks: These parks are planned and designed to provide structured recreation opportunities. Service areas are typically a 3-mile radius and sizes range from 10 to 15 acres. Holley Park is a 11.14-acre community park located on the south side of Fourth Street and Lockwood Road and serves as a meeting place for community events and activities. Sternwheeler Park is another 7.44-acre community park located on the Bottoms between Fourth Street and the East Fork of the Lewis River. This park includes both natural and developed areas.

Neighborhood Parks: Typical sizes for these parks range from 2 to 5 acres, and their focus is on adjacent residences within 0.5 mile and are typically used for non-supervised and non-organized recreation activities. Heritage Park is a 2.05-acre park including park facilities such as play structures, swings, walking path, restrooms, and picnic tables. Elmer Soehl Park is a smaller 0.21-acre park with similar park facilities. Riverside Park is a new public park of approximately 5 acres, with a wetland area and an improved area including a small parking lot, play structure, basketball court, and sports field.

Family Parks: Family Parks are similar to Neighborhood Parks, but they tend to be developed and maintained by the local homeowners associations in medium-density residential subdivisions. There is one private family park in the Lockwood Creek subdivision; there are no additional private or publicly owned family parks in La Center.

Urban Open Space: Open space provides a visual and psychological relief from urbanized areas and built environment. Open space corridors in the La Center UGA include the following:

- McCormick Creek drainage way
- East Fork of the Lewis River
- Brezee Creek corridor
- Legacy Lands
- Heritage Trail open space and wetlands

The primary open space corridors within or adjacent to Timmen Landing and Downtown include the McCormick Creek drainage way, the East Fork of the Lewis River, Brezee Creek, and Legacy Lands.

Trails: Similar to sidewalks and streets, trails help tie a community together. There are four trails within the City of La Center totaling 2.26 miles. These include the Sternwheeler Trail, Heritage Park Trail and Extension, and the Brezee Creek Trail.

Regional Resources Proximate to La Center: Additional facilities are located within the vicinity of the La Center Planning Area and provide regional recreational opportunities for residents. These facilities include the following:

- La Center Bottoms
- Paradise Point State Park
- Tri-Mountain Golf Course
- East Fork Lewis River Greenery
- Pekin Ferry RV Park

The Bottoms runs through Downtown La Center and adjacent to Timmen Landing. It is a 314-acre regional park operated by Clark County and includes 3,500 feet of shoreline on the East Fork of the Lewis River. The East Fork of the Lewis River Greenway offers a variety of recreational activities, many of which extend along the river and into Timmen Landing and Downtown La Center.

School Facilities: The PROS comprehensive and capital facilities plan encourages an interagency agreement with the City and the La Center School District (LCSD). Most of the athletic playing fields within the UGA are owned and operated by LCSD. These facilities are generally open to the public, although the district charges a small fee for profit-making ventures. The following facilities are owned and operated by LCSD:

- La Center High School and La Center Academy. Located east of Downtown La Center at 725 Northeast Highland Road, the public school facility includes about 12 acres and football, baseball, softball and soccer fields, and a full-size track.
- La Center Middle School. Located east of Downtown La Center at 2001 Northeast Lockwood Creek Road encompassing nearly 25 acres with no park and recreation facilities, except for a large playfield. Much of the property south of the greenfield is a protected wetland, a stormwater treatment facility, and undeveloped and unimproved land.
- La Center Elementary School. Located east of Downtown La Center at 700 East Fourth Street encompassing about 20 acres and including playgrounds, basketball courts, and baseball and football fields.

As noted above, an update to the existing PROS plan is currently underway and will outline a strategy to help meet the needs and desires of the city's growing community now and into the future. Once available, the updated PROS plan will be reviewed and included in future work and deliverables for the subarea plans.

Timmen Landing

As noted in Section 2.1.4, approximately 7 acres (5 percent) of the subarea are currently zoned P/OS. The subarea includes the John Pollock Water Trail Park, which provides a community boat and kayak launch. . To the north, the subarea is directly adjacent to the Bottoms.

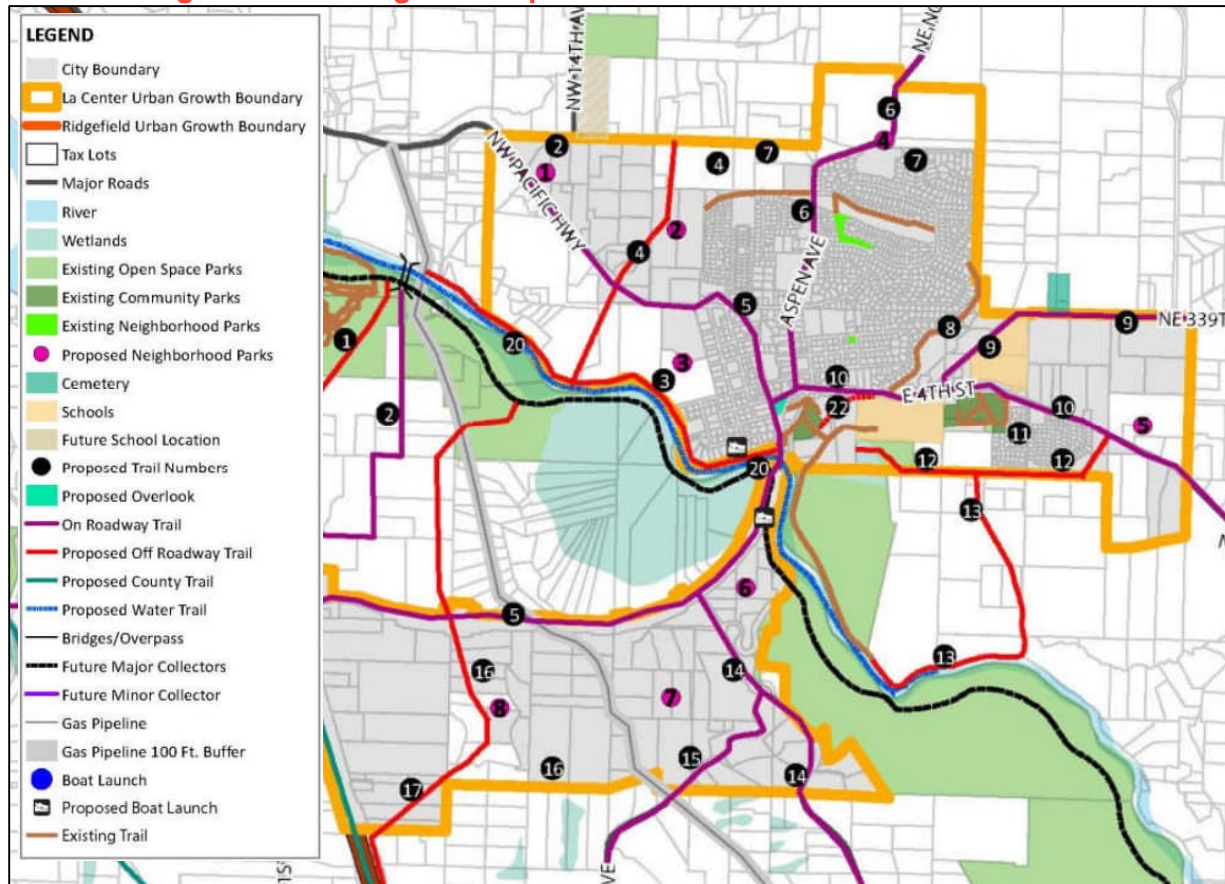
The PROS plan identifies several potential future parks and recreational facilities within Timmen Landing (see Figure 21). These include a new neighborhood park in the vicinity of Pollock Road to serve residents in southeast La Center (NP-6). As proposed, the park would connect to the future County East Fork of the Lewis River Regional Trail, mixed use development proposed in the Timmen Landing area, the Timmen Road Pathway, and/or the La Center Road Pathway. An additional neighborhood park is proposed in the vicinity of Northwest Timmen Road to serve south central residents and would connect to the Timmen Road Pathway and/or the Northwest Spencer Road Pathway (NP-7). Two potential on-road trails are identified in the PROS plan, along Timmen Road and Spencer Road (T-14 and T-15) In addition, the East Fork Lewis River Water Trail (T-3 and T-20) would be located adjacent to Downtown. The water trail would follow the south side of the river and would tie into the greater water trail system of both the East and North Fork of the Lewis River,

Downtown

As noted in Section 2.1.4, approximately 15 acres (14 percent) of the subarea are currently zoned P/OS. Sternwheeler Park is a community park located in the south of the Downtown subarea. Park amenities include an amphitheater, gazebo, picnic tables, and walking trails. New amenities have been recommended to increase access and capacity that will tie into the downtown design guidelines and improvement of park facilities. These amenities include the East Aspen Overlook and access into the park system, parking upgrades, reconfiguration of the gazebo, and development of a performance stage and plaza. Other recommendations include increased seating capacity in the amphitheater, additional buffering of the wastewater facility, ADA upgrades, public art and interpretive signage, and demonstration or art gardens.

A future park (NP-3) and trail (T-3) are identified in the PROS plan for the Downtown subarea (see Figure 21). The proposed park is to serve residents in the southwest corner of the City and, if possible, contain and connect with the proposed East Fork of the Lewis River Water Front Trail (T-3). The plan identifies several other potential future trails, including on-street pathways along Pacific Highway (T-5), Aspen Avenue (T-6), and Lockwood Creek Road (T-10), as well as an off-road trail (North Paradise Park Road Trail, T-22) that would connect the Pacific Highway trail (T-5) at I-5 interchange to Paradise Point State Park to the north and the proposed East Fork of the Lewis River Regional Trail System. In addition, the PROS plan proposes extending the existing Brezee Creek Trail (T-8) to provide a connection from La Center Middle School to Sternwheeler Park. The proposed East Fork Lewis River Water Front Trail and Water Trail (T-3 and T-20, described above) would be located next to and in the river, within and south of Downtown.

Figure 21. Existing and Proposed Recreational Facilities in La Center



Source: City of La Center PROS Master Plan (2017)

2.6.5 Schools

The LCSD serves the City of La Center and is comprises approximately 31 square miles. The district is bordered by the Woodland School District to the north, the Green Mountain District to the northeast, the Battle Ground School District to the southeast, and the Ridgefield School District to the west. Total school enrollment for 2023-2024 is 1,832, and the district includes four schools: La Center Elementary School, La Center Middle School, La Center High School, and La Center Academy. Approximately 3 percent of students are English Language Learners and 30.7 percent are low income (OSPI 2023). A comparison of school and district-wide demographics is shown in Table 14.

Table 14. School and District Demographics

Demographic	Elementary School	Middle School	High School	Academy	LCSD
American Indian/Alaskan Native	0.1%	0%	0%	2.6%	0.1%
Asian	1.1%	1.2%	0.7%	2.6%	1.0%
Black/African American	0.5%	0.5%	1.1%	0%	0.7%
Hispanic/Latino of any race(s)	10.7%	11.9%	8.6%	23.1%	10.6%
Native Hawaiian/Other Pacific Islander	0.5%	0.2%	0%	2.6%	0.3%
Two or More Races	5.4%	4.4%	4.1%	2.6%	4.7%
White	81.7%	81.8%	85.5%	66.7%	82.6%

The City’s comprehensive plan notes that the City acquired land north of Bolen Road for use as a new middle school. However, this site was not chosen and instead the La Center Middle School opened at the site east of downtown off of Northeast Lockwood Creek Road during the 2021-2022 school year. The LCSD Capital Facilities Plan proposes the construction of a second, 500-student elementary school as well as certain improvements at the high school to serve forecasted growth (LCSD 2019). Additional capacity may be provided in the form of new classroom spaces and expanded common areas, with the potential to utilize portable classrooms to meet the needs of a growing student population in the meantime.

2.6.1 Police

La Center is currently negotiating with the Clark County Sheriff to provide police services in La Center. This negotiation is expected to be completed by Summer 2024. Washington State Patrol also has concurrent jurisdiction on all state routes within Clark County, including I-5. The City shares uses of the Clark County Jail, Municipal Court Facilities in Battle Ground, the 911 Clark Regional Emergency Service Agency, and the Child Abuse Intervention Center..

The City’s comprehensive plan notes that to meet future demand, the department will provide staff support as demands and resources are available in addition to replacing aging cruisers every 48 months or 100,000 miles traveled. The department also anticipates the need to add additional office, holding, and storage space over the twenty-year comprehensive plan period.

2.6.2 Fire and Emergency Medical Services

The city is served by Clark-Cowlitz Fire Rescue (CCFR). The CCFR response area covers over 155 square miles and serves a population of approximately 60,000. Approximately 5,000 fire and medical calls are received and responded to each year from a staff of full-time and volunteer firefighters (CCFR n.d.).

One CCFR fire station, Station 23, is located in Downtown La Center at the northeast corner of East Fifth Street and East Cedar Avenue. The CCFR’s Strategic Plan 2020-2022 outlines goals

consistent with three strategic imperatives: providing emergency response, education, and enforcement programs (CCFR 2020). The City's 2016 comprehensive plan also identifies the need for future equipment and staffing to maintain emergency response times as the city's population increases.

CCFR's emergency medical service provides Advanced Life Support (ALS) and Basic Life Support (BLS) services to the city. Each CCFR firefighter is cross trained to a minimum level of Emergency Medical Technician-Basic (EMT-B). EMT-B's are capable of administering BLS skills to the sick and injured. CCFR firefighter and paramedic staff also provide ALS to critically sick or injured citizens. Engine 23 in Downtown La Center is equipped with ALS supplies.

3.0 KEY CONSIDERATIONS FOR SUBAREA PLANS

A summary of key considerations for the subarea plans, based on the existing conditions analysis, is provided below.

3.1 LAND USE AND ZONING

The following key considerations apply across both subarea plans:

- Each subarea has unique restrictions that either deter or make development difficult to proceed beyond the pre-application process. Through a planned action ordinance, the City could improve the marketability and approachability of these subareas, while also streamlining the review and development process.
- Subarea plans should consider the ecological, recreational, and economic value of preserving the open space between the Downtown and Timmen Landing subareas along the East Fork Lewis River and the Bottoms Natural Area.
- Each subarea contains P/OS zoning and as noted above, LCMC Chapter 18.147 establishes park and open space development standards as a requirement for residential development, but does not preserve these areas as zone. The City should consider amending this code chapter or create a new code chapter that establishes a park and open space zone corresponding to the zoning map. Doing so would allow the City to zone areas appropriate for parks corresponding to subarea needs.

Timmen Landing

- The MX zone standards are complicated and convoluted and should be revised to establish clear expectations for development. Should the City keep a mixed-use concept for Timmen Landing, it should do so realizing the higher development costs and pair this with public infrastructure investments to encourage development. Mixed-use development concepts should also include goals and policies for land use, capital facilities and utilities, economic development drive by population growth to provide more wholistic planning.
- Alternatively, the City could reevaluate the feasibility and intent of the MX zone due to the misalignment between zone standards and development the City is currently attracting combined with the difficulty in site development presented by critical areas, shoreline jurisdiction, and archaeological protections that further complicate development. Historically, this zone has been difficult to develop as there has not been a single development that has proceeded past the pre-application stage since this zone was implemented.

- A significant portion of the western part of the subarea contains the Sensitive Utility Corridor Overlay, which limits development over and near the natural gas pipeline. The City should consider the most suitable uses and activities around this overlay when implementing the subarea plan or should exclude this area from the inclusion in the subarea.
- Utilities will need to be extended in areas of new growth. The water treatment facility has already been expanded and has room for additional expansion if needed.
- The PROS plan indicates a need for two neighborhood parks (N-6 and N-7) in proximity to Pollock Road and Timmen Road, respectively, within the subarea. As part of the subarea process and implementation, the City should consider the location and need for these future parks connections to each other, other recreational opportunities such as John Pollock Water Trail Park, the La Center Bottoms, other planned city-wide trail systems, and to downtown and the Junction Plan.

Downtown

- The Downtown subarea plan should consider the needs of the cardrooms planning around the diversification of the local economy to include other industries.
- The Downtown subarea contains a base zoning of C-1, the C-3 overlay, and the DT overlay. There are some instances where all three occur on the site making it very difficult for staff and applicants to understand, thereby restricting development. This could result in restructuring these to limit any conflicting regulations and restrictions for development, reducing or remapping this overlay areas, eliminating one or both overlays or creating a new composite overlay. The City could consider reevaluating and simplifying the zone and each overlay. As an example, many uses such as preschools are conditional uses and should be permitted uses to reduce process applicants go through.
- The Downtown is significantly made up of the C-1 zone, which does not allow for any new residential development, but allows existing single-family detached residential. Historically, Downtown has had single-family detached homes as part of its geography and is a key aspect of downtown's identity. The City should analyze its C-1 zoning code and consider allowing new single-family residential development in the zone in character with the historic downtown identity.

The City recently annexed a 14-acre property that is now included in the Downtown subarea. This property, along with other undeveloped and underutilized properties in the western portions of the subarea, are key opportunities for strategic development to catalyze additional development.

3.2 MARKET ANALYSIS

- Regional growth pressure is pushing north. This will begin to drive more market support for residential uses to markets like La Center and Ridgefield.
- La Center has the assets to attract growth. Ridgefield and La Center ranked 1st and 8th in the state in population growth, respectively. This growth will drive market support for new development forms in the coming years and pricing begins to support higher density development forms.

- Thus far, the majority of growth in La Center has been single-family homes. Planning for a more diverse range of housing types that are supported by market fundamentals with improve this condition.
- New apartment construction shows potential for La Center’s rental market. East Fork Commons was introduced to the market in 2022 and units filled up quickly, with a vacancy of around 5%. With several thousand employees at Ilani and over 15,000 within a five-mile radius, there should be a market for more workforce or moderate-income rental housing in the area.
- There is market support for retail. A combination of forecasted household growth, growth in real median incomes, and potential for retail spending recapture would support additional retail services in the area consistent with a small neighborhood retail center.
- Opportunities for suburban office is limited in the near-term.
- Ilani impacts on La Center. The opening of the Ilani Casino in 2017 coincided with a decline in card room revenue among (at the time) La Center’s four commercial card rooms.
- Taxable Retail Sales. The vast majority of growth in taxable retail sales both in the retail trade and non-retail trade sector can be attributed to an increase in construction activity in the City of La Center.

3.3 TRANSPORTATION

- To assess the adequacy of current on-street parking, parking demand surveys are recommended to demonstrate the need for new on-street parking within the transportation impact study area.
- Potential sidewalks along Northwest Timmen Road and on Northwest Spencer Road should be considered as a subarea concept plan is developed.
- Except for the intersection of Northeast Highland Avenue and East Fourth Street/Northeast Lockwood Creek Road, there are no bike facilities in La Center. However, a project currently underway (the East Fourth Street Improvement Project) will extend the bike lanes along East Fourth Street from Northeast Highland Avenue to East Cedar Avenue. This project will also fill gaps in sidewalk connectivity for this segment.

3.4 NATURAL RESOURCES

- The Downtown subarea contains approximately 63.9 acres of critical areas and the Timmen Landing subarea contains approximately 93.4 acres, including wetlands, streams, riparian habitat conservation areas, frequently flooded areas, and geologically hazardous areas. The amount and extent of critical areas within the subareas will affect future development and should be considered as a subarea concept plan is developed.
- In order to ensure no net loss of functions and values of critical areas, development of properties with critical areas will require a critical areas report prior to development, with a priority to avoid impacts.
- The City should consider performing a critical areas delineation and/or survey for key catalyst sites to gain a comprehensive understanding of the location, type, and potential development limitations from critical areas. This information can be used for applicant pre-application meetings and plan reviews to improve the applicant’s and administration’s understanding of the scope of the critical areas on the site and potentially increase the

confidence of site development and decrease the costs to developers to conduct these studies individually.

3.5 CULTURAL RESOURCES

- Archaeological predetermination-level or survey-level studies (depending on compliance requirements) are recommended for areas that have not yet been investigated and where future developments are proposed.
- Avoidance of the recorded archaeological sites is recommended.
- Timber pilings observed in the East Fork Lewis River are considered an archaeological site and should be documented and recorded.
- If an archaeological site is identified that cannot be avoided by future development, additional archaeological investigations may be needed, and a permit from DAHP may also be needed.

Timmen Landing

- For historic resources, a primary concern is the potential for projects within the Timmen Landing area to affect the former Pacific Highway alignment (present-day Northwest Pollock Road). The section of roadway between Northwest Fourth Court and the John Pollock Water Trail Park is likely eligible for listing in the NRHP and has not yet been documented in DAHP's WISAARD database. The section of road is notable for its retention of historical integrity and original design features, and it contributes to the historical feeling of the John Pollock Grave and John Pollock Water Trail Park area.

Downtown

- There is limited potential for a historic district to be present within the Downtown area that would meet minimum eligibility requirements for listing in the NRHP. There are two notable clusters of historic buildings, one consisting of commercial buildings along East Fourth Street and another of residences along Aspen Avenue, that merit further study of their individual and collective potential to be eligible for listing in the NRHP. However, these clusters are limited to no more than five buildings. There is a greater likelihood that most buildings within each cluster would be determined eligible for listing in the NRHP on an individual basis rather than as part of an overarching district resource.
- Outside of the clusters of commercial buildings on East Fourth Street and houses of Aspen Avenue, there are five individual buildings and one farm grouping that may also be eligible for listing in the NRHP. The most notable of these buildings is the La Center Grange at 328 West Fifth Street, which is associated with the social history of La Center at the turn of the twentieth century. Previously documented buildings along Northwest Pacific Highway are unlikely to be eligible for listing in the NRHP. The East Fork Lewis River Levee has been determined not eligible for listing in the NRHP.

3.6 PUBLIC INFRASTRUCTURE AND PUBLIC SERVICES

- For the water system, the City will need to continue to develop its source supply and treatment and storage capacities to accommodate long-term growth. The local transmission

and distribution system can be extended from the City's existing backbone (the 12-inch water transmission main) and transmission system.

- For the sanitary sewer plan, additional collection and treatment capacity will be needed to accommodate future growth.
- For the stormwater system, additional planning and development is needed as the downtown subarea grows.

3.7 PARKS

- The project team should coordinate with the PROS plan update team to ensure the subarea plans reflect the draft findings and recommendations of the PROS plan.
- For public services including schools, police, fire, and emergency medical services, the project team should coordinate with LCSD, the Cowlitz Indian Tribe, and CCFR as needed during the state environmental policy act (SEPA) evaluation process to incorporate information about current and future needs and include a review of potential impacts to future capacity and service. Early coordination during preparation of concept development plans may also help identify and avoid any potential significant unavoidable impacts.

4.0 NEXT STEPS

This existing conditions and key considerations analysis will inform the vision for the subarea plans and will be used to help develop conceptual land use and transportation plans.

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APPENDIX A: APPLICABLE COMPREHENSIVE PLAN POLICIES FOR TIMMEN LANDING

1.2.3 Provide at least three (3) land use designations in which residential uses are allowed. They include:

a. "Urban Residential District" designation, in which low density residential uses with minimum 7,500 square foot lot sizes and medium density residential uses with a minimum density of 8 units per acre and a maximum density of 16 units per acre are permitted.

c. "Mixed Use" designation in which residential uses, primarily in upper stories, may be permitted in conjunction with commercial or office uses.

1.3.2 Provide zoning districts designed to encourage commercial development. Commercial use districts include:

...

d. "Mixed Use", provides an opportunity to create a planned development of office, commercial and upper story residential uses in a compact area, such as the intersection of La Center Road and Timmen Road

*2016 Parks, Recreation, and Open Space Master Plan Needs Assessment
Neighborhood Park (NP-6) A neighborhood park in the vicinity of Pollock Road could serve residents in the southeast corner of the city. Acquire a suitable site in the general vicinity on the parks plan in accordance with design guidelines. If possible, the park should connect the future County East Fork of the Lewis River Regional trail, planned unit development proposed in the Timmen Landing area, the Timmen Road Pathway (T-14) and/or La Center Road Pathway (T-5).*

Neighborhood Park (NP-7) A neighborhood park in the vicinity of NW Timmen Road area could serve residents in the south central end of the city. Acquire a suitable site in the general vicinity on the parks plan in accordance with the design guidelines. If possible, the park should connect to the Timmen Road Pathway (T-14) and/or the NW Spencer Road Pathway (T-15)

Policy 6.1.9 Encourage, support, and initiate activities, where possible, to preserve, conserve, or improve the natural shorelines of the East Fork Lewis River, Brezee Creek, and McCormick Creek.

Regarding La Center's Goals for Growth and Annexation

...

7. Prioritize development of the I-5 Junction, the Timmen Road/La Center Road intersection, and the city center.

Policy 9.1.32 Ensure that land use designations and development activities adjacent to shorelines are compatible with the State Shoreline Management Act and consistent with the City of La Center Shoreline Master Program, which is a chapter of the City's Comprehensive Plan.

APPENDIX B: APPLICABLE COMPREHENSIVE PLAN POLICIES FOR DOWNTOWN

1.3.2 Provide zoning districts designed to encourage commercial development. Commercial use districts include:

- a. "Downtown Commercial", provides for convenience shopping needs in the downtown core. Typical allowed uses include convenience food markets, beauty and barber shops, bakeries and limited service industries.*
- b. "Residential/Professional", provides opportunities for light retail and office uses as well as medium density and low density uses surrounding the downtown commercial core.*
- c. "Card Room" overlay provides for card rooms within the "Downtown Commercial" zone.*

1.3.3 Encourage downtown commercial development which fosters La Center's small town, "Main Street" ambiance. The following aspects of this ambiance should be consistent with Chapter 18.150 LCMC and the La Center Downtown Design Plan and Guidelines.

- a. Store fronts should be located on the street along right-of-way lines. Business activity should be oriented towards the streets, through use of sidewalk cafes, tastefully design awnings or similar features.*
- b. Parking areas should be located behind, or at the sides of buildings.*
- c. Commercial activities should use original building facades and appropriately sized designed signs. New construction should be compatible with surrounding buildings in terms of scale, massing, materials, height, and color.*
- d. With the exception of gas stations, financial institutions, and temporary coffee carts, the city discourages new drive through facilities in the downtown commercial area.*
- e. Support public and private efforts to create tourism related business and activities.*

1.3.4 Evaluate opportunities to create public parking areas downtown and to reduce the burden of on-site parking on smaller lots.

2.1.19 The City, in coordination with private developers, Clark County, and funding partners such as WSDOT should construct an uninterrupted pedestrian connection along NW Pacific Highway from the northwestern City limits to downtown so that pedestrians, including children walking to school, can walk safely.

3.1.9. Enhance neighborhood attractiveness by linking neighborhoods to public amenities such as greenbelts, open spaces, parks, downtown.

5.1.5. Actively explore means of attracting additional locally oriented commercial activity to the downtown area through incentives, marketing programs, or other methods.

5.1.8. Develop a strategic action plan to help the city prepare for and adjust to potential seismic changes in the city economy at the I-5 Interchange and in the downtown core.

Policy 6.1.9 Encourage, support, and initiate activities, where possible, to preserve, conserve, or improve the natural shorelines of the East Fork Lewis River, Brezee Creek, and McCormick Creek.

Regarding La Center's Goals for Growth and Annexation

...

7. Prioritize development of the I-5 Junction, the Timmen Road/La Center Road intersection, and the city center.

Policy 9.1.32 Ensure that land use designations and development activities adjacent to shorelines are compatible with the State Shoreline Management Act and consistent with the City of La Center Shoreline Master Program, which is a chapter of the City's Comprehensive Plan.

APPENDIX C: SHORELINE USE, MODIFICATION, AND DEVELOPMENT STANDARDS

P = Permitted; C = *Conditional Use*; X = Prohibited; N/A = Not Applicable; UNL = Unlimited

	AQ	UC	MI
SHORELINE DESIGNATION	Aquatic	Urban Conservancy	Medium Intensity
SHORELINE USES			
Agriculture			
Agriculture	X	C	X
Setback	N/A	100'	N/A
Maximum <i>Height</i>	N/A	35'	N/A
Aquaculture	X	X	X
Boating Uses			
Motorized <i>Boat</i> Launches	P	C	C
Non-motorized <i>Boat</i> Launches	P	P	P
Docks, <i>Piers</i> , <i>Mooring Buoys</i>	P ¹	P	P ¹
Setback	0'	0'	0'
Commercial Uses			
Water-dependent	C	X	P
Setback	0'	N/A	0'
Maximum <i>Height</i>			
0'-100' from OHWM	15'	N/A	35'
>100' from OHWM	15'	N/A	45' ²
Water-related, Water-enjoyment	X	X	P
Setback	N/A	N/A	25'
Maximum <i>Height</i>			
0'-100' from OHWM	N/A	N/A	35'
>100' from OHWM	N/A	N/A	45' ²
Non-water-oriented	X	X	C ³
Setback	N/A	N/A	100'
Maximum <i>Height</i>	N/A	N/A	35'
Forest Practices			
Commercial Forest Practices	X	X	X
Conversion Forest Practices	See requirements for eventual use (i.e., residential, commercial)		
Industrial	X	X	X
Institutional Uses			
Water-dependent	C	C	P
Setback	N/A	0'	0'
Maximum <i>Height</i>			
0'-100' from OHWM	N/A	25'	35'
>100' from OHWM	N/A	35'	45' ²
Water-related,	X	X	P
Setback	N/A	N/A	25'
Maximum <i>Height</i>			
0'-100' from OHWM	N/A	N/A	35'
>100' from OHWM	N/A	N/A	45' ²
Non-water-oriented	X	X	C ³
Setback	N/A	N/A	100'
Maximum <i>Height</i>	N/A	N/A	35'
Log Storage	X	X	X
Mining	X	X	X
Parking			

	AQ	UC	MI
SHORELINE DESIGNATION	Aquatic	Urban Conservancy	Medium Intensity
Primary Use	X	X	X
Setback	N/A	N/A	N/A
Accessory Use	X	P	P
Setback	N/A	100'	100'
Maximum Height	N/A	35'	35'
Recreational Uses			
Water-dependent	P	P	P
Setback	0'	0'	0'
Maximum Height	15'	15'	35'
Water-related/enjoyment (trails, accessory buildings)	X	P	P
Setback	N/A	50'	50'
Maximum Height	N/A	15'	35'
Non-water-oriented (golf courses, sports fields)	X	C	C
Setback	N/A	100'	100'
Maximum Height	N/A	25'	25'
Residential Uses			
Single-family ⁵	X	P	P
Setback	N/A	100'	50'
Maximum Height	N/A	35'	35'
Floating homes (new)	X	N/A	N/A
Maximum Height	N/A	N/A	N/A
Multifamily	X	X	P
Setback	N/A	N/A	50'
Maximum Height	N/A	N/A	35'
Transportation Uses			
Highways, Arterials, Railroads (parallel to OHWM)	X	P	P
Setback	N/A	200'	100'
Secondary/Public Access Roads (parallel to OHWM)	X	P	P
Setback	NA	100'	50'
Bridges (perpendicular to shoreline) ⁶	C	C	P
Setback	0'	0'	0'
Utility Uses			
Above-ground Utilities (parallel to shoreline)	C	P	P
Setback	0'	100'	50'
Maximum Height	15'	35'	35'
Distribution Pole Height ⁷	0'	45' ²	45' ²
Electrical Transmission Lines	C	C	C
Tower Height	UNL	UNL	UNL
Underground Utilities (parallel to shoreline)	C	P	P
Setback	0'	100'	50'
Underground Utilities (perpendicular to shore)	C	C	C
Setback	0'	0'	0'
Unclassified Uses			
Unclassified Uses	C	C	C
Setback	0'	100'	100'
Maximum Height	15'	35'	35'
Shoreline Modifications			
Dredging and Dredge Material Disposal			
Non-maintenance Dredging	C	N/A	N/A
Maintenance Dredging	P	N/A	N/A

	AQ	UC	MI
SHORELINE DESIGNATION	Aquatic	Urban Conservancy	Medium Intensity
<i>Dredge Material Disposal</i>	C	X	C
<i>Dredging & Disposal as part of Ecological Restoration/ Enhancement</i>	P	P	P
Flood Control Works, In-stream Structures			
Dams, Dikes, & Levees	C	C	C
Instream structures	C	N/A	N/A
Fills			
Waterward of OHWM	C	N/A	N/A
Landward of OHWM	N/A	P ⁸	P ⁸
Shoreline Restoration			
<i>Ecological Restoration/ Enhancement/ Mitigation</i>	P	P	P
Shoreline Stabilization			
Bioengineered	P	P	P
Structural	C	C	C

APPENDIX D: TRANSPORTATION IMPACT ANALYSIS DATA

OFFICER REPORTED CRASHES THAT OCCURRED *at OR in the vicinity of* MULTIPLE INTERSECTIONS IN THE CITY OF LA CENTER

01/01/2018 - 12/31/2022 See 2nd tab below for road info

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	MILEPOST
City Street	Clark	La Center	E 4TH ST	0	E CEDAR AVE					
City Street	Clark	La Center	E 4TH ST	0	NE HIGHLAND RD					
City Street	Clark	La Center	NE HIGHLAND RD	400		157	F	N	E 4TH ST	
City Street	Clark	La Center	NE LOCKWOOD CREEK RD	1800	E SPRUCE AVE					
City Street	Clark	La Center	NW LA CENTER RD	32088	NW TIMMEN RD					
City Street	Clark	La Center	NW LA CENTER RD	32088	NW TIMMEN RD					
City Street	Clark	La Center	NW LA CENTER RD	32088	NW TIMMEN RD					
City Street	Clark	La Center	NW LACENTER RD	32100		100	F	NE	NW TIMMEN RD	
City Street	Clark	La Center	NW PACIFIC HWY	0	NW LARSON DR					
City Street	Clark	La Center	NW PACIFIC HWY	0	W 10TH ST					
City Street	Clark	La Center	NW PACIFIC HWY	0	W 3RD ST					
City Street	Clark	La Center	NW PACIFIC HWY	0	W D AVE					
City Street	Clark	La Center	NW PACIFIC HWY	34200		200	F	SE	NW LARSON DR	
City Street	Clark	La Center	NW TIMMEN RD	31986	NW LA CENTER RD					
City Street	Clark	La Center	NW TIMMEN RD	0	NW LACENTER RD					
City Street	Clark	La Center	NW TIMMEN RD	31600		100	F	NW	NW SPENCER RD	
City Street	Clark	La Center	W 4TH ST		NW PACIFIC HWY					
City Street	Clark	La Center	W 4TH ST	0	NW PACIFIC HWY					

A/B	SR ONLY HISTORY/ SUSPENSE	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# I N J	# F A T	# V E H	# P E D	# B I K E S	VEHICLE 1 TYPE
	No	E760159	01/06/2018	15:50	Possible Injury	2	0	2	0	0	Passenger Car
	No	E826699	06/14/2018	11:25	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	E795549	03/22/2018	14:59	No Apparent Injury	0	0	2	0	0	Passenger Car
	No	EB67457	08/02/2021	12:58	No Apparent Injury	0	0	1	0	0	Passenger Car
	No	EB92925	11/20/2021	15:30	No Apparent Injury	0	0	2	0	0	Passenger Car
	No	EB98726	12/09/2021	13:23	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	ED04764	10/21/2022	12:36	Suspected Minor Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	E837059	09/11/2018	16:05	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	EA27197	01/29/2020	19:45	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	EA27195	03/30/2020	01:00	No Apparent Injury	0	0	1	0	0	Passenger Car
	No	E794883	05/04/2018	15:20	No Apparent Injury	0	0	2	0	0	Passenger Car
	No	E918933	04/13/2019	17:50	No Apparent Injury	0	0	2	0	0	Passenger Car
	No	EA44289	06/25/2020	00:28	Suspected Minor Injury	1	0	1	0	0	Passenger Car
	No	EC15297	12/18/2021	23:24	Suspected Minor Injury	1	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	E839247	08/29/2018	19:45	Possible Injury	1	0	2	0	0	Passenger Car
	No	EA00050	12/12/2019	16:00	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
	No	ED06718	11/19/2022	20:09	No Apparent Injury	0	0	1	0	0	Truck Tractor & Semi-Trailer
	No	E996098	12/14/2019	18:21	No Apparent Injury	0	0	2	0	0	Passenger Car

VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION
Pickup,Panel Truck or Vanette under 10,000 lb	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Wet
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry
Passenger Car	Not at Intersection and Not Related	Raining	Wet
	At Intersection and Not Related	Clear or Partly Cloudy	Dry
Pickup,Panel Truck or Vanette under 10,000 lb	At Driveway within Major Intersection	Clear	Dry
	At Intersection and Not Related	Overcast	Wet
Passenger Car	At Intersection and Related	Raining	Wet
Pickup,Panel Truck or Vanette under 10,000 lb	Not at Intersection and Not Related	Raining	Wet
	At Intersection and Not Related	Overcast	Wet
	At Intersection and Not Related	Raining	Wet
Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry
Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Raining	Wet
	Not at Intersection and Not Related	Clear	Dry
	At Intersection and Related	Snowing	Wet
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry
	Not at Intersection and Not Related	Clear	Dry
	Circulating Roundabout	Clear	Dry
Not Stated	Circulating Roundabout	Fog or Smog or Smoke	Wet

LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION
Daylight	From same direction - both going straight - one stopped - rear-end	Stopped for Traffic
Daylight	Entering at angle	Going Straight Ahead
Daylight	From opposite direction - both going straight - sideswipe	Going Straight Ahead
Daylight	Fence	Overtaking and Passing
Daylight	Entering at angle	Going Straight Ahead
Daylight	Vehicle Strikes Deer	Going Straight Ahead
Daylight	From same direction - both going straight - both moving - rear-end	Slowing
Daylight	From same direction - both going straight - both moving - rear-end	Slowing
Dark-Street Lights On	Roadway Ditch	Going Straight Ahead
Dark-Street Lights On	Tree or Stump (stationary)	Going Straight Ahead
Daylight	Entering at angle	Making Left Turn
Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead
Dark-Street Lights On	Roadway Ditch	Going Straight Ahead
Dark-Street Lights On	Guardrail - Through, Over or Under	Going Straight Ahead
Dusk	Entering at angle	Other*
Dusk	Guardrail - Face	Going Straight Ahead
Dark-Street Lights On	Retaining Wall (concrete, rock, brick, etc.)	Making Left Turn
Dark-Street Lights On	From opposite direction - all others	Making Right Turn

VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)
Going Straight Ahead	West	Vehicle Stopped	West	East	None
Going Straight Ahead	North	South	East	West	Did Not Grant RW to Vehicle
Going Straight Ahead	North	Northeast	North	South	Exceeding Reas. Safe Speed
	West	East			Improper Passing
Making Right Turn	Southwest	Northeast	Northwest	Southwest	None
	Southwest	Northeast			None
Going Straight Ahead	West	East	West	East	None
Slowing	Southwest	Northeast	Southeast	Northwest	None
	Northwest	Southeast			Overcorrecting / Oversteering
	Northwest	Southeast			Operating Defective Equipment
Going Straight Ahead	West	North	North	South	Did Not Grant RW to Vehicle
Stopped for Traffic	West	East	Vehicle Stopped	Vehicle Stopped	Exceeding Reas. Safe Speed
	North	South			Under Influence of Alcohol
	Southeast	Northwest			Under Influence of Alcohol
Going Straight Ahead	North	West	West	East	Did Not Grant RW to Vehicle
	North	South			None
	South	West			None
Going Wrong Way on Divided Hwy	South	Northeast			None

MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2)
		Follow Too Closely		
		None		
		None		
		Unknown Distraction		
		Other Distractions	Follow Too Closely	
		Apparently Fatigued		
		None		
Follow Too Closely		None		
Operating Handheld Cell Phone	Disregard Traffic Sign and Signals			
		Driver Not Distracted		
		Other Contributing Circ Not Listed		

FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
Lane of Primary Trafficway	1087877.30	200600.07
Lane of Primary Trafficway	1089710.55	200594.81
Lane of Primary Trafficway	1089723.25	200753.93
Past the Outside Shoulder of Primary Trafficway	1092222.94	199937.35
Lane of Primary Trafficway	1085769.12	197298.37
Lane of Primary Trafficway	1085769.12	197298.37
Lane of Primary Trafficway	1085769.12	197298.37
Lane of Primary Trafficway	1085845.40	197363.28
Past the Outside Shoulder of Primary Trafficway	1083698.97	203100.84
Past the Outside Shoulder of Primary Trafficway	1086370.04	201862.37
Lane of Primary Trafficway	1087018.91	200201.99
Lane of Primary Trafficway	1086224.03	201921.26
Past the Outside Shoulder of Primary Trafficway	1083833.96	202953.75
Other Location (City/County/Misc. Trafficway)	1085769.12	197298.37
Lane of Primary Trafficway	1085768.80	197299.71
Outside Shoulder of Primary Trafficway	1086707.18	195762.02
Median Shoulder of Primary Trafficway	1086951.62	200418.80
Lane of Primary Trafficway	1087021.99	200383.21

CRASH DATA SUMMARIES BY INTERSECTION

Crash Summary by Intersection, 2018-2022

Intersection	2018	2019	2020	2021	2022	Total
NW Lacenter Road/NW Timmen Road	2	-	-	3	1	6
NW Pacific Highway/W 3rd Street	1	-	-	-	-	1
NW Pacific Highway/W 4th Street	-	1	-	-	1	2
NW Pacific Highway/W 5th Street	-	-	-	-	-	0
NW Pacific Highway/10th Street	-	-	1	-	-	1
NW Pacific Highway/D Avenue	-	1	-	-	-	1
NW Pacific Highway/NW 14th Avenue/Larsen Drive	-	-	-	2	-	2
NW Pacific Highway/W 15th Street	-	-	-	-	-	0
W 4th Street/E 4th Street/Aspen Avenue	-	-	-	-	-	0
E 4th Street/E Cedar Avenue	1	-	-	-	-	1
E 4th Street/NW Lockwood Creek Rd/NE Highland Ave	2	-	-	-	-	2
NE Lockwood Creek Road/NE John Storm Avenue	-	-	-	-	-	0
NE Lockwood Creek Road/E Spruce Avenue.	-	-	-	1	-	1
Aspen Avenue/E 5th Street	-	-	-	-	-	0
Aspen Avenue/W 5th Street	-	-	-	-	-	0
NW Timmen Road/NW Spencer Road	-	1	-	-	-	1
NW Pacific Highway/NW 9th Avenue/NW 11 TH Ct *	-	1	-	1	-	2
NW Pacific Highway/W Golden Eagle Avenue*	-	-	-	-	-	0
Total	6	4	1	7	2	20

*Crash records obtained from WSDOT crash data portal

Source: WSDOT Public Records

Crash Summary by Severity, Cumulative 5-Year, 2018-2022

Intersection	Fatality	Possible Injury	Minor Injury	PDO	Total
NW Lacenter Road/NW Timmen Road	-	1	2	3	6
NW Pacific Highway/W 3rd Street	-	-	-	1	1
NW Pacific Highway/W 4th Street	-	-	-	2	2
NW Pacific Highway/W 5th Street	-	-	-	-	0
NW Pacific Highway/10th Street	-	-	-	1	1
NW Pacific Highway/D Avenue	-	-	-	1	1
NW Pacific Highway/NW 14th Avenue/Larsen Drive	-	-	1	1	2
NW Pacific Highway/W 15th Street	-	-	-	-	0
W 4th Street/E 4th Street/Aspen Avenue	-	-	-	-	0
E 4th Street/E Cedar Avenue	-	1	-	-	1
E 4th Street/NW Lockwood Creek Rd/NE Highland Ave	-	-	-	2	2
NE Lockwood Creek Road/NE John Storm Avenue	-	-	-	-	0
NE Lockwood Creek Road/E Spruce Avenue.	-	-	-	1	1
Aspen Avenue/E 5th Street	-	-	-	-	0
Aspen Avenue/W 5th Street	-	-	-	-	0
NW Timmen Road/NW Spencer Road	-	-	-	1	1
NW Pacific Highway/NW 9th Avenue/NW 11 TH Ct *	-	1	1	-	2
NW Pacific Highway/W Golden Eagle Avenue*	-	-	-	-	0
Total	0	3	4	13	20

*Crash records obtained from WSDOT crash data portal

Source: WSDOT Public Records

Crash Summary by Crash Type, Cumulative 5-Year, 2018-2022

Intersection	Angle	Fix Object/ Off-Road	Head- on	Rear-end	Sideswipe	Total
NW Lacerter Road/NW Timmen Road	2	2	-	2	-	6
NW Pacific Highway/W 3rd Street	1	-	-	-	-	1
NW Pacific Highway/W 4th Street	-	1	1	-	-	2
NW Pacific Highway/W 5th Street	-	-	-	-	-	0
NW Pacific Highway/10th Street	-	1	-	-	-	1
NW Pacific Highway/D Avenue	-	-	-	1	-	1
NW Pacific Highway/NW 14th Avenue/Larsen Drive	-	2	-	-	-	2
NW Pacific Highway/W 15th Street	-	-	-	-	-	0
W 4th Street/E 4th Street/Aspen Avenue	-	-	-	-	-	0
E 4th Street/E Cedar Avenue	-	-	-	1	-	1
E 4th Street/NW Lockwood Creek Rd/NE Highland Ave	1	-	-	-	1	2
NE Lockwood Creek Road/NE John Storm Avenue	-	-	-	-	-	0
NE Lockwood Creek Road/E Spruce Avenue.	-	1	-	-	-	1
Aspen Avenue/E 5th Street	-	-	-	-	-	0
Aspen Avenue/W 5th Street	-	-	-	-	-	0
NW Timmen Road/NW Spencer Road	-	1	-	-	-	1
NW Pacific Highway/NW 9th Avenue/NW 11 TH Ct *	-	-	-	-	-	2
NW Pacific Highway/W Golden Eagle Avenue*	-	-	-	-	-	0
Total	4	8	1	4	1	20

*Crash records obtained from WSDOT crash data portal

Source: WSDOT Public Records



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

Location: 1 NW LACENTER RD & NW TIMMEN RD PM

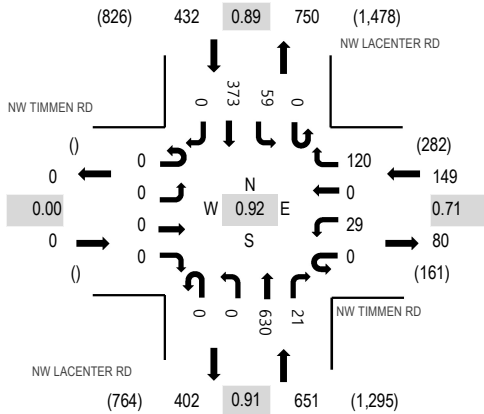
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

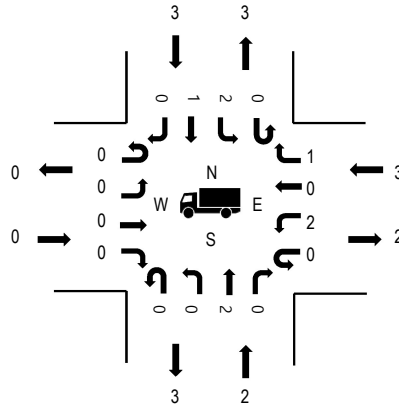
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

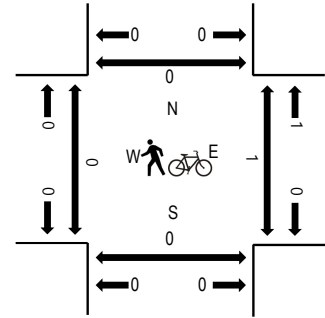
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	2.0%	0.71
NB	0.3%	0.91
SB	0.7%	0.89
All	0.6%	0.92

Traffic Counts - Motorized Vehicles

Interval Start Time	NW TIMMEN RD Eastbound				NW TIMMEN RD Westbound				NW LACENTER RD Northbound				NW LACENTER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	10	0	30	0	0	133	3	0	16	82	0	274	1,208
4:15 PM	0	0	0	0	0	5	0	33	0	0	174	3	0	15	106	0	336	1,232
4:30 PM	0	0	0	0	0	9	0	21	0	0	147	6	0	17	92	0	292	1,217
4:45 PM	0	0	0	0	0	5	0	23	0	0	171	8	0	14	85	0	306	1,214
5:00 PM	0	0	0	0	0	10	0	43	0	0	138	4	0	13	90	0	298	1,195
5:15 PM	0	0	0	0	0	5	0	34	0	0	166	5	0	11	100	0	321	
5:30 PM	0	0	0	0	0	4	0	26	0	0	146	10	0	15	88	0	289	
5:45 PM	0	0	0	0	0	3	0	21	0	0	172	9	0	12	70	0	287	
Count Total	0	0	0	0	0	51	0	231	0	0	1,247	48	0	113	713	0	2,403	
Peak Hour	0	0	0	0	0	29	0	120	0	0	630	21	0	59	373	0	1,232	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	2	2	5	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	2	1	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	2	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	0	1
5:00 PM	0	0	2	0	2	5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0
5:15 PM	0	1	1	1	3	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	1	1	1	3	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	1	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	6	7	8	21	Count Total	0	0	0	1	1	Count Total	0	0	1	0	1
Peak Hour	0	2	3	3	8	Peak Hour	0	0	0	1	1	Peak Hour	0	0	1	0	1



ALL TRAFFIC DATA SERVICES

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Location: 2 NW LACENTER RD & W 3RD ST PM

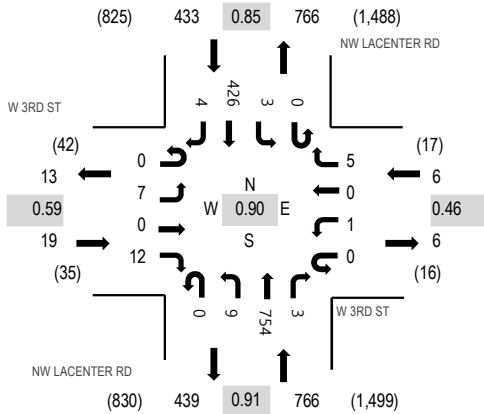
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

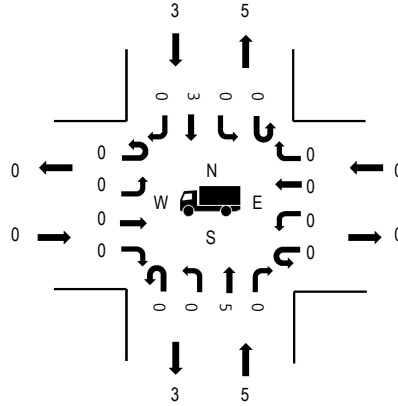
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

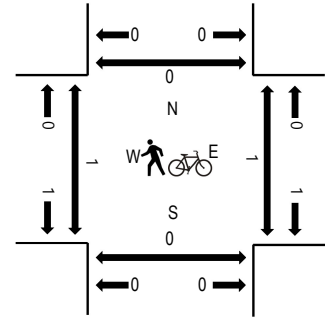
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.59
WB	0.0%	0.46
NB	0.7%	0.91
SB	0.7%	0.85
All	0.7%	0.90

Traffic Counts - Motorized Vehicles

Interval Start Time	W 3RD ST Eastbound				W 3RD ST Westbound				NW LACENTER RD Northbound				NW LACENTER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	3	0	0	0	6	0	1	161	0	0	3	94	2	270	1,201
4:15 PM	0	1	0	2	0	0	0	0	0	1	208	1	0	2	123	3	341	1,224
4:30 PM	0	3	0	5	0	1	0	3	0	5	170	1	0	1	100	0	289	1,203
4:45 PM	0	2	0	3	0	0	0	1	0	2	191	0	0	0	101	1	301	1,198
5:00 PM	0	1	0	2	0	0	0	1	0	1	185	1	0	0	102	0	293	1,175
5:15 PM	0	2	0	1	0	0	0	3	0	5	191	2	0	2	112	2	320	
5:30 PM	0	1	0	6	0	0	0	0	0	9	171	1	0	2	94	0	284	
5:45 PM	0	1	0	2	0	1	0	1	0	7	185	0	0	0	78	3	278	
Count Total	0	11	0	24	0	2	0	15	0	31	1,462	6	0	10	804	11	2,376	
Peak Hour	0	7	0	12	0	1	0	5	0	9	754	3	0	3	426	4	1,224	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	2	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	5	0	1	6	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	2	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	1	0	0	0	1
5:15 PM	0	2	0	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	1	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	1	2	5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	0	1
Count Total	0	9	0	7	16	Count Total	0	0	0	1	1	Count Total	2	0	1	0	3
Peak Hour	0	5	0	3	8	Peak Hour	0	0	0	1	1	Peak Hour	1	0	1	0	2

Location: 3 NW LACENTER RD & W 4TH ST PM

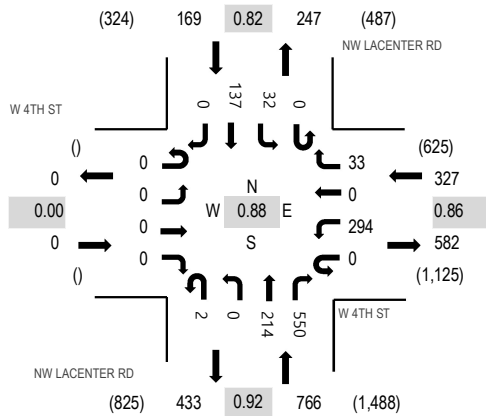
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

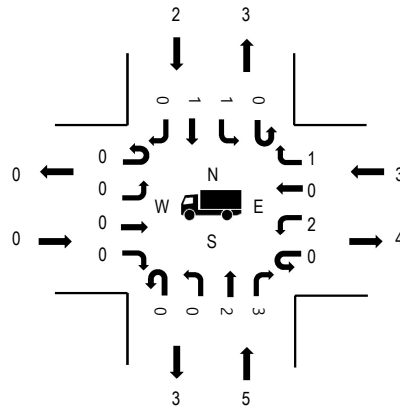
Peak Hour

Motorized Vehicles

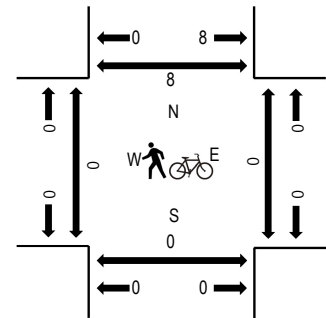


	HV%	PHF
EB	0.0%	0.00
WB	0.9%	0.86
NB	0.7%	0.92
SB	1.2%	0.82
All	0.8%	0.88

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	W 4TH ST Eastbound				W 4TH ST Westbound				NW LACENTER RD Northbound				NW LACENTER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	64	0	9	0	0	44	123	0	7	35	0	282	1,243
4:15 PM	0	0	0	0	0	83	0	12	1	0	63	145	0	10	44	0	358	1,262
4:30 PM	0	0	0	0	0	65	0	10	1	0	46	129	0	4	35	0	290	1,229
4:45 PM	0	0	0	0	0	70	0	7	0	0	59	135	0	10	32	0	313	1,228
5:00 PM	0	0	0	0	0	76	0	4	0	0	46	141	0	8	26	0	301	1,194
5:15 PM	0	0	0	0	0	76	0	10	1	0	68	127	0	4	39	0	325	
5:30 PM	0	0	0	0	1	69	0	8	1	0	45	126	0	13	26	0	289	
5:45 PM	0	0	0	0	0	58	0	3	1	0	53	133	0	9	22	0	279	
Count Total	0	0	0	0	1	561	0	63	5	0	424	1,059	0	65	259	0	2,437	
Peak Hour	0	0	0	0	0	294	0	33	2	0	214	550	0	32	137	0	1,262	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	1	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	2	2
4:15 PM	0	5	2	1	8	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	1	1
4:30 PM	0	0	1	1	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	2	2
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	5	5
5:15 PM	0	2	0	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	1	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	1	1
5:45 PM	0	1	0	1	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	2	2
Count Total	0	9	4	5	18	Count Total	0	0	0	1	1	Count Total	0	0	0	13	13
Peak Hour	0	5	3	2	10	Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	8	8



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Location: 4 NW LACENTER RD & W 5TH ST PM

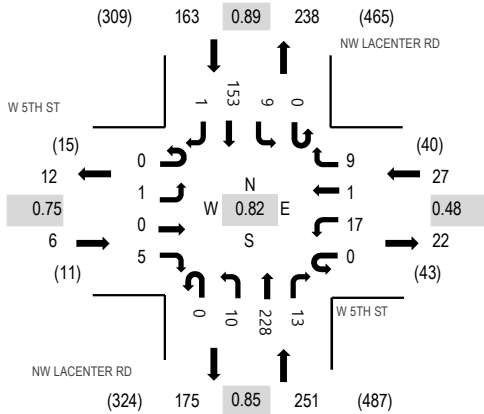
Date: Tuesday, July 11, 2023

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

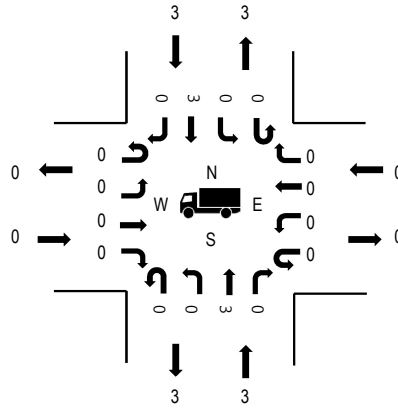
Motorized Vehicles



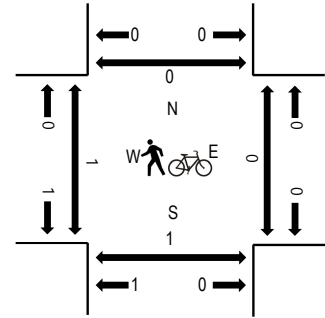
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.75
WB	0.0%	0.48
NB	1.2%	0.85
SB	1.8%	0.89
All	1.3%	0.82

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	W 5TH ST Eastbound				W 5TH ST Westbound				NW LACENTER RD Northbound				NW LACENTER RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	1	0	4	1	1	0	3	49	2	0	4	35	1	101	447
4:15 PM	0	1	0	1	0	10	0	4	0	1	67	6	0	1	45	0	136	434
4:30 PM	0	0	0	1	0	2	0	1	0	1	53	3	0	3	36	0	100	424
4:45 PM	0	0	0	2	0	1	0	3	0	5	59	2	0	1	37	0	110	419
5:00 PM	0	0	0	0	0	3	0	0	0	0	49	1	0	3	32	0	88	400
5:15 PM	0	1	0	1	0	4	0	2	0	0	74	3	0	2	39	0	126	
5:30 PM	0	0	1	1	0	1	0	1	0	2	47	3	0	2	37	0	95	
5:45 PM	0	0	0	1	0	1	0	1	0	1	52	4	0	2	29	0	91	
Count Total	0	2	1	8	0	26	1	13	0	13	450	24	0	18	290	1	847	
Peak Hour	0	1	0	5	0	17	1	9	0	10	228	13	0	9	153	1	447	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	3	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	4	0	5	9	Count Total	0	0	0	0	0	Count Total	1	1	0	0	2
Peak Hour	0	3	0	3	6	Peak Hour	0	0	0	0	0	Peak Hour	1	1	0	0	2



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Location: 5 NW PACIFIC HWY & W 10TH ST PM

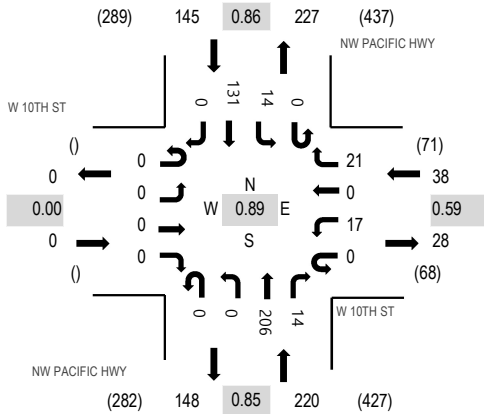
Date: Tuesday, July 11, 2023

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

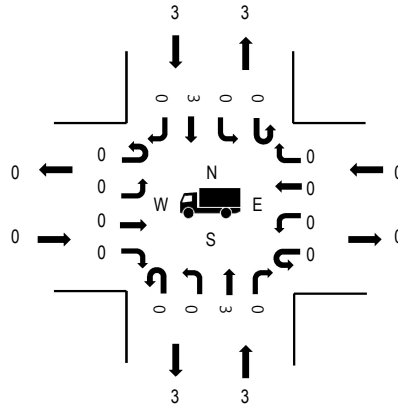
Peak Hour

Motorized Vehicles

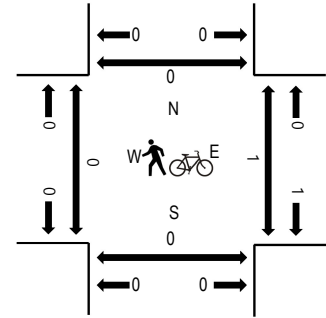


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.59
NB	1.4%	0.85
SB	2.1%	0.86
All	1.5%	0.89

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	W 10TH ST Eastbound				W 10TH ST Westbound				NW PACIFIC HWY Northbound				NW PACIFIC HWY Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	5	0	11	0	0	51	0	0	6	36	0	109	403
4:15 PM	0	0	0	0	0	5	0	7	0	0	56	9	0	3	33	0	113	378
4:30 PM	0	0	0	0	0	5	0	2	0	0	50	2	0	4	28	0	91	383
4:45 PM	0	0	0	0	0	2	0	1	0	0	49	3	0	1	34	0	90	388
5:00 PM	0	0	0	0	0	6	0	3	0	0	43	2	0	6	24	0	84	384
5:15 PM	0	0	0	0	0	6	0	8	0	0	63	5	0	4	32	0	118	
5:30 PM	0	0	0	0	0	0	0	7	1	0	41	5	0	9	33	0	96	
5:45 PM	0	0	0	0	0	1	0	2	0	0	43	4	0	5	31	0	86	
Count Total	0	0	0	0	0	30	0	41	1	0	396	30	0	38	251	0	787	
Peak Hour	0	0	0	0	0	17	0	21	0	0	206	14	0	14	131	0	403	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	3	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	2	0	2
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	4	0	5	9	Count Total	0	0	0	1	1	Count Total	0	0	3	0	3
Peak Hour	0	3	0	3	6	Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	0	1

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1
4:15 PM	0	3	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	1	0	1	0	2
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	4	0	5	9	Count Total	0	0	0	1	1	Count Total	1	0	2	0	3
Peak Hour	0	3	0	3	6	Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	0	1

Location: 7 NW PACIFIC HWY & NW 14TH AVE/LARSEN DR PM

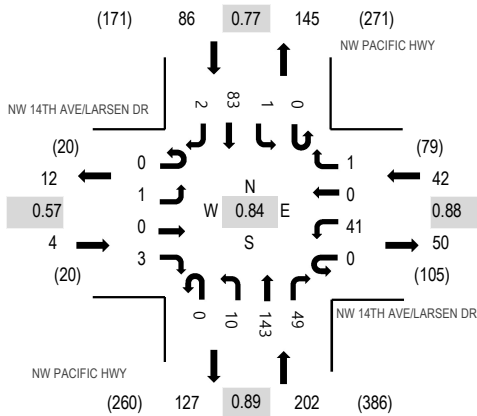
Date: Tuesday, July 11, 2023

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour

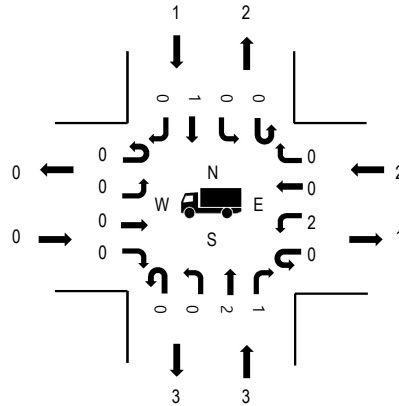
Motorized Vehicles



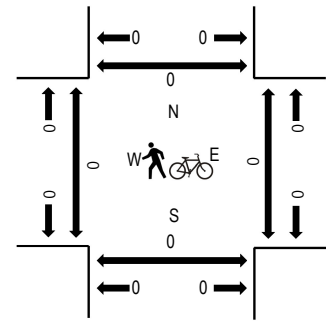
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.57
WB	4.8%	0.88
NB	1.5%	0.89
SB	1.2%	0.77
All	1.8%	0.84

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NW 14TH AVE/LARSEN DR Eastbound				NW 14TH AVE/LARSEN DR Westbound				NW PACIFIC HWY Northbound				NW PACIFIC HWY Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	2	0	12	0	0	0	3	42	12	0	0	28	0	99	334
4:15 PM	0	1	0	0	0	7	0	1	0	3	41	11	0	0	18	0	82	304
4:30 PM	0	0	0	1	0	10	0	0	0	3	28	15	0	0	21	1	79	315
4:45 PM	0	0	0	0	0	12	0	0	0	1	32	11	0	1	16	1	74	321
5:00 PM	0	0	0	3	0	7	0	0	0	1	27	13	0	0	18	0	69	322
5:15 PM	0	1	0	3	0	7	0	0	0	4	36	19	0	1	22	0	93	
5:30 PM	0	3	0	4	0	14	0	0	0	3	31	11	0	0	19	0	85	
5:45 PM	0	0	0	2	0	9	0	0	0	0	28	11	0	0	25	0	75	
Count Total	0	5	0	15	0	78	0	1	0	18	265	103	0	2	167	2	656	
Peak Hour	0	1	0	3	0	41	0	1	0	10	143	49	0	1	83	2	334	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	3	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	4	4	1	9	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	3	2	1	6	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	1	3	4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	1	0	0	0	1
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	3	0	1	4	Count Total	0	0	0	1	1	Count Total	2	0	0	0	2
Peak Hour	0	2	0	1	3	Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	0	1



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Location: 9 ASPEN AVE & E 4TH ST PM

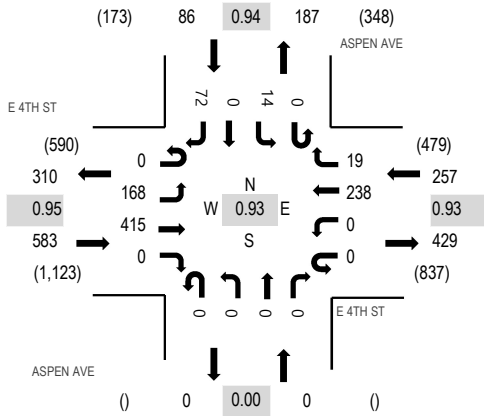
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

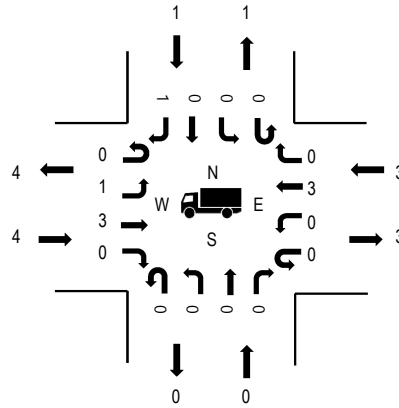
Motorized Vehicles



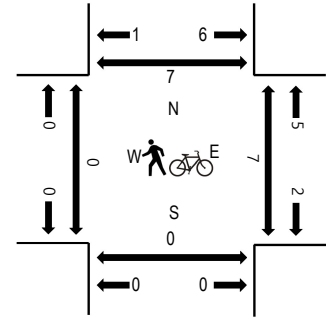
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.7%	0.95
WB	1.2%	0.93
NB	0.0%	0.00
SB	1.2%	0.94
All	0.9%	0.93

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	E 4TH ST Eastbound				E 4TH ST Westbound				ASPEN AVE Northbound				ASPEN AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	31	100	0	1	0	49	9	0	0	0	0	0	2	0	16	208	896
4:15 PM	0	42	109	0	0	0	66	3	0	0	0	0	0	3	0	25	248	926
4:30 PM	0	47	92	0	0	0	57	4	0	0	0	0	0	3	0	13	216	898
4:45 PM	0	38	101	0	0	0	57	7	0	0	0	0	0	5	0	16	224	894
5:00 PM	0	41	113	0	0	0	58	5	0	0	0	0	0	3	0	18	238	879
5:15 PM	0	46	83	0	0	0	65	3	0	0	0	0	0	2	0	21	220	
5:30 PM	0	27	107	0	0	0	53	1	0	0	0	0	0	3	0	21	212	
5:45 PM	0	40	106	0	0	0	37	4	0	0	0	0	0	4	0	18	209	
Count Total	0	312	811	0	1	0	442	36	0	0	0	0	0	25	0	148	1,775	
Peak Hour	0	168	415	0	0	0	238	19	0	0	0	0	0	14	0	72	926	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	4	0	2	0	6	4:15 PM	0	0	0	0	0	4:15 PM	0	0	2	1	3
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	5	0	5
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	6	6
5:15 PM	1	0	0	1	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	2	2
5:30 PM	2	0	0	0	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	2	2
5:45 PM	2	0	0	0	2	5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	1	2
Count Total	9	0	4	2	15	Count Total	0	0	0	0	0	Count Total	1	0	7	12	20
Peak Hour	4	0	3	1	8	Peak Hour	0	0	0	0	0	Peak Hour	0	0	7	7	14



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Location: 10 E CEDAR AVE & E 4TH ST PM

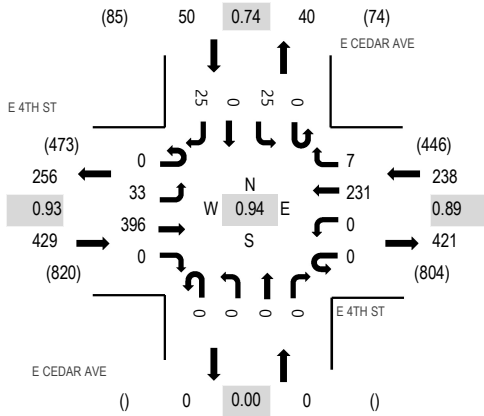
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

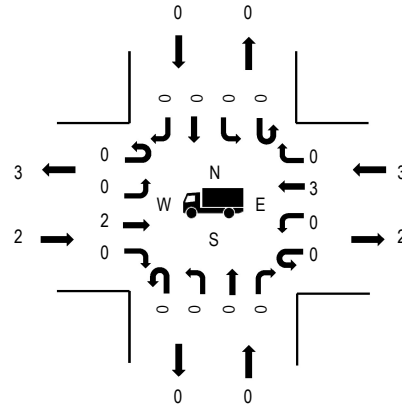
Motorized Vehicles



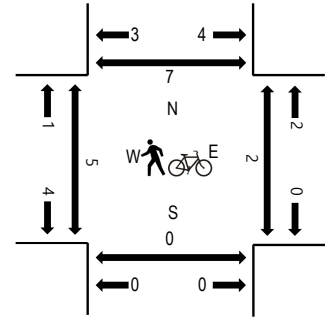
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.93
WB	1.3%	0.89
NB	0.0%	0.00
SB	0.0%	0.74
All	0.7%	0.94

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	E 4TH ST Eastbound				E 4TH ST Westbound				E CEDAR AVE Northbound				E CEDAR AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	5	94	0	0	0	52	4	0	0	0	0	0	5	0	7	167	698
4:15 PM	0	10	104	0	0	0	64	3	0	0	0	0	0	6	0	4	191	717
4:30 PM	0	6	88	0	0	0	51	1	0	0	0	0	0	9	0	8	163	677
4:45 PM	0	9	97	0	0	0	61	3	0	0	0	0	0	3	0	4	177	682
5:00 PM	0	8	107	0	0	0	55	0	0	0	0	0	0	7	0	9	186	653
5:15 PM	0	8	70	0	0	0	60	4	0	0	0	0	0	1	0	8	151	
5:30 PM	0	3	105	0	0	0	50	3	0	0	0	0	0	5	0	2	168	
5:45 PM	0	7	99	0	0	0	35	0	0	0	0	0	0	4	0	3	148	
Count Total	0	56	764	0	0	0	428	18	0	0	0	0	0	40	0	45	1,351	
Peak Hour	0	33	396	0	0	0	231	7	0	0	0	0	0	25	0	25	717	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	0	2	1	4	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	1	1
4:15 PM	1	0	3	0	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	3	3
4:30 PM	1	0	0	0	1	4:30 PM	1	0	0	0	1	4:30 PM	5	0	2	3	10
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	1	1
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	5	0	5	1	11	Count Total	1	0	0	0	1	Count Total	5	0	2	9	16
Peak Hour	2	0	3	0	5	Peak Hour	1	0	0	0	1	Peak Hour	5	0	2	7	14



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Location: 11 NE HIGHLAND AVE & E 4TH ST PM

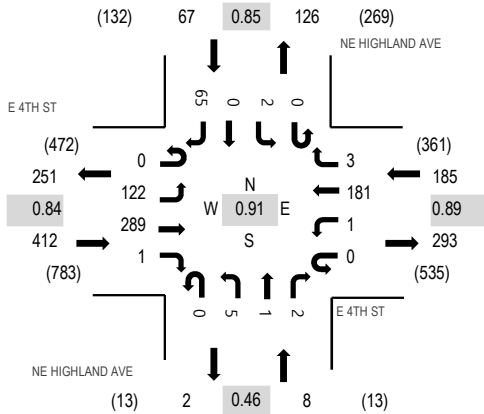
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour

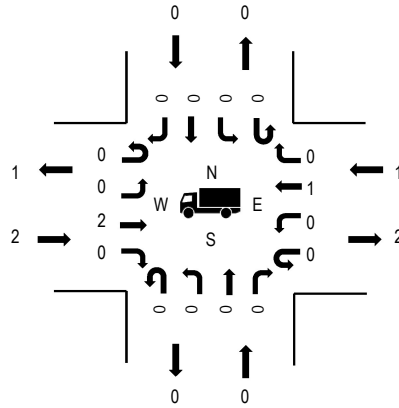
Motorized Vehicles



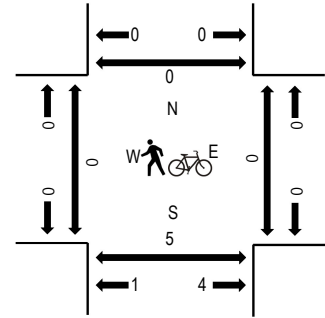
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.84
WB	0.5%	0.89
NB	0.0%	0.46
SB	0.0%	0.85
All	0.4%	0.91

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	E 4TH ST Eastbound				E 4TH ST Westbound				NE HIGHLAND AVE Northbound				NE HIGHLAND AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	25	64	1	0	1	44	0	0	1	0	2	0	0	0	17	155	643
4:15 PM	0	30	82	0	0	1	52	0	0	1	0	0	0	1	0	16	183	672
4:30 PM	0	25	64	0	0	0	44	1	0	1	0	0	0	1	0	13	149	625
4:45 PM	0	25	63	1	0	0	44	1	0	3	1	2	0	0	0	16	156	650
5:00 PM	0	42	80	0	0	0	41	1	0	0	0	0	0	0	0	20	184	646
5:15 PM	0	22	49	1	0	0	49	1	0	1	0	0	0	0	0	13	136	
5:30 PM	0	44	65	2	0	0	36	7	0	0	0	1	0	0	0	19	174	
5:45 PM	0	36	58	4	0	2	29	7	0	0	0	0	1	3	0	12	152	
Count Total	0	249	525	9	0	4	339	18	0	7	1	5	1	5	0	126	1,289	
Peak Hour	0	122	289	1	0	1	181	3	0	5	1	2	0	2	0	65	672	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	0	2	1	4	4:00 PM	0	0	0	0	0	4:00 PM	0	1	0	0	1
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	0	1
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	3	0	0	3
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	1	0	0	1
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	5	0	2	7
Count Total	5	0	4	1	10	Count Total	0	0	0	0	0	Count Total	0	12	0	2	14
Peak Hour	2	0	1	0	3	Peak Hour	0	0	0	0	0	Peak Hour	0	5	0	0	5



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Location: 12 NE JOHN STORM AVE & NE LOCKWOOD CREEK RD PM

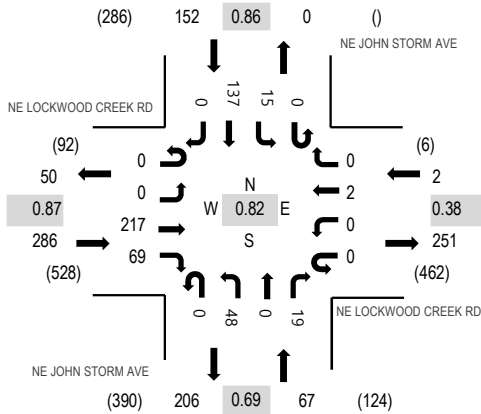
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

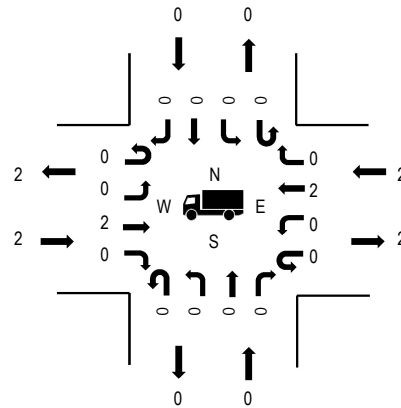
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

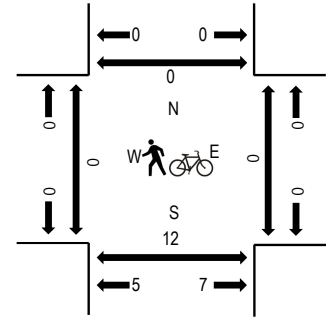
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.7%	0.87
WB	100.0%	0.38
NB	0.0%	0.69
SB	0.0%	0.86
All	0.8%	0.82

Traffic Counts - Motorized Vehicles

Interval Start Time	NE LOCKWOOD CREEK RD Eastbound				NE LOCKWOOD CREEK RD Westbound				NE JOHN STORM AVE Northbound				NE JOHN STORM AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	47	18	0	0	2	0	0	9	0	7	0	4	35	0	122	499
4:15 PM	0	0	58	24	0	0	1	0	0	20	0	8	0	7	36	0	154	507
4:30 PM	0	0	47	14	0	0	0	0	0	13	0	6	0	3	26	0	109	462
4:45 PM	0	0	52	12	0	0	0	0	0	10	0	4	0	2	34	0	114	461
5:00 PM	0	0	60	19	0	0	1	0	0	5	0	1	0	3	41	0	130	445
5:15 PM	0	0	41	12	0	0	2	0	0	14	0	4	0	6	30	0	109	
5:30 PM	0	0	54	13	0	0	0	0	0	11	0	5	0	1	24	0	108	
5:45 PM	0	0	38	19	0	0	0	0	0	4	0	3	0	1	33	0	98	
Count Total	0	0	397	131	0	0	6	0	0	86	0	38	0	27	259	0	944	
Peak Hour	0	0	217	69	0	0	2	0	0	48	0	19	0	15	137	0	507	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	2	0	2	4:00 PM	0	0	0	0	0	4:00 PM	0	5	0	0	5
4:15 PM	1	0	1	0	2	4:15 PM	2	0	0	0	2	4:15 PM	0	5	0	0	5
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	3	0	0	3
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	0	1
5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	3	0	0	3
5:15 PM	0	0	2	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	4	0	6	0	10	Count Total	2	0	0	0	2	Count Total	0	17	0	0	17
Peak Hour	2	0	2	0	4	Peak Hour	2	0	0	0	2	Peak Hour	0	12	0	0	12

Location: 13 E SPRUCE AVE & NE LOCKWOOD CREEK RD PM

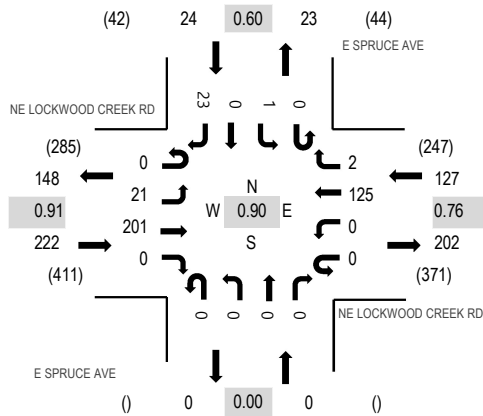
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

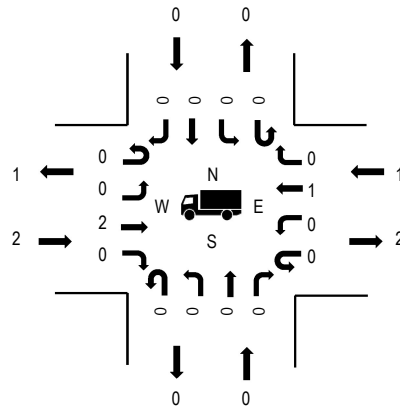
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

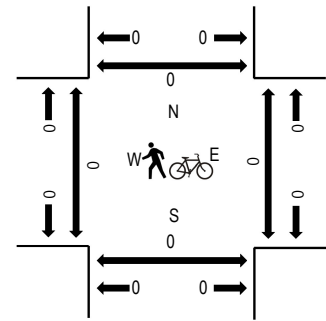
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.9%	0.91
WB	0.8%	0.76
NB	0.0%	0.00
SB	0.0%	0.60
All	0.8%	0.90

Traffic Counts - Motorized Vehicles

Interval Start Time	NE LOCKWOOD CREEK RD Eastbound				NE LOCKWOOD CREEK RD Westbound				E SPRUCE AVE Northbound				E SPRUCE AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	4	50	0	0	0	38	0	0	0	0	0	0	0	0	3	95	365
4:15 PM	0	9	52	0	0	0	31	2	0	0	0	0	0	0	0	10	104	373
4:30 PM	0	2	46	0	0	0	25	0	0	0	0	0	0	0	0	3	76	350
4:45 PM	0	2	54	0	0	0	27	0	0	0	0	0	0	0	0	7	90	354
5:00 PM	0	8	49	0	0	0	42	0	0	0	0	0	0	1	0	3	103	335
5:15 PM	1	7	35	0	0	0	29	1	0	0	0	0	0	1	0	7	81	
5:30 PM	1	4	50	0	0	0	24	0	0	0	0	0	0	0	0	1	80	
5:45 PM	0	4	33	0	0	0	27	1	0	0	0	0	0	0	0	6	71	
Count Total	2	40	369	0	0	0	243	4	0	0	0	0	0	2	0	40	700	
Peak Hour	0	21	201	0	0	0	125	2	0	0	0	0	0	1	0	23	373	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1	4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	3	0	3	0	6	Count Total	1	0	0	0	1	Count Total	0	0	0	0	0
Peak Hour	2	0	1	0	3	Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	0	0



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Location: 14 ASPEN AVE & E 5TH ST PM

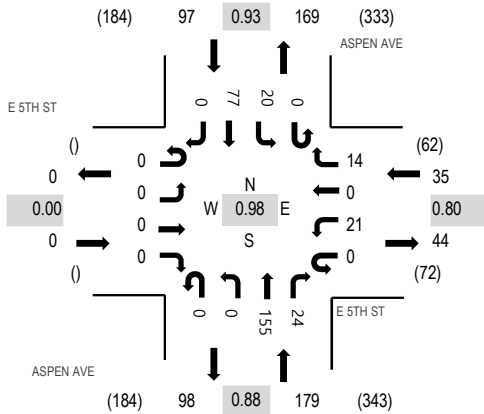
Date: Tuesday, July 11, 2023

Peak Hour: 04:00 PM - 05:00 PM

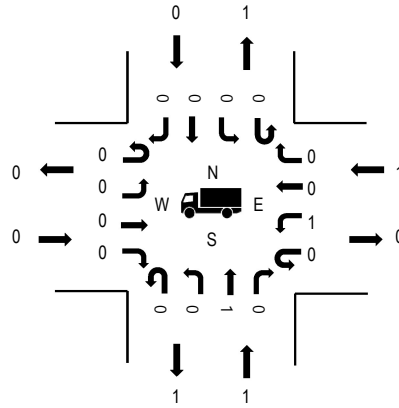
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

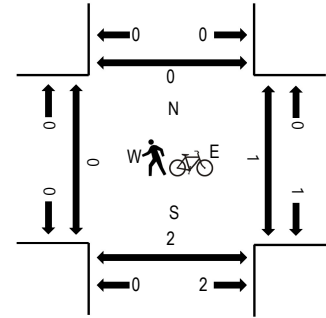
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	2.9%	0.80
NB	0.6%	0.88
SB	0.0%	0.93
All	0.6%	0.98

Traffic Counts - Motorized Vehicles

Interval Start Time	E 5TH ST Eastbound				E 5TH ST Westbound				ASPEN AVE Northbound				ASPEN AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	4	0	7	0	0	34	8	0	8	16	0	77	311
4:15 PM	0	0	0	0	0	7	0	4	0	0	41	1	0	1	25	0	79	302
4:30 PM	0	0	0	0	0	2	0	2	0	0	43	10	0	6	16	0	79	302
4:45 PM	0	0	0	0	0	8	0	1	0	0	37	5	0	5	20	0	76	284
5:00 PM	0	0	0	0	0	2	0	4	0	0	40	5	0	0	17	0	68	278
5:15 PM	0	0	0	0	0	4	0	3	0	0	44	3	0	5	20	0	79	
5:30 PM	0	0	0	0	0	6	0	4	0	0	26	3	0	4	18	0	61	
5:45 PM	0	0	0	0	0	2	0	2	0	0	41	2	0	6	17	0	70	
Count Total	0	0	0	0	0	35	0	27	0	0	306	37	0	35	149	0	589	
Peak Hour	0	0	0	0	0	21	0	14	0	0	155	24	0	20	77	0	311	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	2	0	0	2
4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	2	0	0	2
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	2	0	0	2
Count Total	0	2	1	0	3	Count Total	0	0	0	0	0	Count Total	0	7	1	0	8
Peak Hour	0	1	1	0	2	Peak Hour	0	0	0	0	0	Peak Hour	0	2	1	0	3



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Location: 15 ASPEN AVE & W 5TH ST PM

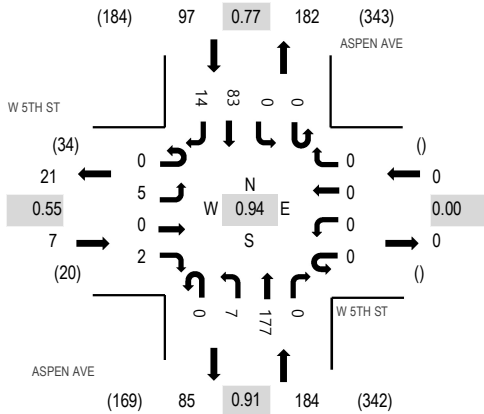
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

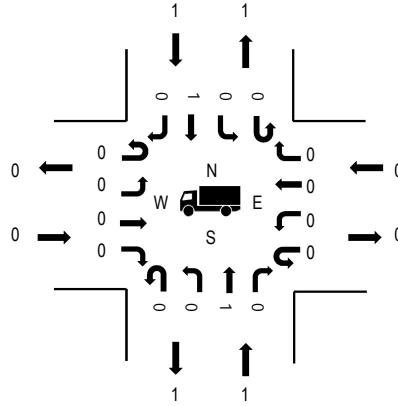
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

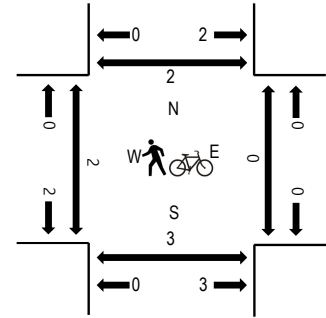
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.55
WB	0.0%	0.00
NB	0.5%	0.91
SB	1.0%	0.77
All	0.7%	0.94

Traffic Counts - Motorized Vehicles

Interval Start Time	W 5TH ST Eastbound				W 5TH ST Westbound				ASPEN AVE Northbound				ASPEN AVE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	5	0	0	0	0	0	0	0	3	37	0	0	0	19	1	65	286
4:15 PM	0	0	0	1	0	0	0	0	0	2	42	0	0	0	27	5	77	288
4:30 PM	0	3	0	0	0	0	0	0	0	2	50	0	0	0	15	3	73	285
4:45 PM	0	0	0	0	0	0	0	0	0	1	42	0	0	0	22	6	71	268
5:00 PM	0	2	0	1	0	0	0	0	0	2	43	0	0	0	19	0	67	260
5:15 PM	0	1	0	0	0	0	0	0	0	3	46	0	0	0	22	2	74	
5:30 PM	0	3	0	2	0	0	0	0	0	1	26	0	0	0	22	2	56	
5:45 PM	0	2	0	0	0	0	0	0	0	1	41	0	0	0	19	0	63	
Count Total	0	16	0	4	0	0	0	0	0	15	327	0	0	0	165	19	546	
Peak Hour	0	5	0	2	0	0	0	0	0	7	177	0	0	0	83	14	288	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	3	1	0	0	4
4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	2	3
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	2	2	0	0	4
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	2	0	0	2
Count Total	0	2	0	1	3	Count Total	0	0	0	0	0	Count Total	5	7	0	2	14
Peak Hour	0	1	0	1	2	Peak Hour	0	0	0	0	0	Peak Hour	2	3	0	2	7

Location: 16 NW TIMMEN RD & NW SPENCER RD PM

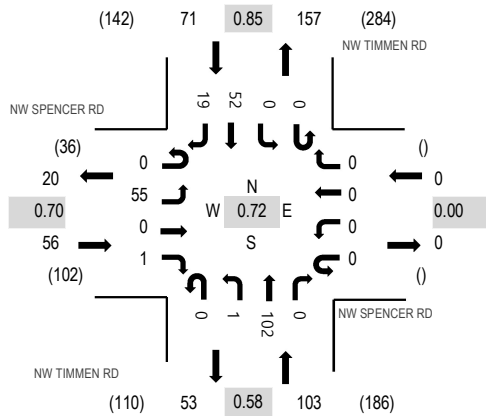
Date: Tuesday, July 11, 2023

Peak Hour: 04:15 PM - 05:15 PM

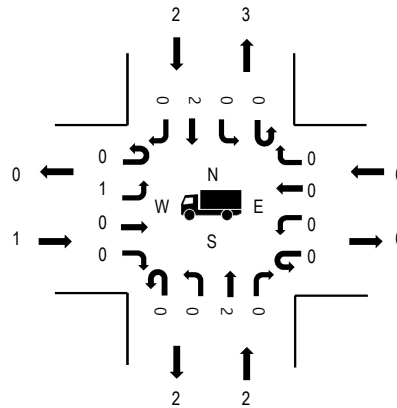
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour

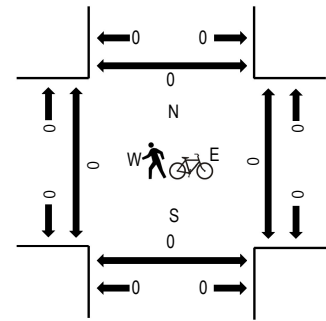
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.8%	0.70
WB	0.0%	0.00
NB	1.9%	0.58
SB	2.8%	0.85
All	2.2%	0.72

Traffic Counts - Motorized Vehicles

Interval Start Time	NW SPENCER RD Eastbound				NW SPENCER RD Westbound				NW TIMMEN RD Northbound				NW TIMMEN RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	15	0	1	0	0	0	0	0	0	24	0	0	0	13	4	57	207
4:15 PM	0	11	0	0	0	0	0	0	0	0	24	0	0	0	12	5	52	230
4:30 PM	0	12	0	0	0	0	0	0	0	1	19	0	0	0	17	5	54	230
4:45 PM	0	11	0	0	0	0	0	0	0	0	14	0	0	0	14	5	44	228
5:00 PM	0	21	0	1	0	0	0	0	0	0	45	0	0	0	9	4	80	223
5:15 PM	0	16	0	1	0	0	0	0	0	0	20	0	0	0	11	4	52	
5:30 PM	0	7	0	0	0	0	0	0	0	0	22	0	0	0	19	4	52	
5:45 PM	0	6	0	0	0	0	0	0	0	0	17	0	0	0	12	4	39	
Count Total	0	99	0	3	0	0	0	0	0	1	185	0	0	0	107	35	430	
Peak Hour	0	55	0	1	0	0	0	0	0	1	102	0	0	0	52	19	230	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	1	0	0	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	1	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	2	0	0	2	5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	1	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	1	2	5:30 PM	0	1	0	0	1	5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0
Count Total	3	4	0	4	11	Count Total	0	1	0	2	3	Count Total	0	0	1	0	1
Peak Hour	1	2	0	2	5	Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0

Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

Start Time	11-Jul-23 Tue	NB	SB							Total
12:00 AM		47	50							97
01:00		32	42							74
02:00		16	48							64
03:00		19	62							81
04:00		39	127							166
05:00		48	299							347
06:00		132	454							586
07:00		187	586							773
08:00		257	451							708
09:00		260	395							655
10:00		258	407							665
11:00		288	384							672
12:00 PM		383	344							727
01:00		377	343							720
02:00		429	352							781
03:00		501	330							831
04:00		645	394							1039
05:00		650	370							1020
06:00		521	295							816
07:00		380	214							594
08:00		302	211							513
09:00		251	125							376
10:00		146	107							253
11:00		94	73							167
Total		6262	6463							12725
Percent		49.2%	50.8%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	288	586	-	-	-	-	-	-	773
PM Peak	-	17:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	650	394	-	-	-	-	-	-	1039

Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

Start Time	12-Jul-23 Wed	NB	SB							Total
12:00 AM		61	53							114
01:00		34	55							89
02:00		33	53							86
03:00		28	48							76
04:00		35	123							158
05:00		44	305							349
06:00		122	490							612
07:00		198	549							747
08:00		254	448							702
09:00		224	396							620
10:00		247	410							657
11:00		284	352							636
12:00 PM		368	327							695
01:00		347	380							727
02:00		422	364							786
03:00		531	366							897
04:00		612	338							950
05:00		633	341							974
06:00		547	245							792
07:00		373	236							609
08:00		346	179							525
09:00		273	133							406
10:00		151	105							256
11:00		104	55							159
Total		6271	6351							12622
Percent		49.7%	50.3%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	284	549	-	-	-	-	-	-	747
PM Peak	-	17:00	13:00	-	-	-	-	-	-	17:00
Vol.	-	633	380	-	-	-	-	-	-	974

Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

Start Time	13-Jul-23 Thu	NB	SB							Total
12:00 AM		41	50							91
01:00		32	44							76
02:00		26	41							67
03:00		27	65							92
04:00		28	118							146
05:00		56	314							370
06:00		113	467							580
07:00		166	576							742
08:00		252	477							729
09:00		224	417							641
10:00		304	383							687
11:00		318	354							672
12:00 PM		340	313							653
01:00		383	344							727
02:00		397	319							716
03:00		465	323							788
04:00		598	342							940
05:00		694	339							1033
06:00		457	268							725
07:00		334	175							509
08:00		259	150							409
09:00		188	114							302
10:00		132	87							219
11:00		90	70							160
Total		5924	6150							12074
Percent		49.1%	50.9%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	318	576	-	-	-	-	-	-	742
PM Peak	-	17:00	13:00	-	-	-	-	-	-	17:00
Vol.	-	694	344	-	-	-	-	-	-	1033
Grand Total		18457	18964							37421
Percent		49.3%	50.7%							
ADT		ADT 12,474	AADT 12,474							

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/11/23	0	40	5	0	2	0	0	0	0	0	0	0	0	47
01:00	0	30	2	0	0	0	0	0	0	0	0	0	0	32
02:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
03:00	0	17	1	0	0	0	0	0	1	0	0	0	0	19
04:00	0	30	7	0	0	1	0	0	1	0	0	0	0	39
05:00	2	33	10	0	2	0	0	1	0	0	0	0	0	48
06:00	5	93	26	1	4	1	0	2	0	0	0	0	0	132
07:00	4	138	32	1	8	2	1	1	0	0	0	0	0	187
08:00	6	174	60	1	10	1	3	2	0	0	0	0	0	257
09:00	0	198	41	0	14	1	0	5	0	0	0	0	1	260
10:00	7	183	50	3	11	2	0	1	1	0	0	0	0	258
11:00	3	218	51	0	10	2	1	2	1	0	0	0	0	288
12 PM	6	296	58	2	17	2	0	2	0	0	0	0	0	383
13:00	1	300	58	1	9	3	0	3	0	0	0	0	2	377
14:00	0	334	81	1	9	2	0	1	0	1	0	0	0	429
15:00	7	398	77	0	13	2	0	3	0	1	0	0	0	501
16:00	4	501	119	0	17	0	0	4	0	0	0	0	0	645
17:00	5	496	122	0	25	0	0	2	0	0	0	0	0	650
18:00	6	410	88	1	14	0	0	2	0	0	0	0	0	521
19:00	5	313	55	0	7	0	0	0	0	0	0	0	0	380
20:00	3	245	46	0	6	0	0	1	1	0	0	0	0	302
21:00	0	209	38	0	3	0	0	1	0	0	0	0	0	251
22:00	0	125	19	0	2	0	0	0	0	0	0	0	0	146
23:00	0	83	11	0	0	0	0	0	0	0	0	0	0	94
Day Total	64	4877	1060	11	183	19	5	33	5	2	0	0	3	6262
Percent	1.0%	77.9%	16.9%	0.2%	2.9%	0.3%	0.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	08:00	10:00	09:00	07:00	08:00	09:00	03:00				09:00	11:00
Vol.	7	218	60	3	14	2	3	5	1				1	288
PM Peak	15:00	16:00	17:00	12:00	17:00	13:00		16:00	20:00	14:00			13:00	17:00
Vol.	7	501	122	2	25	3		4	1	1			2	650

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/12/23	0	52	7	0	2	0	0	0	0	0	0	0	0	61
01:00	1	31	2	0	0	0	0	0	0	0	0	0	0	34
02:00	0	26	6	0	1	0	0	0	0	0	0	0	0	33
03:00	0	23	3	0	2	0	0	0	0	0	0	0	0	28
04:00	2	27	4	0	1	0	0	0	1	0	0	0	0	35
05:00	5	31	3	0	4	0	0	1	0	0	0	0	0	44
06:00	2	93	21	0	4	0	0	2	0	0	0	0	0	122
07:00	8	125	47	2	8	2	0	5	0	1	0	0	0	198
08:00	4	179	50	1	14	0	2	4	0	0	0	0	0	254
09:00	0	169	42	0	7	2	0	2	1	1	0	0	0	224
10:00	1	194	45	0	4	1	0	1	0	1	0	0	0	247
11:00	3	210	52	0	8	1	1	5	3	1	0	0	0	284
12 PM	1	279	76	1	9	0	0	2	0	0	0	0	0	368
13:00	2	275	54	2	10	1	0	3	0	0	0	0	0	347
14:00	3	319	83	0	11	3	0	1	0	1	0	0	1	422
15:00	6	418	91	1	9	3	0	3	0	0	0	0	0	531
16:00	3	471	111	0	23	0	0	2	2	0	0	0	0	612
17:00	9	493	108	1	17	0	0	4	1	0	0	0	0	633
18:00	8	429	95	0	10	1	0	3	1	0	0	0	0	547
19:00	3	298	57	0	13	0	1	1	0	0	0	0	0	373
20:00	5	271	62	0	8	0	0	0	0	0	0	0	0	346
21:00	2	238	28	0	3	0	0	1	1	0	0	0	0	273
22:00	1	136	12	0	1	0	0	1	0	0	0	0	0	151
23:00	1	98	5	0	0	0	0	0	0	0	0	0	0	104
Day Total	70	4885	1064	8	169	14	4	41	10	5	0	0	1	6271
Percent	1.1%	77.9%	17.0%	0.1%	2.7%	0.2%	0.1%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	07:00	08:00	07:00	08:00	07:00	11:00	07:00				11:00
Vol.	8	210	52	2	14	2	2	5	3	1				284
PM Peak	17:00	17:00	16:00	13:00	16:00	14:00	19:00	17:00	16:00	14:00			14:00	17:00
Vol.	9	493	111	2	23	3	1	4	2	1			1	633

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/13/23	0	37	4	0	0	0	0	0	0	0	0	0	0	41
01:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32
02:00	1	17	7	0	1	0	0	0	0	0	0	0	0	26
03:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27
04:00	1	23	3	0	1	0	0	0	0	0	0	0	0	28
05:00	1	43	10	0	0	0	0	2	0	0	0	0	0	56
06:00	3	85	17	2	3	2	0	1	0	0	0	0	0	113
07:00	6	111	36	1	5	3	1	0	2	1	0	0	0	166
08:00	1	171	65	2	9	1	0	1	2	0	0	0	0	252
09:00	2	161	45	0	14	1	0	0	1	0	0	0	0	224
10:00	2	229	60	0	6	0	1	5	1	0	0	0	0	304
11:00	5	230	63	0	14	3	0	2	0	1	0	0	0	318
12 PM	3	251	63	0	15	3	2	1	1	0	0	0	1	340
13:00	6	289	67	0	11	1	2	6	1	0	0	0	0	383
14:00	1	321	60	0	11	2	1	0	1	0	0	0	0	397
15:00	2	344	106	0	12	0	1	0	0	0	0	0	0	465
16:00	4	460	113	0	15	1	1	3	1	0	0	0	0	598
17:00	4	532	133	0	22	1	0	1	0	1	0	0	0	694
18:00	3	369	71	0	10	1	0	3	0	0	0	0	0	457
19:00	4	269	54	0	5	1	0	1	0	0	0	0	0	334
20:00	3	209	42	0	4	0	0	1	0	0	0	0	0	259
21:00	0	164	17	0	6	0	0	1	0	0	0	0	0	188
22:00	0	111	20	0	0	0	0	1	0	0	0	0	0	132
23:00	0	83	7	0	0	0	0	0	0	0	0	0	0	90
Day Total	52	4563	1068	5	164	20	9	29	10	3	0	0	1	5924
Percent	0.9%	77.0%	18.0%	0.1%	2.8%	0.3%	0.2%	0.5%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	08:00	06:00	09:00	07:00	07:00	10:00	07:00	07:00				11:00
Vol.	6	230	65	2	14	3	1	5	2	1				318
PM Peak	13:00	17:00	17:00		17:00	12:00	12:00	13:00	12:00	17:00			12:00	17:00
Vol.	6	532	133		22	3	2	6	1	1			1	694
Grand Total	186	14325	3192	24	516	53	18	103	25	10	0	0	5	18457
Percent	1.0%	77.6%	17.3%	0.1%	2.8%	0.3%	0.1%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/11/23	0	43	5	0	0	2	0	0	0	0	0	0	0	50
01:00	2	31	5	0	1	1	0	1	1	0	0	0	0	42
02:00	0	37	8	0	1	0	0	0	2	0	0	0	0	48
03:00	0	51	10	0	0	1	0	0	0	0	0	0	0	62
04:00	1	84	32	0	5	1	0	2	2	0	0	0	0	127
05:00	0	208	79	0	10	0	0	2	0	0	0	0	0	299
06:00	3	315	100	0	32	2	1	1	0	0	0	0	0	454
07:00	2	462	101	1	17	1	0	2	0	0	0	0	0	586
08:00	0	354	78	1	11	4	1	2	0	0	0	0	0	451
09:00	2	302	66	0	21	1	1	2	0	0	0	0	0	395
10:00	5	313	65	3	15	3	2	1	0	0	0	0	0	407
11:00	1	310	51	0	16	1	0	3	2	0	0	0	0	384
12 PM	4	262	54	0	15	4	2	2	1	0	0	0	0	344
13:00	2	261	58	1	11	4	0	4	0	0	0	0	2	343
14:00	4	268	60	1	14	2	1	2	0	0	0	0	0	352
15:00	2	260	54	0	7	3	1	2	1	0	0	0	0	330
16:00	4	327	51	0	9	1	0	1	1	0	0	0	0	394
17:00	3	283	68	2	10	0	0	4	0	0	0	0	0	370
18:00	3	239	40	0	9	2	0	2	0	0	0	0	0	295
19:00	4	170	31	0	3	3	1	2	0	0	0	0	0	214
20:00	3	178	21	0	5	2	1	0	1	0	0	0	0	211
21:00	2	104	15	0	1	2	0	0	1	0	0	0	0	125
22:00	0	92	12	0	1	0	0	0	2	0	0	0	0	107
23:00	0	63	6	0	3	1	0	0	0	0	0	0	0	73
Day Total	47	5017	1070	9	217	41	11	35	14	0	0	0	2	6463
Percent	0.7%	77.6%	16.6%	0.1%	3.4%	0.6%	0.2%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	10:00	06:00	08:00	10:00	11:00	02:00					07:00
Vol.	5	462	101	3	32	4	2	3	2					586
PM Peak	12:00	16:00	17:00	17:00	12:00	12:00	12:00	13:00	22:00				13:00	16:00
Vol.	4	327	68	2	15	4	2	4	2				2	394

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/12/23	1	45	4	0	0	1	0	0	2	0	0	0	0	53
01:00	3	46	1	0	0	5	0	0	0	0	0	0	0	55
02:00	2	38	9	0	2	2	0	0	0	0	0	0	0	53
03:00	0	43	4	0	0	0	0	1	0	0	0	0	0	48
04:00	1	86	28	0	6	1	0	1	0	0	0	0	0	123
05:00	1	204	79	0	16	1	0	4	0	0	0	0	0	305
06:00	2	345	109	0	28	2	0	3	1	0	0	0	0	490
07:00	0	421	97	0	24	1	2	4	0	0	0	0	0	549
08:00	1	355	75	1	9	2	1	2	2	0	0	0	0	448
09:00	3	322	52	0	12	4	0	3	0	0	0	0	0	396
10:00	1	312	67	2	14	7	0	4	2	0	0	0	1	410
11:00	0	274	57	0	8	6	2	2	3	0	0	0	0	352
12 PM	1	260	48	2	5	4	1	4	1	1	0	0	0	327
13:00	3	291	66	3	8	4	0	3	2	0	0	0	0	380
14:00	3	288	53	1	9	2	5	3	0	0	0	0	0	364
15:00	1	291	50	2	12	4	1	3	2	0	0	0	0	366
16:00	3	263	57	0	12	1	1	1	0	0	0	0	0	338
17:00	3	266	61	0	7	1	0	2	1	0	0	0	0	341
18:00	1	205	30	0	9	0	0	0	0	0	0	0	0	245
19:00	5	183	38	0	5	3	0	2	0	0	0	0	0	236
20:00	1	157	17	0	4	0	0	0	0	0	0	0	0	179
21:00	0	116	16	0	1	0	0	0	0	0	0	0	0	133
22:00	2	88	11	0	1	1	0	2	0	0	0	0	0	105
23:00	1	43	8	0	2	0	0	0	1	0	0	0	0	55
Day Total	39	4942	1037	11	194	52	13	44	17	1	0	0	1	6351
Percent	0.6%	77.8%	16.3%	0.2%	3.1%	0.8%	0.2%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	01:00	07:00	06:00	10:00	06:00	10:00	07:00	05:00	11:00				10:00	07:00
Vol.	3	421	109	2	28	7	2	4	3				1	549
PM Peak	19:00	13:00	13:00	13:00	15:00	12:00	14:00	12:00	13:00	12:00				13:00
Vol.	5	291	66	3	12	4	5	4	2	1				380

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/13/23	1	44	1	0	2	1	0	0	1	0	0	0	0	50
01:00	3	35	3	0	0	2	0	0	1	0	0	0	0	44
02:00	0	37	4	0	0	0	0	0	0	0	0	0	0	41
03:00	2	43	15	0	3	1	0	1	0	0	0	0	0	65
04:00	0	80	31	0	5	1	0	1	0	0	0	0	0	118
05:00	3	215	71	0	19	4	0	1	1	0	0	0	0	314
06:00	2	319	113	2	21	3	0	6	1	0	0	0	0	467
07:00	1	457	100	1	14	1	0	2	0	0	0	0	0	576
08:00	1	379	74	1	13	4	1	3	1	0	0	0	0	477
09:00	2	321	70	1	16	1	0	4	1	0	0	0	1	417
10:00	2	295	69	0	10	2	1	2	0	1	0	0	1	383
11:00	0	295	43	0	9	2	2	2	1	0	0	0	0	354
12 PM	1	255	41	0	12	1	0	2	1	0	0	0	0	313
13:00	3	271	54	1	11	2	0	1	1	0	0	0	0	344
14:00	3	257	52	0	6	0	0	1	0	0	0	0	0	319
15:00	1	262	48	0	9	1	0	2	0	0	0	0	0	323
16:00	0	263	58	0	15	1	3	2	0	0	0	0	0	342
17:00	3	268	55	2	9	1	0	1	0	0	0	0	0	339
18:00	2	215	38	1	7	3	1	1	0	0	0	0	0	268
19:00	4	144	20	0	3	1	1	2	0	0	0	0	0	175
20:00	1	124	22	0	0	1	0	2	0	0	0	0	0	150
21:00	1	98	12	1	2	0	0	0	0	0	0	0	0	114
22:00	1	69	15	0	2	0	0	0	0	0	0	0	0	87
23:00	1	61	6	0	0	2	0	0	0	0	0	0	0	70
Day Total	38	4807	1015	10	188	35	9	36	9	1	0	0	2	6150
Percent	0.6%	78.2%	16.5%	0.2%	3.1%	0.6%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	01:00	07:00	06:00	06:00	06:00	05:00	11:00	06:00	00:00	10:00			09:00	07:00
Vol.	3	457	113	2	21	4	2	6	1	1			1	576
PM Peak	19:00	13:00	16:00	17:00	16:00	18:00	16:00	12:00	12:00					13:00
Vol.	4	271	58	2	15	3	3	2	1					344
Grand Total	124	14766	3122	30	599	128	33	115	40	2	0	0	5	18964
Percent	0.7%	77.9%	16.5%	0.2%	3.2%	0.7%	0.2%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/11/23	0	0	0	2	6	13	13	9	3	1	0	0	0	0	47	36-45	26
01:00	0	0	0	1	5	8	12	3	2	1	0	0	0	0	32	36-45	20
02:00	0	0	0	0	1	7	8	0	0	0	0	0	0	0	16	36-45	15
03:00	0	0	0	0	0	5	7	5	1	0	1	0	0	0	19	36-45	12
04:00	0	0	0	3	4	12	11	8	0	0	0	1	0	0	39	36-45	23
05:00	0	0	0	0	0	8	25	12	3	0	0	0	0	0	48	41-50	37
06:00	7	0	0	1	4	31	59	26	2	1	0	0	0	1	132	36-45	90
07:00	13	0	0	0	11	49	82	28	4	0	0	0	0	0	187	36-45	131
08:00	11	0	0	2	27	79	112	24	0	1	0	0	0	1	257	36-45	191
09:00	2	0	0	1	19	82	122	30	4	0	0	0	0	0	260	36-45	204
10:00	14	0	2	6	30	78	95	27	3	1	0	2	0	0	258	36-45	173
11:00	5	1	2	5	35	116	102	19	2	0	0	0	0	1	288	36-45	218
12 PM	8	0	1	3	17	97	191	62	3	1	0	0	0	0	383	36-45	288
13:00	4	0	2	2	19	91	198	57	3	0	1	0	0	0	377	36-45	289
14:00	4	0	5	0	15	95	213	89	8	0	0	0	0	0	429	36-45	308
15:00	1	0	0	1	11	80	284	119	3	0	0	0	1	1	501	41-50	403
16:00	2	0	0	0	17	134	352	134	6	0	0	0	0	0	645	36-45	486
17:00	4	0	0	5	18	122	334	153	13	1	0	0	0	0	650	41-50	487
18:00	1	0	0	0	13	100	273	122	11	1	0	0	0	0	521	41-50	395
19:00	0	0	0	1	14	71	187	93	12	2	0	0	0	0	380	41-50	280
20:00	2	0	0	0	18	87	128	62	4	1	0	0	0	0	302	36-45	215
21:00	0	0	0	0	31	67	119	29	4	0	1	0	0	0	251	36-45	186
22:00	0	0	0	1	12	41	65	24	2	1	0	0	0	0	146	36-45	106
23:00	0	0	1	1	2	25	46	14	2	3	0	0	0	0	94	36-45	71
Total	78	1	13	35	329	1498	3038	1149	95	15	3	3	1	4	6262		
Percent	1.2%	0.0%	0.2%	0.6%	5.3%	23.9%	48.5%	18.3%	1.5%	0.2%	0.0%	0.0%	0.0%	0.1%			
AM Peak	10:00	11:00	10:00	10:00	11:00	11:00	09:00	09:00	07:00	00:00	03:00	10:00		06:00	11:00		
Vol.	14	1	2	6	35	116	122	30	4	1	1	2		1	288		
PM Peak	12:00		14:00	17:00	21:00	16:00	16:00	17:00	17:00	23:00	13:00		15:00	15:00	17:00		
Vol.	8		5	5	31	134	352	153	13	3	1		1	1	650		

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Date Start: 11-Jul-23
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NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/12/23	1	0	0	1	5	23	20	10	1	0	0	0	0	0	61	36-45	43
01:00	0	0	0	0	1	9	13	6	4	1	0	0	0	0	34	36-45	22
02:00	1	0	0	1	1	10	11	5	3	0	0	0	0	1	33	36-45	21
03:00	0	0	0	0	6	5	12	4	1	0	0	0	0	0	28	36-45	17
04:00	2	0	0	2	3	6	15	6	1	0	0	0	0	0	35	36-45	21
05:00	2	0	1	0	1	13	18	7	2	0	0	0	0	0	44	36-45	31
06:00	4	0	0	0	5	34	49	26	2	1	1	0	0	0	122	36-45	83
07:00	12	0	1	4	16	58	93	12	2	0	0	0	0	0	198	36-45	151
08:00	11	5	0	8	15	72	116	23	4	0	0	0	0	0	254	36-45	188
09:00	3	1	1	8	13	75	97	25	1	0	0	0	0	0	224	36-45	172
10:00	1	0	0	1	21	61	115	48	0	0	0	0	0	0	247	36-45	176
11:00	2	0	0	4	21	81	129	43	3	0	0	1	0	0	284	36-45	210
12 PM	0	0	0	5	15	88	190	64	6	0	0	0	0	0	368	36-45	278
13:00	0	0	1	1	20	88	164	70	3	0	0	0	0	0	347	36-45	252
14:00	1	0	0	5	10	97	230	75	4	0	0	0	0	0	422	36-45	327
15:00	4	0	1	1	10	146	268	95	5	1	0	0	0	0	531	36-45	414
16:00	2	0	0	1	4	132	303	157	12	0	1	0	0	0	612	41-50	460
17:00	3	0	0	0	16	149	323	125	15	1	0	0	1	0	633	36-45	472
18:00	4	0	0	0	8	90	311	123	11	0	0	0	0	0	547	41-50	434
19:00	0	0	5	0	22	106	160	67	10	1	0	0	1	1	373	36-45	266
20:00	4	0	2	7	14	93	162	56	8	0	0	0	0	0	346	36-45	255
21:00	0	0	0	1	23	100	120	27	2	0	0	0	0	0	273	36-45	220
22:00	0	0	0	2	7	46	66	22	4	1	2	1	0	0	151	36-45	112
23:00	1	0	0	2	8	37	38	14	4	0	0	0	0	0	104	36-45	75
Total	58	6	12	54	265	1619	3023	1110	108	6	4	2	2	2	6271		
Percent	0.9%	0.1%	0.2%	0.9%	4.2%	25.8%	48.2%	17.7%	1.7%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	05:00	08:00	10:00	11:00	11:00	10:00	01:00	01:00	06:00	11:00		02:00	11:00		
Vol.	12	5	1	8	21	81	129	48	4	1	1	1		1	284		
PM Peak	15:00		19:00	20:00	21:00	17:00	17:00	16:00	17:00	15:00	22:00	22:00	17:00	19:00	17:00		
Vol.	4		5	7	23	149	323	157	15	1	2	1	1	1	633		

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Date Start: 11-Jul-23
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NW LACENTER RD S.O NW TIMMEN RD

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/13/23	0	0	0	3	3	12	12	7	2	2	0	0	0	0	41	36-45	24
01:00	0	0	0	0	6	9	12	3	2	0	0	0	0	0	32	36-45	21
02:00	0	0	0	0	3	5	12	4	1	1	0	0	0	0	26	36-45	17
03:00	0	0	0	1	4	6	10	5	1	0	0	0	0	0	27	36-45	16
04:00	0	0	1	0	4	7	11	5	0	0	0	0	0	0	28	36-45	18
05:00	0	0	0	0	5	13	26	10	2	0	0	0	0	0	56	36-45	39
06:00	2	1	0	0	10	32	35	26	5	1	1	0	0	0	113	36-45	67
07:00	3	2	0	2	7	29	84	35	4	0	0	0	0	0	166	41-50	119
08:00	2	0	0	2	14	75	126	32	0	0	0	0	0	1	252	36-45	201
09:00	6	1	0	3	11	59	94	41	8	1	0	0	0	0	224	36-45	153
10:00	1	0	2	7	14	75	145	55	3	0	0	1	0	1	304	36-45	220
11:00	7	0	2	8	13	81	147	52	7	1	0	0	0	0	318	36-45	228
12 PM	5	0	0	7	32	99	124	67	6	0	0	0	0	0	340	36-45	223
13:00	1	13	13	1	21	86	168	70	9	1	0	0	0	0	383	36-45	254
14:00	1	0	2	1	11	94	214	67	4	1	0	1	1	0	397	36-45	308
15:00	3	0	0	1	24	115	234	85	3	0	0	0	0	0	465	36-45	349
16:00	3	0	2	2	24	149	318	89	9	0	2	0	0	0	598	36-45	467
17:00	1	1	0	1	19	214	352	102	4	0	0	0	0	0	694	36-45	566
18:00	18	9	2	3	12	106	217	77	12	1	0	0	0	0	457	36-45	323
19:00	1	0	2	1	14	88	154	67	6	1	0	0	0	0	334	36-45	242
20:00	0	3	1	3	10	69	110	56	7	0	0	0	0	0	259	36-45	179
21:00	0	0	2	1	21	57	81	22	3	1	0	0	0	0	188	36-45	138
22:00	1	0	0	2	11	37	56	21	4	0	0	0	0	0	132	36-45	93
23:00	0	0	0	3	5	25	36	16	5	0	0	0	0	0	90	36-45	61
Total	55	30	29	52	298	1542	2778	1014	107	11	3	2	1	2	5924		
Percent	0.9%	0.5%	0.5%	0.9%	5.0%	26.0%	46.9%	17.1%	1.8%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	07:00	10:00	11:00	08:00	11:00	11:00	10:00	09:00	00:00	06:00	10:00		08:00	11:00		
Vol.	7	2	2	8	14	81	147	55	8	2	1	1		1	318		
PM Peak	18:00	13:00	13:00	12:00	12:00	17:00	17:00	17:00	18:00	13:00	16:00	14:00	14:00		17:00		
Vol.	18	13	13	7	32	214	352	102	12	1	2	1	1		694		
Total	191	37	54	141	892	4659	8839	3273	310	32	10	7	4	8	18457		
Percent	1.0%	0.2%	0.3%	0.8%	4.8%	25.2%	47.9%	17.7%	1.7%	0.2%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 36 MPH
50th Percentile : 41 MPH
85th Percentile : 46 MPH
95th Percentile : 49 MPH

Stats
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 13498
Percent in Pace : 73.1%
Number of Vehicles > 50 MPH : 371
Percent of Vehicles > 50 MPH : 2.0%
Mean Speed(Average) : 42 MPH

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
		20	25	30	35	40	45	50	55	60	65	70	75	999			
07/11/23	1	0	0	1	3	12	17	13	2	1	0	0	0	0	50	41-50	30
01:00	1	0	3	2	6	12	11	3	4	0	0	0	0	0	42	36-45	23
02:00	1	0	0	0	5	12	18	10	2	0	0	0	0	0	48	36-45	30
03:00	7	0	0	1	1	21	16	14	1	0	1	0	0	0	62	36-45	37
04:00	5	0	0	2	13	27	32	37	9	2	0	0	0	0	127	41-50	69
05:00	10	0	0	0	4	24	134	104	20	1	0	0	2	0	299	41-50	238
06:00	16	0	1	3	4	53	210	144	20	3	0	0	0	0	454	41-50	354
07:00	14	8	13	13	10	99	282	133	14	0	0	0	0	0	586	41-50	415
08:00	15	1	5	12	34	104	199	69	9	2	0	1	0	0	451	36-45	303
09:00	9	3	4	16	13	83	189	71	5	0	1	0	0	1	395	36-45	272
10:00	12	0	6	24	47	132	140	38	6	2	0	0	0	0	407	36-45	272
11:00	10	1	2	7	57	130	137	36	3	0	0	0	0	1	384	36-45	267
12 PM	12	0	1	7	14	111	126	60	10	1	2	0	0	0	344	36-45	237
13:00	4	0	2	10	18	81	164	57	6	0	0	0	0	1	343	36-45	245
14:00	9	1	3	7	19	72	166	64	5	3	1	0	1	1	352	36-45	238
15:00	10	0	4	5	8	70	160	65	6	1	0	0	0	1	330	36-45	230
16:00	14	0	0	1	14	88	194	68	12	2	0	0	0	1	394	36-45	282
17:00	6	1	0	6	18	74	168	85	11	1	0	0	0	0	370	41-50	253
18:00	5	0	2	3	3	55	139	80	4	2	1	0	0	1	295	41-50	219
19:00	6	4	1	3	5	47	95	45	5	1	0	0	0	2	214	36-45	142
20:00	4	0	3	6	16	35	102	39	3	1	1	0	0	1	211	41-50	141
21:00	0	3	0	7	8	39	44	21	3	0	0	0	0	0	125	36-45	83
22:00	0	0	0	3	7	26	45	22	4	0	0	0	0	0	107	36-45	71
23:00	0	0	0	6	6	24	22	10	4	1	0	0	0	0	73	36-45	46
Total	171	22	50	145	333	1431	2810	1288	168	24	7	1	3	10	6463		
Percent	2.6%	0.3%	0.8%	2.2%	5.2%	22.1%	43.5%	19.9%	2.6%	0.4%	0.1%	0.0%	0.0%	0.2%			
AM Peak	06:00	07:00	07:00	10:00	11:00	10:00	07:00	06:00	05:00	06:00	03:00	08:00	05:00	09:00	07:00		
Vol.	16	8	13	24	57	132	282	144	20	3	1	1	2	1	586		
PM Peak	16:00	19:00	15:00	13:00	14:00	12:00	16:00	17:00	16:00	14:00	12:00		14:00	19:00	16:00		
Vol.	14	4	4	10	19	111	194	85	12	3	2		1	2	394		

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
														999			
07/12/23	1	0	2	1	3	12	22	7	5	0	0	0	0	0	53	36-45	34
01:00	0	0	5	5	5	12	17	8	3	0	0	0	0	0	55	36-45	29
02:00	2	0	2	3	2	11	21	8	4	0	0	0	0	0	53	36-45	32
03:00	3	0	0	0	3	10	20	12	0	0	0	0	0	0	48	40-49	32
04:00	7	4	2	1	4	19	48	30	6	1	0	1	0	0	123	41-50	78
05:00	1	0	3	3	6	44	161	74	11	2	0	0	0	0	305	41-50	235
06:00	15	0	2	5	4	49	275	129	9	1	0	0	0	1	490	41-50	404
07:00	17	2	1	6	23	96	284	103	15	0	1	0	1	0	549	41-50	387
08:00	16	0	1	3	19	78	228	89	10	1	2	1	0	0	448	41-50	317
09:00	6	0	2	4	24	82	169	95	14	0	0	0	0	0	396	41-50	264
10:00	7	0	2	8	25	113	171	70	13	0	0	0	0	1	410	36-45	284
11:00	2	0	1	3	25	81	171	63	5	0	0	0	0	1	352	36-45	252
12 PM	7	0	0	10	23	74	150	55	7	1	0	0	0	0	327	36-45	224
13:00	11	1	1	6	29	89	161	65	11	2	1	2	0	1	380	36-45	250
14:00	7	0	14	9	27	92	149	48	10	7	0	0	0	1	364	36-45	241
15:00	10	0	1	6	19	86	160	76	6	2	0	0	0	0	366	36-45	246
16:00	15	0	1	0	14	74	149	66	13	3	0	0	0	3	338	36-45	223
17:00	11	0	2	3	9	72	167	64	5	3	1	0	0	4	341	36-45	239
18:00	9	0	0	0	12	56	105	59	3	0	0	0	0	1	245	41-50	164
19:00	7	2	5	2	14	63	99	38	5	1	0	0	0	0	236	36-45	162
20:00	4	0	1	1	7	58	71	36	1	0	0	0	0	0	179	36-45	129
21:00	0	0	0	2	6	35	65	20	3	1	1	0	0	0	133	36-45	100
22:00	0	0	0	0	6	38	35	20	4	2	0	0	0	0	105	36-45	73
23:00	0	0	3	3	5	8	27	7	1	1	0	0	0	0	55	36-45	35
Total	158	9	51	84	314	1352	2925	1242	164	28	6	4	1	13	6351		
Percent	2.5%	0.1%	0.8%	1.3%	4.9%	21.3%	46.1%	19.6%	2.6%	0.4%	0.1%	0.1%	0.0%	0.2%			
AM Peak	07:00	04:00	01:00	10:00	10:00	10:00	07:00	06:00	07:00	05:00	08:00	04:00	07:00	06:00	07:00		
Vol.	17	4	5	8	25	113	284	129	15	2	2	1	1	1	549		
PM Peak	16:00	19:00	14:00	12:00	13:00	14:00	17:00	15:00	16:00	14:00	13:00	13:00		17:00	13:00		
Vol.	15	2	14	10	29	92	167	76	13	7	1	2		4	380		

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Date Start: 11-Jul-23
Date End: 13-Jul-23
NW LACENTER RD S.O NW TIMMEN RD

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
07/13/23	0	0	2	4	6	15	15	8	0	0	0	0	0	0	50	36-45	30
01:00	2	1	2	0	5	10	11	10	1	1	1	0	0	0	44	36-45	21
02:00	0	0	0	2	5	13	16	4	1	0	0	0	0	0	41	36-45	29
03:00	0	0	1	3	3	17	21	13	5	2	0	0	0	0	65	36-45	38
04:00	2	0	0	0	1	17	49	43	6	0	0	0	0	0	118	41-50	92
05:00	4	0	3	4	8	34	117	120	18	5	0	1	0	0	314	41-50	237
06:00	14	0	8	6	10	21	183	184	34	4	2	1	0	0	467	41-50	367
07:00	17	1	3	5	24	97	252	154	20	3	0	0	0	0	576	41-50	406
08:00	10	0	2	9	14	84	228	118	7	5	0	0	0	0	477	41-50	346
09:00	6	1	2	8	18	72	205	96	8	1	0	0	0	0	417	41-50	301
10:00	6	0	0	11	21	72	177	80	12	2	2	0	0	0	383	41-50	257
11:00	9	0	0	10	20	73	161	69	10	2	0	0	0	0	354	36-45	234
12 PM	9	1	1	4	16	83	132	52	12	3	0	0	0	0	313	36-45	215
13:00	7	0	1	5	8	63	164	84	6	1	0	1	0	4	344	41-50	248
14:00	12	0	4	3	7	64	135	79	10	3	1	1	0	0	319	41-50	214
15:00	13	0	1	0	4	53	152	84	14	0	0	1	0	1	323	41-50	236
16:00	14	1	0	10	17	58	149	75	13	2	1	0	0	2	342	41-50	224
17:00	36	3	1	4	7	53	158	60	12	1	1	1	0	2	339	41-50	218
18:00	14	0	3	2	3	61	107	64	11	3	0	0	0	0	268	41-50	171
19:00	3	1	1	3	7	39	81	32	7	1	0	0	0	0	175	36-45	120
20:00	2	0	3	1	5	37	66	32	4	0	0	0	0	0	150	36-45	103
21:00	0	0	0	1	7	33	49	23	1	0	0	0	0	0	114	36-45	82
22:00	1	0	0	1	11	22	37	14	1	0	0	0	0	0	87	36-45	59
23:00	2	0	1	3	10	20	23	9	2	0	0	0	0	0	70	36-45	43
Total	183	9	39	99	237	1111	2688	1507	215	39	8	6	0	9	6150		
Percent	3.0%	0.1%	0.6%	1.6%	3.9%	18.1%	43.7%	24.5%	3.5%	0.6%	0.1%	0.1%	0.0%	0.1%			
AM Peak	07:00	01:00	06:00	10:00	07:00	07:00	07:00	06:00	06:00	05:00	06:00	05:00				07:00	
Vol.	17	1	8	11	24	97	252	184	34	5	2	1			576		
PM Peak	17:00	17:00	14:00	16:00	16:00	12:00	13:00	13:00	15:00	12:00	14:00	13:00		13:00	13:00		
Vol.	36	3	4	10	17	83	164	84	14	3	1	1		4	344		
Total	512	40	140	328	884	3894	8423	4037	547	91	21	11	4	32	18964		
Percent	2.7%	0.2%	0.7%	1.7%	4.7%	20.5%	44.4%	21.3%	2.9%	0.5%	0.1%	0.1%	0.0%	0.2%			

15th Percentile : 36 MPH
50th Percentile : 42 MPH
85th Percentile : 47 MPH
95th Percentile : 49 MPH

Stats
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 12460
Percent in Pace : 65.7%
Number of Vehicles > 50 MPH : 706
Percent of Vehicles > 50 MPH : 3.7%
Mean Speed(Average) : 42 MPH

Int #	Intersection	Time	Peak Hours	System Peak
1	NW La Center Road / NW Timmen Road	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
2	NW La Center Road / W 3rd Street	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
3	NW La Center Road / NW Pacific Highway / W 4th Street	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
4	NW Pacific Highway / W 5th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
5	NW Pacific Highway / W 10th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
6	NW Pacific Highway / W D Avenue	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
7	NW Pacific Highway / NW Larsen Drive / NW 14th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
8	NW Pacific Highway / NW 15th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
9	W 4th Street / Aspen Avenue / E 4th Street	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
10	E 4th Street / E Cedar Avenue	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
11	E 4th Street / NE Lockwood Creek Road / NE Highland Avenue	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
12	NE Lockwood Creek Road / NE John Storm Avenue	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
13	NE Lockwood Creek Road / E Spruce Avenue	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
14	Aspen Avenue / E 5th Street	PM	04:00 PM - 05:00 PM	04:15 PM - 05:15 PM
15	Aspen Avenue / W 5th Street	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM
16	NW Timmen Road / NW Spencer Road	PM	04:15 PM - 05:15 PM	04:15 PM - 05:15 PM

Intersection Peaks	Frequency
04:15 PM - 05:15 PM	10
04:00 PM - 05:00 PM	6

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

Count volumes adjusted to match System Peak

2023 Count Volumes															
Int #	Intersection	Time	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	
1	NW La Center Road / NW Timmen Road	PM	0	0	0	29	0	120	0	630	21	59	373	0	
2	NW La Center Road / W 3rd Street	PM	7	0	12	1	0	5	9	754	3	3	426	4	
3	NW La Center Road / NW Pacific Highway / W 4th Street	PM	0	0	0	294	0	33	0	214	550	32	137	0	
4	NW Pacific Highway / W 5th Street	PM	1	0	4	16	0	8	7	228	12	8	150	0	Count volumes adjusted to match System Peak
5	NW Pacific Highway / W 10th Street	PM	0	0	0	18	0	13	0	198	16	14	119	0	Count volumes adjusted to match System Peak
6	NW Pacific Highway / W D Avenue	PM	0	0	0	13	0	1	0	190	22	0	120	0	Count volumes adjusted to match System Peak
7	NW Pacific Highway / NW Larson Drive / NW 14th Street	PM	1	0	4	36	0	1	8	128	50	1	73	2	Count volumes adjusted to match System Peak
8	NW Pacific Highway / NW 15th Street	PM	7	0	33	0	0	61	69	0	0	0	43	9	Count volumes adjusted to match System Peak
9	W 4th Street / Aspen Avenue / E 4th Street	PM	168	415	0	0	238	19	0	0	0	14	0	72	
10	E 4th Street / E Cedar Avenue	PM	33	396	0	0	231	7	0	0	0	25	0	25	
11	E 4th Street / NE Lockwood Creek Road / NE Highland Avenue	PM	122	289	1	1	181	3	5	1	2	2	0	65	
12	NE Lockwood Creek Road / NE John Storm Avenue	PM	0	217	69	0	2	0	48	0	19	15	137	0	
13	NE Lockwood Creek Road / E Spruce Avenue	PM	21	201	0	0	125	2	0	0	0	1	0	23	
14	Aspen Avenue / E 5th Street	PM	0	0	0	0	19	0	11	0	161	21	12	78	Count volumes adjusted to match System Peak
15	Aspen Avenue / W 5th Street	PM	5	0	2	0	0	0	7	177	0	0	83	14	
16	NW Timmen Road / NW Spencer Road	PM	55	0	1	0	0	0	1	102	0	0	52	19	
17	NW Pacific Hwy / NW 11th Ct/NW 9th Ave	PM	1	0	0	0	0	1	2	187	2	1	117	0	Count volumes estimated based on int. #6 & #7, and ITE Trip Generation Manual, 11th ed.
18	NW Pacific Hwy / W Golden Eagle Ave	PM	1	0	0	1	0	9	16	186	2	2	116	1	Count volumes estimated based on int. #6 & #7, and ITE Trip Generation Manual, 11th ed.

2023 Rounded Count Volumes															
Int #	Intersection	Time	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	
1	NW La Center Road / NW Timmen Road	PM	0	0	0	30	0	120	0	630	20	60	375	0	
2	NW La Center Road / W 3rd Street	PM	5	0	10	0	0	5	10	755	5	5	425	5	
3	NW La Center Road / NW Pacific Highway / W 4th Street	PM	0	0	0	295	0	35	0	215	550	30	135	0	
4	NW Pacific Highway / W 5th Street	PM	0	0	5	15	0	10	5	230	10	10	150	0	
5	NW Pacific Highway / W 10th Street	PM	0	0	0	20	0	15	0	200	15	15	120	0	
6	NW Pacific Highway / W D Avenue	PM	0	0	0	15	0	0	0	190	20	0	120	0	
7	NW Pacific Highway / NW Larson Drive / NW 14th Street	PM	0	0	5	35	0	0	10	130	50	0	75	0	
8	NW Pacific Highway / NW 15th Street	PM	5	0	35	0	0	0	60	70	0	0	45	10	
9	W 4th Street / Aspen Avenue / E 4th Street	PM	170	415	0	0	240	20	0	0	0	15	0	70	
10	E 4th Street / E Cedar Avenue	PM	35	395	0	0	230	5	0	0	0	25	0	25	
11	E 4th Street / NE Lockwood Creek Road / NE Highland Avenue	PM	120	290	0	0	180	5	5	0	0	0	0	65	
12	NE Lockwood Creek Road / NE John Storm Avenue	PM	0	215	70	0	0	0	50	0	20	15	135	0	
13	NE Lockwood Creek Road / E Spruce Avenue	PM	20	200	0	0	125	0	0	0	0	0	0	25	
14	Aspen Avenue / E 5th Street	PM	0	0	0	20	0	10	0	160	20	10	80	0	
15	Aspen Avenue / W 5th Street	PM	5	0	0	0	0	0	5	175	0	0	85	15	
16	NW Timmen Road / NW Spencer Road	PM	55	0	0	0	0	0	0	100	0	0	50	20	
17	NW Pacific Hwy / NW 11th Ct/NW 9th Ave	PM	0	0	0	0	0	0	0	185	0	0	115	0	
18	NW Pacific Hwy / W Golden Eagle Ave	PM	0	0	0	0	0	10	15	185	0	0	115	0	

Note - for analysis purpose, all zero turning movement volumes have been added as 5 in Synchro/SIDRA model if the movement is permitted.






HCM 6th TWSC

1: NW La Center Rd & NW Timmen Rd

02/23/2024

Intersection

Int Delay, s/veh 2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	120	630	20	60	375
Future Vol, veh/h	30	120	630	20	60	375
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	0	0	2	2
Mvmt Flow	33	130	685	22	65	408

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1236	698	0
Stage 1	697	-	-
Stage 2	539	-	-
Critical Hdwy	6.44	6.24	-
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.336	-
Pot Cap-1 Maneuver	193	437	-
Stage 1	490	-	-
Stage 2	581	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	179	436	-
Mov Cap-2 Maneuver	179	-	-
Stage 1	490	-	-
Stage 2	538	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	179	436
HCM Lane V/C Ratio	-	-	0.182	0.299
HCM Control Delay (s)	-	-	29.5	16.7
HCM Lane LOS	-	-	D	C
HCM 95th %tile Q(veh)	-	-	0.6	1.2

HCM 6th TWSC
2: NW La Center Rd & W 3rd St

02/23/2024

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↔	↔	
Traffic Vol, veh/h	5	5	10	0	5	5	10	755	5	5	425	5
Future Vol, veh/h	5	5	10	0	5	5	10	755	5	5	425	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	1	1	1
Mvmt Flow	6	6	11	0	6	6	11	839	6	6	472	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1359	1356	477	-	1356	844	479	0	0	846	0	0
Stage 1	488	488	-	-	865	-	-	-	-	-	-	-
Stage 2	871	868	-	-	491	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	-	6.5	6.2	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	-	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	4	3.3	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	127	151	592	0	151	366	1089	-	-	795	-	-
Stage 1	565	553	-	0	374	-	-	-	-	-	-	-
Stage 2	349	372	-	0	552	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	119	147	591	-	147	365	1088	-	-	794	-	-
Mov Cap-2 Maneuver	119	147	-	-	147	-	-	-	-	-	-	-
Stage 1	554	548	-	-	367	-	-	-	-	-	-	-
Stage 2	332	365	-	-	547	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	23.7		23.1		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1088	-	-	215	210	794	-
HCM Lane V/C Ratio	0.01	-	-	0.103	0.053	0.007	-
HCM Control Delay (s)	8.3	0	-	23.7	23.1	9.6	-
HCM Lane LOS	A	A	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-

HCM 6th Roundabout
3: NW La Center Rd/NW Pacific Hwy & W 4th St

02/23/2024

Intersection				
Intersection Delay, s/veh	6.6			
Intersection LOS	A			
Approach	WB	NB	SB	
Entry Lanes	1	1	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	375	869	187	
Demand Flow Rate, veh/h	383	877	191	
Vehicles Circulating, veh/h	246	35	342	
Vehicles Exiting, veh/h	35	498	287	
Ped Vol Crossing Leg, #/h	8	0	8	
Ped Cap Adj	0.999	1.000	0.999	
Approach Delay, s/veh	7.1	6.6	5.7	
Approach LOS	A	A	A	
Lane	Left	Left	Bypass	Left
Designated Moves	LR	T	R	LT
Assumed Moves	LR	T	R	LT
RT Channelized			Yield	
Lane Util	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	631	4.976
Entry Flow, veh/h	383	246	1331	191
Cap Entry Lane, veh/h	1074	1331	0.990	974
Entry HV Adj Factor	0.979	0.990	625	0.979
Flow Entry, veh/h	375	244	1318	187
Cap Entry, veh/h	1050	1318	0.474	952
V/C Ratio	0.357	0.185	7.5	0.196
Control Delay, s/veh	7.1	4.3	A	5.7
LOS	A	A	3	A
95th %tile Queue, veh	2	1		1

HCM 6th TWSC
4: NW Pacific Hwy & W 5th St

02/23/2024





Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	5	15	5	10	5	230	10	10	150	5
Future Vol, veh/h	5	5	5	15	5	10	5	230	10	10	150	5
Conflicting Peds, #/hr	1	0	1	1	0	0	1	0	1	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	1	1	1
Mvmt Flow	6	6	6	19	6	13	6	288	13	13	188	6
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	535	532	193	532	529	297	195	0	0	302	0	0
Stage 1	218	218	-	308	308	-	-	-	-	-	-	-
Stage 2	317	314	-	224	221	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	459	456	854	461	458	747	1384	-	-	1265	-	-
Stage 1	789	726	-	706	664	-	-	-	-	-	-	-
Stage 2	698	660	-	783	724	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	440	447	852	446	449	746	1383	-	-	1264	-	-
Mov Cap-2 Maneuver	440	447	-	446	449	-	-	-	-	-	-	-
Stage 1	784	717	-	702	660	-	-	-	-	-	-	-
Stage 2	676	656	-	761	715	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	12.1		12.5			0.2			0.5			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1383	-	-	528	516	1264	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.036	0.073	0.01	-	-				
HCM Control Delay (s)	7.6	0	-	12.1	12.5	7.9	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-				

HCM 6th TWSC
5: NW Pacific Hwy & W 10th St

02/23/2024

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	15	200	15	15	120
Future Vol, veh/h	20	15	200	15	15	120
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	24	18	238	18	18	143

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	428	249	0
Stage 1	248	-	-
Stage 2	180	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	588	795	-
Stage 1	798	-	-
Stage 2	856	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	578	793	-
Mov Cap-2 Maneuver	578	-	-
Stage 1	797	-	-
Stage 2	842	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	578	793
HCM Lane V/C Ratio	-	-	0.041	0.023
HCM Control Delay (s)	-	-	11.5	9.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th TWSC
6: W D Ave & NW Pacific Hwy

02/23/2024

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	120	5	5	190	20	15	5	5	5	5	5
Future Vol, veh/h	5	120	5	5	190	20	15	5	5	5	5	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	6	138	6	6	218	23	17	6	6	6	6	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	242	0	0	145	0	0	403	408	143	403	400	232
Stage 1	-	-	-	-	-	-	154	154	-	243	243	-
Stage 2	-	-	-	-	-	-	249	254	-	160	157	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1330	-	-	1443	-	-	562	536	910	562	541	812
Stage 1	-	-	-	-	-	-	853	774	-	765	708	-
Stage 2	-	-	-	-	-	-	759	701	-	847	772	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1329	-	-	1442	-	-	548	530	908	549	535	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	548	530	-	549	535	-
Stage 1	-	-	-	-	-	-	848	769	-	760	704	-
Stage 2	-	-	-	-	-	-	743	697	-	830	767	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			11.4			11.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	591	1329	-	-	1442	-	-	609
HCM Lane V/C Ratio	0.049	0.004	-	-	0.004	-	-	0.028
HCM Control Delay (s)	11.4	7.7	0	-	7.5	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	5	5	5	35	5	5	10	130	50	5	75	5
Future Vol, veh/h	5	5	5	35	5	5	10	130	50	5	75	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	10	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	5	5	5	38	5	5	11	140	54	5	81	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	288	310	84	288	285	167	86	0	0	194	0	0
Stage 1	94	94	-	189	189	-	-	-	-	-	-	-
Stage 2	194	216	-	99	96	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	668	608	981	666	626	880	1517	-	-	1385	-	-
Stage 1	918	821	-	815	746	-	-	-	-	-	-	-
Stage 2	812	728	-	910	817	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	654	601	981	652	618	880	1517	-	-	1385	-	-
Mov Cap-2 Maneuver	654	601	-	652	618	-	-	-	-	-	-	-
Stage 1	911	818	-	808	740	-	-	-	-	-	-	-
Stage 2	795	722	-	896	814	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.2		10.8		0.4		0.4	
HCM LOS	B		B					





Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1517	-	-	712	667	1385	-
HCM Lane V/C Ratio	0.007	-	-	0.023	0.073	0.004	-
HCM Control Delay (s)	7.4	0	-	10.2	10.8	7.6	-
HCM Lane LOS	A	A	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

HCM 6th TWSC
8: NW Pacific Hwy & W 15th St

02/23/2024

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	35	60	70	45	10
Future Vol, veh/h	5	35	60	70	45	10
Conflicting Peds, #/hr	2	2	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	2	2	1	1
Mvmt Flow	6	40	68	80	51	11






Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	277	61	64	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-	-
Pot Cap-1 Maneuver	717	1010	1538	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	683	1006	1535	-	-	-
Mov Cap-2 Maneuver	683	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	821	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	3.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	950	-	-
HCM Lane V/C Ratio	0.044	-	0.048	-	-
HCM Control Delay (s)	7.5	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	170	415	240	20	15	70
Future Vol, veh/h	170	415	240	20	15	70
Conflicting Peds, #/hr	7	0	0	14	14	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	183	446	258	22	16	75




Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	294	0	0 1109 290
Stage 1	-	-	- 283 -
Stage 2	-	-	- 826 -
Critical Hdwy	4.11	-	- 6.41 6.21
Critical Hdwy Stg 1	-	-	- 5.41 -
Critical Hdwy Stg 2	-	-	- 5.41 -
Follow-up Hdwy	2.209	-	- 3.509 3.309
Pot Cap-1 Maneuver	1273	-	- 233 752
Stage 1	-	-	- 767 -
Stage 2	-	-	- 432 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1256	-	- 194 737
Mov Cap-2 Maneuver	-	-	- 194 -
Stage 1	-	-	- 647 -
Stage 2	-	-	- 426 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1256	-	-	-	194	737
HCM Lane V/C Ratio	0.146	-	-	-	0.083	0.102
HCM Control Delay (s)	8.4	-	-	-	25.2	10.4
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3	0.3

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	395	230	5	25	25
Future Vol, veh/h	35	395	230	5	25	25
Conflicting Peds, #/hr	12	0	0	9	9	12
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	37	420	245	5	27	27









Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	262	0	0 763 272
Stage 1	-	-	- 260 -
Stage 2	-	-	- 503 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1314	-	- 375 772
Stage 1	-	-	- 788 -
Stage 2	-	-	- 612 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1299	-	- 353 754
Mov Cap-2 Maneuver	-	-	- 353 -
Stage 1	-	-	- 750 -
Stage 2	-	-	- 605 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1299	-	-	-	481
HCM Lane V/C Ratio	0.029	-	-	-	0.111
HCM Control Delay (s)	7.9	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	120	290	5	5	180	5	5	5	5	5	5	65
Future Vol, veh/h	120	290	5	5	180	5	5	5	5	5	5	65
Conflicting Peds, #/hr	0	0	5	5	0	0	5	0	5	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	225	-	-	125	-	-	65	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	132	319	5	5	198	5	5	5	5	5	5	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	203	0	0	329	0	0	845	804	332	807	804	206
Stage 1	-	-	-	-	-	-	591	591	-	211	211	-
Stage 2	-	-	-	-	-	-	254	213	-	596	593	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1375	-	-	1236	-	-	285	319	714	302	319	840
Stage 1	-	-	-	-	-	-	497	498	-	796	731	-
Stage 2	-	-	-	-	-	-	755	730	-	494	497	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1375	-	-	1230	-	-	235	286	707	271	286	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	235	286	-	271	286	-
Stage 1	-	-	-	-	-	-	447	448	-	720	728	-
Stage 2	-	-	-	-	-	-	679	727	-	436	447	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.3			0.2			16.3			11		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	235	407	1375	-	-	1230	-	-	271	735
HCM Lane V/C Ratio	0.023	0.027	0.096	-	-	0.004	-	-	0.02	0.105
HCM Control Delay (s)	20.7	14.1	7.9	-	-	7.9	-	-	18.6	10.5
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0.1	0.3	-	-	0	-	-	0.1	0.3

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	215	70	15	135	5	50	5	20	5	5	5
Future Vol, veh/h	5	215	70	15	135	5	50	5	20	5	5	5
Conflicting Peds, #/hr	0	0	12	12	0	0	12	0	12	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	6	262	85	18	165	6	61	6	24	6	6	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	171	0	0	359	0	0	551	536	329	548	575	180
Stage 1	-	-	-	-	-	-	329	329	-	204	204	-
Stage 2	-	-	-	-	-	-	222	207	-	344	371	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1412	-	-	1205	-	-	448	454	717	450	431	868
Stage 1	-	-	-	-	-	-	688	650	-	803	737	-
Stage 2	-	-	-	-	-	-	785	734	-	676	623	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1412	-	-	1191	-	-	422	439	701	418	417	858
Mov Cap-2 Maneuver	-	-	-	-	-	-	422	439	-	418	417	-
Stage 1	-	-	-	-	-	-	677	640	-	799	724	-
Stage 2	-	-	-	-	-	-	751	722	-	636	613	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.8			14.4			12.4		
HCM LOS							B			B		




Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	473	1412	-	-	1191	-	-	504
HCM Lane V/C Ratio	0.193	0.004	-	-	0.015	-	-	0.036
HCM Control Delay (s)	14.4	7.6	0	-	8.1	0	-	12.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.1

HCM 6th TWSC
13: NE Lockwood Creek Rd & E Spruce Ave

02/23/2024

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	200	125	5	5	25
Future Vol, veh/h	20	200	125	5	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	11	222	139	6	6	28

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	145	0	386
Stage 1	-	-	142
Stage 2	-	-	244
Critical Hdwy	4.11	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.209	-	3.5
Pot Cap-1 Maneuver	1443	-	621
Stage 1	-	-	890
Stage 2	-	-	801
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1443	-	615
Mov Cap-2 Maneuver	-	-	615
Stage 1	-	-	882
Stage 2	-	-	801

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.4
HCM LOS			A




Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1443	-	-	-	843
HCM Lane V/C Ratio	0.008	-	-	-	0.04
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
14: Aspen Ave & E 5th St

02/23/2024

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	10	160	25	10	80
Future Vol, veh/h	20	10	160	25	10	80
Conflicting Peds, #/hr	4	1	0	4	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	1	1	0	0
Mvmt Flow	21	10	167	26	10	83




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	291	185	0
Stage 1	184	-	-
Stage 2	107	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	698	855	-
Stage 1	845	-	-
Stage 2	915	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	687	851	-
Mov Cap-2 Maneuver	687	-	-
Stage 1	842	-	-
Stage 2	904	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	734	1383
HCM Lane V/C Ratio	-	-	0.043	0.008
HCM Control Delay (s)	-	-	10.1	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
15: Aspen Ave & W 5th St

02/23/2024

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	175	85	15
Future Vol, veh/h	5	5	5	175	85	15
Conflicting Peds, #/hr	4	5	5	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	5	5	5	186	90	16

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	303	108	111	0	-	0
Stage 1	103	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	693	951	1485	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	683	942	1478	-	-	-
Mov Cap-2 Maneuver	683	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	834	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.2	0
HCM LOS	A		




Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1478	-	792	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
16: NW Spencer Rd & NW Timmen Rd

02/23/2024

Intersection

Int Delay, s/veh 2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	20	5	100	55	5
Future Vol, veh/h	50	20	5	100	55	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	69	28	7	139	76	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	97
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1503
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1503
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	765	-	-	1503	-
HCM Lane V/C Ratio	0.109	-	-	0.005	-
HCM Control Delay (s)	10.3	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	120	5	5	185	5	5	5	5	5	5	5
Future Vol, veh/h	5	120	5	5	185	5	5	5	5	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	130	5	5	201	5	5	5	5	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	206	0	0	135	0	0	362	359	133	362	359	204
Stage 1	-	-	-	-	-	-	143	143	-	214	214	-
Stage 2	-	-	-	-	-	-	219	216	-	148	145	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1365	-	-	1449	-	-	594	568	916	594	568	837
Stage 1	-	-	-	-	-	-	860	779	-	788	725	-
Stage 2	-	-	-	-	-	-	783	724	-	855	777	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1365	-	-	1449	-	-	582	563	916	583	563	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	582	563	-	583	563	-
Stage 1	-	-	-	-	-	-	857	776	-	785	722	-
Stage 2	-	-	-	-	-	-	769	721	-	841	774	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			10.6			10.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	654	1365	-	-	1449	-	-	640
HCM Lane V/C Ratio	0.025	0.004	-	-	0.004	-	-	0.025
HCM Control Delay (s)	10.6	7.6	0	-	7.5	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 6th TWSC
18: W Golden Eagle Ave & NW Pacific Hwy

02/23/2024

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	115	5	5	185	15	5	5	10	5	5	5
Future Vol, veh/h	5	115	5	5	185	15	5	5	10	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	125	5	5	201	16	5	5	11	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	217	0	0	130	0	0	362	365	128	365	359	209
Stage 1	-	-	-	-	-	-	138	138	-	219	219	-
Stage 2	-	-	-	-	-	-	224	227	-	146	140	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1353	-	-	1455	-	-	594	563	922	591	568	831
Stage 1	-	-	-	-	-	-	865	782	-	783	722	-
Stage 2	-	-	-	-	-	-	779	716	-	857	781	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1353	-	-	1455	-	-	582	558	922	576	563	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	582	558	-	576	563	-
Stage 1	-	-	-	-	-	-	862	779	-	780	719	-
Stage 2	-	-	-	-	-	-	765	713	-	838	778	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			10.3			10.8		
HCM LOS							B			B		

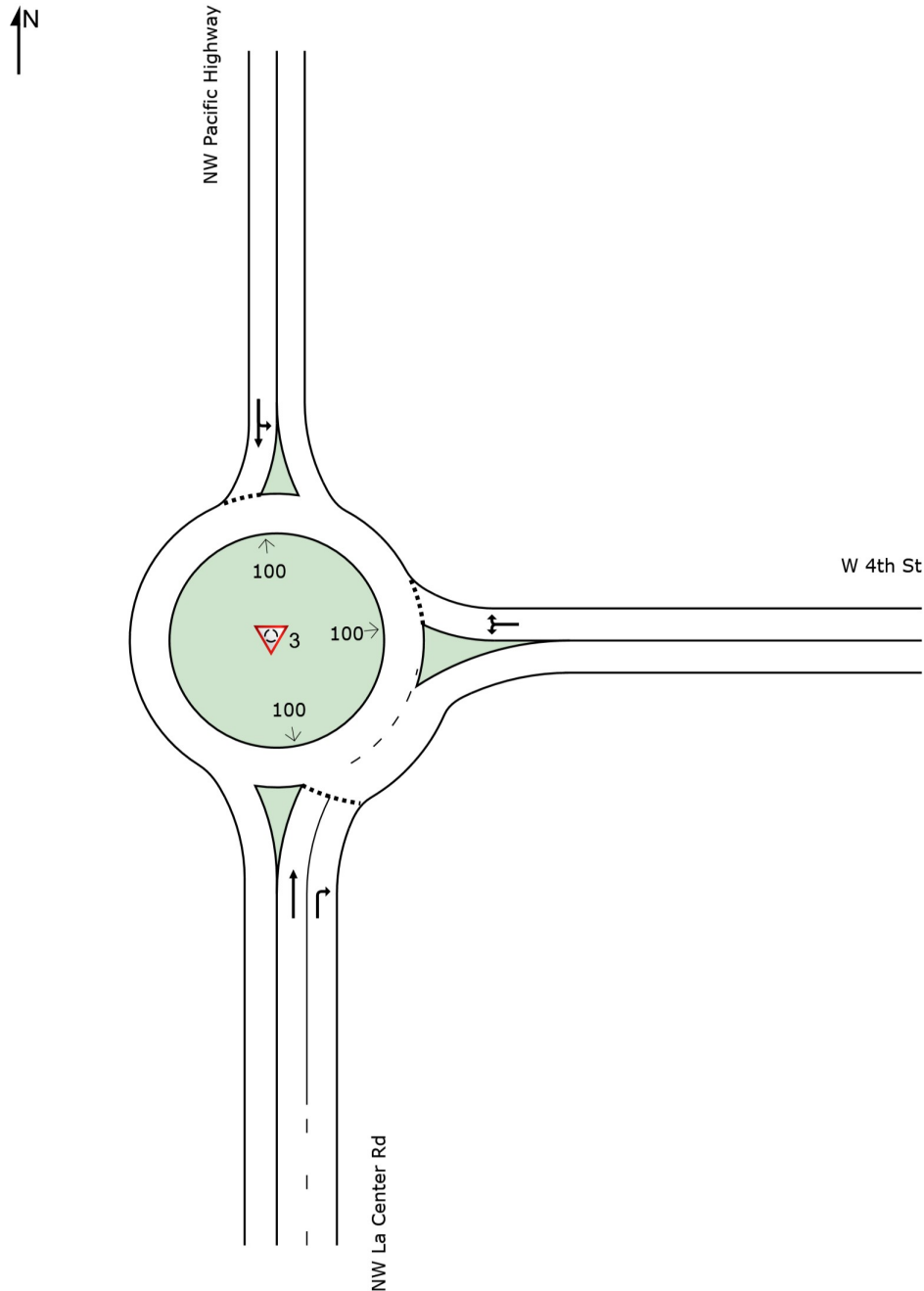
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	704	1353	-	-	1455	-	-	636
HCM Lane V/C Ratio	0.031	0.004	-	-	0.004	-	-	0.026
HCM Control Delay (s)	10.3	7.7	0	-	7.5	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

SITE LAYOUT

 **Site: 3 [NW La Center Rd @ W 4th St (Site Folder: General)]**

Existing PM Peak
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

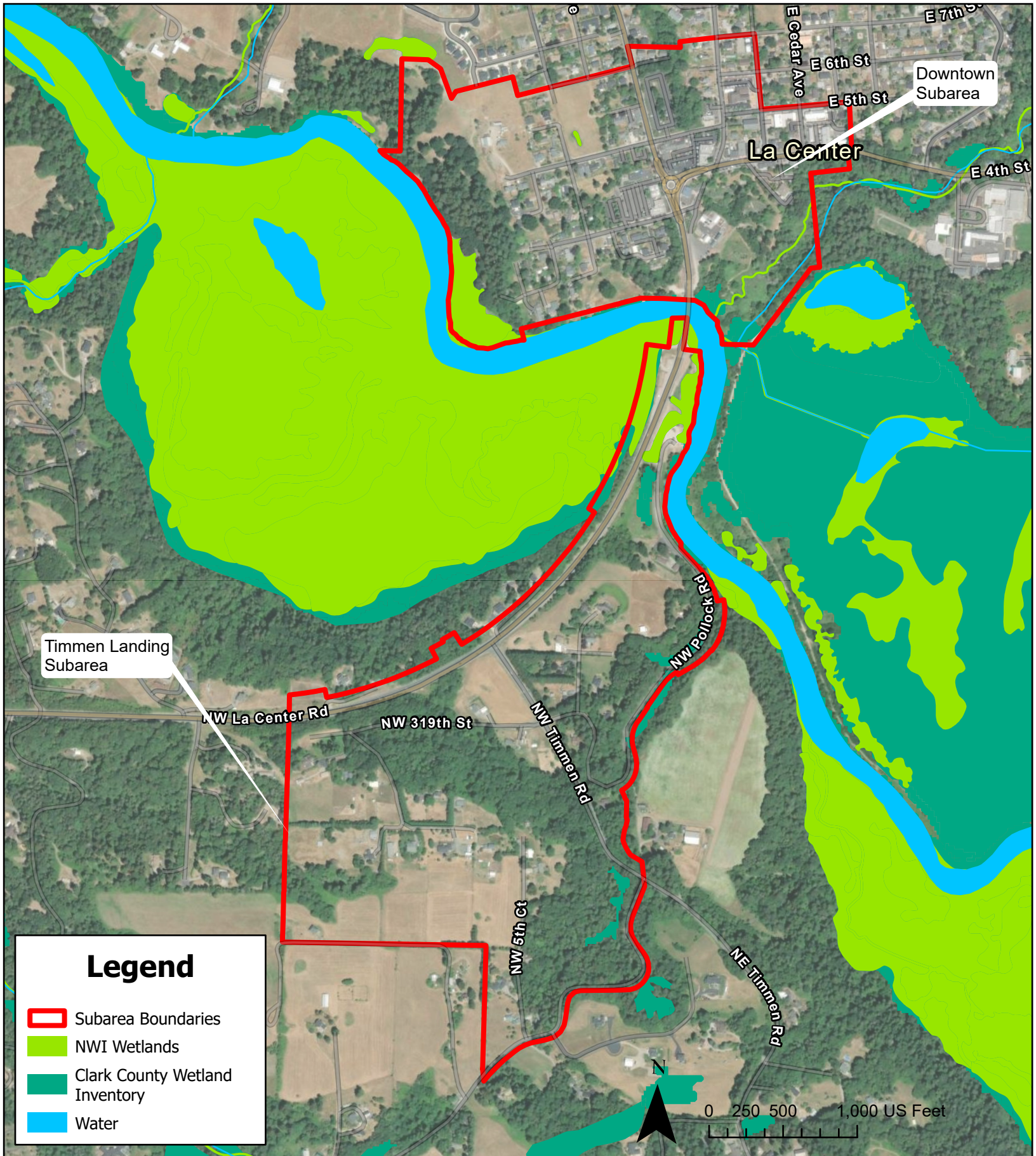
 **Site: 3 [NW La Center Rd @ W 4th St (Site Folder: General)]**

Existing PM Peak
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: NW La Center Rd														
8	T1	215	1.0	244	1.0	0.227	2.6	LOSA	1.3	32.8	0.37	0.35	0.37	19.7
18	R2	550	0.0	625	0.0	0.437	6.1	LOSA	3.3	82.6	0.42	0.61	0.42	16.2
Approach		765	0.3	869	0.3	0.437	5.2	LOSA	3.3	82.6	0.41	0.54	0.41	17.1
East: W 4th St														
1	L2	295	1.0	335	1.0	0.347	7.4	LOSA	2.0	51.4	0.47	0.63	0.47	16.4
16	R2	35	3.0	40	3.0	0.347	6.7	LOSA	2.0	51.4	0.47	0.63	0.47	17.0
Approach		330	1.2	375	1.2	0.347	7.3	LOSA	2.0	51.4	0.47	0.63	0.47	16.5
North: NW Pacific Highway														
7	L2	125	3.0	142	3.0	0.181	7.9	LOSA	1.0	26.8	0.54	0.63	0.54	17.5
4	T1	30	2.0	33	2.0	0.181	3.7	LOSA	1.0	26.8	0.54	0.63	0.54	16.8
Approach		155	2.8	175	2.8	0.181	7.1	LOSA	1.0	26.8	0.54	0.63	0.54	17.4
All Vehicles		1250	0.8	1419	0.8	0.437	6.0	LOSA	3.3	82.6	0.44	0.57	0.44	16.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

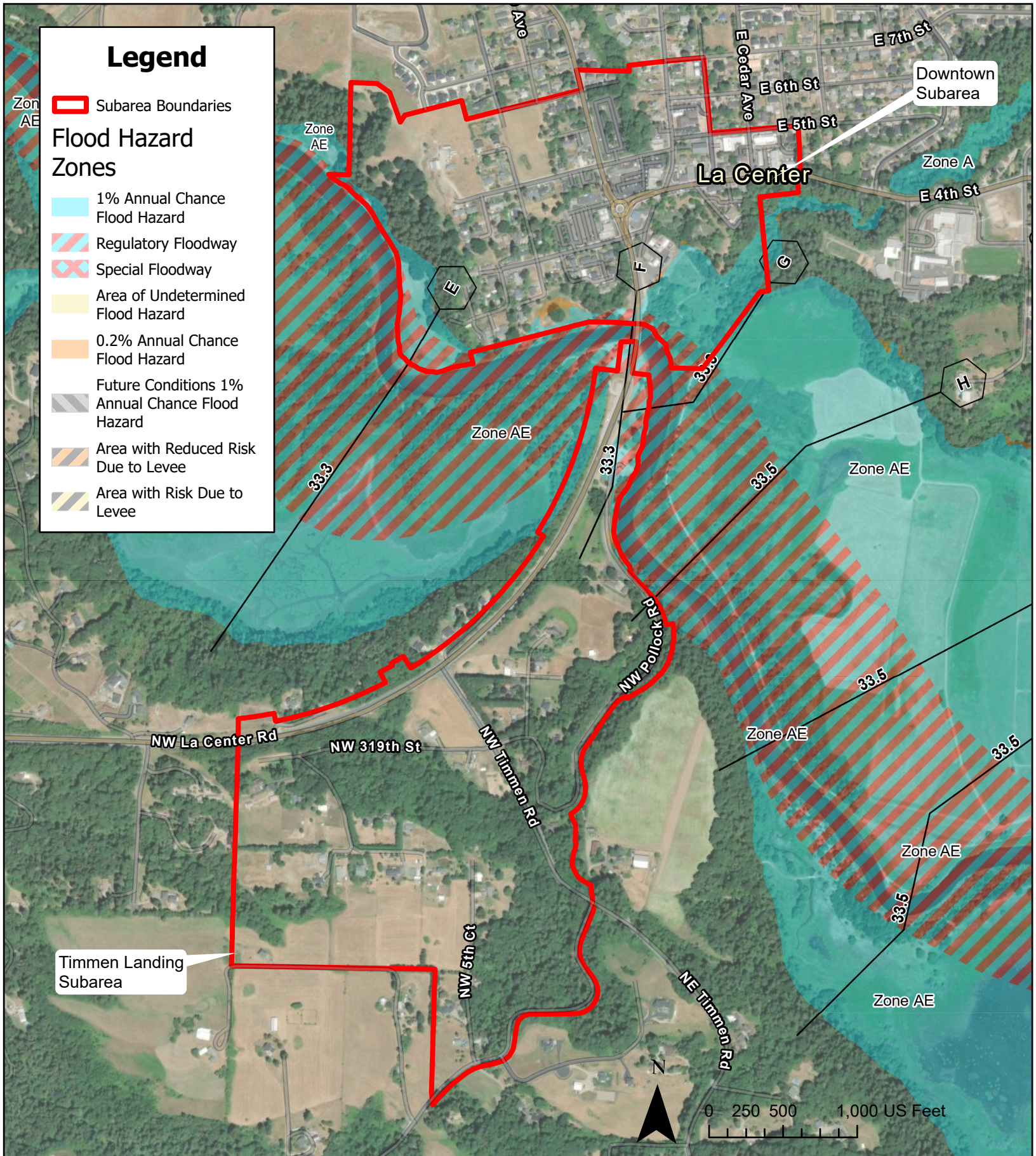
APPENDIX E: MAPS OF CRITICAL AREAS



Wetlands

Existing Conditions | City of La Center | March 2024

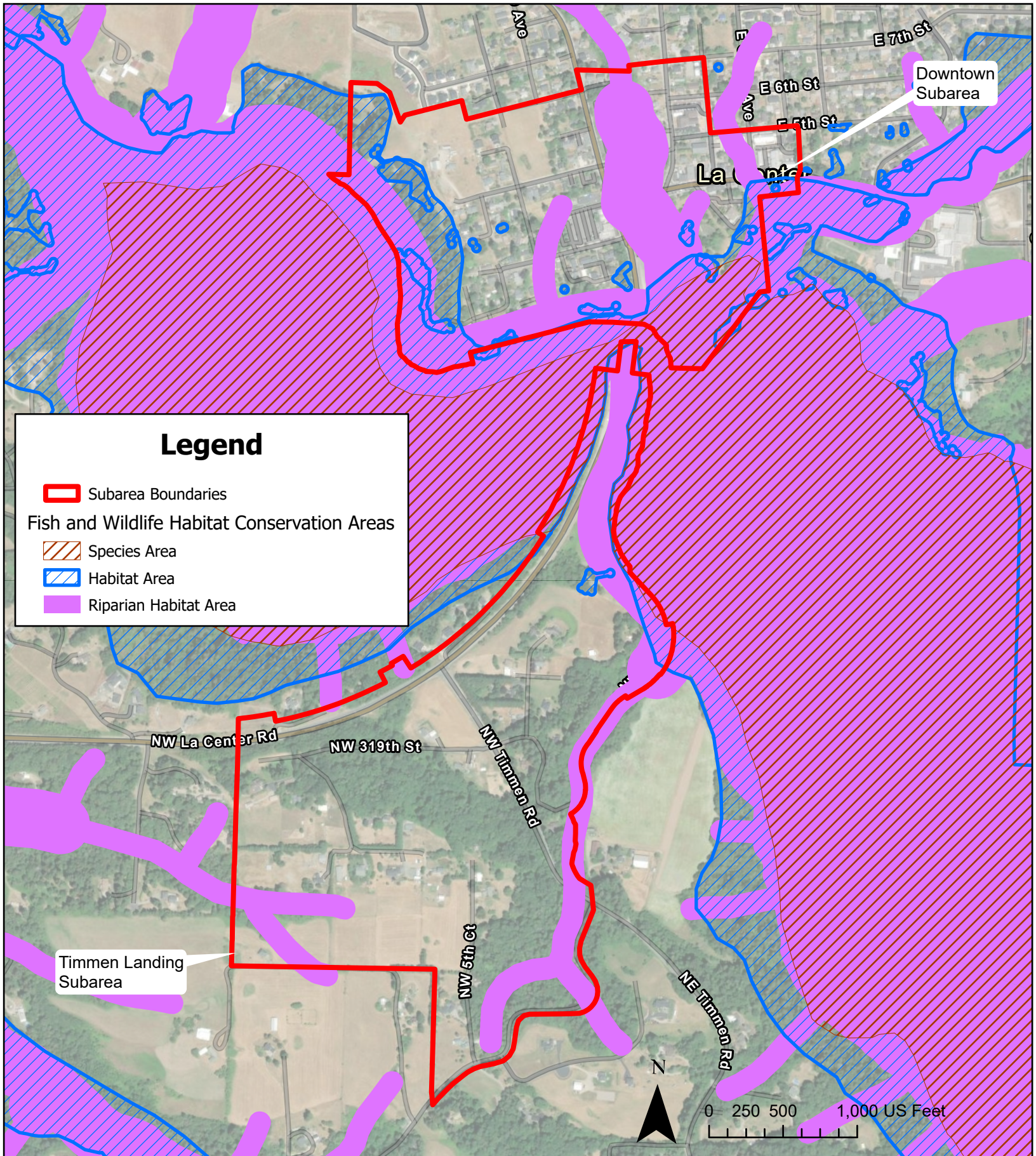




Frequently Flooded Areas

Existing Conditions | City of La Center | March 2024






Fish and Wildlife Habitat Conservation Areas
Existing Conditions | City of La Center | March 2024

Legend

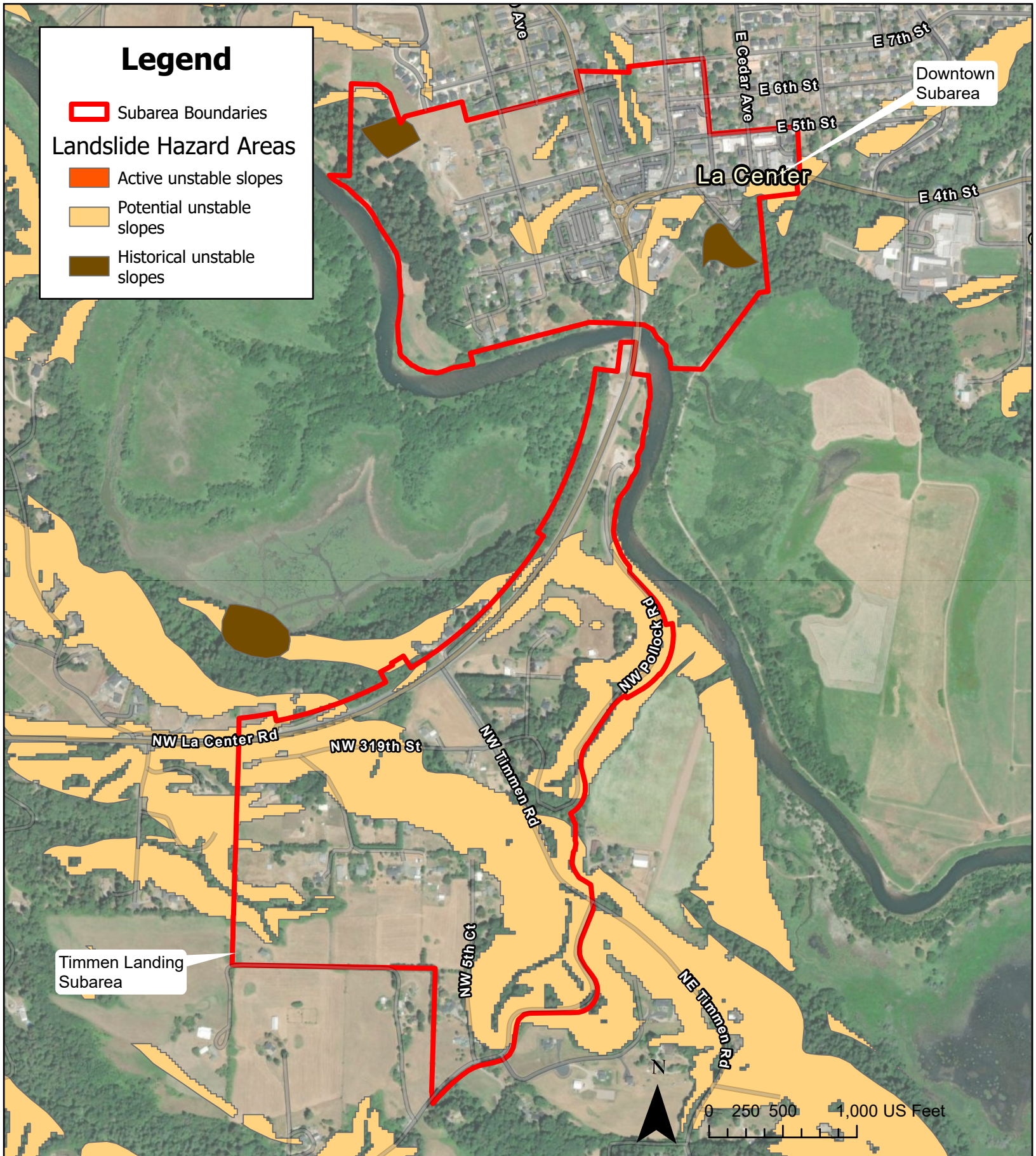
 Subarea Boundaries

Landslide Hazard Areas

 Active unstable slopes

 Potential unstable slopes

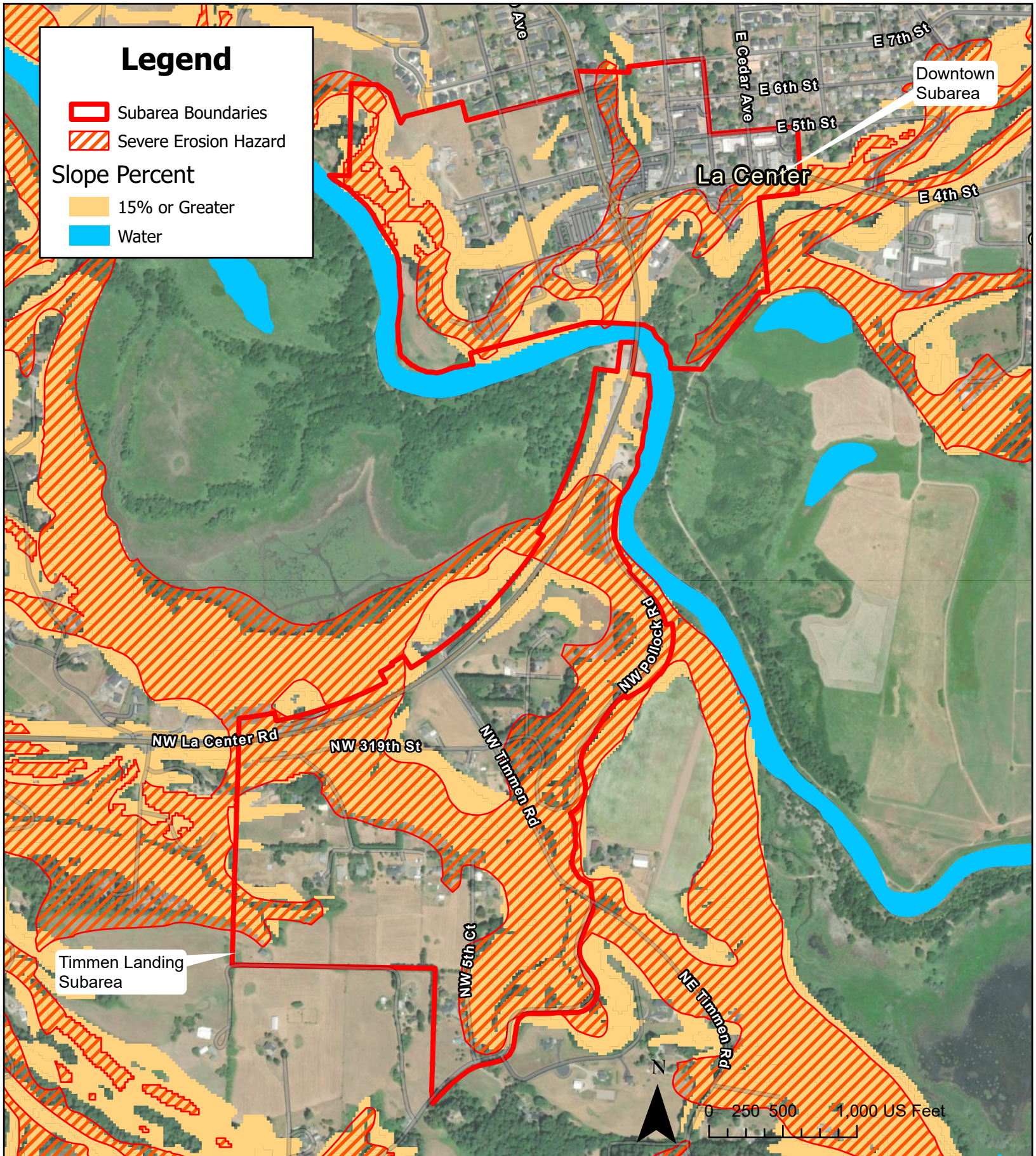
 Historical unstable slopes



Landslide Hazard Areas

Existing Conditions | City of La Center | March 2024






Erosion Hazard Areas






Existing Conditions | City of La Center | March 2024

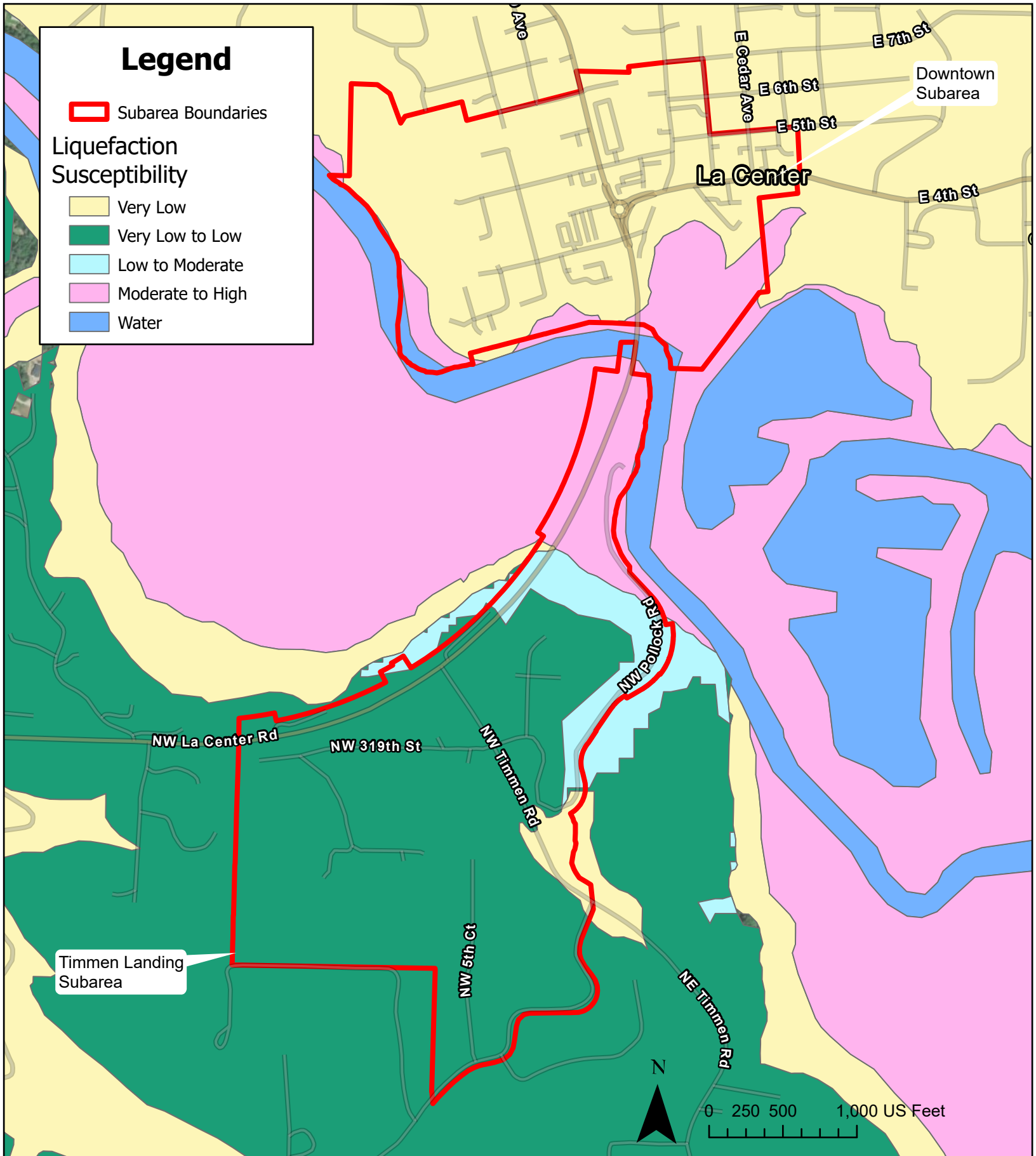


Legend

 Subarea Boundaries

Liquefaction Susceptibility

-  Very Low
-  Very Low to Low
-  Low to Moderate
-  Moderate to High
-  Water






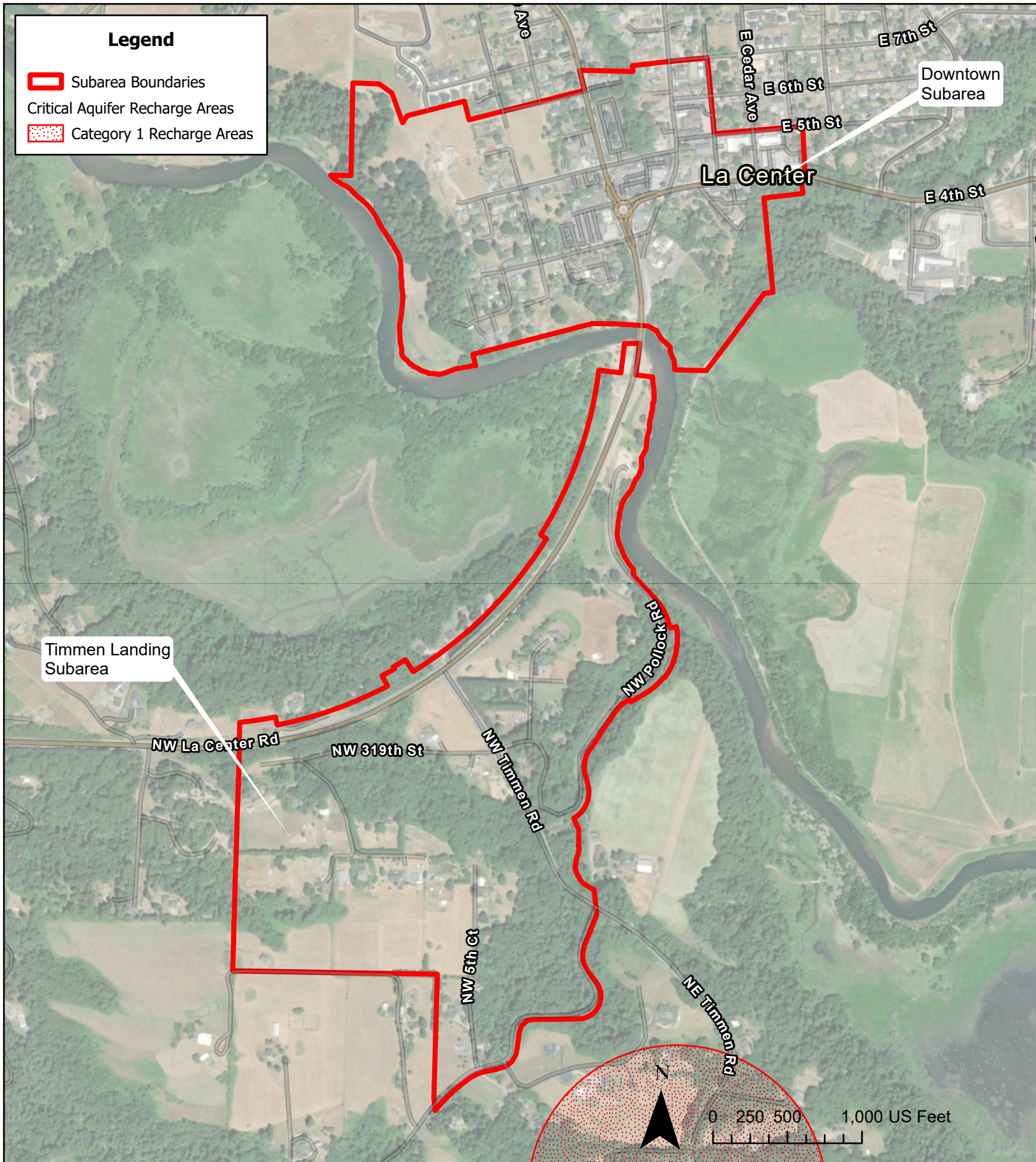
Seismic Hazard Areas

Existing Conditions | City of La Center | March 2024



Legend

-  Subarea Boundaries
-  Critical Aquifer Recharge Areas
-  Category 1 Recharge Areas

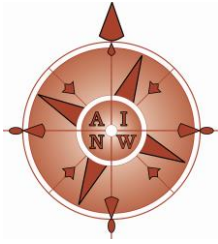


Critical Aquifer Recharge Areas

Existing Conditions | City of La Center | March 2024



APPENDIX F: CULTURAL RESOURCES MEMO



Archaeological Investigations Northwest, Inc.

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MEMO

Date: February 27, 2024

To: Scott Keillor, AICP, Senior Vice President, Planning, WSP USA

From: Nicholas Smits, M.A., R.P.A., Senior Archaeologist
Andrea Blaser, M.S., Senior Architectural Historian/Historian
Julia Flauaus, B.A./B.S., Architectural Historian
Tara Seaver, M.S., Architectural Historian/Staff Archaeologist

Re: Timmen Landing and Downtown Planned Action Areas Project,
La Center, Clark County, Washington
Review of Existing Conditions for Archaeological and Historic Resources
AINW Report No. 5074 (Redacted to Remove Sensitive Archaeological Information)

INTRODUCTION

The City of La Center (City) is developing subarea plans for Timmen Landing and downtown La Center. The two subareas are separated by a bridge over the East Fork Lewis River. The two subarea plans will be combined into a single planned action ordinance under the Washington State Environmental Policy Act (SEPA), with the objective of encouraging economic development in the subareas. Timmen Landing is currently characterized by low-density residential development and low-intensity agricultural uses, while downtown La Center is characterized by a mixture of commercial, civic, and residential development.

Archaeological Investigations Northwest, Inc. (AINW), is assisting the City and WSP USA with planning for future development in the subareas by providing information regarding existing conditions and professional recommendations for archaeological and historic resources. Future development in the two subareas will likely be subject to compliance review for cultural resources under La Center's municipal code and other laws and regulations that may be applicable.

- Under La Center's municipal code (Chapter 18.360), the City provides procedures and standards for identifying, documenting, and preserving cultural resources that include archaeological and historic resources.
- If future development projects within the Timmen Landing and Downtown subareas involve federal funding or federal permitting, those developments may be subject to review for cultural resources under Section 106 of the National Historic Preservation Act (NHPA). Federally funded transportation projects are also subject to review under Section 4(f) of the U.S. Department of Transportation Act.

- If future development projects within the Timmen Landing and Downtown subareas involve state capital funding, those developments may be subject to review for cultural resources under Governor's Executive Order (GEO) 21-02.
- Washington state laws regarding archaeological sites and permitting through the Washington State Department of Archaeology and Historic Preservation (DAHP) (Chapter 27.53 RCW) may be applicable for locations where archaeological sites are identified. Washington state laws also protect Indian graves and records (Chapter 27.44 RCW) and abandoned and historic cemeteries and historic graves (Chapter 68.60 RCW).

This report summarizes the results of background research and a field reconnaissance done to review existing conditions and identify documented and potential cultural resources within the two subareas. Recommendations are provided for additional cultural resource investigations that may be needed prior to development in the subareas. Information in this report is intended to be included in an Environmental Impact Statement (EIS) for the project under SEPA.

METHODOLOGY

AINW conducted a review of records available in DAHP's online database, known as the Washington Information System for Architectural and Archaeological Records Data (WISAARD). Existing cultural resources documentation from WISAARD is summarized below and supplemented with data collected during field reconnaissance of the subareas performed on August 4 and 5, 2023, by Senior Architectural Historian/Historian Andrea Blaser, M.S., and Senior Archaeologist Nicholas Smits, M.A., R.P.A., and on February 20, 2024, by Architectural Historian/Staff Archaeologist Tara Seaver, M.S., and Architectural Historian Julia Flauaus, B.A./B.S. The work was directed and performed by AINW staff who meet the Secretary of the Interior's Professional Qualifications Standards for Archaeology, History, and Architectural History. For archaeology, the purpose of the field reconnaissance was to verify areas where previous archaeological work has been completed and to assess the archaeological potential in the two subareas. For historic resources, the purpose of the field reconnaissance was to identify buildings and structures constructed in or before 1978 that may be eligible for listing in the National Register of Historic Places (NRHP).

CULTURAL RESOURCES

Archaeological Resources

The two subareas are on ancestral lands of Native Americans who have lived in this area since time immemorial. Pre-contact (Native American) archaeological sites are common in the La Center area near the East Fork Lewis River as it approaches its confluence with the mainstem Lewis River and the Columbia River approximately 0.8 kilometer (0.5 mile) to the west. Historic-period archaeological sites are also common, particularly along transportation corridors and historically developed areas.

Timmen Landing

The Timmen Landing subarea encompasses terrace and hillside landforms that slope down to the northeast toward the bottomlands along the East Fork Lewis River. Washington's statewide archaeological predictive model (available on WISAARD) indicates that most of the Timmen Landing subarea falls within the category labeled "Archaeological Survey Highly Advised: Very High Risk" for archaeological resources. The northwestern portion of the Timmen Landing subarea, where the terrain is steeper in the vicinity of NW La Center Road and NW 319th Street, falls within categories labeled "Survey Recommended: Moderate Risk" to "Survey Contingent Upon Project Parameters: Low Risk" for archaeological resources.

Most of the Timmen Landing subarea has not been previously studied for archaeological resources. The few archaeological studies previously completed in the subarea consist mainly of limited survey or predetermination-level investigations done for installation of buried utilities that include a fiber optic line (Cooper 2001), water lines (Cowan and Tisdale 2016; Freed 2011; Taber and Roulette 2022), and a natural gas meter station (Lorain and Trost 2021). No archaeological resources were identified as a result of these previous investigations, which were all located on or near major roads in the subarea.

There is one recorded archaeological site within the Timmen Landing subarea. The site consists of pre-contact lithic artifacts and historic-period artifacts identified on a terrace landform adjacent to the East Fork Lewis River.

Also within the Timmen Landing subarea is John Pollock's Grave located at 32324 NW Pollock Road (Photo 1). The grave site is listed in the Washington Heritage Register, but it has not been evaluated for eligibility to be listed in the NRHP (Woolridge n.d.). The site includes a modern vinyl fence, assumed to enclose the location of John Pollock's remains, and a granite marker. The fence and marker were installed in 2009 (Woolridge n.d.). Pollock was reportedly buried at this location in 1868.

At the northern end of the subarea, timber pilings are visible in the water along both banks of the East Fork Lewis River (Photo 2). The pilings are remnants of previous structures, including a previous bridge over the river as well as docks and other structures, that were present in the vicinity of Timmen Landing and downtown La Center in the late nineteenth and early twentieth centuries. The pilings meet the definition of an archaeological site; however, they have not yet been documented or recorded or evaluated for NRHP eligibility. In addition, there may be submerged archaeological resources in the river. Several steamboats are known to have sunk in this vicinity (La Center Historical Museum 2023).

Downtown

The Downtown subarea encompasses terrace and hillside landforms that slope down to the south and west toward the East Fork Lewis River. Brezee Creek and an unnamed drainage flow southward through the subarea toward their confluence with the East Fork Lewis River. Washington's statewide archaeological predictive model indicates that most of the Downtown subarea falls within the category labeled "Archaeological Survey Highly Advised: Very High Risk" for archaeological resources. Steeper

terrain in the vicinity of Brezee Creek falls within categories labeled “Survey Highly Advised: High Risk” to “Survey Recommended: Moderate Risk” for archaeological resources.

Most of the Downtown subarea has not been previously studied for archaeological resources. Previously completed studies that overlap the subarea consist of survey-level or predetermination-level investigations in support of floodplain restoration and habitat mitigation projects along the East Fork Lewis River (Gall and Smith 2011; Solimano et al. 2015), construction of a roundabout on 4th Street (Mastrangelo and Holschuh 2014), upgrades to the City’s wastewater treatment plant (Freed 2007), installation of a fiber optic line along NW La Center Road (Cooper 2001), widening of E 4th Street and replacing a culvert on Brezee Creek (Williams-Larson et al. 2020), construction of the Kays Subdivision (Easton 2007), installation of a stormwater outfall from the Kays Subdivision to the East Fork Lewis River (Holschuh 2015), a four-plex housing project on Parcel 63663620000 (Cogley and Gall 2021), and an archaeological predetermination for what is now Sternwheeler Park (Mills 2002a).

Though no pre-contact archaeological sites have been recorded within the subarea, there are three pre-contact archaeological sites and one isolated artifact that have been identified and recorded within about 220 meters (725 feet) of the subarea. An isolated flaked cobble is recorded to the north of the subarea. Two archaeological sites are to the east of the subarea near the course of Brezee Creek, and one site is southeast of the subarea on the southeast side of the East Fork Lewis River Levee.

There is one recorded historic-period archaeological site within the Downtown subarea (Mills 2002). As it was recorded, the site consisted of a scatter of historic-period artifacts and architectural debris, including fragments of brick, glass, ceramics, bone, metal, and concrete. Temporally diagnostic artifacts indicated that the items were manufactured between circa 1890 and 1930, and the deposit was interpreted to be the remnants of two buildings that were destroyed by fire in the 1930s and subsequently pushed over the edge of the terrace (Mills 2002b). The boundary of the site has not been delineated, and the site has not been evaluated for NRHP eligibility.

Timber piles are visible along both banks of the East Fork Lewis River, which forms the southern and western boundary of the Downtown subarea (Photo 2). The pilings are remnants of previous structures, including a previous bridge over the river as well as docks and other structures, that were present in the vicinity of Timmen Landing and downtown La Center in the late nineteenth and early twentieth centuries. The pilings meet the definition of an archaeological site; however, they have not yet been documented or recorded or evaluated for NRHP eligibility. In addition, there may be submerged archaeological resources in the river. Other historic-period archaeological sites are likely present in the historically developed parts of La Center.

Historic Resources

Timmen Landing

Reconnaissance of the Timmen Landing area indicates there is a section of the former Pacific Highway that was paved in 1921 and now operates as NW Pollock Road (Fortin and Smits 2016). Historic-period bollards, gutters, and curbing were observed in the area between NW Pollock Road’s intersection with

NW 4th Court to the road's terminus at the John Pollock Water Trail Park to the northeast (Photo 3). This section of the former highway is likely to meet minimum eligibility requirements for listing in the NRHP.

The Timmen Landing area is characterized by semi-rural residential development. Most buildings within the area appear to have been constructed within the last 50 years and are set back from adjacent roadways. Private drives limited the extent to which the Timmen Landing area could be observed for the presence of historic resources with potential to be eligible for listing in the NRHP. It is unlikely that a historic district is present in this subarea, unless the section of the Pacific Highway along NW Pollock Road is found to be part of an overarching linear historic district relating to the Pacific Highway.

Downtown

Within the Downtown Subarea, there are three historic buildings and one structure that have been previously documented.

- In 1994, Giovanni's Pizza Granita & Espresso was documented as having been constructed circa 1925 at 320 NW Pacific Highway (Garris 1994a). At the time of documentation, the building was noted as having poor integrity. The building has since been modified and is unlikely to have the aspects of integrity required to support eligibility for listing in the NRHP (Photo 4).
- The building at 318 Pacific Highway NW was constructed circa 1915 and was documented in 1994 as having moderate integrity (Garris 1994b). The building has since been extensively altered and is unlikely to be eligible for listing in the NRHP (Photo 4).
- The East Fork Lewis River Levee is located south of Sternwheeler Park and east of the East Fork Lewis River. Constructed circa 1941, the levee was determined to be not eligible for listing in the NRHP by the Bonneville Power Administration in 2015 (Goodwin 2015).
- The La Center Grange at 328 W 5th Street was previously documented in 1978, at which time it was theorized as having been constructed as early as 1875 (Pundt 1978). However, local students later reported that the building was constructed in 1900 (Davis et al. 2000). The building is currently unevaluated but likely to meet minimum eligibility requirements for listing in the NRHP due to its adequate historical integrity and association with the social history of La Center near the turn of the twentieth century.

Reconnaissance of the Downtown area revealed a mixture of historic-period residences and commercial buildings with civic buildings, parks, recreation facilities, and residences constructed within the last 50 years. Due to the mixture of building uses and dates of construction, the potential for a historic district to be present in the Downtown area and meet minimum eligibility requirements for listing in the NRHP is limited. However, there are two clusters of historic-period buildings that likely merit further investigation of potential eligibility for listing in the NRHP, both individually and collectively.

- Five commercial buildings along E 4th Street (103-127) are clustered between Aspen Avenue to the west and E Birch Avenue to the east (Photo 5). The buildings appear to date to the early to mid-twentieth century.
- Four houses along Aspen Avenue (530-630) are clustered on the west side of the street between E 5th Street to the south and E 7th Street to the north (Photo 6). Three of the four appear to have been constructed near the turn of the twentieth century, with the fourth house appearing to have been constructed circa 1940.

Individual buildings were also identified as having potential to be eligible for listing in the NRHP under Criterion C, as they exhibit distinctive characteristics of their type and period of construction and appear to retain adequate historical integrity. Additional research would be needed to discern potential associations with significant events (Criterion A) or people (Criterion B) of the past, in addition to assessing potential for each building to be a principal source of important information about the past (Criterion D).

- A house at 420 E Birch Avenue that appears to have been constructed circa 1900
- A bank building at 214 E 4th Street that appears to have been constructed circa 1976
- A house at 510 W 5th Street that was constructed circa 1944
- The Barnhart farm at 555 W 5th Street. Clark County records document the house as having been constructed circa 1912; a barn and shed were constructed circa 1924.
- A small building, likely a residence at 105 W 6th Street, that was constructed circa 1920

KEY CONSIDERATIONS FOR SUBAREA PLANS

Timmen Landing

Archaeological predetermination-level or survey-level studies (depending on compliance requirements) are recommended for areas that have not yet been investigated and where future developments are proposed. Avoidance of the one recorded archaeological site and John Pollock's Grave site is recommended. Timber pilings observed in the East Fork Lewis River are considered an archaeological site and should be documented and recorded. If an archaeological site is identified that cannot be avoided by future development, additional archaeological investigations may be needed, and a permit from DAHP may also be needed.

For historic resources, a primary concern is the potential for projects within the Timmen Landing area to affect the former Pacific Highway alignment (present-day NW Pollock Road). The section of roadway between NW 4th Court and the John Pollock Water Trail Park is likely eligible for listing in the NRHP and has not yet been documented in DAHP's WISAARD database. The section of road is notable for its retention of historical integrity and original design features, and it contributes to the historical feeling of the John Pollock Grave and John Pollock Water Trail Park area.

Downtown

Archaeological predetermination-level or survey-level studies (depending on compliance requirements) are recommended for areas that have not yet been investigated and where future developments are proposed. Avoidance of the one recorded archaeological site is recommended. Timber pilings observed in the East Fork Lewis River are considered an archaeological site and should be documented and recorded. If an archaeological site is identified that cannot be avoided by future development, additional archaeological investigations may be needed, and a permit from DAHP may also be needed.

Scott Keillor, WSP USA

Timmen Landing and Downtown Planned Action Areas

Review of Existing Conditions for Archaeological and Historic Resources

AINW Report No. 5074 (Redacted to Remove Sensitive Archaeological Information)

There is limited potential for a historic district to be present within the Downtown area that would meet minimum eligibility requirements for listing in the NRHP. There are two notable clusters of historic buildings, one consisting of commercial buildings along E 4th Street and another of residences along Aspen Avenue, that merit further study of their individual and collective potential to be eligible for listing in the NRHP. However, these clusters are limited to no more than five buildings. There is a greater likelihood that most buildings within each cluster would be determined eligible for listing in the NRHP on an individual basis rather than as part of an overarching district resource.

Outside of the clusters of commercial buildings on E 4th Street and houses of Aspen Avenue, there are five individual buildings and one farm grouping that may also be eligible for listing in the NRHP. The most notable of these buildings is the La Center Grange at 328 W 5th Street, which is associated with the social history of La Center at the turn of the twentieth century. Previously documented buildings along NW Pacific Highway are unlikely to be eligible for listing in the NRHP. The East Fork Lewis River Levee has been determined not eligible for listing in the NRHP.

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Scott Keillor, WSP USA

Timmen Landing and Downtown Planned Action Areas

Review of Existing Conditions for Archaeological and Historic Resources

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Timmen Landing and Downtown Planned Action Areas

Review of Existing Conditions for Archaeological and Historic Resources

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Woolridge, Thomas W.

February 27, 2024

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Scott Keillor, WSP USA

Timmen Landing and Downtown Planned Action Areas

Review of Existing Conditions for Archaeological and Historic Resources

AINW Report No. 5074 (Redacted to Remove Sensitive Archaeological Information)

- n.d. Washington Heritage Register Form for John Pollock's Grave, 32324 NW Pollock Road, La Center, Clark County. On file, Washington Department of Archaeology and Historic Preservation, Olympia.

Appendix B

Community Outreach Summaries

Memorandum

Date: December 7, 2023

Subject: Community Advisory Committee - Meeting #1 December 5, 2023
Summary

From: Jodi Mescher, WSP
Scott Keillor, WSP

To: Bryan Kast and Jamie Viveiros, City of La Center

MEETING ATTENDEES

CAC Members	Project Team
Garrett Colf	Bryan Kast, City of La Center
Shirin Elkoshairi	Jamie Viveiros, City of La Center
Steve Headley	Maria Swinger-Inskeep, City of La Center
Peter Rosenkranz	Scott Keillor, WSP
Anthony Sharrah	Emma Johnson, WSP (<i>virtual</i>)
Josh Soske	Jodi Mescher, WSP

OVERVIEW

The purpose of the meeting was to introduce community advisory committee (CAC) members to the subarea plan purpose and planning process, discuss the project schedule and committee responsibilities, and review the preliminary subarea boundaries and existing conditions. Additionally, CAC members engaged in a facilitated conversation to begin to develop a shared community vision and framework for Downtown and Timmen Landing subareas.

PROJECT OVERVIEW AND EXISTING CONDITIONS

Scott presented a project overview, explained the purpose of subarea planning – to reflect the community vision and provide clear direction for the preferred development type, and discussed the project timeline. Next, he shared an overview of the existing conditions in both subareas, including land use and zoning, market conditions, transportation, natural resources, cultural resources, and public infrastructure and services.

A CAC member asked if La Center currently has any other subareas. The Junction Area underwent a subarea planning process. The CAC discussed that this is a good learning experience because there hasn't been much development as a result for the Junction Area.

A CAC member noted that the statement that there is no existing sewer infrastructure in Timmen Landing is not accurate. Scott replied that there is infrastructure for a future connection, but it

does not go further south. He commented that the project team will address edits in the existing conditions report and distribute them to the CAC members in early 2024. CAC members are encouraged to provide input to the team on any aspect of the existing conditions that they do not see to be reflected accurately.

VISIONING EXERCISE

CAC members were asked to spend a few minutes individually working on a community vision matrix to answer, “What needs to change” and “What should not change” to realize their vision for both subareas. The project team then facilitated a group discussion to begin developing a shared community vision based on CAC member responses.

Downtown

What should not change?

CAC members commented that the downtown area should be maintained as the community hub. The existing historic buildings and rustic charm should be preserved to maintain character. CAC members also commented that they appreciate the absence of industry and big box-stores in the downtown district, noting that these services are available within a 10-mile radius.

CAC members commented that the existing natural resources and opens spaces are important and should not change.

What needs to change?

CAC members discussed the need to increase connectivity for bikes and walking. Some CAC members expressed that most people drive to the area, so they need to make sure vehicle access is not impacted. A few CAC members suggested considering a one-way couplet to increase access opportunities to local businesses.

CAC members suggested that the downtown needs more local attractions and places for community gatherings. Creative development solutions should be explored to add more residential and retail space downtown. This could include mixed use developments and infill. There is an opportunity to take advantage of underused buildings (e.g. bank building). They discussed a potential waterfront development in the area to take advantage of local assets. CAC members also discussed the need for new commercial and industrial development to create jobs and add to the tax base.

The committee also discussed the overall character of the downtown area, suggesting that a common theme would help create a draw to the area. The downtown is currently developed under a lightly administered theme influenced by 1910 to 1930s era construction.

Timmen Landing

What should not change?

Timmen Landing serves as a gateway to La Center, which is an important aspect that should be maintained. The overall feeling of the natural topography and connection to the river should be maintained.

Appendix B. Community Engagement Summaries

Community Advisory Committee Meeting Summaries

CAC members talked about the existing quality of the schools and the need to balance future development with reasonable growth and public services (i.e., school bonds).

What needs to change?

CAC members talked about the challenging development standards of the mixed-use zone in Timmen Landing which has created barriers for prospective residential developers interested in multi-family housing. A few members suggested density transfers to allow for more flexible development standards.

Similar to the downtown area, CAC members commented on the need to improve connectivity and access to the rest of the city.

CONCLUSION

Scott summarized the input provided by the CAC as initiating the community vision and added that additional input will be needed in 2024. CAC members were enthusiastic about assisting with the subarea planning process and suggested adding one to two meetings to the four-meeting schedule.

ACTION ITEMS

- Update and release existing conditions assessments in early 2024.
- Scott and Bryan will work to adjust the meeting schedule and will consider opportunities to combine subarea and comprehensive plan update meetings to avoid community burnout and to make room for additional CAC meetings in the budget and schedule.

Memorandum

Date: April 23, 2024

Subject: Community Advisory Committee - Meeting #2 Summary

From: Jodi Mescher, WSP
Scott Keillor, WSP

To: Bryan Kast, City of La Center

MEETING ATTENDEES

CAC Members	Project Team
Garrett Colf	Bryan Kast, City of La Center
Melissa Fox	Scott Keillor, WSP
Steve Headley	Jodi Mescher, WSP

OVERVIEW

The purpose of the meeting was to review the updated existing conditions report that reflects the expanded Downtown Subarea boundary, discuss key findings from community engagement conducted to-date, discuss the draft vision for both subareas, and to share an overview of the concept and subarea plan process.

CONTENT PRESENTED

Bryan Kast welcomed meeting attendees and shared general updates, including the revised existing conditions report provided to CAC members prior to the meeting. Scott Keillor highlighted key milestones completed since the first CAC meeting. He shared the expanded subarea boundaries, as well as the initial opportunities and constraints maps that will help to inform subarea plan alternatives, our next step.

Scott presented an update on the existing conditions report that reflects the expanded Downtown Subarea boundary. He also summarized key themes that the project team has heard from the community to date, including input from CAC meeting #1, Open House #1, and the online survey. CAC members were reminded that the online survey is available until April 19, 2024. Additionally, the group reviewed the draft vision statements for both subareas. Key discussion points and themes heard from CAC members are summarized below.

DISCUSSION

- Bryan commented that the project team considered adding the existing homestead in the downtown area as an opportunity for greenspace/park block development.
- Melissa Fox asked how cities market land for development and commented that the City should make policy to help ensure that land available and suitable for development is not sitting vacant.
- CAC members discussed improvements to the trail system in La Center. CAC members prefer to keep Breeze Creek Trail unpaved to serve multiple uses. CAC members noted that there are other paved amenities in the City and keeping the Breeze Creek Trail unpaved helps maintain the natural area and context-sensitive design.
- Bryan commented that Timmen Landing may not be the best place for a community center, adding that downtown would be more accessible.
- Steve agreed that a community center in Timmen Landing is not the best use. He commented that Pollock Park already serves as a community gathering space and he suggested expanding that area to make use of the existing green space between Pollock Park and the bridge.
 - Scott commented that this could be a simple parklike gathering place or plaza as a neighborhood amenity with views toward downtown.
- Bryan said that the Timmen Landing subarea concept should identify areas for commercial development (especially the area in red on the opportunities and constraints map) and move away from other areas where commercial development would not be realistic.
- Steve commented that he is concerned some people giving input have no ownership in the area and asked how the draft vision aligns with what the property owners want to see.
- CAC members discussed design standards in the downtown area and commented that design standards already exist, and any changes need to revisit the existing guidelines and new vision statement to assure cohesion.

ACTION ITEMS

- The project team will move into the development of subarea concept plans.
- The online survey will close April 19, 2024.
- The project team will prepare for a presentation to City Council on May 8th to share draft vision statements, existing conditions and opportunities and constraints maps.
- CAC meeting #3 will be scheduled in late May/early June – date is TBD.

Memorandum

Date: July 15, 2024

Subject: Community Advisory Committee - Meeting #3 Summary

From: Jodi Mescher, WSP
Scott Keillor, WSP

To: Angie Merrill and Tracy Coleman, City of La Center

MEETING ATTENDEES

CAC Members	Project Team
Steve Headley	Tracy Coleman, City of La Center
Josh Soske	Angie Merrill, City of La Center
Valerie Uskoski	Scott Keillor, WSP
	Jodi Mescher, WSP
Planning Commission	Community Members
Dennis Hill	
Dina McClain	
Jeremy Smith	
Paul Jones	

OVERVIEW

The purpose of the meeting was to present the draft conceptual subarea plans for Downtown and Timmen Landing subareas and solicit Community Advisory Committee (CAC) member feedback. The project team also presented an update on project milestones, reviewed the updated vision statements, and key findings from focus group discussions. Members of the Planning Commission and the public joined and participated in the CAC meeting.

CONTENT PRESENTED

Scott Keillor, WSP, reviewed the conceptual subarea planning project work scope and purpose, milestones completed to-date, and a look ahead in order to refresh the CAC and brief the Planning Commission. He shared the revised vision statements which were updated to be written in the future tense. Jodi Mescher, WSP, reviewed key themes heard from the four focus group discussions that were facilitated to hear input from property developers, local property owners, and service providers.

Scott presented the draft concept plans and reviewed key elements of both plans. Meeting attendees participated in a facilitated discussion to provide input on the concept plans. In general, participants commented that the City should prioritize private property rights and market potential, consider historic homes, and consider the impacts of growth on existing infrastructure. A detailed summary of the discussion is included below.

CONCEPT PLANS DISCUSSION

Downtown Conceptual Subarea Plan

- Private property rights need to be considered in the concept plans. The Barnhart property at the west end of 6th Street is a high-value property and therefore economic compensation is the priority for the property owner for any public use within the concept plan. The proposed civic center at that property does not align with the property owner's long-term goals and vision.
 - The project team clarified that these are concept plans that we expect to refine, and that no property acquisition is proposed as part of the project.
- Participants agreed that the property just north of the Barnhart property should be medium-density to allow for a transition to the adjacent mixed-use corridor.
- The concept plan conflicts with the land use alternatives proposed for the comprehensive plan update.
 - As the concept plans progress, the project team will coordinate with the ongoing comprehensive plan update to ensure they are consistent.
- A member of the public asked if there would be adequate parking to support commercial development.
 - Tracy Coleman responded that the City has discussed a parking structure downtown to serve businesses. She added that this could be a possible source of revenue for the City as well.
- Participants agreed that vertical mixed-use is challenging to attract businesses to fill ground-floor retail.
- A CAC member noted that there are several historic properties downtown and asked why there were only a few historic properties identified on the concept plans.
 - The project team responded that the concept plans are intended to be flexible to preserve existing historic buildings.
- A member of the public commented that the City should consider how to address the increase in traffic flow that will result from new residential developments.
- A member of the public commented that they would like to see more commercial development to support the increase in residents.

Timmen Landing Subarea Plan

- The vision for property owners is to develop this area for high-end townhomes. There is an opportunity to create a high market-value exclusive neighborhood that capitalizes on the existing natural resources and view corridor. The proposed civic space/overlook does not align with the long-term goals for property owners.
- Participants agreed that commercial development in Timmen Landing will only be feasible if there is enough residential density to support it. The proposed medium-density zoning may not support this because it would not allow for the density needed to support commercial development.
- Black Rock Coffee has expressed interest in a development in Timmen Landing.

Appendix B. Community Engagement Summaries

Community Advisory Committee Meeting Summaries

- A CAC member suggested reviewing the Timmen Landing Master Plan to align the concept plan with the historic plans which reflect the property owner's long-term goals.
- A CAC member asked how much the concept plan would increase the housing stock.
 - Housing and employment projections are included below:

Subarea Projected Residential Units			
Area	Zoning	Net Acres	Employment
Downtown	Low	5.81	5
	Medium	2.32	28
	High	6.27	585
	Mixed Use	4.79	81
	Subtotal	19.19	699
Timmen	Low	36.13	181
	Medium	6.35	76
	High	15.31	322
	Overlay	3.01	32
	Subtotal	60.80	610
Total Increase		79.99	1309

Subarea Projected Employment			
Area	Zoning	Net Acres	Employment
Downtown	Commercial	6.77	135
	Mixed Use	4.79	19
	Subtotal	11.57	155
Timmen	Commercial	0.00	0
	Mixed Use	0.00	0
	Overlay	3.01	30
Total Increase		14.58	185

- Participants discussed alternatives to the pedestrian trail from Pollock Park to an overlook. Property owners reiterated that they prefer to plan for an exclusive neighborhood and having public access would not align with this concept. A few people suggested that the City could improve and widen the existing walking trail at Pollock Park to serve the community desire while avoiding impacts to Timmen Landing.
- A CAC member commented that the concept plans should reflect the goals of current residents, as well as non-residents that would like to live in La Center in the future.

ACTION ITEMS

- The project team will continue to refine the concept plans with feedback from the focus groups and CAC.
- The City will distribute the concept plans, residential projections, and CAC meeting summary #2 to CAC members.
- The City will post the concept plans to the project website with an online comment form to receive feedback.

Memorandum

Date: December 18, 2024

Subject: Community Advisory Committee - Meeting #4 October 1, 2024 Summary

From: Jodi Mescher, WSP
Scott Keillor, WSP

To: Angie Merrill and Tracy Coleman, City of La Center

OVERVIEW

The purpose of the meeting was to discuss revisions to the conceptual subarea plans for Downtown and Timmen Landing and share how previous Community Advisory Committee (CAC) member feedback was addressed. The project team also presented an update on the overall schedule and the next steps.

CONCEPT PLANS DISCUSSION

Scott Keillor and Sam Jones, WSP, presented the revised concept plans. Feedback from CAC members is summarized below.

The feedback suggests considering the use of benches on steep slopes for both residential areas (a few homes) and commercial recreational spaces at the boardwalk, pending future studies for critical area exceptions.

A letter of intent has been signed, and meetings have been held with the City and developer/property owners.

The roadway and phase alignment in Timmen Landing need to accommodate staging to ensure that no single property owner can block the street plan. The plan must be flexible and utilize tools to allow for development over time. The jug handle roadway east of Timmen is proposed as a great commercial overlay area, potentially for a brew pub. Commercial areas should primarily be on the west side of Timmen, with right-in, right-out access as the only mid-block option, and the street should accommodate trucks. Additionally, a sign or kiosk and a transit stop could anchor the east side of LaCenter Road and Timmen.

Tabling Events Summary

OVERVIEW

Between December 2023 and August 2024, five community-wide tabling events were held at various locations throughout the city to collect residents' input and feedback. At each event, City and project staff were present to discuss the project, answer questions, and listen to feedback on the proposed concept plans and future priorities. These events were part of the comprehensive plan, but the following summarizes key themes specific to the subarea plans. Community engagement was positive, with conversations involving approximately 250 people.

Conversations were generally positive to neutral about the concept plans for the subareas, but community members appreciated being informed through the tabling events. The events highlighted the community's appreciation for being informed and involved in the planning process, underscoring the importance of continued engagement and communication.



December 2023 Tabling Event

KEY THEMES

Traffic and Infrastructure Concerns

Concerns about increased traffic from new housing developments in Timmen Landing, especially on Timmen Road, were frequently mentioned. Residents suggested that a roundabout at the Timmen Landing intersection should be planned to accommodate industrial and new residential traffic, addressing potential congestion issues.

Support for Pedestrian-Friendly Plans

Overall, there was appreciation for the pedestrian-scale focus of the concept plans. Many community members valued the emphasis on creating walkable, pedestrian-friendly environments, especially in the Downtown Subarea.

Economic Development

Economic development was a significant theme, with strong support for attracting jobs, particularly through new small businesses and retail. Several residents expressed a desire for a grocery store to be included in future plans. Additionally, some residents had inquiries about the future of cardrooms downtown.

Development Preferences

Development preferences varied, with greater support for denser development in Downtown compared to Timmen Landing. Many community members were excited about improvements to the trail network and river access, though there were concerns about traffic impacts from increased businesses and residents in Downtown, particularly around the La Center Road bridge.

Mixed Opinions on Development

Some long-term residents opposed more development, preferring to maintain the small-town feel, while others understood the need for more housing but were reluctant about growth. There was also interest in more retail options downtown.

Specific Preferences and Feedback

Specific preferences and feedback included favorability towards waterfront recreational opportunities and improved trail connectivity. There was a desire for business growth but less support for higher density residential development. Specific business preferences mentioned included a grocery store, brewery, and art studio with office space. Residents were happy to see the Barnhart barn preserved and supported the proposed roundabout at La Center Road/Timmen Road. There was general neutrality towards housing densities in Timmen Landing.

Memorandum

Date: December 16, 2024

Subject: Downtown and Timmen Landing Subareas – Focus Groups Summary

From: Jodi Mescher, WSP
Nick Fazio, WSP

To: Angie Merrill, City of La Center
Tracy Coleman, City of La Center

OVERVIEW

The City of La Center (City) is developing two subarea plans for Downtown and Timmen Landing. As one early step in the project, the City and its project consultant, WSP, conducted a series of four focus groups to better understand the priorities and concerns of potentially affected groups, organizations, and individuals. Focus group participants were identified by the City and included local property owners with vested interests in development plans, and individuals and representatives with expert local knowledge in economic and property development. Focus groups were held virtually, and the groups included:

- Group 1: Property developers with experience in Clark County
- Group 2: Local property owners
- Group 3: Joint discussion between Group 1 and 2 participants
- Group 4: Local service providers

The focus groups were conducted as informal conversations intended to garner individual and organizational perspectives. At the beginning of each focus group, participants were provided with a brief introduction, including general background information and an overview of the draft concept plans (included at the end of this summary). Following the introduction and review of concept plans, discussion topics generally covered the following:

- Development experience in La Center and/or Clark County
- Development potential for concept plans
- Opportunities to address gaps in the market
- Barriers to development
- Infrastructure needs
- Long-term vision and goals for development

The following is a summary of the input received, organized around the key themes addressed by focus group participants. Candid responses were encouraged, and comments are not attributed to specific individuals or groups. A list of participants is included at the end of the summary.

KEY THEMES

Subarea Concept Plans Should Be Flexible to Allow a Range of Concepts

In general, focus group participants agreed that there should be some level of flexibility with the proposed conceptual subarea plans to help meet a range of community desires and market opportunities. Concept plan flexibility will create opportunities for developers to fill gaps in the market. Participants also expressed that they would like to see subarea plans that promote the highest and best use of private property. For example, prioritizing residential development in Timmen Landing over commercial and civic spaces was preferred among property owner participants in the area because that would likely have a higher market value.

Commercial Development Should be Appropriately Scaled

Overall, participants had concerns about the proposed scale of the commercial neighborhood overlay for Timmen Landing concept plan. Participants commented that developers will be concerned about the minimum commercial standard for the neighborhood commercial overlay. As described above, developers agree that it is important to have flexibility with the neighborhood commercial overlay to ensure the City does not limit development opportunities.

Focus group participants also discussed the importance of access and visibility to commercial development from NW Lacer Road. Participants commented that future commercial development in Timmen Landing should be auto-oriented because there is not a critical mass of pedestrian traffic to support walking dependent, human-scale spaces in the area. However, developers note that pedestrian-oriented commercial development would be slow or not likely to come to fruition in Timmen Landing. Participants commented that the building frontage in Timmen Landing should be oriented toward NW Lacer Road to increase access and visibility for prospective commercial tenants. The project team noted access and orientation from Lacer Road is not feasible with the existing grade. Battle Ground Village is an example where commercial and retail space is set back from the main road, but the space is lacking activation, and the retailers are suffering from the lack of access and visibility. Participants suggested multiple times that emulating Battle Ground Village was not preferred, and that the development was an example of “what not to do.”

Participants generally agreed that the concept plan for the Downtown subarea supports the vision for increased commercial development. A few developers suggested extending the commercial corridor north along Pacific Highway to 6th Street, rather than proposing mixed-use at that intersection.

Mixed-Use is Challenging for Developers

Participants generally appreciated that the City is moving away from a broad mixed-use zoning concept in Timmen Landing. Several participants from the development community expressed that mixed-use zoning is a challenging form of development based on experience, and a few developers said that they have experience with mixed-use properties that have resulted in commercial lots left undeveloped in those areas. Property developers commented that the parties interested in making development commitments two-years out are pursuing large-scale

Appendix B. Community Engagement Summaries

Focus Groups Summary

developments. However, mixed-use developments depend on small-to-medium size developers and business owners, and it is a barrier to ask small businesses to make commitments in advance. The concepts move away from the mixed-use zoning to a neighborhood commercial overlay in Timmen Landing. This will be more flexible about how and where commercial spaces are located. Developers commented that it is important to allow for horizontal mixed use in separate buildings across a development, rather than only vertical mixed-use to avoid contrasting the vision for mixed-use opportunities.

Commercial Zoning Should be Flexible

Property developers discussed some of the existing restrictions on development. A few people noted that the current zoning does not allow for drive-thru businesses, except for banks. One participant suggested that a drive-thru in Timmen Landing is a good example of an appropriately scaled commercial development for the area. Focus group participants discussed how to avoid the typical drive-thru look to make sure it could be consistent with the envisioned pedestrian-scale environment. For example, the City of Vancouver used a building enclosure at a drive-thru to provide a main street feel while still maintaining compliance. Another example discussed was the City of Battle Ground design standards specific to drive-thru businesses which seem to have had a positive impact on the overall design.

Concept Plans Support Residential Development Needs

Participants had positive comments about the residential development opportunities in Timmen Landing and Downtown and commented that while the short-term commercial prospects seem challenging, new residential units, especially in Timmen Landing, are likely to develop more quickly. Developers noted that the Timmen Landing Subarea has a potential for single-family and upscale townhomes with some rental and some home ownership opportunities. However, most participants expressed a preference for homeownership in Timmen Landing. Property owners also commented that they would like to prioritize new residential developments in both subareas, considering the potential market value.

Balance Community-Wide Vision with Property Owner Goals and Market Potential

Some participants commented that there appears to be a disconnect between what the City and the wider community desire, and with what makes sense with the market and long-term property development goals. While understanding the community desire for more public spaces and access to existing natural resources, property owners were hesitant about the proposed civic spaces in the subareas because there are likely alternative uses that have a higher value. For example, new high-value residential homes, especially in Timmen Landing, would be more beneficial to the individual property owners because they have a higher market value.

Sewer and Water Connections are Critical to Support Development

Focus group participants also provided preliminary comments about the adequacy of existing infrastructure in Downtown and Timmen Landing. A few people commented that providing adequate sewer connections to both subareas will be a priority for developers, and participants with experience working with developers in the area shared that missing sewer connections have

Appendix B. Community Engagement Summaries

Focus Groups Summary

posed a barrier in the past. Working with the City and public facilities to support this critical infrastructure will be needed to facilitate future development opportunities.

It is likely that more water mains in the Downtown subarea will be needed to service new development. However, service providers will need more details about the implications of the concepts plans to provide informed comments about their ability to support the increased demand. Service providers would benefit from reviewing the existing conditions report, as well as preliminary estimates of the new residential and commercial units that could be added to both subareas with the proposed concept plans.

NEXT STEPS

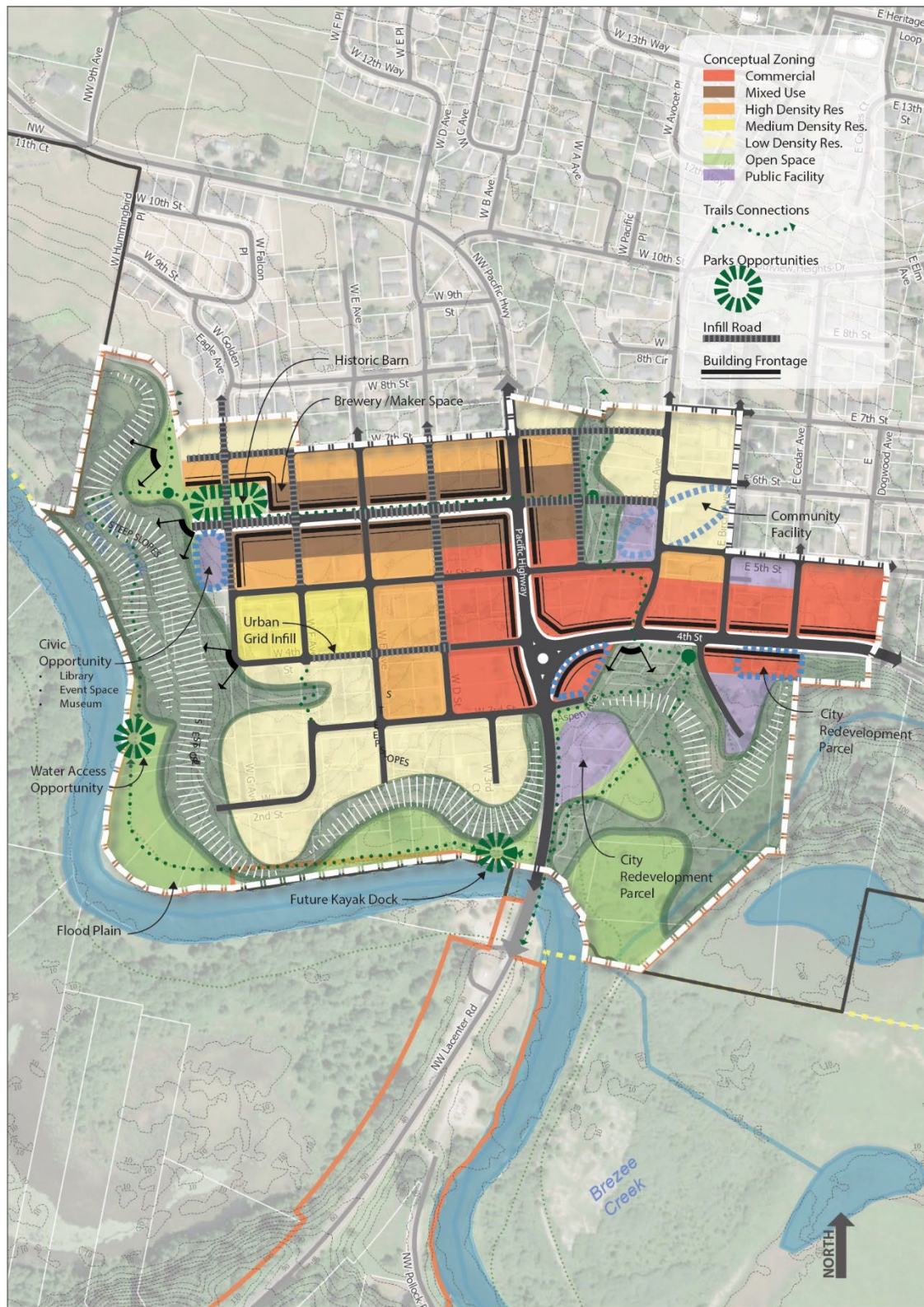
Key input from the focus group discussions will be shared with the Project Team, including the City. Feedback will be used to inform the draft concept plan updates.

ATTENDEES

Name	Organization
Focus Group 1	
Dean Maldenado	FDM
Mark Childs	Capacity Commercial
Stacey Shields	Romano
Jocelyn Cross	Hurley
Daniel Sayles	Capacity Commercial
Focus Group 2	
Valerie Uskoski	Represents Eddie Barnhart
Eddie Barnhart	Local Property Owner
Tom Broadwater	Local Property Owner
Focus Group 3	
Jocelyn Cross	Hurley
Jason Ritchie	Hurley
Jen Baker	CREDC
Janet Kenefsky	Greater Vancouver Chamber
Mark Childs	Capacity Commercial
Valerie Uskoski	Represents Eddie Barnhart
Eddie Barnhart	Local Property Owner
Daniel Sayles	Capacity Commercial
Focus Group 4	
Tyler Clark	Clark PUD

Appendix B. Community Engagement Summaries

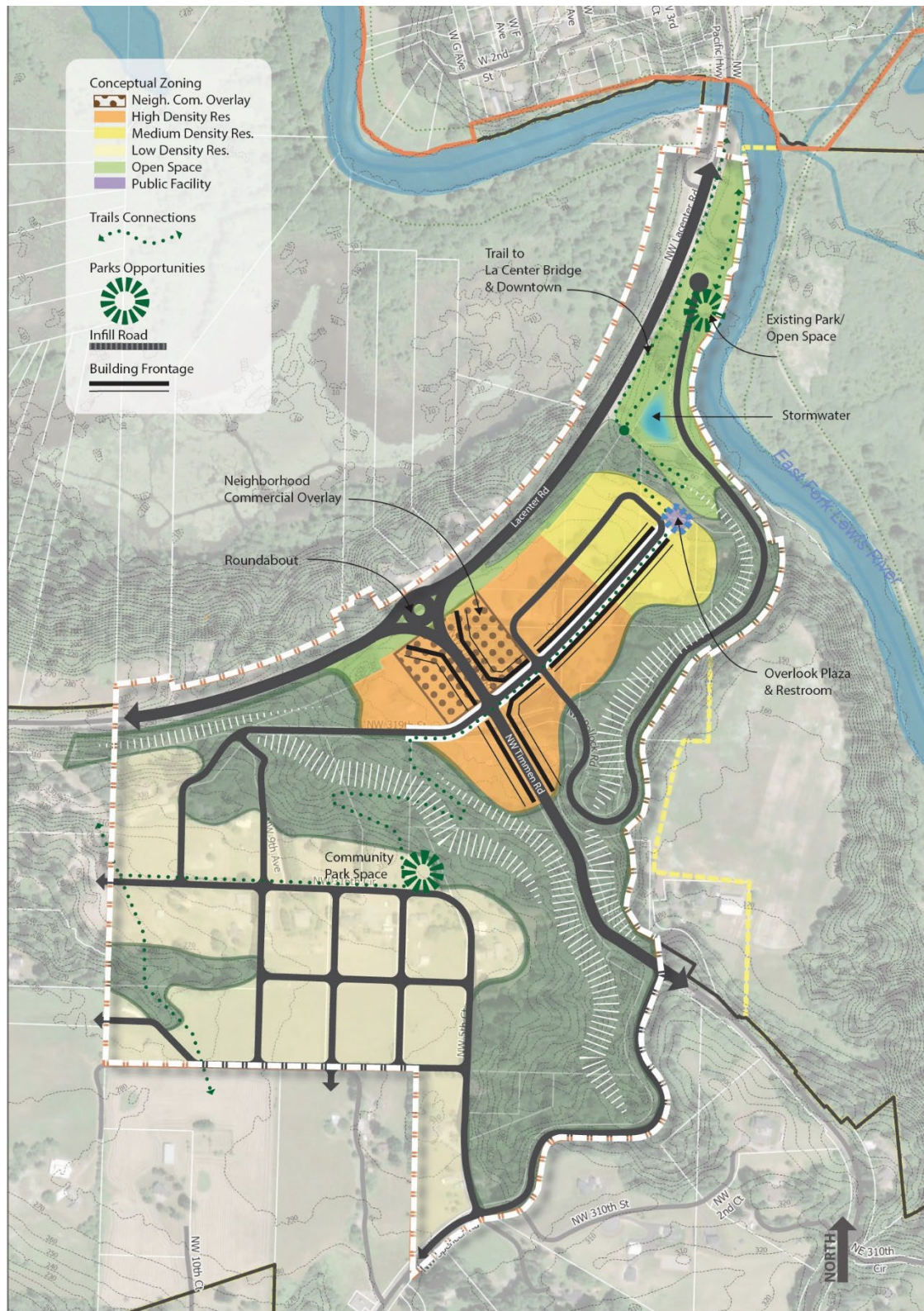
Focus Groups Summary



DOWNTOWN
DRAFT Subarea Concept

Appendix B. Community Engagement Summaries

Focus Groups Summary



TIMMEN'S LANDING
DRAFT Subarea Concept

Online Survey Summary

Date: March 19 through April 19, 2024
Location: Survey Hero

Overview and Purpose

The City of La Center published an online survey to solicit community input to help guide the concept planning process for the Downtown and Timmen Landing Subarea Plans. The survey was live from March 19 through April 19, 2024 and 115 unique responses were received. The survey was advertised on the City's project website and shared at an in-person Open House on March 20th. The survey included a series of questions to understand the public's opinions of the draft visions statements. Common themes of responses are summarized below.

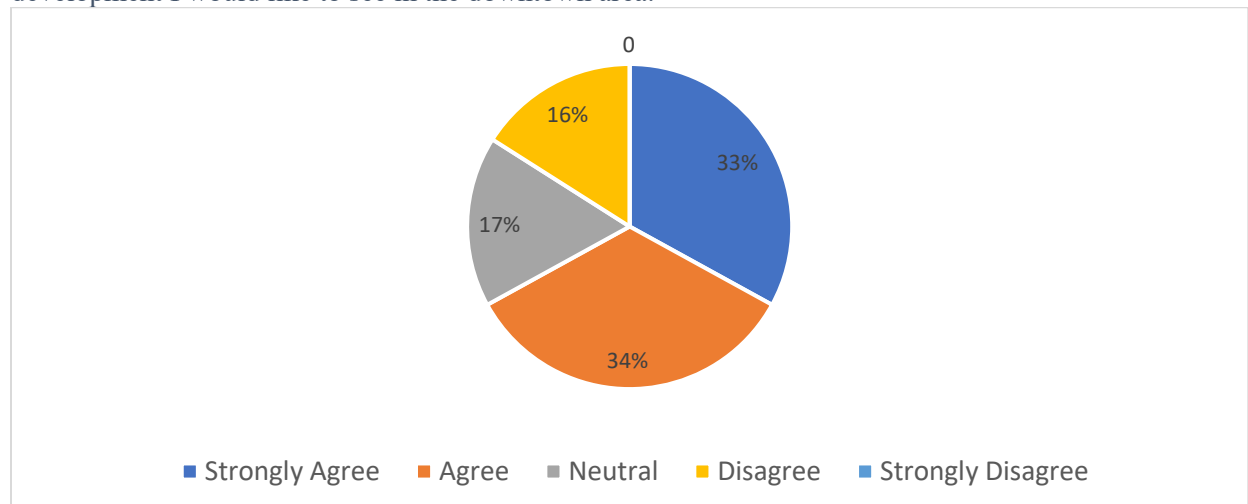
Survey Results

Downtown Subarea Vision Statement

Draft Vision Statement as of March 2024: Downtown La Center is a thriving hub for the community that maintains and celebrates its history. Downtown's character and rustic charm are reflected in the design of public spaces and buildings and contribute to a vibrant environment that supports independent and local small businesses. The natural resources and open spaces of Downtown are well connected by a safe transportation network for people biking and walking, as well as driving, which increases access to local businesses and attractions. Places for community gatherings highlight Downtown's waterfront, and mixed-use development promotes more residential and retail space, and a more robust employment and tax base.

The survey asked participants to indicate whether they agree or disagree that the draft vision statement for the Downtown Subarea accurately reflects the type of development they would like to see. A majority of respondents (68 percent) responded that they agree or strongly agree with the vision statement, while 16 percent said that they disagree (see Figure 1).

Figure 1. The draft vision statement for the Downtown subarea accurately reflects the type of development I would like to see in the downtown area.



Appendix B. Community Engagement Summaries

Online Survey Summary

Respondents were asked to indicate what key points or critical areas are missing from the draft vision statement. Most people that disagree with the vision statement commented they are opposed to new development and would like to prioritize maintaining the existing small-town environment in La Center. Some people said that there should be more emphasis on improving connectivity through downtown, commenting that the two-lane road will become more congested with new development. Some people said that the downtown area does not need more residential development. A few people said there should be a stronger emphasis on protecting and preserving natural spaces in the vision statement.

The survey asked what needs to change and what should stay the same about downtown. Some people commented that they do not want to see growth in downtown and that the City should leave the area the way it is. Survey participants that commented on changes they would like to see said that they City should prioritize improving building exteriors downtown, work to establish a more cohesive design theme for a unique commercial environment, and improve the road connectivity through downtown. A few people also commented that they would like to see a grocery store and a hardware store in La Center. Additionally, a few people commented that they would like to see a more diverse mix of businesses downtown, including local restaurants and retail stores.

Timmen Landing Subarea Vision Statement

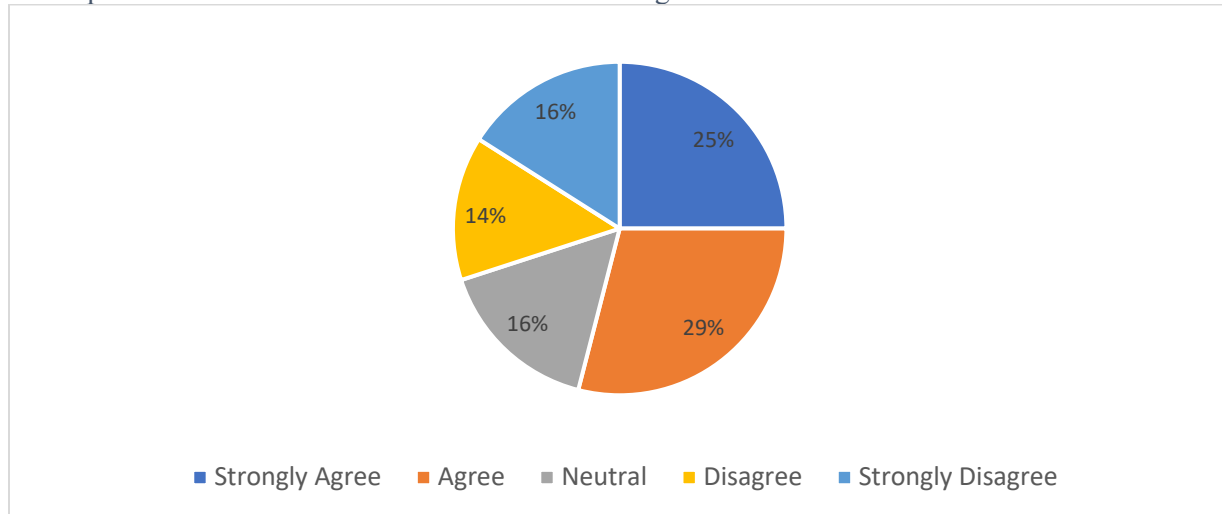
Draft Vision Statement as of March 2024: Timmen Landing is a distinctive gateway to La Center that highlights the community's connection to the river, spectacular natural topography, and views. Timmen Landing is also a complete neighborhood that provides diverse, attainable housing choices and a mix of residential and commercial uses that is balanced with quality public services. The area is well connected to the rest of La Center by convenient, well-maintained road infrastructure and safe and convenient biking and walking paths.

The survey asked participants to indicate whether they agree or disagree that the draft vision statement for the Timmen Landing Subarea accurately reflects the type of development they would like to see. A majority of respondents (54 percent) responded that they agree or strongly agree with the vision statements, while 30 percent said that they disagree or strongly disagree (see Figure 2).

Appendix B. Community Engagement Summaries

Online Survey Summary

Figure 2. The draft vision statement for the Timmen Landing subarea accurately reflects the type of development I would like to see in the Timmen Landing area.



Respondents were asked to indicate what key points or critical areas are missing from the draft vision statement. Individuals that disagree with the vision statement commented that they think Timmen Landing should be maintained as is to preserve natural space. These participants often commented that the area does not need more housing and that they are worried about having sufficient infrastructure and utilities to support more residential development. One comment questioned what the intent of the vision is: a “live and work” area or a “destination area” capitalizing on the natural elements.

The survey asked what needs to change and what should stay the same about Timmen Landing. Similar to the comments about the downtown area, some survey participants commented that they do not want to see new development in Timmen Landing and that nothing needs to change in the area. A few people said that preserving the existing natural spaces and view corridors should be a priority. Some commented that the City should not develop more housing in the area until infrastructure and downtown commercial areas are fully developed to support more residents.

Survey responses about what needs to change in Timmen Landing included:

- Traffic safety improvements at Timmen/Pacific Highway intersection;
- Improve connectivity of the trail system; and
- Improve accessibility for public waterfront use.

Next Steps

Survey responses will be used along with input from the Community Advisory Committee, City Council, and Planning Commission to revise the vision statements. The revised vision statements will be used throughout the subarea planning process to ensure concept plans are consistent with the community vision.



Open House Summary

Date: March 20, 2024, 5:30 pm to 7:30 pm

Location: La Center City Hall; 210 E 4th Street, La Center, WA

Overview

The City of La Center hosted an open house at City Hall to share information about the Comprehensive Plan update and the Downtown and Timmen Landing Subarea Plans. Approximately 40 community members attended the open house, in addition to several City staff and elected officials. The main Council Chambers was set up to focus on the Comprehensive Plan update. Here, the project team shared information about existing conditions, the overall 2045 vision for La Center, and two land use scenarios to consider. Land use Scenario A is to upzone land from low to medium density within La Center and expand the Urban Growth Area (UGA) at the I-5 Junction for employment. Land use Scenario B is to limit rezoning within La Center and expand the UGA at the I-5 Junction for high-density residential and employment.

A second conference room was set up to focus on the subarea planning effort with project updates boards that featured existing conditions and draft vision statements for both subarea plans. The project team let attendees know that an online survey is available on the City's website to solicit additional input on the draft vision statements for the Downtown and Timmen Landing Subareas. Key themes heard about the Subarea Plans and Comprehensive Plan update are summarized below based on written feedback and conversations individuals had with the project team.

Comprehensive Plan Update

In general, community members expressed conflicting opinions about development for the future of La Center. Some people were supportive of new growth, especially considering the potential for economic development and future job growth, while others were overtly opposed to development and said the City needs to stop growth and limit higher density development. Community members commented that growth should be maintained within the existing Urban Growth Area, or that residential growth should occur with expansion at the I-5 Junction. A few people preferred land use Scenario B that proposes a UGA expansion to accommodate growth.

Some community members suggested improvements for recreational facilities. A few people commented that there should be improved signage for boat launches, as well as improved water trail and hiking trail maps. Several people commented that the trails should be more well-connected and maintained. A few people felt that all City trails should be paved.

Community members discussed their concerns about existing traffic, especially about traffic across the East Fork Lewis River bridge, the gateway into downtown La Center. A few people also shared their concerns about community safety and suggested improving police response time.

Subarea Plans

Timmen Landing

Several community members expressed concern about the impacts of development in Timmen Landing. A few people specifically commented on environmental concerns in anticipation of impacts to the river from future development in Timmen Landing. Community members commented that the City should preserve existing natural spaces.

Some attendees said they understand the importance of housing development and that the City should be mindful in planning for growth in the area. Balancing housing and commercial development in Timmen Landing is a priority for the community.



Figure 1. Community members discussing existing conditions in the Downtown and Timmen Landing Subareas

Community members said there should be more river access at Timmen Landing and Pollock Park. A few people suggested additional river-front development to bring activity to the area.

Downtown Subarea

Community members frequently commented that the Downtown Subarea Plan should prioritize refreshing and updating the façades of downtown buildings while still maintaining the small-town feel. Maintaining a consistent character throughout downtown is a community priority. A few people suggested having an overall design theme for downtown and emphasized the importance of La Center's history (e.g., sternwheeler steamboats).

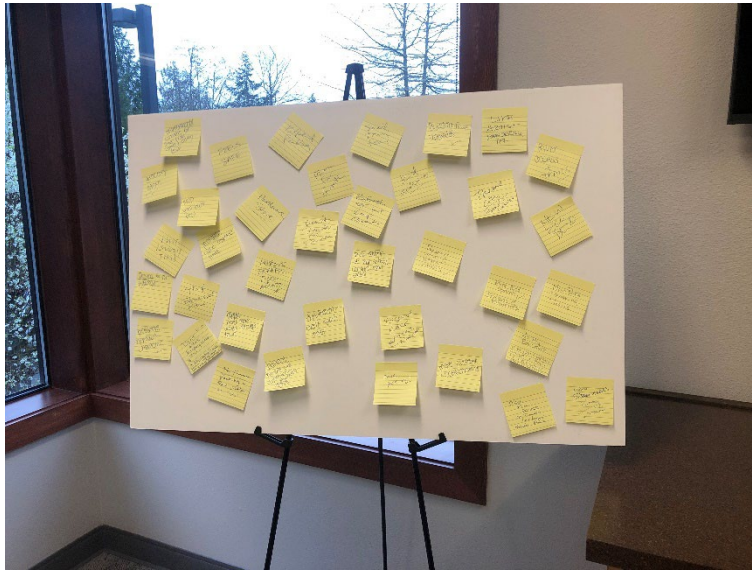


Figure 2. Comments in Response to Subarea Vision Statements

Some community members said that improving traffic flow and access to downtown is a priority for the future. A few people commented that there should be expanded parking in downtown. Community members had conflicting opinions about the future of Breeze Creek Trail as some people were supporting paving the trail while others commented that the trail should not be paved. However, community members seemed to agree that additional work is needed to connect the trail system through downtown.

Planning for appropriate-scaled development is a priority for the Downtown Subarea. Some community members said there is a need for a grocery store in La Center and a few others said that there is a need for a local hardware store. Additionally, community members said that they would like to see more dining and food options in downtown. Additional comments included:

- The City should consider bus traffic at the high school because buses are often not able to turn out of the school at peak travel times;
- Develop an auditorium or indoor event space; and
- There should be more youth-oriented spaces.

Next Steps

As noted above, an online survey for the Subarea Plans is available on the [City's website](#) to solicit input; the survey will be open for 30 days until April 20, 2024. Community feedback heard at the open house and through the online survey will be used to inform the Comprehensive Plan and Subarea Plans as they move into the land use alternatives development task.



Open House No. 2 Summary

Date: January 15, 2025, 5:00 pm to 7:00 pm

Location: La Center City Hall; 210 E 4th Street, La Center, WA

Overview

The City of La Center hosted an open house at City Hall to share information about the Comprehensive Plan update and the Downtown and Timmen Landing Subarea Plans. Approximately 40 community members attended the open house.

The City Council chambers showcased six posters detailing both projects. For the Subarea Plans, two posters highlighted the concept plans for Timmen Landing and Downtown. The project team and city staff were present to answer questions about the concept plans and gather community feedback. The project team specifically sought input to guide the EIS scoping period, aiming to identify priority areas for the upcoming environmental analysis.

Key themes regarding the Comprehensive Plan and Subarea Plans are based on conversations with the community as summarized below. Additional input received through written feedback during the EIS scoping public comment period will be summarized separately.

Comprehensive Plan

Community members expressed a strong desire to slow down development in La Center to ensure better infrastructure planning. They raised significant concerns about the current road infrastructure's ability to support expansion, particularly noting congestion along Pacific Highway and 4th Avenue. Many advocated for focusing development at the I-5 junction rather than within the town to preserve resources and manage growth sustainably.. Additionally, there were worries about the depletion of water and land resources, with suggestions to limit growth and direct new residents to neighboring areas like Ridgefield. There was also a call to balance growth with the impacts on the natural environment, including enhancing wildfire resiliency.

One community member proposed a historic heritage overlay for all of La Center.

Subarea Plans

Overall Comments

Community members expressed a strong sentiment to slow down development in La Center to allow for better infrastructure planning. Concerns were raised about the current road infrastructure and its ability to support expansion, particularly noting congestion along Pacific Highway and 4th Avenue. Additionally, there were worries about the depletion of water and land

Appendix B. Community Engagement Summaries

resources, with suggestions to limit growth and direct new residents to neighboring areas like Ridgefield. Many advocated for focusing development at the I-5 junction rather than within the town to preserve resources and manage growth sustainably. A couple community members noted the potential impact to the natural environment with intensified development, especially to the swans in the La Center Bottoms. One community member proposed a historic heritage overlay for all of La Center.

Timmen Landing

Some community members had concerns about infrastructure and development plans in the context of ongoing and proposed development based on the concept plan.

Concerns were raised about the feasibility of constructing a roundabout given the existing grade of the road.

A property owner reported receiving plans from a developer that do not include the proposed roundabout along Timmen Road.

A few people noted that there is a need for more parking spaces in Pollock Park and along the adjacent road to accommodate increased usage.

The current stormwater drainage pond in Pollock Park may be inadequate to handle runoff from the proposed increased development in Timmen Landing.

Downtown Subarea

Opinions on downtown commercial development were mixed; some felt it was unrealistic given the community's scale, while others were optimistic about its potential for overall economic development.

There is a recognized need for more community spaces downtown, including areas for youth-oriented activities and public art displays to enhance community engagement and cultural expression.

A few community members commented that the design guidelines should prioritize maintaining the downtown character, which some feel may be lost due to rapid housing expansion and increased traffic.

Next Steps

The project team will continue to solicit input on the EIS scoping comment period, which will be open through January 28, 2025. Community feedback heard at the open house and through the comment period will be used to inform the environmental analysis of the proposed concept plans and the Subarea Plans as they move into the plan development stage next.

Appendix C

Transportation Technical
Report



Transportation Technical Report

Downtown and Timmen Landing Subarea Plans
City of La Center, Washington

March 2025

wsp



Draft

TRANSPORTATION TECHNICAL REPORT

**Downtown and Timmen Landing Subarea Plans
City of La Center, Washington**

Submitted to

**Tracy Coleman, Community Development and Public Works Director
City of La Center, Washington**

March 2025

Prepared by

WSP USA

TRANSPORTATION TECHNICAL REPORT
Downtown and Timmen Landing Subarea Plans
La Center, Washington

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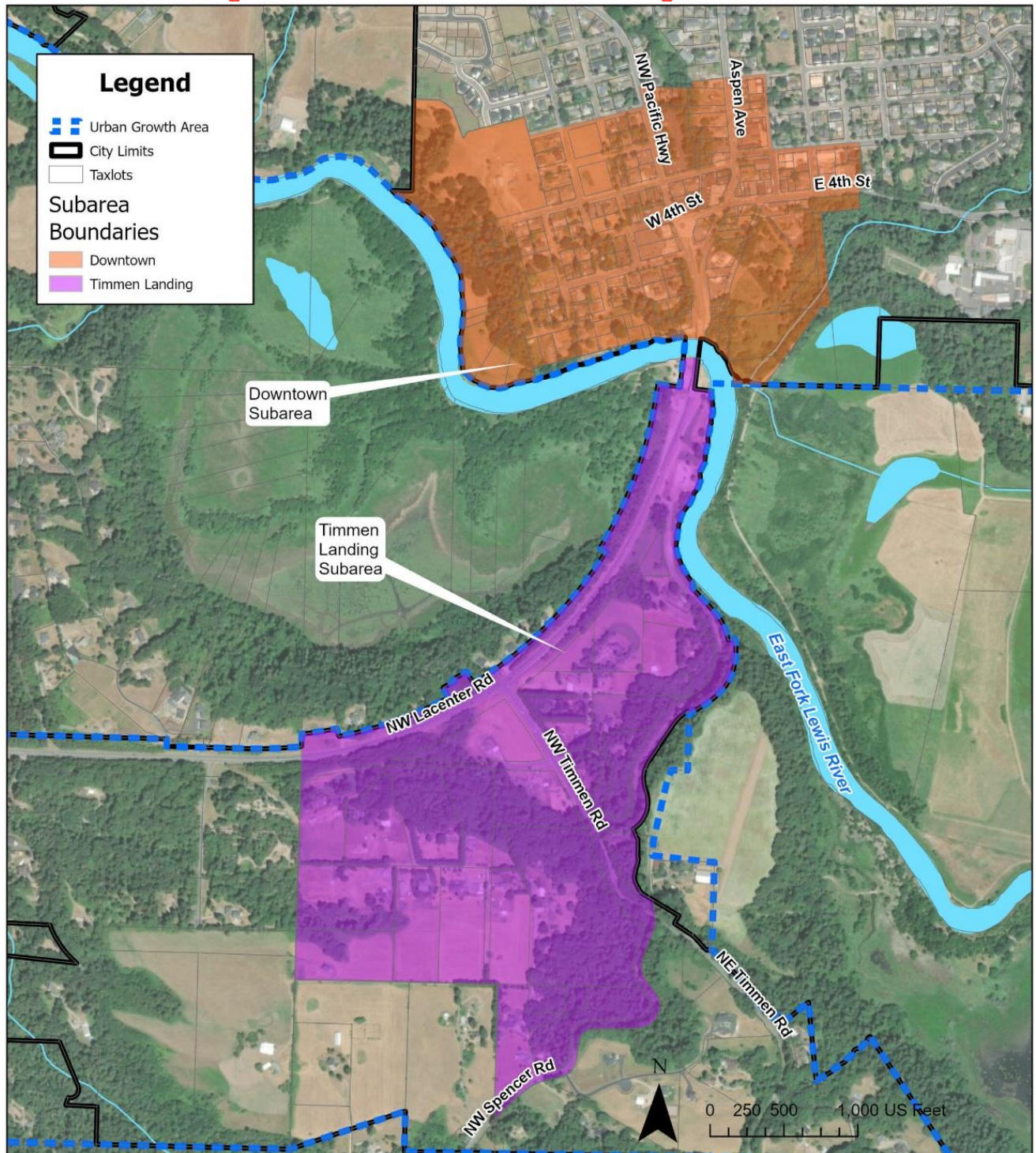
1.0 INTRODUCTION

The city of La Center is a small city located in northern Clark County, Washington, approximately 16 miles north of downtown Vancouver. The community takes pride in its identity, including the character of its downtown, hometown football games, and festivals throughout the year such as Our Days, the annual Christmas Tree Lighting, and farmers markets during the summer. According to the April 1, 2024 Washington State Office of Financial Management population estimate, La Center has a population of approximately 4,045 people.

The City is preparing two subarea plans, Downtown and Timmen Landing (see Figure 1), to diversify the city's economy beyond the local cardroom industry, which served as largest source of the city's revenue for the past 30 years. The Timmen Landing subarea is approximately 153 acres located in western La Center along Northwest La Center Road and generally between McCormick Creek and the East Fork Lewis River and south to the city limits. The subarea is largely undeveloped and contains low-intensity residential and agricultural uses. The Downtown subarea is approximately 103 acres and is generally located within the historic downtown center of commerce, civic life, and adjacent historic neighborhoods. Both subareas face the East Fork Lewis River and the La Center Bottoms Natural Area, which are natural features of the city and valued components of the community's identity. The City envisions that Timmen Landing and Downtown will develop as two separate subareas with distinct but complementary uses.

This transportation technical report summarizes information on the transportation analysis performed for the No-Action Alternative and Project Alternative.

Figure 1 - Downtown and Timmen Landing Subareas



2.0 EXISTING CONDITIONS

2.1 LAND USES AND ZONING

2.1.1 Existing Land Use

Downtown

The Downtown subarea is mostly developed and consists of La Center’s historic downtown that includes cardrooms and associated parking lots occupying downtown blocks. The subarea has a mix of local commercial establishments along the north side of East Fourth Street and Northwest Pacific Highway that are primarily service-oriented, including restaurants, and the Heritage Center, a newer development with craftsman architecture with a mix of office, retail, and service uses. The south side of East Fourth Street includes City-owned properties: the old and new City Hall buildings and Sternwheeler Park with trails connecting to the Bottoms, open spaces, and an amphitheater. Surrounding the commercial areas of downtown are historic homes on smaller lots dating from the original city plat to 1914; and undeveloped lots east of La Center Road, including areas along the north shore of the East Fork Lewis River. Western and northwestern portions of the subarea include additional historic homes on smaller lots and vacant and underutilized lots, especially those closest to the river, including the recently annexed 14-acre Barnhart property.

Major destinations in the Downtown subarea include City Hall, Sternwheeler Park, the cardrooms, the Heritage Center, and various downtown establishments. The subarea includes the major intersection of the main arterials in the city: Northwest La Center Road, West Fourth Street, and Northwest Pacific Highway. These three roadways converge at the roundabout that defines the entry to downtown. Many La Center residents and visitors travel to and from the city through this roundabout, which serves as a gateway to downtown. Like Timmen Landing, Downtown is framed by its views of the La Center Bottoms and the river.

Timmen Landing

The Timmen Landing subarea consists of farmland, undeveloped forested areas, and large-lot single-family residential areas. Northwest La Center Road creates the northern boundary of the subarea, which is the main arterial connecting La Center to Interstate 5 (I-5); therefore, most La Center residents travel along the northern boundary of the proposed subarea when traveling in and out of the city, making it a highly visible community focal point. The subarea includes the John Pollock Water Trail Park and the John Pollock Historic Gravesite along the northeastern border near the East Fork of the Lewis River. To the northwest and northeast, the subarea borders the La Center Bottoms Natural Area, a Clark County-owned stewardship site that consists of a wetlands complex of flood plains, shorelines, and forested uplands next to the East Fork of the Lewis River, which is critical habitat for wildlife and both biological and ecological functions. The “Bottoms” will remain in Clark County Legacy Lands ownership and are unlikely to be developed. Timmen Landing is perched on a hillside and enjoys extensive views of the distant Cascade Mountains, Downtown La Center, and the Bottoms.

2.1.2 Zoning

Downtown

Zoning within the subarea is as shown in Figure 2 and listed in Table 1. Zoning includes a mix of Residential/Professional (RP), Downtown Commercial (C-1), Urban Public Facilities (UP), P/OS, and LDR-7.5. Three overlay districts exist within the subarea: the Downtown (DT) Cardroom (C-3), and Urban Holding (UH-10) overlay districts. The DT overlay district occurs across the entire C-1 zone in the subarea and also on a few P/OS zoned properties (part of Sternwheeler Park) along West Fourth Street. The purpose of the DT overlay is to implement the adopted 2005 La Center Downtown Design Plan and Guidelines, which is further discussed below. The C-3 overlay district occurs only across the C-1 zone in the subarea; therefore, it also occurs within the DT overlay. The C-3 overlay occurs on a handful of properties, which are the cardrooms. These are located to the west and northeast of the downtown roundabout. The purpose of this overlay district is to provide for the location of cardrooms and for all uses, except parking areas, to be contained entirely within an enclosed building. The UH-10 overlay district occurs across the recently annexed Barnhart property at the far northwestern corner of the subarea. The purpose the UH-10 overlay is to protect lands identified within the city limits from premature development due to inadequate capital facilities to support development.

Figure 2 - Downtown Subarea Zoning Map

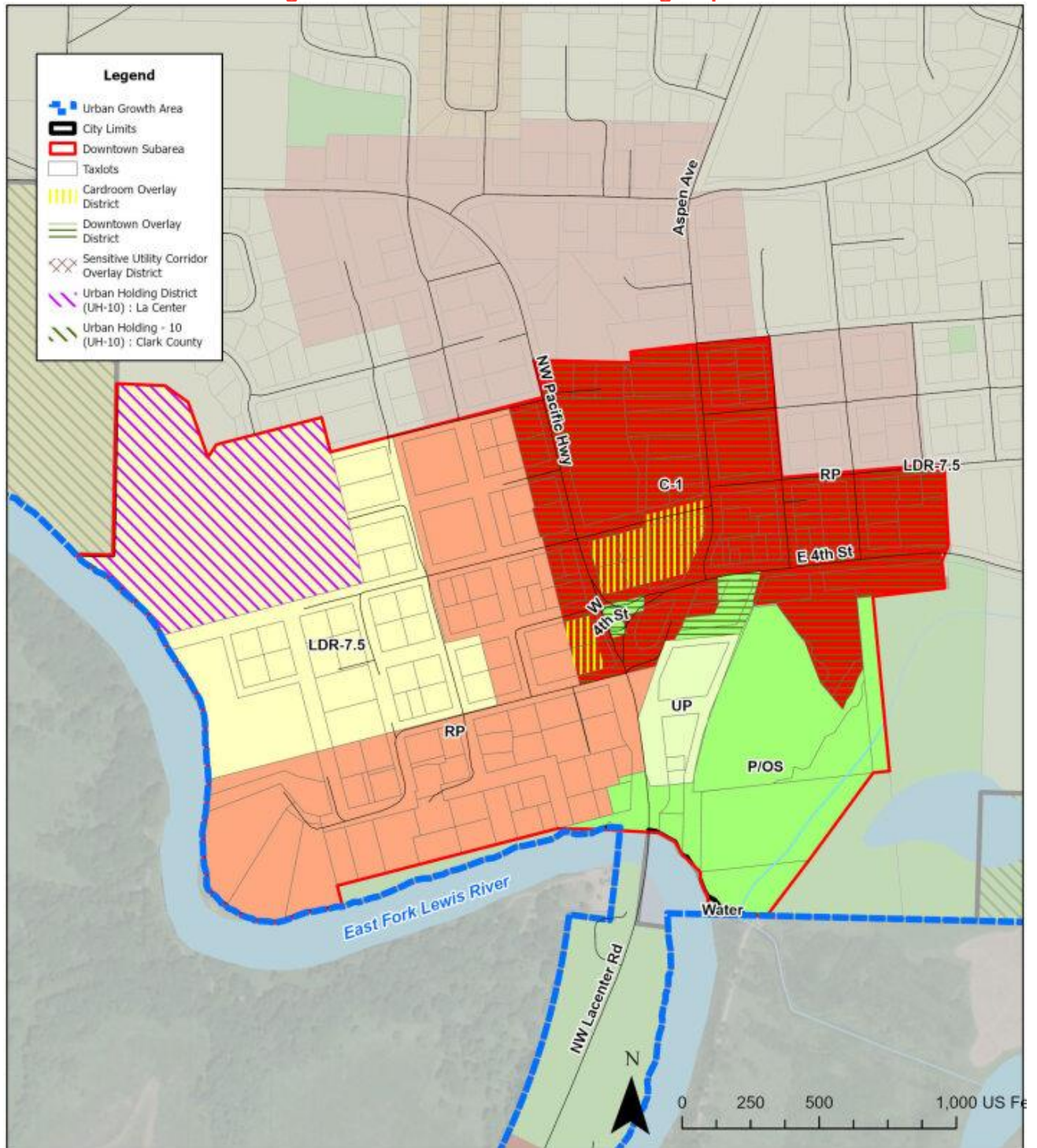


Table 1 - Zoning in Downtown

Zone	Acres	Percent
Downtown Commercial (C-1)	28	27%
Residential/Professional (RP)	29	27%
Parks / Open Space (P/OS)	15	14%
Urban Public Facilities (UP)	3	3%
Low Density Residential (LDR-7.5)	29	28%

Note: Data are rounded and approximate. Percentages may not total 100 due to rounding.

Zoning adjacent to the Downtown subarea includes the La Center zones of RP and LDR-7.5 to the north and west. Across the East Fork Lewis River, County zoned AG-20 occurs to the west and south of the western boundaries of the subarea. To the south, directly across the East Fork Lewis River bridge, is land zoned La Center P/OS, which is in the Timmen Landing subarea, and County zoned Parks/Wildlife Refuge. To the east are lands zoned La Center LDR-7.5 and P/OS.

Timmen Landing

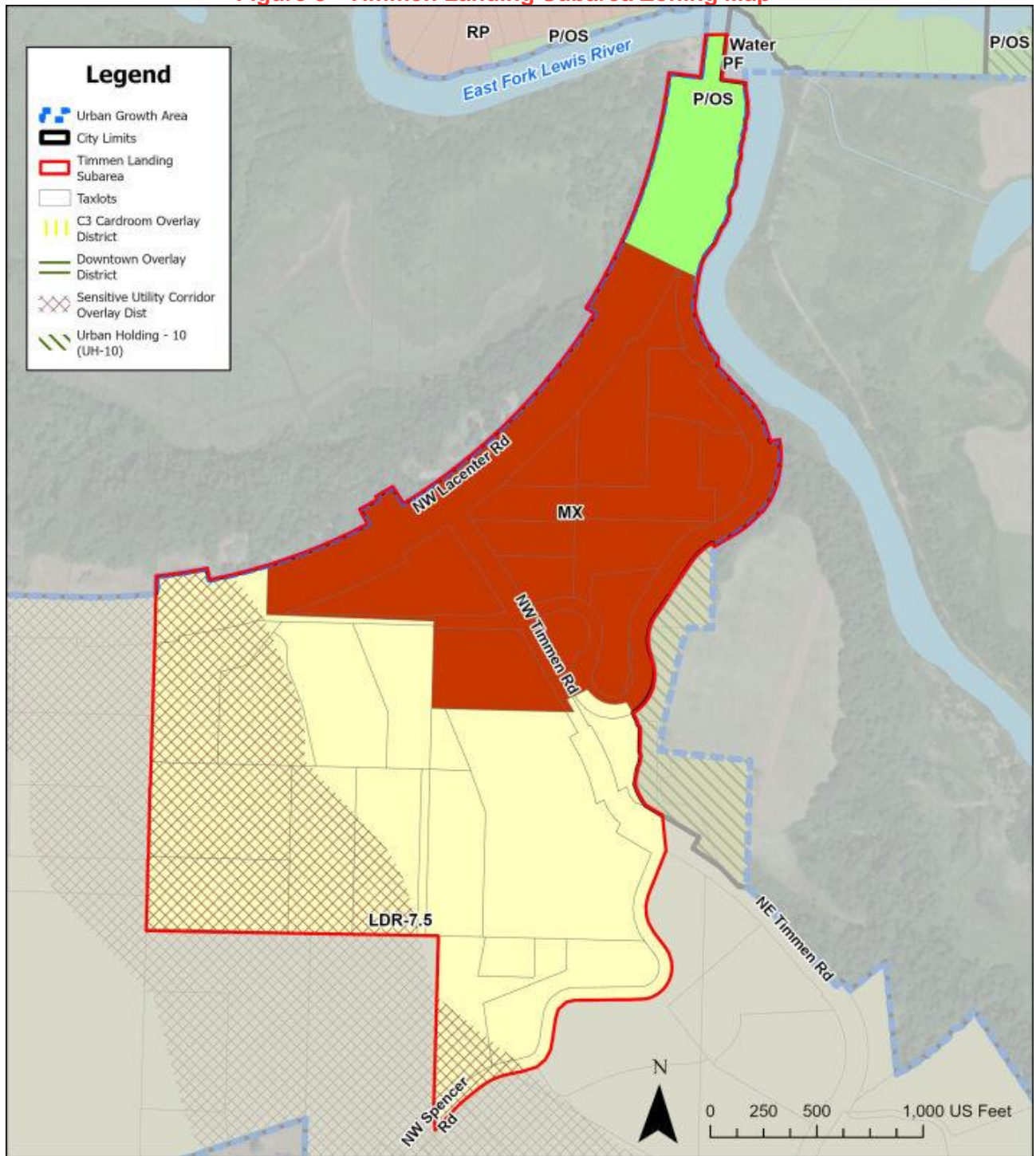
Zoning within the subarea is shown in Figure 3 and listed in Table 2, zoning includes a mix of Low Density Residential District (LDR-7.5), Mixed-Use (MX), and Parks/Open Space (P/OS). A Sensitive Utility Corridor overlay district extends across the western portion of the subarea (entirely in LDR-7.5 zoning) along the Northwest Williams Pipeline, a primary artery for the transmission of natural gas for the Pacific Northwest region. Much of the area is zoned for mixed-use development composed of commercial and residential uses. Commercial uses are limited to a maximum of 35 percent of the MX district, with no minimum required. Residential uses, which can theoretically cover the entire MX district, are limited to a maximum of 50 percent of one housing type (single-family detached, single-family attached, or multifamily).

Table 2 - Zoning in Timmen Landing

Zone	Acres	Percent
Low Density Residential (LDR-7.5)	85	57%
Mixed Use (MX)	58	39%
Parks/Open Space (P/OS)	7	5%

Note: Data are rounded and approximate. Percentages may not total 100 due to rounding.

Figure 3 - Timmen Landing Subarea Zoning Map



Zoning adjacent to the Timmen Landing subarea consists of La Center LDR-7.5 to the west, south, and southeast. To the north are County zones Rural-5 (R-5) and Agriculture-20 (AG-20). To the east are five parcels along Northwest Pollock Road zoned County R1-10 (which are within the La Center UGA) and the Urban Holding Overlay (UH-10) district). To the east are County zoned AG-20 properties.

2.2 EXISTING TRANSPORTATION CONDITIONS

This section provides an overview of existing transportation conditions and documents the basis for the transportation impact analysis for the subareas.

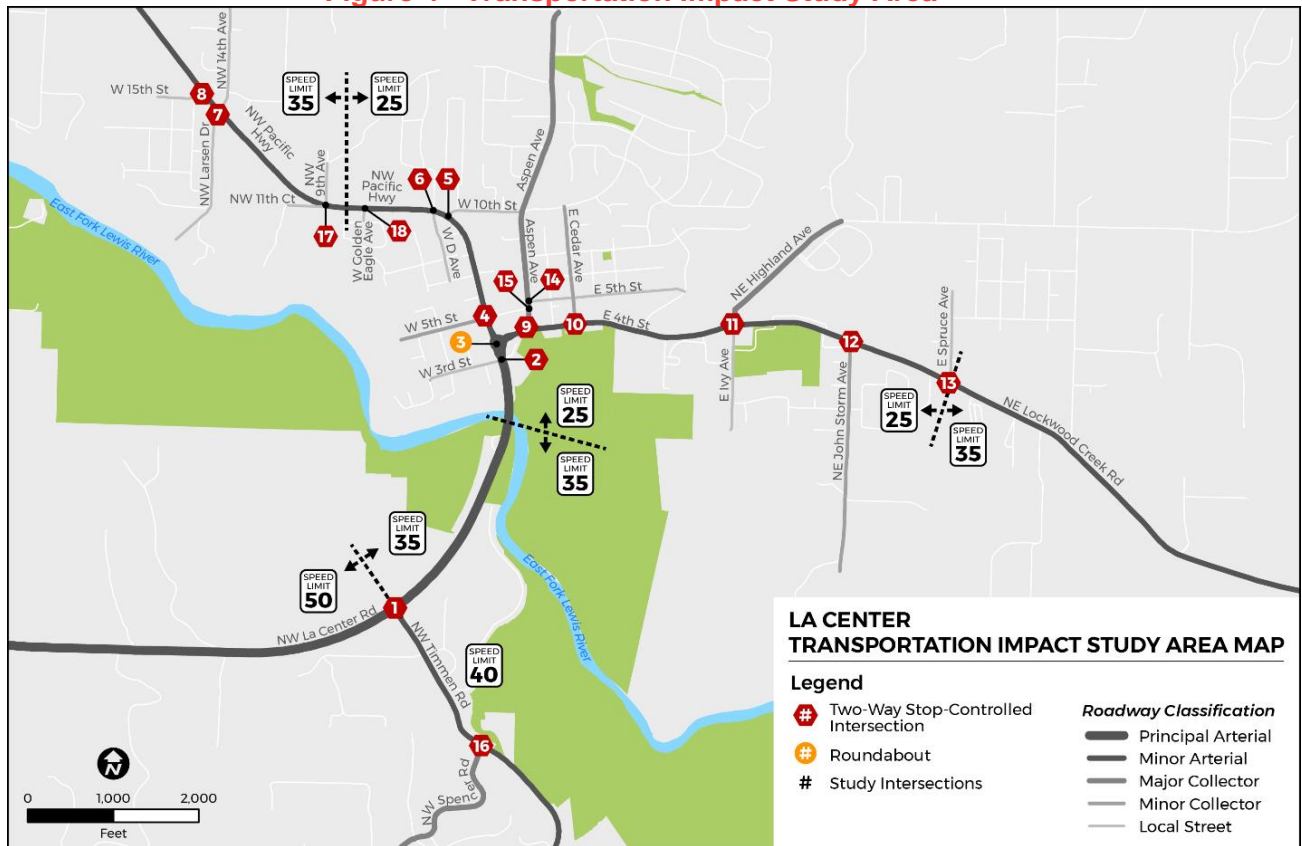
2.2.1 Transportation Impact Study Area

In coordination with the City of La Center, 18 study intersections in the immediate vicinity of the Downtown and Timmen Landing subareas were identified within the transportation impact study area. An overview map of the transportation impact study area is provided in Figure 4. The 18 existing intersections enumerated below correspond to the study intersection numbers shown in Figure 4.

1. Northwest La Center Road/Northwest Timmen Road
2. Northwest La Center Road/West Third Street
3. Northwest La Center Road/Northwest Pacific Highway / West Fourth Street
4. Northwest Pacific Highway/West Fifth Street
5. Northwest Pacific Highway/West 10th Street
6. Northwest Pacific Highway/West D Avenue
7. Northwest Pacific Highway/Northwest 14th Avenue/Northwest Larsen Drive
8. Northwest Pacific Highway/West 15th Street
9. West Fourth Street/East Fourth Street/Aspen Avenue
10. East Fourth Street/East Cedar Avenue
11. East Fourth Street/Northeast Lockwood Creek Road/Northeast Highland Avenue
12. Northeast Lockwood Creek Road/Northeast John Storm Avenue
13. Northeast Lockwood Creek Road/East Spruce Avenue
14. Aspen Avenue/East Fifth Street
15. Aspen Avenue/West Fifth Street
16. Northwest Timmen Road/Northwest Spencer Road
17. Northwest Pacific Highway/Northwest 9th Avenue/ Northwest 11th Court
18. Northwest Pacific Highway/W Golden Eagle Avenue

All study intersections are currently unsignalized, and 17 intersections operate with a two-way stop-controlled arrangement, where the mainline approaches have operational priority over the side street approach(s). The Northwest La Center Road/Northwest Pacific Highway/West Fourth Street intersection currently operates as a roundabout, where vehicular traffic along all three approaches yield to circulating vehicular traffic.

Figure 4 - Transportation Impact Study Area



2.2.2 Overview of Existing Transportation System

Roadway Classification and Posted Speed Limits

The La Center Transportation Capital Facilities Plan (2019) outlines five roadway functional classifications, from the highest to the lowest level of intended access and usage, to assess the level of mobility experienced by all travel modes:

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street.

The transportation impact study area is made up entirely of a two-lane roadway system without provision for any median space separating both travel directions. A breakdown of the federal functional classification of existing roadways within the transportation impact study area with applicable posted speed limits is shown in Table 3.

Table 3 - Existing Roadway Classification, Posted Speed Limits, and Parking Provision

Roadway	Functional Classification	From	To	Applicable Posted Speed Limit
NW La Center Road	Principal Arterial	NW Timmen Road	W 4th Street	35 mph
NW Timmen Road	Minor Arterial	NW La Center Road	NW Spencer Road	40 mph
NW Pacific Highway	Minor Arterial	W 4th Street	W 15th Street	25 mph (from W 4th Street to NW 9th Avenue) 35 mph (from NW 9th Avenue to W 15th Street)
W 4th Street	Minor Arterial	NW La Center Road	Aspen Avenue	25 mph
E 4th Street	Minor Arterial	Aspen Avenue	NE Highland Avenue	25 mph
NE Lockwood Creek Road	Minor Arterial	NE Highland Avenue	E Spruce Avenue	25 mph
Aspen Avenue	Major Collector	E 4th Street	E 5th Street	25 mph
NE Highland Avenue	Major Collector	E 4th Street	-	20 mph
NW Spencer Road	Major Collector	NW Timmen Road	-	25 mph
W 5th Street	Minor Collector	NW Pacific Highway	Aspen Avenue	25 mph
E Cedar Avenue	Minor Collector	E 4th Street	E 5th Street	25 mph
NE John Storm Avenue	Minor Collector	NE Lockwood Creek Road	-	25 mph
W 3rd Street	Local Street	NW La Center Road	-	25 mph
E 5th Street	Local Street	Aspen Avenue	E Cedar Avenue	25 mph
W 10th Street	Local Street	NW Pacific Highway	-	25 mph
W D Avenue	Local Street	NW Pacific Highway	-	25 mph
W 14th Avenue	Local Street	NW Pacific Highway	-	25 mph
W 15th Street	Local Street	NW Pacific Highway	-	25 mph
NW Larsen Drive	Local Street	NW Pacific Highway	-	25 mph
E Ivy Avenue	Local Street	E 4th Street	-	25 mph
E Spruce Avenue	Local Street	NE Lockwood Creek Road	-	25 mph
NW 9th Avenue	Local Street	NW Pacific Highway	-	25 mph
NW 11th Court	Local Street	NW Pacific Highway	-	25 mph
W Golden Eagle Avenue	Local Street	NW Pacific Highway	-	25 mph

Source: Functional classifications from the La Center Transportation Capital Facilities Plan (2019). Posted speed limits from © 2023 Google Maps.

Current Parking Provisions

Table 4 provides an overview of existing on-street parking within the transportation impact study area.

Table 4 - Current On-Street Parking Provisions

Roadway	Type of On-Street Parking	From	To
NW Pacific Highway	Unmarked	W 4th Street	NW 9th Avenue
W 5th Street	Unmarked	NW Pacific Highway	Aspen Avenue
E Cedar Avenue	Unmarked	E 4th Street	E 5th Street
NE John Storm Avenue	Unmarked	NE Lockwood Creek Road	-
W 3rd Street	Unmarked	NW La Center Road	-
E 5th Street	Unmarked	Aspen Avenue	E Cedar Avenue
E 4th Street	Marked (24 spaces)	Aspen Avenue	Cedar Avenue
Aspen Avenue	Marked (7 spaces)	E 4th Street	E 5th Street

On-street parking along Northwest Pacific Highway is only permitted within the 25-miles-per-hour (mph) posted speed limit zone between West Fourth Street and Northwest Ninth Avenue.

East Fourth Street and Aspen Avenue accommodate 31 on-street parking spaces that are either angled or parallel type; demarcated with striping; and built-out with entry and exit tapers. Of these, 24 on-street parking spaces are provided along East Fourth Street between Aspen Avenue and East Cedar Avenue. One of the seven remaining on-street parking spaces along Aspen Avenue is allocated for people with disability. Additional on-street parking is available along East Fourth Street on either side of East Cedar Avenue, accessed in the westbound direction, which is not striped but built-out with entry and exit tapers.

On-street parking along West 10th Street is not permitted and is regulated by “No Parking at Any Time” signage. Other roadways within the transportation impact study area that currently do not permit on-street parking lack signage to regulate illegal parking occurrences.

Ample off-street public parking lot spaces are available in immediate vicinity of the transportation impact study area at the following locations:

- Holley Park south of Northeast Lockwood Creek Road between East Ivy Avenue and Northeast John Storm Avenue
- Sternwheeler Park south of East Fourth Street
- City paver parking lot north of Northeast Lockwood Creek Road opposite Holley Park

Overall, accommodating on-street parking along roadways subject to the 25-mph posted speed limit is reasonable as parking maneuvers along high-speed roadways are likely to raise safety concerns. To assess the adequacy of current on-street parking, parking demand surveys are further recommended to demonstrate the need for providing new on-street parking elsewhere within the transportation impact study area.

Pedestrian, Bicycle, and Transit Facilities Inventory

Existing pedestrian and bicycle facilities were inventoried at and between the study intersections as identified in Section 2.2.1, as well as in the immediate vicinity of the intersections along the roadways identified in Error! Reference source not found. Table 3. The existing pedestrian and

bicycle facilities are illustrated in Figure 5 below. This inventory is based on available maps and aerial imagery and may not reflect current conditions for recently completed projects.

Pedestrian

Existing pedestrian facilities include mostly complete sidewalks in the La Center Downtown subarea as well as in new subdivisions, with fewer facilities and more connectivity gaps in other areas.

Along Northwest La Center Road, sidewalks are present from slightly south of the East Fork Lewis River to West Fourth Street. On Northwest Pacific Highway, sidewalks are present from West Fourth Street to West D Avenue, continue on the southbound side to near Northwest Ninth Avenue, and near West 15th Street. Along Fourth Street, sidewalks are present from Northwest La Center Road/Northwest Pacific Highway to the East Cedar Avenue intersection, with eastbound sidewalks continued to East 18th Place via Northeast Lockwood Creek Road. In the westbound direction, sidewalks resume at the Northeast Highland Avenue intersection and follow Northeast Lockwood Creek Road to the east parking lot entrance of La Center High School. Sidewalks are also present along Northeast Lockwood Creek Road at the offset intersection of East 18th Place and East Spruce Avenue. At East Spruce Avenue, sidewalks continue northward on both sides of the street, providing connections to new development.

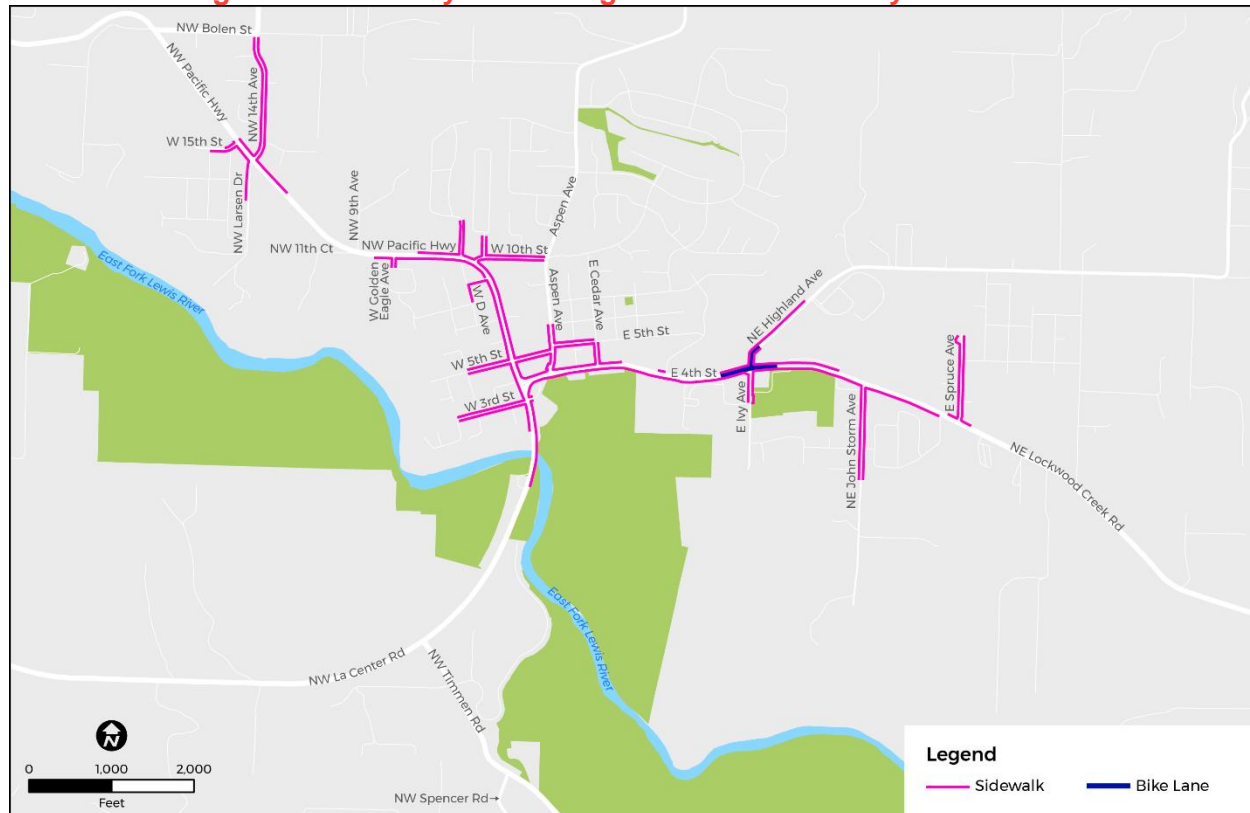
Heading back westbound towards downtown via Lockwood Creek Road/Fourth Street, Northeast John Storm Avenue includes sidewalks on both sides until the full roadway ends south of East 1st Circle. Following Northeast Highland Avenue, the northbound sidewalk extends slightly beyond the intersection and the southbound sidewalk extends to the main parking lot entrance for La Center High School. Traveling southward on East Ivy Avenue, sidewalks extend slightly south of the intersection to the La Center Elementary School driveway.

In the downtown core, sidewalks extend northward from Fourth Street on both sides of East Cedar Avenue, East Birch Avenue, and Aspen Avenue. The entire extent was not collected as this inventory is focused on the study intersections and their connections and/or immediate vicinities. From Aspen Avenue, sidewalks extend eastward along both sides of East Fifth Street. In the westward direction, West Fifth Street provides sidewalks in both directions from Aspen Avenue to Northwest Pacific Highway and beyond. In parallel, West Third Street provides sidewalks in both directions between Northwest La Center Road and its end at West F Avenue. Along West 10th Street, sidewalks are present in both directions between Northwest Pacific Highway and its end at Aspen Avenue. At Northwest Pacific Highway, West D Avenue extends northward with sidewalks on both sides until its end at West 12th Way/West E Place. In the southward direction, sidewalks are present only between West Ninth Street and West Eighth Street along West D Avenue.

Further north, Northwest Larsen Drive provides access from Northwest Pacific Highway to a newer subdivision, but sidewalks are present only on the southbound side to West 13th Avenue. In the northward direction, West 14th Avenue provides sidewalks on both sides of the road to Northwest Bolen Street. Near Northwest Larsen Drive, West 15th Street provides another ingress to the subdivision with sidewalks along both sides of the entrance.

There are no sidewalks either on Northwest Timmen Road or on Northwest Spencer Road. Additional sidewalks exist throughout La Center that were not inventoried because they are outside of the transportation study area.

Figure 5 - Inventory of Existing Pedestrian and Bicycle Facilities



Bicycle

Existing bicycle facilities are present only at the intersection of Northeast Highland Avenue and East Fourth Street/Northeast Lockwood Creek Road. Bike lanes are present on those three legs of the intersection, but not along East Ivy Avenue, the south leg of the intersection. No other bike facilities were found to exist in La Center. However, a project currently underway (the East Fourth Street Improvement Project) will extend the bike lanes along East Fourth Street from Northeast Highland Avenue to East Cedar Avenue. This project will also fill gaps in sidewalk connectivity for this segment. A project is currently under design for a 10-foot wide paved shared use path between NW Larsen Drive to the existing sidewalk and bike lane at Kay's Subdivision.

Transit

Existing transit services are provided by C-TRAN. In January 2025, bus route #48 was extended to La Center, serving a new stop at E Birch Avenue and 6th Street in Downtown. The bus route connects to Ridgefield, the Ridgefield Junction Park and Ride, and the 99th Street Transit Center, and has eight scheduled stops in La Center on weekdays and six on weekends. A small lot near the bus stop serves as a park and ride facility.

In addition, the study area is served by C-TRAN's "the Current", which is an app-based on-demand microtransit service. The Current Ridgefield/La Center service provides customers with a flexible option to travel throughout the service area within La Center and Ridgefield. Users can

use this service to connect to the Ridgefield Junction Park and Ride and then transfer to the C-TRAN #48 bus services to facilitate trips to Vancouver and other locations. The Current service is provided between the hours of 5:30 a.m. and 7:00 p.m. on weekdays and from 8:00 a.m. to 6:00 p.m. on weekends. C-TRAN also provides paratransit services throughout their service area.

2.2.3 Intersection Safety Assessment Summary

A review of crash history was conducted to analyze crash patterns and frequency within the Timmen Landing and La Center Downtown areas. The most recent five-year crash history was obtained from the Washington State Department of Transportation (WSDOT) for the time period of 2018 to 2022 for all study intersections (see Appendix A).

There were no crashes reported at seven of the 18 study intersections during the five-year period. The intersection with the highest number of reported crashes was at Northwest La Center Road/Northwest Timmen Road with six crashes; all other intersections ranged from zero to two crashes. The total yearly number of crashes at all intersections ranged from six crashes per year (in 2018 and 2021) to one crash per year (in 2020). There was a reduction in crash frequency in 2020, likely due to lower traffic volumes during the COVID-19 pandemic period. Appendix A includes the crash total at each of the study intersections for the five-year period.

Crash Severity

Most crashes at the study intersections resulted in property damage only or possible injury. The most severe crashes occurred at the intersection of Northwest La Center Road/Northwest Timmen Road, and East Fourth Street/East Cedar Avenue with a possible injury crash reported at each. There were no fatal or serious injury crashes reported at the remaining study intersections during the five-year look back period. Appendix A includes a summary of crash severity at each of the study intersections for the five-year period.

Crash Type

The most common crash type involved fixed object or off-road collisions with eight incidents, followed by four angle type crashes, four rear-end type crashes, one sideswipe type crash, and one head-on crashes. Rear-end crashes are the most common type of crash. However, the intersections at Northwest La Center Road / Northwest Timmen Road and Northwest Pacific Highway/Northwest 14th Avenue/Northwest Larsen Drive the largest number of reported off-road/other objects type crashes. At Northwest Pacific Highway/Northwest 14th Avenue/Northwest Larsen Drive both crashed involved a vehicle going into a roadway ditch. Appendix A includes a summary of crash type at each of the study intersections for the five-year period.

Pedestrian and Bicycle Crashes

There were no reported crashes involving pedestrians and/or bicycles at any of the study intersections in the five-year period.

Highway Safety Manual Predictive Analysis

Safety analysis for existing conditions (year 2023) included calculating predicted and expected crash frequencies (i.e., the number of crashes) for the study intersections using the Highway Safety Manual (HSM) Part C methodology (AASHTO 2010), which was further calibrated by WSDOT to Washington State conditions and preferences. The number of predicted crashes is the number of crashes a similar intersection is anticipated to experience on average. The number of expected crashes is the number of crashes the study intersection is anticipated to have based on physical variables, volumes, and crash history. The number of predicted/expected crashes are reported in decimal form since it represents a calculation over time—for example, a 0.2 crash could be defined as, on average, one crash occurring in a five-year period. This methodology estimates predicted and expected crash frequency as a function of traffic volume and roadway characteristics (e.g., number of lanes, median type, intersection control, number of approach legs) and crash history at each intersection. The safety analysis was conducted using existing turn movement volumes for the study facilities, adjusted to daily volume.

shows the predicted number of crashes versus the expected number of crashes for each intersection, by severity for existing conditions (year 2023). The intersection with the most potential for improvement is East Fourth Street/Northwest Lockwood Creek Road/Northeast Highland Ave with 0.5 crash per year. There is a potential to reduce the number of fatal and injury crashes on average per year by 1.1 and those resulting in property damage only by 1.2 throughout all the study intersection in this analysis. Additional HSM analysis will be included in an appendix to the final report.

Table shows the predicted number of crashes versus the expected number of crashes for each intersection, by severity for existing conditions (year 2023). The intersection with the most potential for improvement is East Fourth Street/Northwest Lockwood Creek Road/Northeast Highland Ave with 0.5 crash per year. There is a potential to reduce the number of fatal and injury crashes on average per year by 1.1 and those resulting in property damage only by 1.2 throughout all the study intersection in this analysis. Additional HSM analysis will be included in an appendix to the final report.

Table 5. HSM Analysis Existing Conditions Year (2023)

Intersection	Fatal and Injury Crashes			Property Damage Only Crashes		
	Predicted average crash frequency	Expected average crash frequency	Potential for improvement	Predicted average crash frequency	Expected average crash frequency	Potential for improvement
NW La Center Road / NW Timmen Road	0.2	0.0	0.0	0.4	0.0	0.0
NW La Center Road / W 3rd Street	0.3	0.4	0.1	0.5	0.6	0.1
NW La Center Road / NW Pacific Highway / W 4th Street	0.3	0.5	0.2	0.5	0.9	0.2
NW Pacific Highway / W 5th Street	0.2	0.1	0.0	0.4	0.2	0.0
NW Pacific Highway / W 10th Street	0.0	0.1	0.1	0.1	0.2	0.1
NW Pacific Highway / W D Avenue	0.2	0.3	0.1	0.4	0.5	0.1
NW Pacific Highway / NW 14th Avenue / NW Larsen Drive	0.1	0.2	0.1	0.2	0.4	0.1
NW Pacific Highway / W 15th Street	0.0	0.0	0.0	0.0	0.0	0.0
W 4th Street / E 4th Street / Aspen Avenue	0.1	0.1	0.0	0.1	0.1	0.0
E 4th Street / E Cedar Avenue	0.1	0.3	0.1	0.2	0.4	0.1
E 4th Street / NW Lockwood Creek Road / NE Highland Avenue	0.2	0.4	0.2	0.3	0.7	0.2
NE Lockwood Creek Road / NE John Storm Avenue	0.2	0.1	0.0	0.5	0.2	0.0
NE Lockwood Creek Road / E Spruce Avenue.	0.1	0.2	0.1	0.1	0.2	0.1
Aspen Avenue / E 5th Street	0.1	0.1	0.0	0.1	0.1	0.0
Aspen Avenue / W 5th Street	0.0	0.0	0.0	0.0	0.0	0.0
NW Timmen Road / NW Spencer Road	0.1	0.3	0.1	0.2	0.4	0.2
NW Pacific Highway / NW 9th Avenue / NW 11th Court	0.1	0.3	0.2	0.2	0.5	0.3
NW Pacific Highway / W Golden Eagle Avenue	0.1	0.1	0.0	0.3	0.2	0.0
Total	2.4	3.5	1.3	4.50	5.60	1.5

Source: WSDOT Public Records

2.2.4 Existing Conditions Operations Analysis

Mobility Standards

The La Center Transportation Capital Facilities Plan (2019)¹ sets out mobility standards adopted by the City, which are relevant for the 18 unsignalized intersections in the transportation impact study area. The plan stipulates all movements during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4:00 p.m. and 6:00 p.m.) shall be Level of Service (LOS) “E” or better.

Data Collection

To conduct an assessment of existing operational conditions prevalent within the transportation impact study area, the following traffic data was obtained for all 16 study intersections:

- Two-hour PM peak period (4:00 p.m. to 6:00 p.m.) intersection Turning Movement Counts (TMC) were collected on Tuesday, July 11, 2023, including pedestrian, bicycle, and heavy vehicle volumes.
- 24-hour Tube counts recorded over three days (from Tuesday, July 11, 2023, to Thursday, July 13, 2023) by utilizing the existing marker located to the south of Northwest La Center Road/Northwest Timmen Road intersection. ADT Tube counts included vehicle classification, speeds, and volume in both travel directions.

A copy of raw TMC and Tube count data is included within Appendix B.

System Peak Hour Selection, Volume Balancing, and Volume Rounding

Subsequent analysis was conducted on two-hour peak period TMC data gathered for the 16 intersections to derive a single system peak hour. This is the peak single hour of the day that has shown the highest hourly volume throughput across the entire transportation impact study area. Based on this examination, 4:15 p.m. to 5:15 p.m. was utilized as the PM peak hour for existing conditions operations analysis.

TMC data at the 16 intersections were collected on the same day (July 11, 2023).

The peak hour volume for 2 intersections viz: NW Pacific Highway / NW 9th Avenue / NW 11th Court, and NW Pacific Highway / W Golden Eagle Avenue were estimated based on the recorded peak hour traffic along the NW Pacific Highway segment between NW 14th Avenue/Larsen Drive, and W D Avenue, and the ITE Trip Generation Manual, 11th Edition (Single-Family Detached Housing (210), Weekday PM peak hour of generator).

Further details on system peak hour selection, volume adjustments, and rounded count volumes are included within Appendix C.

¹ 2019 Transportation Capital Facilities Plan - <https://ci.lacenter.wa.us/city-departments/community-development/community-development-planning>

An overview of existing conditions turn movement volumes (rounded) at study intersections is provided by Figure 6 to Figure 8.

Figure 6 - Existing Conditions Turn Movement Volumes (1 of 3)

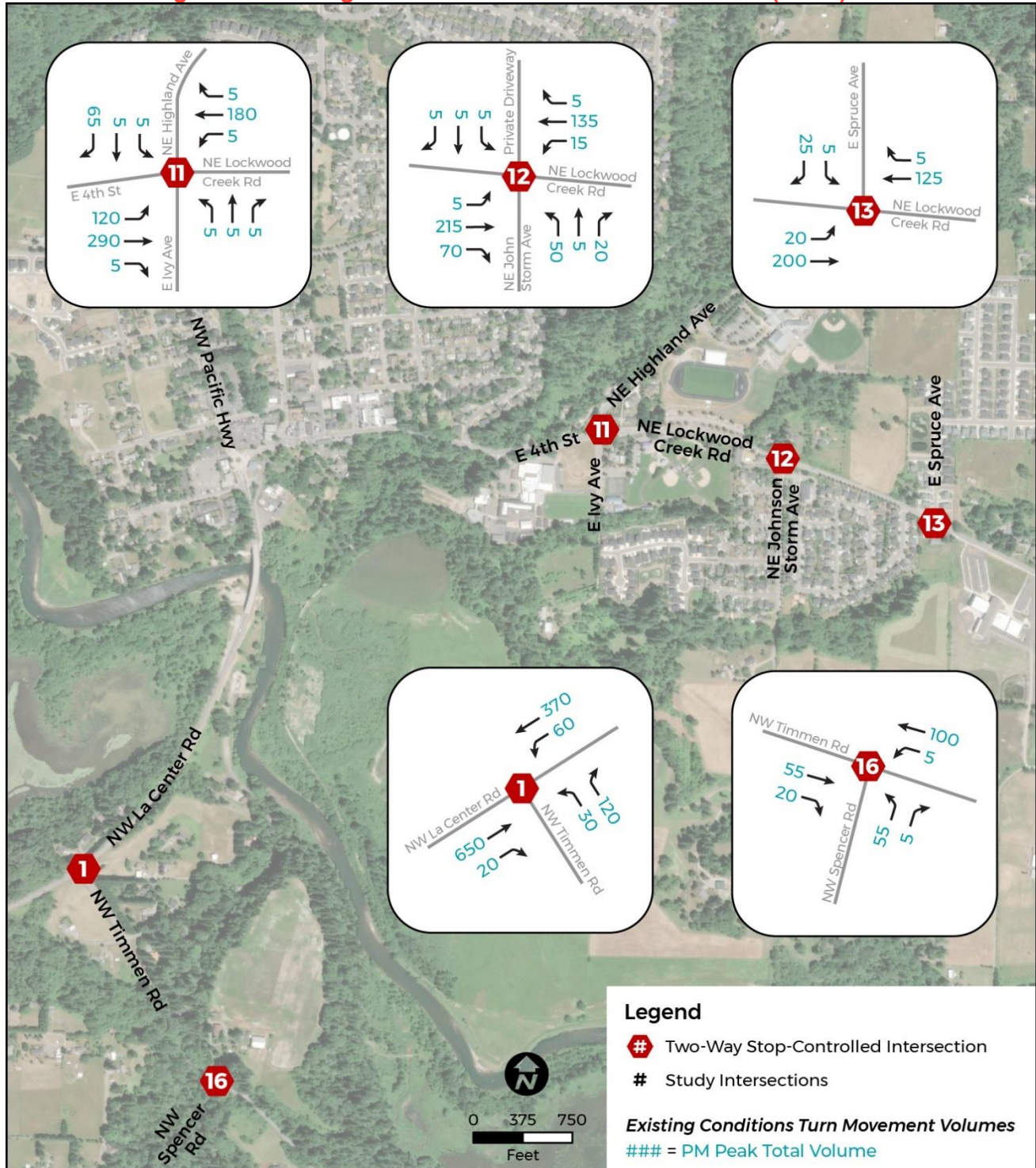


Figure 7 - Existing Conditions Turn Movement Volumes (2 of 3)

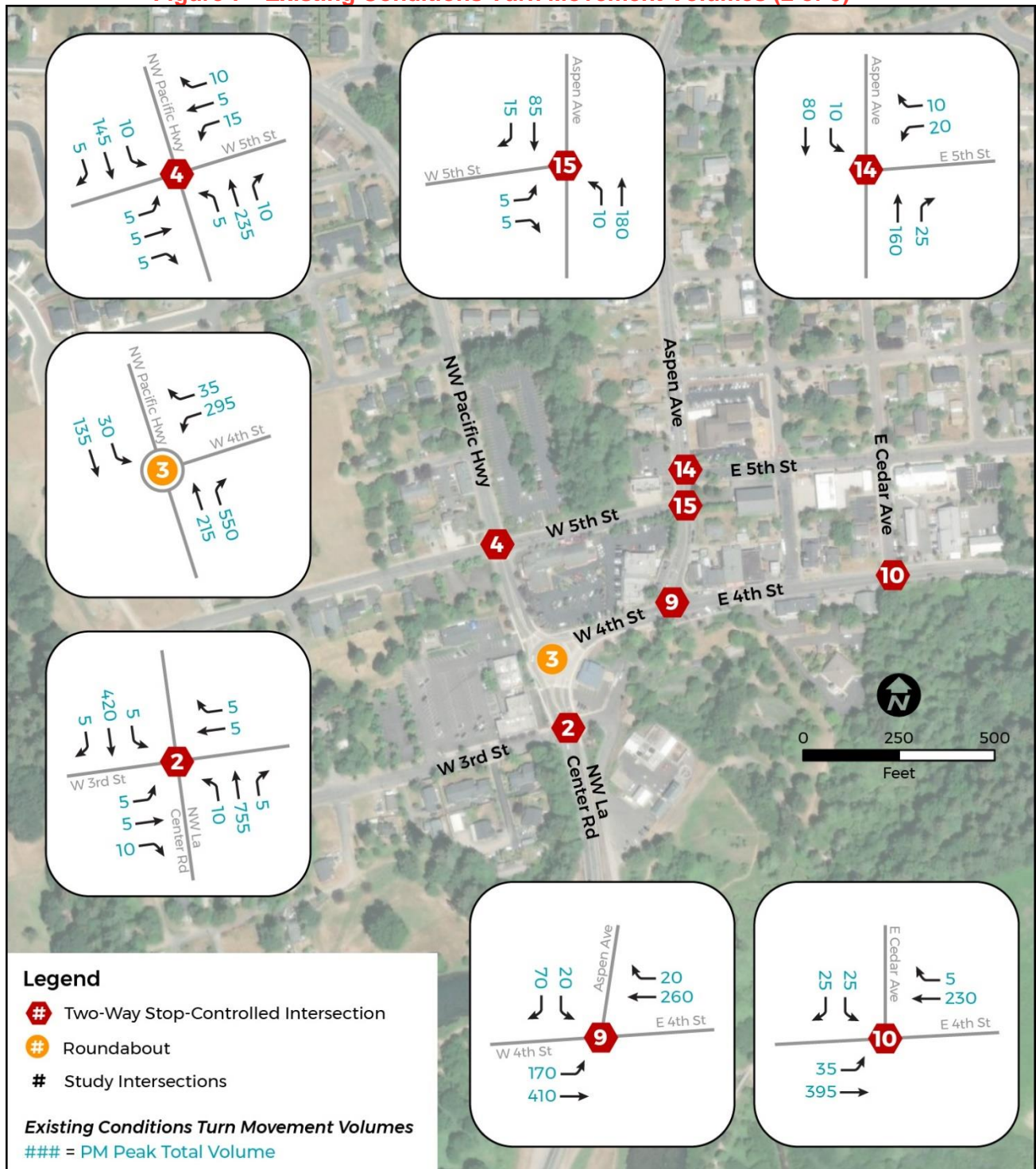
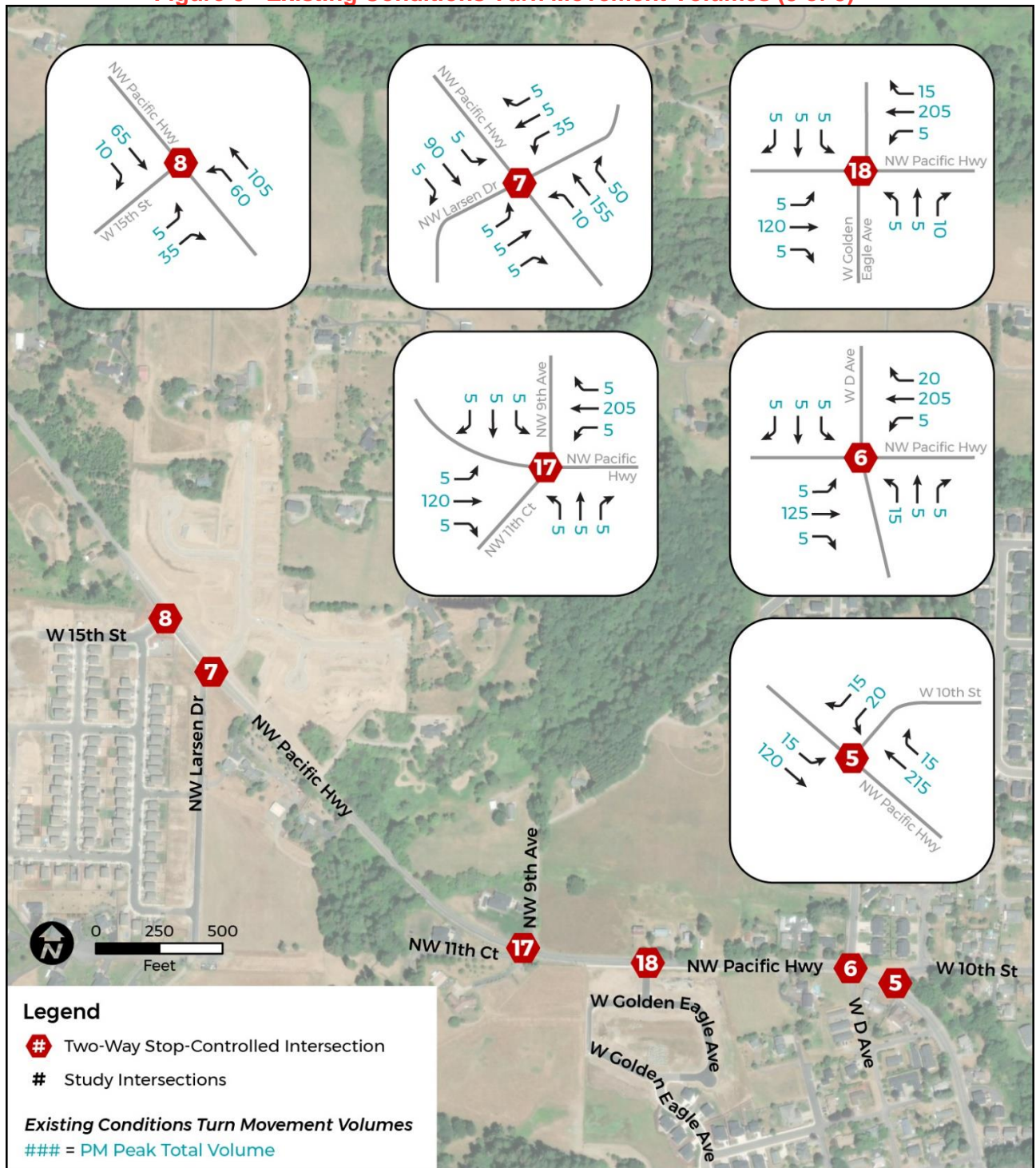


Figure 8 - Existing Conditions Turn Movement Volumes (3 of 3)



Operations Analysis Tools, Performance Measures, and Scenarios

The weekday PM peak-hour existing conditions operations analysis for the study intersections was performed using Synchro 11 software, with results reflecting the Highway Capacity Manual Version 6 (HCM6) reporting methodology (TRB 2016). Synchro is an analysis software package developed by Trafficware that is widely used for evaluating intersection operational performance and supporting design decisions.

Additionally, PM Peak hour analysis at existing Northwest La Center Road/Northwest Pacific Highway/West Fourth Street roundabout was performed in SIDRA 9.1, which is a software widely utilized for evaluating standalone roundabouts.

A defined set of performance measures were used to assess operational performance of study area intersections on motor vehicle travel. Typical performance measures and outputs generated by Synchro include average vehicle delays, v/c ratios, and LOS.

Average vehicle delay represents the average wait times in seconds per vehicle, at intersection locations.

The v/c ratio is the degree of utilization of the capacity of a segment, an intersection, or an approach. In general, a lower v/c ratio indicates smooth operations and minimal delays. As the ratio approaches 1.0, congestion increases and hence the operational performance is reduced.

LOS is a performance measure or index, defined in the HCM6, that is commonly used in transportation studies to represent congestion levels for vehicles on arterials, rural highways, and intersections. LOS for intersections is based on average vehicle control delay (seconds per vehicle), with letter “grades” of A through F representing little to no delay through very high delays, respectively.

The “Existing 2023 PM Peak” scenario was analyzed within Synchro 11 to assess existing conditions operations at study intersections (Table 6).

Existing Conditions Operations Analysis Results

Table 6 - Existing Conditions Operations Analysis Results – 2023 PM Peak Hour

No.	Intersection	Traffic Control	Mobility Standard	2023 PM Peak Hour		
				v/c	Delay (s/veh)	LOS
1	NW La Center Road / NW Timmen Road	TWSC	LOS E	0.19	31	D
2	NW La Center Road / W 3rd Street	TWSC	LOS E	0.10	24	C
3	NW La Center Road / NW Pacific Highway / W 4th Street (SIDRA 9.1)	Roundabout	LOS E	-	8	A
4	NW Pacific Highway / W 5th Street	TWSC	LOS E	0.07	13	B
5	NW Pacific Highway / W 10th Street	TWSC	LOS E	0.07	12	B
6	NW Pacific Highway / W D Avenue	TWSC	LOS E	0.05	12	B
7	NW Pacific Highway / NW 14th Avenue / NW Larsen Drive	TWSC	LOS E	0.08	11	B
8	NW Pacific Highway / W 15th Street	TWSC	LOS E	0.05	10	A
9	W 4th Street / E 4th Street / Aspen Avenue	TWSC	LOS E	0.11	27	D
10	E 4th Street / E Cedar Avenue	TWSC	LOS E	0.11	14	B
11	E 4th Street / NE Lockwood Creek Rd / NE Highland Avenue	TWSC	LOS E	0.02	21	C
12	NE Lockwood Creek Road / NE John Storm Avenue	TWSC	LOS E	0.20	15	B
13	NE Lockwood Creek Road / E Spruce Avenue	TWSC	LOS E	0.04	10	A
14	Aspen Avenue / E 5th Street	TWSC	LOS E	0.04	11	B
15	Aspen Avenue / W 5th Street	TWSC	LOS E	0.01	10	A
16	NW Timmen Road / NW Spencer Road	TWSC	LOS E	0.11	11	B
17	NW Pacific Highway / NW 9th Avenue / NW 11th Court	TWSC	LOS E	0.03	11	B
18	NW Pacific Highway / W Golden Eagle Avenue	TWSC	LOS E	0.03	11	B

Notes:

v/c ratio, delay, and LOS results from Synchro 11 HCM6 reports for all intersections.

Minor street worst movement results are reported for all unsignalized two-way stop-controlled intersections. Worst movement results among all approaches are reported for the roundabout modeled within SIDRA 9.1 software.

v/c = volume-to-capacity; s/veh = seconds per vehicle; LOS = level of service; TWSC = Two-Way Stop-Controlled.

Overall, the existing conditions operations analysis suggests all 18 study intersections currently comply with applicable mobility standards for the transportation impact study area. Full Synchro 11 HCM6 reports for each study intersection and SIDRA 9.1 reports for the roundabout are included in Appendix D.

3.0 FUTURE CONDITIONS

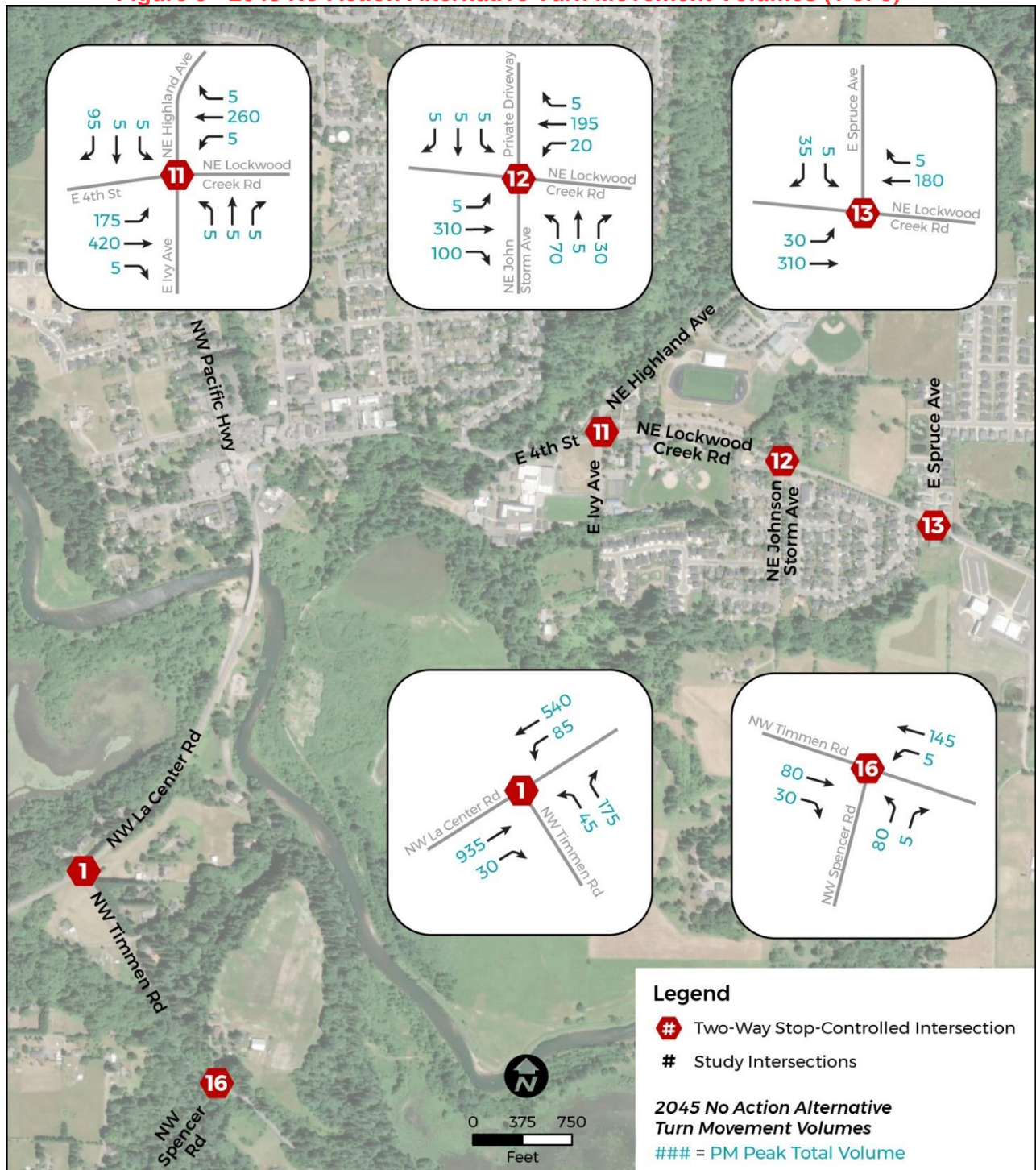
Future traffic operations under the No-Action Alternative and Project Alternative in 2045 were analyzed for all study intersections within the study area to determine impacts of the Project Alternative.

3.1 NO-ACTION ALTERNATIVE TURN MOVEMENT VOLUMES

An annual linear growth rate assumption of 2% was applied to the existing conditions turn movement volumes (Figure 6 to Figure 8) for developing the 2045 No-Action Alternative turn movement volumes at all study intersections.

An overview of 2045 No-Action Alternative turn movement volumes (rounded) at study intersections is provided by Figure 9 to Figure 11.

Figure 9 - 2045 No-Action Alternative Turn Movement Volumes (1 of 3)



Legend

- # Two-Way Stop-Controlled Intersection
- # Roundabout
- # Study Intersections

**2045 No Action Alternative
Turn Movement Volumes**

= PM Peak Total Volume

Map Details:

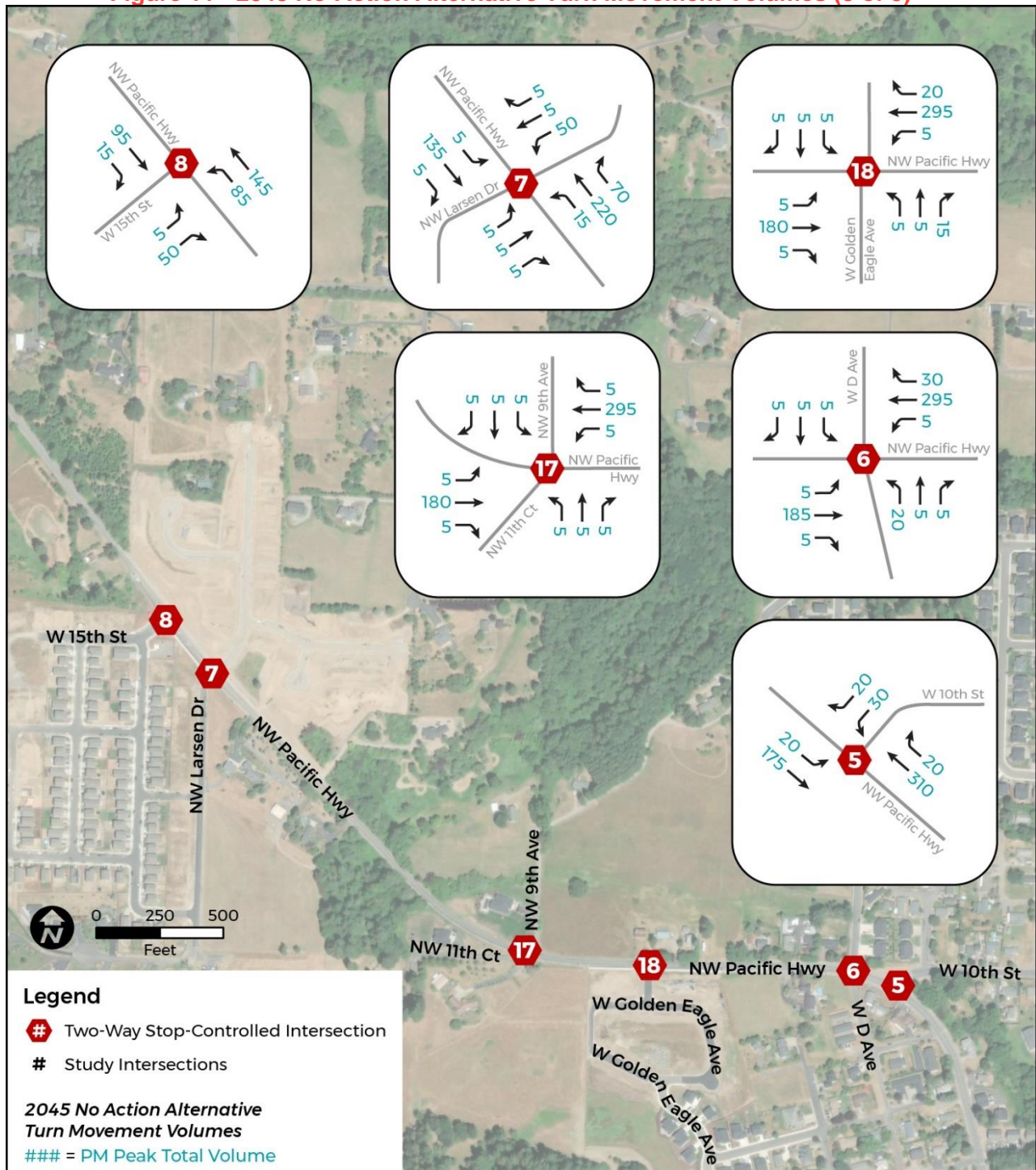
- Corridor:** NW La Center Rd
- Intersections (from west to east):**
 - Intersection 1:** NW Pacific Hwy / W 5th St (Two-Way Stop-Controlled)
 - Intersection 2:** NW Pacific Hwy / W 4th St (Two-Way Stop-Controlled)
 - Intersection 3:** NW Pacific Hwy / W 3rd St (Roundabout)
 - Intersection 4:** NW Pacific Hwy / W 2nd St (Two-Way Stop-Controlled)
 - Intersection 5:** NW Pacific Hwy / W 1st St (Two-Way Stop-Controlled)
 - Intersection 6:** NW Pacific Hwy / W 5th St (Two-Way Stop-Controlled)
 - Intersection 7:** NW Pacific Hwy / W 4th St (Two-Way Stop-Controlled)
 - Intersection 8:** NW Pacific Hwy / W 3rd St (Two-Way Stop-Controlled)
 - Intersection 9:** NW Pacific Hwy / W 2nd St (Two-Way Stop-Controlled)
 - Intersection 10:** NW Pacific Hwy / W 1st St (Two-Way Stop-Controlled)
 - Intersection 11:** NW Pacific Hwy / W 5th St (Two-Way Stop-Controlled)
 - Intersection 12:** NW Pacific Hwy / W 4th St (Two-Way Stop-Controlled)
 - Intersection 13:** NW Pacific Hwy / W 3rd St (Two-Way Stop-Controlled)
 - Intersection 14:** NW Pacific Hwy / W 2nd St (Two-Way Stop-Controlled)
 - Intersection 15:** NW Pacific Hwy / W 1st St (Two-Way Stop-Controlled)

Inset Diagrams (Turn Movement Volumes):

- Intersection 1:** NW Pacific Hwy / W 5th St. Volumes: 15, 5, 20, 15, 340, 15, 5, 5, 5, 5, 5.
- Intersection 2:** NW Pacific Hwy / W 4th St. Volumes: 125, 20, 15, 5, 260, 15.
- Intersection 3:** NW Pacific Hwy / W 3rd St. Volumes: 15, 115, 15, 30, 245, 30.
- Intersection 4:** NW Pacific Hwy / W 2nd St. Volumes: 50, 425, 45, 195, 790, 310.
- Intersection 5:** NW Pacific Hwy / W 1st St. Volumes: 5, 5, 5, 5, 1090, 5, 5, 5, 15.
- Intersection 6:** NW Pacific Hwy / W 5th St. Volumes: 610, 5, 5, 5, 5, 5, 5, 5, 5.
- Intersection 7:** NW Pacific Hwy / W 4th St. Volumes: 100, 30, 30, 375, 245, 590.
- Intersection 8:** NW Pacific Hwy / W 3rd St. Volumes: 35, 35, 5, 350, 50, 570.
- Intersection 9:** NW Pacific Hwy / W 2nd St. Volumes: 30, 30, 30, 375, 245, 590.
- Intersection 10:** NW Pacific Hwy / W 1st St. Volumes: 35, 35, 5, 350, 50, 570.
- Intersection 11:** NW Pacific Hwy / W 5th St. Volumes: 15, 5, 20, 15, 340, 15, 5, 5, 5, 5, 5.
- Intersection 12:** NW Pacific Hwy / W 4th St. Volumes: 125, 20, 15, 5, 260, 15.
- Intersection 13:** NW Pacific Hwy / W 3rd St. Volumes: 15, 115, 15, 30, 245, 30.
- Intersection 14:** NW Pacific Hwy / W 2nd St. Volumes: 50, 425, 45, 195, 790, 310.
- Intersection 15:** NW Pacific Hwy / W 1st St. Volumes: 5, 5, 5, 5, 1090, 5, 5, 5, 15.

Scale: 0 to 500 Feet. **North Arrow:** Points North.

Figure 11 - 2045 No-Action Alternative Turn Movement Volumes (3 of 3)



3.2 PROJECT ALTERNATIVE TRIP GENERATION

The trip generation approach is based on the zoning within the subarea, La Center Municipal Code (LCMC) development and zoning standards, projected increase in residential units and employment, and the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition).

Table 7 shows the net increase of housing units in buildable areas for La Center's Downtown and Timmen Landing subareas.

Table 7 - Projected Net Increase in Residential Units for Subareas

Area	Zoning	Net Acres	Housing Units
Downtown	Low	19.13	96
	Medium	1.08	12
	High	1.99	120
	Mixed Use	1.44	70
	Subtotal	23.64	298
Timmen Landing	Low	30.61	153
	Medium	7.5	90
	High	13.3	279
	Overlay		47
	Subtotal	51.41	569
Total		75.05	867

To determine the trip generated from each zone, the zones are assigned with corresponding land use(s) from the ITE Trip Generation Manual (11th Edition), as shown in Table 8 below:

Table 8 - ITE Trip Generation Manual (11th Edition) Land Use Codes

Zoning	Land Use
Low Density Residential	Single-Family Detached Housing (Land use: 210)
Medium Density Residential	Single-Family Attached Housing (Land use: 215)
High Density Residential	Multi-Family Housing (Low-Rise) (Land use: 220)
Downtown Commercial	Various land uses in line with air emissions analysis, including – 25% Food Sales/Services, 10% Healthcare Outpatient, 15% Lodging, 20% Retail, 15% Office, and 15% other Services
Mixed Use	Combination of Residential, and Commercial land uses
Downtown Commercial Overlay	Hotel (Land Use: 310)
Timmen Commercial Overlay	Strip Retail Plaza (Land use: 820)

Parks and Open Spaces	Public Park (Land Use: 411)
Public Facilities	

The ITE Trip Generation Manual (11th Edition) provides fitted curve equations, and average trip rates for various land uses purposes. Fitted curve equations are preferred over the average rates whenever there are sufficient studies used to derive such equations. For the purpose of this report, fitted curve equations (vehicle trips vs. dwelling units) are used to calculate the total trips generated for Low, Medium, and High residential land use zones in Table . The net acreage of zones is calculated by deducting 40 percent of the gross land area to account for environmental constraints and infrastructure. Also, the number of new jobs is based on Clark County's 2023 VBLM assumption of 20 jobs/acre for developable commercial lands.

Overall, total trips generated by the Downtown Commercial zone were determined by aggregating trips produced by each commercial land use anticipated within the Downtown subarea (per Table 8).

For Commercial and Overlay zones, based on the availability of previous studies, either the number of employees, or Gross Leasable Area (GLA) is used as the variable that dictates the trips generated. The average trip rates are used for commercial zones due to lack of studies which support the fitted curve equation derived in the ITE Trip Generation Manual (11th Edition).

Table 9 and

Zoning	Net Acres	ITE Variable	Variable Assumptions	Average Trip rate	Trips
Low Density Residential	19.13	Dwelling Units	96	$\ln(T) = 0.92 \ln(X) + 2.68$	972
Medium Density Residential	1.08	Dwelling Units	12	$T = 7.62(X) - 50.48$	41
High Density Residential	1.99	Dwelling Units	120	$T = 6.41(X) + 75.31$	845
Commercial Overlay	2.4	Employee Count	48	14.34	688
Mixed Use - Med Dwelling	1.44	Dwelling Units	35	$T = 7.62(X) - 50.48$	216
Mixed Use - High Dwelling		Dwelling Units	35	$T = 6.41(X) + 75.31$	300
Mixed Use - Commercial		1000 Sq ft. GLA	19	67.52	1,260
Commercial	6	1000 Sq ft. GLA Employee Count	Varies	Varies	8,173
Parks and Open Space	9	Acres	9	$T = 0.64(X) + 88.46$	94
Public Facilities	3	Acres	3	$T = 0.64(X) + 88.46$	90
Totals	44.04				12,679

Table 10 provide a summary of trip generation for Downtown area during weekday, and PM peak hour respectively. Overall, 12,679 average daily trips, and 1,163 trips during the PM peak hour would be generated for the Downtown subarea.

Table 9 - Downtown Weekday Trips

Zoning	Net Acres	ITE Variable	Variable Assumptions	Average Trip rate	Trips
Low Density Residential	19.13	Dwelling Units	96	$\ln(T) = 0.92 \ln(X) + 2.68$	972
Medium Density Residential	1.08	Dwelling Units	12	$T = 7.62(X) - 50.48$	41
High Density Residential	1.99	Dwelling Units	120	$T = 6.41(X) + 75.31$	845
Commercial Overlay	2.4	Employee Count	48	14.34	688
Mixed Use - Med Dwelling	1.44	Dwelling Units	35	$T = 7.62(X) - 50.48$	216
Mixed Use - High Dwelling		Dwelling Units	35	$T = 6.41(X) + 75.31$	300
Mixed Use - Commercial		1000 Sq ft. GLA	19	67.52	1,260
Commercial	6	1000 Sq ft. GLA Employee Count	Varies	Varies	8,173
Parks and Open Space	9	Acres	9	$T = 0.64(X) + 88.46$	94
Public Facilities	3	Acres	3	$T = 0.64(X) + 88.46$	90
Totals	44.04				12,679

Table 10 - Downtown PM Peak Hour Trips

Zoning	Net Acres	ITE Variable	Variable Assumptions	Average Trip rate	Trips
Low Density Residential	19.13	Dwelling Units	96	$\ln(T) = 0.94 \ln(X) + 0.27$	96
Medium Density Residential	1.08	Dwelling Units	12	$T = 0.6(X) - 3.93$	3
High Density Residential	1.99	Dwelling Units	120	$T = 0.43(X) + 20.55$	72
Commercial Overlay	2.4	Employee Count	48	$\ln(T) = 0.84 \ln(X) + 0.72$	53
Mixed Use - Med Dwelling	1.44	Dwelling Units	35	$T = 0.6(X) - 3.93$	17
Mixed Use - High Dwelling		Dwelling Units	35	$T = 0.43(X) + 20.55$	36
Mixed Use - Commercial		1000 Sq ft. GLA	19	5.19	97
Commercial	6	1000 Sq ft. GLA Employee Count	Varies	Varies	743
Parks and Open Space	9	Acres	9	$T = 0.06(X) + 22.60$	23
Public Facilities	3	Acres	3	$T = 0.06(X) + 22.60$	23
Totals	44.04				1,163

Similarly, Table 11 and Table 12 outline the trip generation calculations for Timmen Landing area during weekday, and PM peak hour. A total of 6,896 average daily trips, and 654 trips during the PM peak hour would be generated for the Timmen Landing subarea.

Table 11 - Timmen Landing Weekday Trips

Zoning	Net Acres	ITE Variable	Variable Assumptions	Average Trip rate	Trips
Low Density Residential	30.61	Dwelling Units	153	$\ln(T) = 0.92 \ln(X) + 2.68$	1,492
Medium Density Residential	7.5	Dwelling Units	90	$T = 7.62(X) - 50.48$	635
High Density Residential	13.3	Dwelling Units	279	$T = 6.41(X) + 75.31$	1,864

Overlay - High Dwelling	1.2	Dwelling Units	47	$T = 6.41 (X) + 75.31$	377
Overlay - Commercial		1000 Sq ft. GLA	52	$T = 42.20 (X) + 229.68$	2,436
Parks and Open Space	7	Acres	7	$T = 0.64(X) + 88.46$	93
Totals	59.61				6,896

Table 12 - Timmen Landing PM Peak Hour Trips

Zoning	Net Acres	ITE Variable	Variable Assumptions	Average Trip rate	Trips
Low Density Residential	30.61	Dwelling Units	153	$\ln(T) = 0.94 \ln(X) + 0.27$	148
Medium Density Residential	7.5	Dwelling Units	90	$T = 0.6(X) - 3.93$	50
High Density Residential	13.3	Dwelling Units	279	$T = 0.43 (X) + 20.55$	141
Overlay - High Dwelling	1.2	Dwelling Units	47	$T = 0.43 (X) + 20.55$	41
Overlay - Commercial		1000 Sq ft. GLA	52	$\ln(T) = 0.71 \ln(X) + 2.72$	252
Parks and Open Space	7	Acres	7	$T = 0.06(X) + 22.60$	23
Totals	59.61				654

3.3 PROJECT ALTERNATIVE TRIP DISTRIBUTION

The trip distribution for Downtown and Timmen Landing is based on the existing conditions PM Peak hour traffic pattern. The travel pattern in and out of the study area is assumed to remain similar. The trip distributions are as shown in Figure 12 and Figure 13.

For Downtown access, 16% of the total trips are expected to use the northern end on NW Pacific Highway. The majority of the trips (47%) are distributed on the southern end of downtown where NW Pacific Highway connects to the NW La Center Road during the PM peak hour. In addition, 25% of the total trips are expected to use the East 4th Street access. Few trips are also expected to access the downtown through other arterials namely, Aspen Avenue and E Cedar Avenue from the North.

For Timmen Landing Area, there are three major points where trips are anticipated to access the area. 48% of the total trips are projected to use the NW La Center Road from the North which connects to the downtown area. 9% of the total trips are anticipated to use the NW Timmen Road. The remaining 43% of trips would use the NW La Center Road on the west side of the project area, which connects to I-5, and Cowlitz Way farther west.

An overview of trips assigned across Downtown and Timmen Landing subareas based on the Project Alternative is provided within Appendix E

Figure 12 - Downtown Subarea Trip Distribution

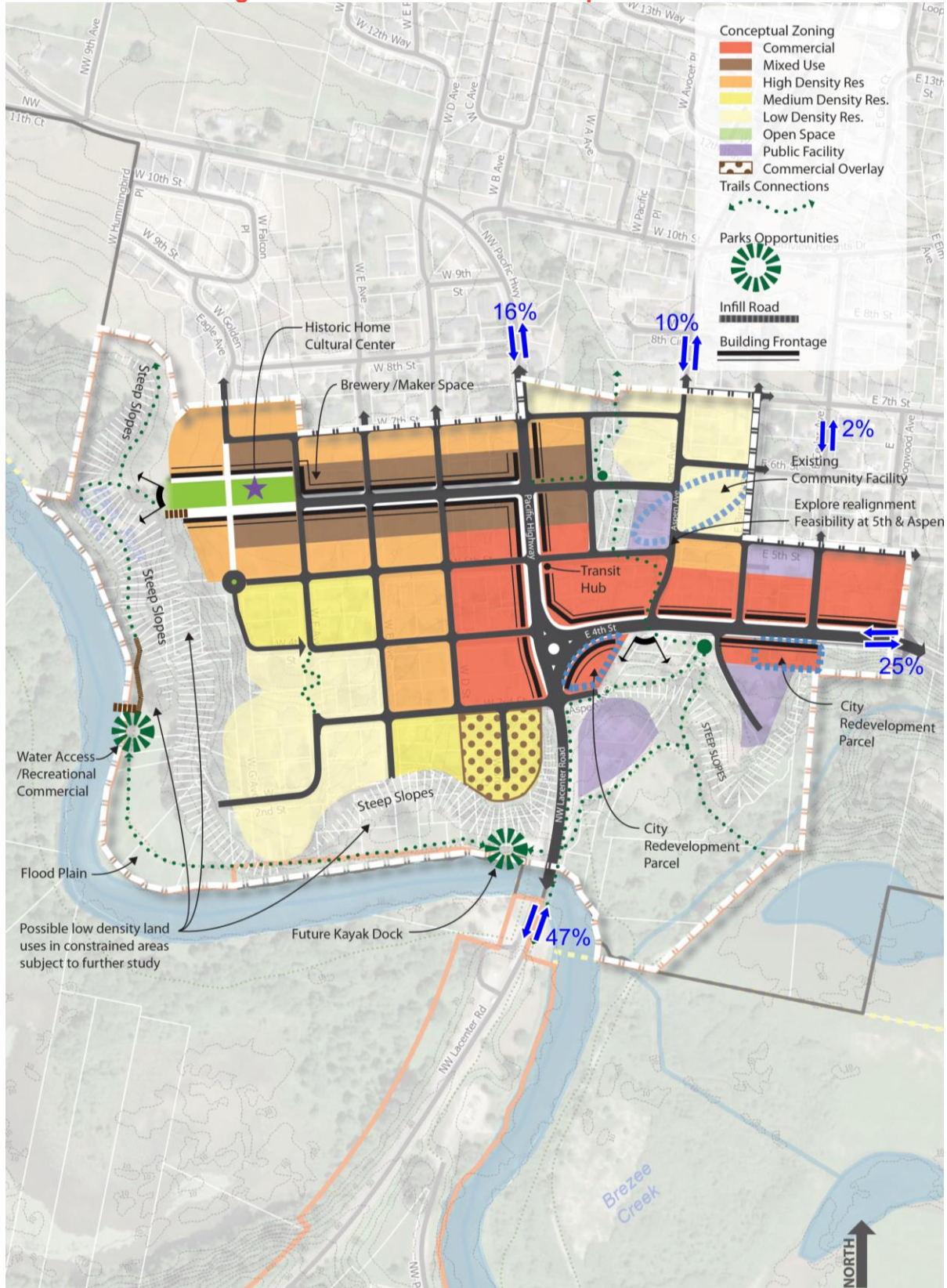


Figure 13 - Timmen Landing Subarea Trip Distribution



3.4 PROJECT ALTERNATIVE TURN MOVEMENT VOLUMES

An overview of 2045 Project Alternative turn movement volumes (rounded) at study intersections is provided by Figure 14 to Figure 16.

Figure 14 - 2045 Project Alternative Turn Movement Volumes (1 of 3)

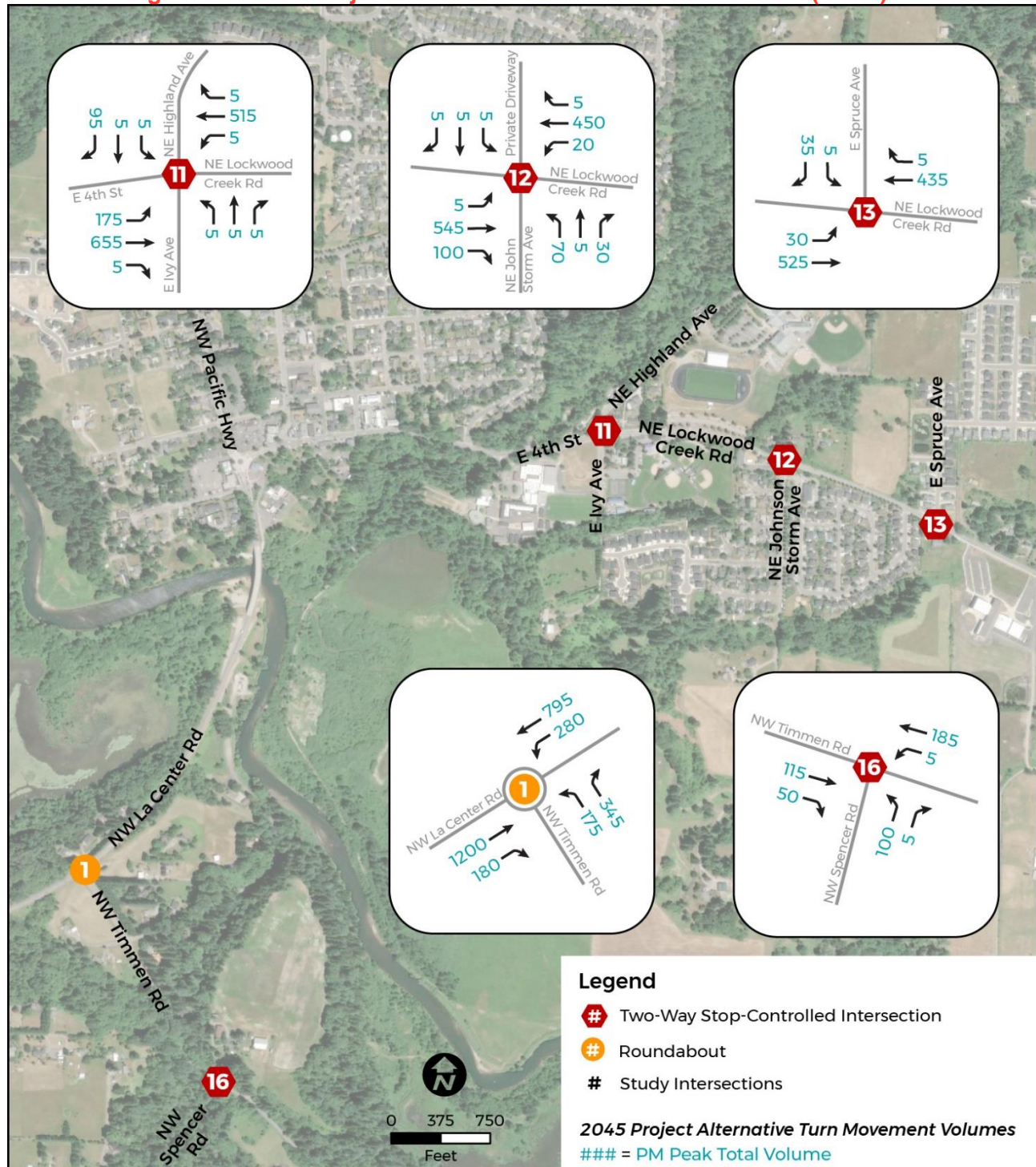


Figure 15 - 2045 Project Alternative Turn Movement Volumes (2 of 3)

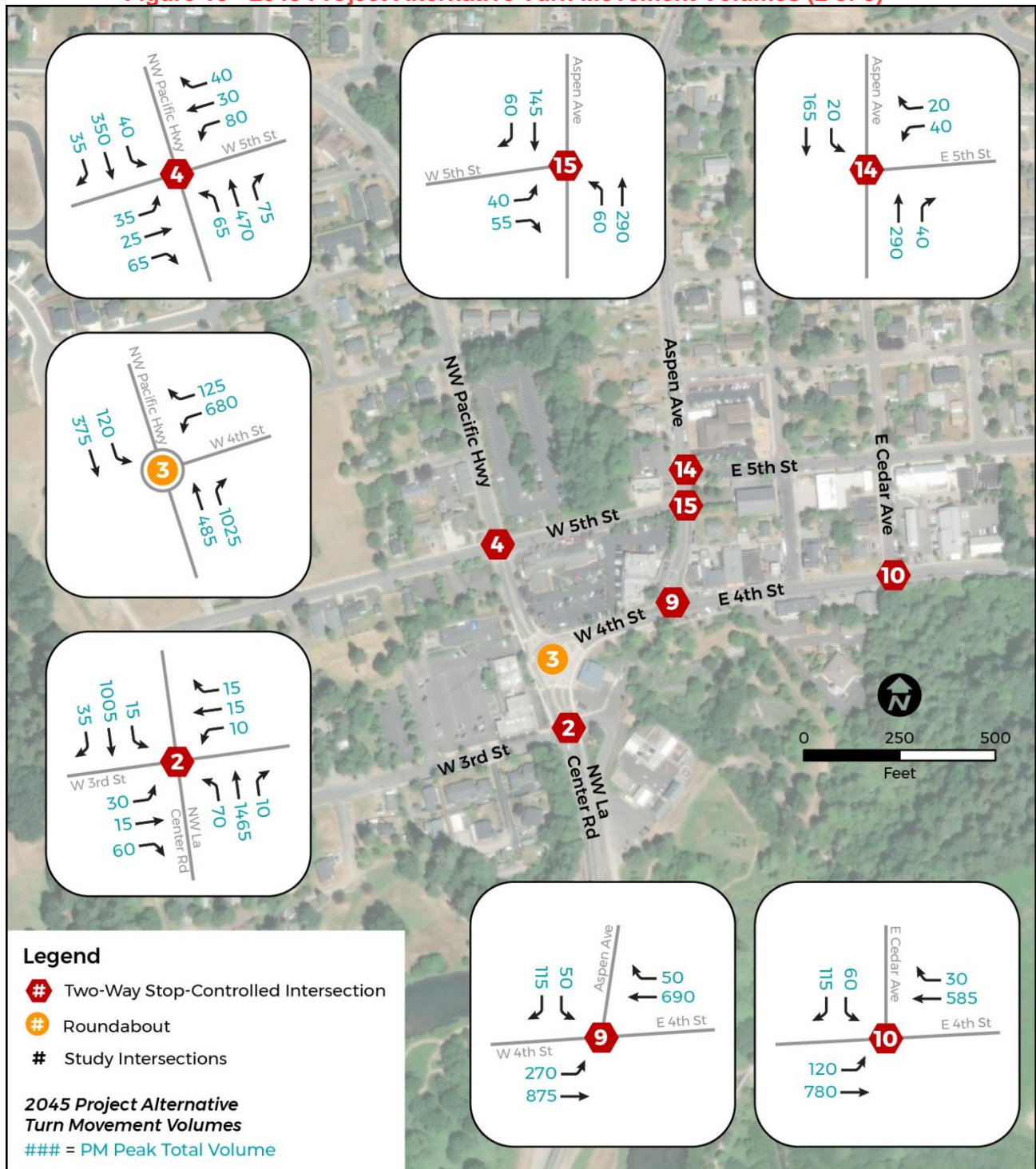
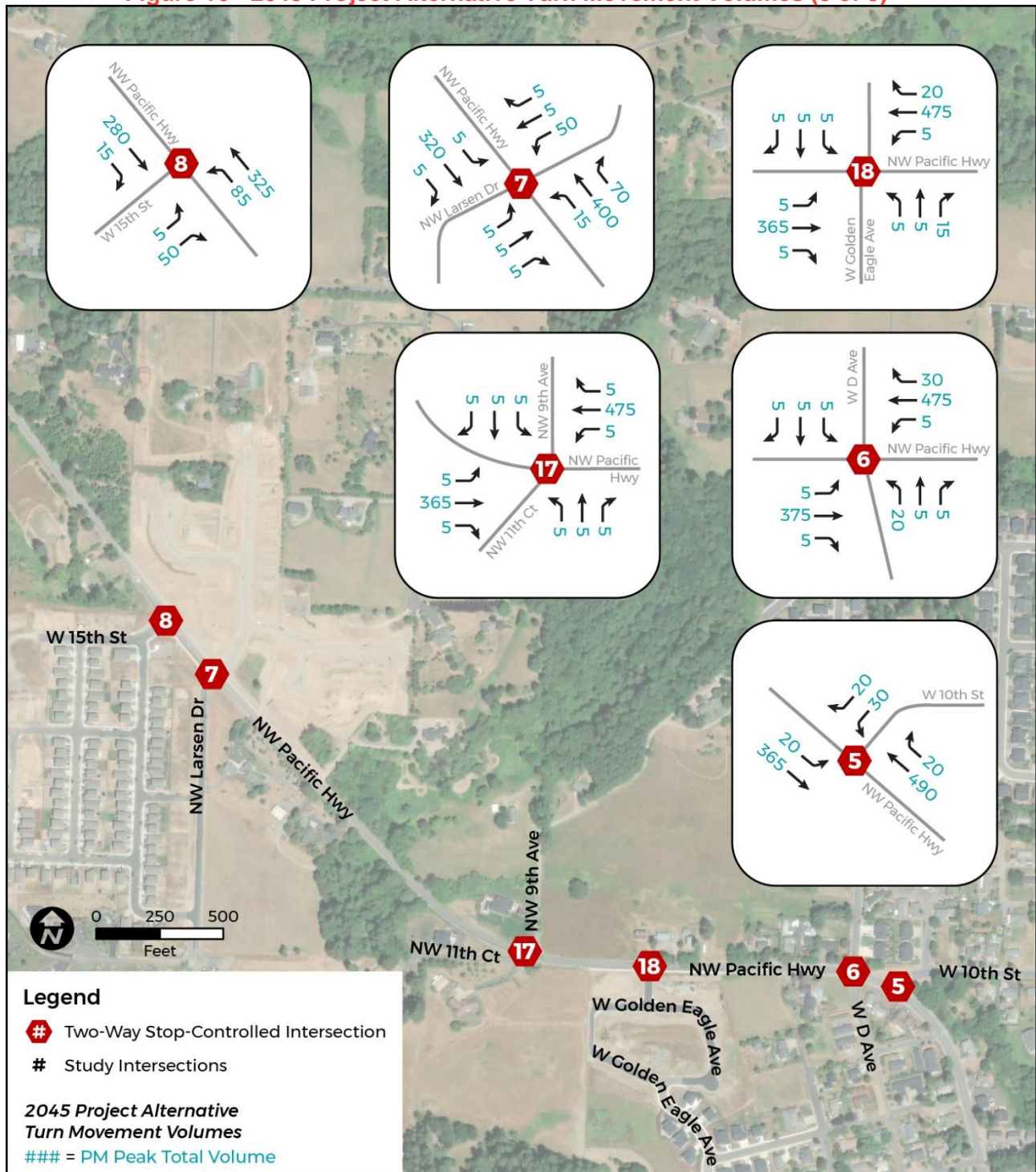


Figure 16 - 2045 Project Alternative Turn Movement Volumes (3 of 3)



3.5 TRAFFIC OPERATIONS

The weekday PM peak-hour future conditions operations analysis for the study intersections was performed using Synchro 11 software, with results reflecting the Highway Capacity Manual Version 6 (HCM6) reporting methodology (TRB 2016).

Additionally, PM Peak hour analysis at existing Northwest La Center Road/Northwest Pacific Highway/West Fourth Street roundabout and the new NW La Center Road / NW Timmen Road roundabout was performed in SIDRA 9.1, which is a software widely utilized for evaluating standalone roundabouts.

A defined set of performance measures were used to assess operational performance of study area intersections on motor vehicle travel. Typical performance measures and outputs generated by Synchro include average vehicle delays, v/c ratios and LOS.

Table 13 lists the No-Action Alternative and Project Alternative intersection operational analysis results for the PM peak hour (see Appendix F and Appendix G for details) in 2045 and compares them to the mobility target for each location. Of the 18 study intersections, 15 would operate within identified mobility standard of LOS E under the No Action Alternative and 11 would operate within identified mobility standard of LOS E under the Project Alternative.

As shown in Table 13, the following two intersections would not meet the mobility standard during the PM peak hour under both the No-Action Alternative and Project Alternative:

- NW La Center Road / NW Timmen Road
- W 4th Street / E 4th Street / Aspen Avenue

The following five intersections would not meet the mobility standard during the PM peak hour under the Project Alternative; however, they would meet the standard under the No-Action Alternative:

- NW La Center Road / NW Pacific Highway / W 4th Street
- NW Pacific Highway / W 5th Street
- E 4th Street / E Cedar Avenue
- E 4th Street / NE Lockwood Creek Rd / NE Highland Avenue
- NE Lockwood Creek Road / NE John Storm Avenue

The majority of trips generated from development of the Downtown and Timmen Landing subareas would utilize NW La Center Road and E 4th Street. Four out of the five intersections are two-way stop-controlled with the exception of the roundabout at NW La Center Road / NW Pacific Highway / W 4th Street. With the increase in volume along the major streets under the Project Alternative, the stop-controlled minor street approaches experience significant delay resulting in a LOS F.

Table 13 - Future Conditions Operations Analysis Results – 2045 PM Peak Hour

No.	Intersection	Traffic Control	Mobility Standard	2045 No-Action Alternative PM Peak Hour			2045 Project Alternative PM Peak Hour		
				v/c	Delay (s/veh)	LOS	v/c	Delay (s/veh)	LOS
1	NW La Center Road / NW Timmen Road	TWSC / Roundabout	LOS E	0.66	120	F	-	134	F
2	NW La Center Road / W 3rd Street	TWSC	LOS E	0.26	51	F	0.27	44	E
3	NW La Center Road / NW Pacific Highway / W 4th Street (SIDRA 9.1)	Roundabout	LOS E	-	10	A	-	79	F
4	NW Pacific Highway / W 5th Street	TWSC	LOS E	0.13	16	C	>1	>300	F
5	NW Pacific Highway / W 10th Street	TWSC	LOS E	0.08	15	B	0.15	23	C
6	NW Pacific Highway / W D Avenue	TWSC	LOS E	0.08	14	B	0.15	23	C
7	NW Pacific Highway / NW 14th Avenue / NW Larsen Drive	TWSC	LOS E	0.13	14	B	0.23	22	C
8	NW Pacific Highway / W 15th Street	TWSC	LOS E	0.07	10	A	0.10	12	B
9	W 4th Street / E 4th Street / Aspen Avenue	TWSC	LOS E	0.38	71	F	>1	>300	F
10	E 4th Street / E Cedar Avenue	TWSC	LOS E	0.23	20	C	>1	185	F
11	E 4th Street / NE Lockwood Creek Rd / NE Highland Avenue	TWSC	LOS E	0.05	38	E	0.13	101	F
12	NE Lockwood Creek Road / NE John Storm Avenue	TWSC	LOS E	0.37	22	C	0.90	111	F
13	NE Lockwood Creek Road / E Spruce Avenue	TWSC	LOS E	0.06	10	B	0.10	14	B
14	Aspen Avenue / E 5th Street	TWSC	LOS E	0.08	12	B	0.12	13	B
15	Aspen Avenue / W 5th Street	TWSC	LOS E	0.04	12	B	0.17	13	B
16	NW Timmen Road / NW Spencer Road	TWSC	LOS E	0.18	12	B	0.26	14	B
17	NW Pacific Highway / NW 9th Avenue / NW 11th Court	TWSC	LOS E	0.03	13	B	0.06	18	C
18	NW Pacific Highway / W Golden Eagle Avenue	TWSC	LOS E	0.03	13	B	0.06	18	C

Notes:

v/c ratio, delay, and LOS results from Synchro 11 HCM6 reports for all TWSC intersections.

Minor street worst movement results are reported for all unsignalized two-way stop-controlled intersections. Worst movement results among all approaches are reported for the roundabout modeled within SIDRA 9.1 software.

v/c = volume-to-capacity; s/veh = seconds per vehicle; LOS = level of service; TWSC = Two-Way Stop-Controlled.

3.6 PEDESTRIAN, BICYCLE, AND TRANSIT IMPROVEMENTS

For Downtown, the grid network in the northwestern portion (primarily north of 5th Street and west of Pacific Highway) will include full road width improvements, including sidewalks as this area is currently substandard with minimal sidewalks and/or connectivity.

West of 6th Street/F St is a plaza and new pedestrian pathways would be built to improve connectivity. There would be new trail connections along the river to the west and south.

A shared use path is proposed along NW La Center Road along with a proposed trail at the southwestern portion of the Timmen Landing subarea.

In January 2025, bus route #48 was extended to La Center, serving a new stop at E Birch Avenue and 6th Street in Downtown. There are no known proposed improvements to the transit network serving La Center.

4.0 PROPOSED MITIGATION

Table 14 below provides a summary of mitigation treatments recommended at each study intersection impacted by the 2045 Project Alternative scenario.

Table 14 – Summary of Mitigation Treatments and Operations Analysis Results

Reference No.	Study Intersection	Proposed Traffic Control	Summary of Mitigation Treatments	Mobility Standard	2045 Project Alternative PM Peak Hour		
					v/c	Delay (s/veh)	LOS
2	NW La Center Road / W 3rd Street	Right-In Right-Out	<p>Close east leg of the existing intersection.</p> <p>Modify existing intersection to a three-legged right-in right-out intersection to facilitate proposed mitigation treatments at NW La Center Road / NW Pacific Highway / W 4th Street.</p> <p>All left-turning project alternative trips in and out of W 3rd Street to be re-assigned to W 5th St.</p> <p>Eastbound right-turn to be designed as a free right turn to NW La Center Road.</p>	LOS E	-	-	-
3	NW La Center Road / NW Pacific Highway / W 4th Street (SIDRA 9.1)	Roundabout	<p>Modify existing roundabout to –</p> <ul style="list-style-type: none"> • accommodate two-lane approaches; and • refine lane discipline along all approaches. 	LOS E	-	23	C
4	NW Pacific Highway / W 5th Street	Traffic Signal	Signalize existing intersection.	LOS D v/c ≤ 0.95	0.77	9	A
10	E 4th Street / E Cedar Avenue	Traffic Signal	Signalize existing intersection.	LOS D v/c ≤ 0.95	0.79	22	C
11	E 4th Street / NE Lockwood Creek Rd / NE Highland Avenue	Traffic Signal	Signalize existing intersection.	LOS D v/c ≤ 0.95	0.45	19	B

12	NE Lockwood Creek Road / NE John Storm Avenue	Traffic Signal	Signalize existing intersection.	LOS D v/c =<0.95	0.56	22	C
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Notes:

Delay/LOS results from Synchro 11 HCM6 reports and v/c ratio results from Synchro 11 HCM 2000 reports for all signalized intersections.

Minor street worst movement results are reported for all unsignalized two-way stop-controlled intersections. Worst movement results among all approaches are reported for the roundabout modeled within SIDRA 9.1 software.

v/c = volume-to-capacity; s/veh = seconds per vehicle; LOS = level of service; TWSC = Two-Way Stop-Controlled.

As shown in Table 14 above, with the proposed mitigation treatments, all study intersections impacted by the Project Alternative would meet the City's mobility standard.

Appendix D

Utility Assessment of Timmen Landing and Downtown Subarea Plans



MEMO

TO: City of La Center, WA

FROM: Tom Hickmann, P.E.

SUBJECT: Utility Assessment: Timmen Landing and Downtown Subarea Plans

DATE: December 24, 2024

INTRODUCTION & PURPOSE

The purpose of this memorandum is to provide a high-level assessment of the needs for water, sewer, and stormwater utilities to be capable of serving the proposed expansion and densification of development and redevelopment areas of the Timmen Landing and Downtown subarea plans in the City of La Center (City). This memorandum has been created based on verbal input from the City Engineer and from review of the subarea plans existing conditions analysis and other City utility planning documents.

In the review of the applicable documents, this memorandum considers three things. First, is the plan for any public utilities adequate to serve or develop infrastructure to serve the expansion areas? Second, is the plan for any public utilities lacking critical information for a sufficient analysis? And third, are there any recommendations for additional analysis to determine adequacy of each public utility? This memorandum along with the other planning documents should help the City determine costs and timing of needed improvements, if any, to serve the expanded areas. With this information the City can enter into development-related discussions with an understanding about costs and how they will be allocated in order to approve any individual development.



WATER SOURCE AND DISTRIBUTION

The drinking water in the City and the subarea plans is provided by the Clark Public Utilities (CPU), which is a non-profit, locally owned water and electric utility. They are governed by a three member, locally elected board that oversees and guides the utility maintenance, operations, planning, and investments. CPU is completely independent of the City but work cooperatively with the City's public utility planning efforts.

CPU plans, maintains, and operates all aspects of the water system from source to customer, including; wells, pumps, reservoirs, conveyance, distribution, water quality, and billing.

Based on conversations with the City Engineer, CPU has been made aware of the Timmen Landing and Downtown planning efforts. It is City staff's understanding that CPU is undertaking an update to its master planning efforts, which will include additional analysis for the ability to serve these areas in the planned timeline. This includes any needed acquisition of future water rights and water supply to meet these needs, along with any needed infrastructure to meet these demands.

The current system is primarily fed by wells to the north of the City and also from the west of the city. There is a single 12-inch pipe feed across the East Fork Lewis River. Based on maps of the CPU water system, water flow can be provided on either side of the river. This is critical in the event this line across the river were to fail.

A hydraulic analysis of the ability to serve each area independently without this connection should be performed. As part of the hydraulic analysis, a detailed fire flow analysis should also be performed showing that the required fire flows (both flow and duration) can be met during peak day demand with reservoirs at half full, and/or with the largest source taken out of service. This analysis would demonstrate the ability to adequately meet the fire flow requirements, or what improvements may be required to do so. This will be important information for any commercial or industrial planned areas to know what level of investment, if any, may be required as part of their planning efforts. In addition, it would also allow any proposed modifications in the existing system to be considered when improvements for other projects are being undertaken. In essence, if there is a road improvement project, knowing what modifications may be needed for the water system would allow costs to be shared and avoiding having to redo work on a newly paved road when a proposed development comes. It also allows consideration of how those costs can be recovered by future development.

The CPU water master plan should cover key topics of water rights and water supply, timing, and need for acquiring new supply along with potential challenges to this acquisition. Western water law and state water laws can be difficult to work through and can take significant time, up to several years. This should be considered in developing future water supplies that may be needed as a result of the two subarea plans.

The water master plan should have as its foundation the use of a calibrated hydraulic model to analyze the conveyance and distribution system under average day and peak day demands. This analysis should include a proposed timeline for needed improvements to meet future demands or address critical points in the system that may be single points of failure. This same model should be used to analyze the fire flow demands under the strained conditions mentioned above. All this information will allow the City to be able to better inform any proposed development within the two sub areas of needed infrastructure improvements and consider how these costs will be covered.

In reviewing the La Center Municipal Code (LCMC), there is no ready information regarding City standards for the water system. In many cases, a City can set its own standards for water systems within its jurisdiction even if it is provided by an outside authority. This is especially true for fire flow requirements. Even if the City supports all of the CPU requirements, those should be adopted as part of the codes and point to CPU requirements. In review of the CPU website, there was no information regarding required specifications. The City should have code for what the required fire flows are for each planned zone, the methodology requirements for fire flow analysis, required, or allowed, pipe materials, or any other specification the City explicitly wants as part of development. This also makes it clear to developers that this analysis is required. Adopting code can help protect other utilities and City assets. As an example, adopting requirements for pipe bedding, backfill, and compaction can protect transportation infrastructure to prevent settling.

It is important to include the methodology for determining fire flows. This can be controversial if not well coordinated with CPU. The highest standard is using a verified calibrated hydraulic model that considers if fire flows can be met with critical elements out of service. This is subjective and completely up to the City on how protective it wants to be when it comes to fires. Most cities require this analysis be analyzed on the maximum day demand with reservoirs at half full. A more restrictive/conservative approach is to also run the fire flow analysis with the largest source offline. This type of analysis would be the most protective of structures in a fire event but could require significant investment to meet these higher requirements. Regardless, the City should adopt the specific conditions for the analysis.

We recommend the City establish periodic meetings with the Board of CPU. These check-in meetings can help both City and CPU staff work through any potential challenges that may arise and give CPU a heads up on new water demands that may be coming. Establishing a working relationship now avoids problems when time becomes limited, and information exchange is needed rapidly to get approval for development.

SUMMARY RECOMMENDATIONS FOR WATER DISTRIBUTION:

- An independent review of the CPU water master plan by the City when it is complete
 - Verify demand estimates are in line with City Planning
 - Verify the use of a calibrated hydraulic model



- Ensure the Downtown and Timmen subarea plans peak day demands can be met independently from the 12-inch river crossing
- Perform a fire flow analysis meeting the required fire flows for each zone with the largest source off line and reservoirs half full. Below is some suggested fire flow requirements, but these can vary greatly depending on size of structures and types of businesses.
 - Minimum Residential 1,000 gallons per minute (gpm) for 2 hours
 - Minimum Commercial 2,500 gpm for 2 hours
 - Minimum Industrial 3,500 gpm for 4 hours.
- City Council should consider adopting a formal policy of at least annual meetings with the CPU Board for coordination
- Consider adopting independent fire flow requirements and methodologies that development must complete for approval

SEWER COLLECTION, CONVEYANCE, AND TREATMENT

The City owns, maintains, and operates the sewer system including the collection piping, pumping, and treatment. The City is currently in the process of updating its master plans for its collections and treatment and has a 2023 draft of this plan under review. For purposes of this document, we did not spend significant time reviewing the planning efforts or conditions of the existing treatment plant other than to find these documents more than adequate to plan for the two planning areas. The plan has clearly addressed the flows of the subarea plans along with the proposed loadings.

The existing treatment plant is a membrane bioreactor (MBR) flat panel treatment system that can treat up to 3 MGD. The inflow has preliminary anaerobic and aerobic treatment prior to the MBR's and have plans to add a grit chamber in the future. These pretreatment processes while standard, also extend the life of the MBR. MBR's provide a high level of treatment and are relatively easy to expand when additional treatment capacity is needed. The current 2023 planning documents have accounted for the additional flow from the two planning areas and has done an excellent job positioning the City to meet these future loads. The City has already planned for an expansion to 6 MGD when it is needed. As a result of the City's planning efforts, the wastewater treatment plant is well positioned to handle any additional flows or loading coming from the land use plan expansions of these two areas.

The collection system has also planned for the subarea plans and is more than adequate for purposes of planning as long as the City formally adopts the planning document. The Downtown subarea plan is primarily gravity flow directly to the treatment plant while the Timmen Landing subarea plan is pumped on La Center Road to the high point of Timmen Road at which point it goes to gravity flow across the East Fork Lewis River.

There are two force mains coming from the McCormick Creek pump station on La Center Road. One of these force mains is 8-inch and is not in use. The other force main is 6-inch and is in use but due to low flows it currently requires flushing cycles. Between these two force mains there is significant



future capacity to serve the Timmen Landing subarea plan. In addition, the redundancy of the mains across the river ensure that flows can be conveyed to the treatment plant even if one is taken offline for maintenance.

While there are some septic systems already existing in the Timmen Landing subarea plan, they do not serve constrained neighborhoods. The additional load that will result from these existing septic systems being connected to the sewer collection system will not significantly impact available capacity.

The biggest consideration for the collection system is policy rather than any physically-based constraint. There is at least one already approved connection to the existing 6-inch force main coming from the McCormick pump station. Allowing connections to force mains becomes problematic in the future as more are allowed to connect. The hydraulic analysis to determine available capacity becomes far more complex and requires a full system analysis for each additional connection rather than a more local analysis to determine if capacity exists. The City should consider policy that centralizes and minimizes pumping of wastewater. This keeps pump stations from competing for capacity against each other. A policy that discourages or limits connectivity to force mains gives the City the greatest flexibility in the future.

SUMMARY RECOMMENDATIONS FOR SEWER COLLECTION AND TREATMENT SYSTEMS:

- Formally adopt the 2023 sewer collection and treatment master plan.
- Review policy that limits or prohibits connections to force mains and requires gravity flow to existing wet wells of existing pump stations.

STORMWATER

The City owns and operates the majority of the stormwater system and is allowed to operate without an NPDES discharge permit. The City has code that requires development to contain stormwater drainage within the development minimizing any new point source discharges to the river.

The current system has, for the most part, been mapped and verified. However, a formal stormwater master plan has never been completed or adopted. According to the City Engineer there is likely missing pieces of information regarding existing piping and/or detention facilities. As a result, there is little to review in terms of adequacy, only to note that the existing system can serve the Downtown subarea. Increased density, which typically reduces infiltration and increases runoff, will need to be analyzed for each proposed development to ensure it complies with existing code as is required. The increased density may prove to be challenging to comply with existing code to contain drainage on site. This may require allowing of smaller design storms being conveyed to the existing system. This should be analyzed for the Downtown subarea plan.



The City has adopted code for stormwater design criteria (LCMC Chapter 18.320) and this should be reviewed as part of the system master plan to ensure the criteria is still adequate. This would include consideration of the design storm frequency.

The Downtown subarea plan documents do not show any new stormwater detention. Without a more formal stormwater master plan and detailed mapping of the drainage and detention, it is difficult to assess if the change in zoning densification will have a negative impact on the existing system Downtown system. Consideration, at minimum, to create a stormwater detention pond somewhere in the downtown area should be analyzed to see if it is needed and if it is feasible. In addition, when looking at lot sizes, ensure there is sufficient impermeable area to allow for onsite retention as the City code requires.

The Timmen Landing subarea plan would fall under the City's storm drainage development design requirements. There is no existing storm facilities in this area, and as a result all new development will need to comply with the storm drainage code. Since the entire area will be newly developed, they will not have the restrictions that may be found in the Downtown area. The planning document shows a stormwater detention pond to the east of the Timmen Landing area. A general review of the topography shows that the majority of the proposed planning area can gravity flow to this detention pond. Avoidance of pumping stormwater to this facility keeps future operations and maintenance costs low.

In general, the City has a very good stormwater code. It is our understanding that the City is planning on a formal stormwater master plan and adopting this plan in 2025. This plan should satisfy the requirements of being able to serve the proposed plans. The plan should use GIS mapping to show all existing stormwater piping and detention facilities. In addition, the plan should identify what is required for the City to maintain its current NPDES discharge exemption. If the City were to ever lose this exemption it could prove to be costly. A stormwater master plan should identify what are the requirements for the continuation of this exemption and the ability to enforce the requirements.

In addition, the City has a stormwater fee and uses this fee to maintain its existing system and enforce its code.

SUMMARY OF STORMWATER RECOMMENDATIONS:

- The City should complete and adopt a formal stormwater master plan
 - Plan should include mapping of existing system
 - Review of design criteria for new development
 - Review and recommendations for enforcement (Consider smoke testing for illegal connections to sewer system)
- Separate from the stormwater master plan, the City should make sure it is adequately able to enforce site retention and maintenance on storm facilities the City does not own and operate.

Appendix E

La Center Municipal Code and Comprehensive Plan Revisions for Downtown and Timmen Landing Subarea Plans

**Title 18
DEVELOPMENT CODE**

Chapters:

Division 1. General

- 18.10** **General Provisions**
- 18.20** **Administration**
- 18.30** **Procedures**
- 18.40** **Definitions**
- 18.50** **Enforcement and Penalties**
- 18.60** **Development Agreements**

Division 2. Zoning

- 18.110** **Establishment of Zoning Districts and Maps**
- 18.120** **Plan Amendments and Zone Changes**
- 18.130** **Low Density Residential District (LDR-7.5)**
- 18.140** **Medium Density Residential District (MDR-16)**
- 18.142** **High Density Residential District (HDR)**
- 18.145** **Residential/Professional District (RP)**
- 18.147** **Parks and Open Spaces**
- 18.150** **Commercial Districts and Overlays (C-1, DGO, and TLNCC-3)**
- 18.155** **Downtown Overlay District (DT)**
- 18.157** **Sensitive Utility Corridor Overlay District**
- 18.158** **La Center Junction Plan Zoning District (JP)**
- 18.160** ***Repealed***
- 18.165** **Mixed-Use (MX)**
- 18.168** **Downtown Mixed Use (DMX)**
- 18.170** **Urban Public & Open Space District (UP/OS)**
- 18.180** **Manufactured Homes**
- 18.185** **Cottage Housing**
- 18.190** **Urban Holding District (UH-10)**

Division 3. Land Division and Development

- 18.200** **General Provisions**
- 18.205** **Short Plat Provisions**
- 18.210** **Subdivision Provisions**
- 18.215** **Site Plan Review**
- 18.220** **Boundary Line Adjustments**
- 18.225** **Legal Lot Determinations**
- 18.230** **Monumentation, Survey, and Drafting Standards**
- 18.235** **Alterations of Final Plats and Short Plats**
- 18.240** **Mitigation of Adverse Impact**
- 18.242** **Parks and Open Spaces**
- 18.245** **Supplementary Development Standards**
- 18.247** **Accessory Dwelling Units (ADUs)**
- 18.250** **Conditional Uses**
- 18.255** **Nonconforming Uses**
- 18.260** **Variances**
- 18.265** **Temporary Use Permits**
- 18.270** **Limited Uses**
- 18.275** ***Repealed***
- 18.280** **Off-Street Parking and Loading Requirements**

- 18.282 Outdoor Lighting**
- 18.285 Telecommunication Facilities**
- 18.290 Annexations**

Division 4. Critical Lands

- 18.300 Critical Areas**
- 18.300S *Repealed***
- 18.310 Environmental Policy**
- 18.320 Stormwater and Erosion Control**
- 18.330 Shorelines**
- 18.340 Native Plant List**
- 18.350 Tree Protection**
- 18.360 Archaeological Resource Protection**

Chapter 18.40 DEFINITIONS

Sections:

18.40.010 Definitions.

18.40.010 Definitions.

Unless the context clearly requires otherwise, the definitions in this section shall apply to terms in this title. In addition to definitions provided below, there are chapter-specific or section-specific definitions in this title.

Abutting	“Abutting” shall mean adjoining with a common boundary line; except that where two or more lots adjoin only at a corner or corners, they shall not be considered as abutting unless the common property line between the two parcels measures not less than eight feet in a single direction.
Accent lighting or accent luminaire	“Accent lighting” or “accent luminaire” means any luminaire that emphasizes a particular object or draws attention to a particular area for aesthetic purposes.
Access, accessway	“Access” or “accessway” shall mean the place, means, or way by which pedestrians and vehicles shall have safe, adequate, and usable ingress and egress to a property or use, as required by this title.
Accessory dwelling unit (ADU)	“Accessory dwelling unit” means a smaller, self-contained residential dwelling locate on the same lot as an existing or permitted single-family dwelling. An ADU contains all of the basic facilities needed for living independently of the single-family dwelling, including a kitchen, sleeping area, bathroom, heating, and sanitation. An ADU is distinguishable from a duplex, as an ADU is clearly subordinate to the single-family dwelling in use and appearance.
Accessory structure, accessory use	“Accessory structure or use” shall mean a structure or use incidental and subordinate to the main use of the property, and which is located on the same lot with the main use. Private garages and carports are accessory buildings when not attached to the main building.
Addition (to an existing building)	“Addition (to an existing building)” means any walled and roofed expansion to the perimeter of a building in which the addition is connected by a common load-bearing wall other than a fire wall. Any walled and roofed addition that is connected by a fire wall or is separated by independent perimeter load-bearing walls is considered to be new construction.
Adjacent	“Adjacent” shall mean near, close; for example, an industrial district across the street or highway from a commercial district shall be considered as “adjacent.”
Adjoin	“Adjoin” shall mean the same as “abutting.”
Adult day care facility	“Adult day care facility” means home, place, or institution which provides care and services to a nonresident individual for a period of time not to exceed 10 continuous hours, and does not involve an overnight stay.
Adult entertainment	<p>“Adult entertainment” shall include the following:</p> <p>(1) Any exhibition, performance, or dance of any type conducted in a premises where such exhibition, performance, or dance involves a person who is unclothed or in such costume, attire, or clothing as to expose any portion of the female breast below the top of the areola or any portion of the pubic region, anus, buttocks, vulva, or genitals, or human male genitals in a discernibly turgid state, or wearing any device or covering exposed to view which simulates the appearance of any portion of the female breast below the top of the areola or any portion of the pubic region, anus, buttocks, vulva, or genitals, or human male genitals in a discernibly turgid state, even if completely opaquely covered; or</p> <p>(2) Any exhibition, performance, or dance of any type conducted in a premises where such exhibition, performance, or dance is distinguished or characterized by a predominant emphasis on the depiction, description, simulation of, or relation to the following specified sexual activities:</p> <ul style="list-style-type: none"> (a) Human genitals in a state of sexual stimulation or arousal; (b) Acts of human masturbation, sexual intercourse, or sodomy; or (c) Fondling or other erotic touching of human genitals, pubic region, buttocks or female breast; provided, adult entertainment and specifically the depiction, description, simulation of, or relation to sexual activities described above shall not be construed to include any form of actual sexual conduct as defined in this section; or <p>(3) Any exhibition, performance, or dance intended to sexually stimulate any patron and conducted in a premises where such exhibition, performance, or dance is performed for, arranged with, or engaged in with fewer than all patrons on the premises at that time, with separate consideration paid, either directly or indirectly, for such performance, exhibition or dance. For purposes of example and not limitation, such</p>

	exhibitions, performances, or dances are commonly referred to as table dancing, couch dancing, taxi dancing, lap dancing, private dancing, or straddle dancing.
Adult foster care or adult family home	“Adult foster care” or “adult family home” means a home, place or institution which provides room and board and special care for two to six adults who are not related by blood or marriage to the person or persons providing the services. Washington State DSHS and Chapter 70.128 RCW.
Adult-oriented business	<p>“Adult-oriented business” shall mean the following businesses:</p> <p>(1) Adult Arcade. An establishment containing any individual viewing areas or booths, where, for any form of consideration, including a membership fee, one or more still or motion picture projectors, slide projectors, or similar machines, or other image-producing machines are used to show films, motion pictures, video cassettes, slides, or other photographic reproduction of sexual conduct, or adult entertainment.</p> <p>(2) Adult Cabaret. A night club, bar, restaurant, theater, or auditorium, or similar commercial establishment, whether or not alcoholic beverages are served, which presents adult entertainment.</p> <p>(3) Adult Motel. A hotel, motel, or similar commercial establishment which:</p> <p>(a) Offers sleeping accommodation to the public for any form of consideration and, as a significant purpose of its business, provides patrons with closed-circuit television transmissions, films, motion pictures, video cassettes, slides, or other photographic reproductions which are characterized by the depiction of or description of sexual conduct or adult entertainment and are not rated G, PG, PG-13, NC-13, NC-17, or R by the Motion Picture Association of America; or</p> <p>(b) Offers a sleeping room for rent for a period of time that is less than 10 hours; or</p> <p>(c) Allows a tenant or occupant of a sleeping room to subrent the room for a period of time that is less than 10 hours.</p> <p>(4) Adult Motion Picture Theater. A commercial establishment or drive-in theater where a significant portion of the films, motion pictures, video cassettes, slides, or similar photographic reproductions are characterized by the depiction or description of adult entertainment or sexual conduct and are not rated G, PG, PG-13, NC-13, NC-17, or R by the Motion Picture Association of America and are shown for any form of consideration.</p> <p>(5) Adult Bookstore. A business having as a significant portion of its volume of trade the display, barter, rental and/or sale of books, printed matter, video tapes, discs or cassettes, films, pictures or other material or paraphernalia distinguished or characterized by an emphasis on matters depicting, describing or relating to sexual conduct or adult entertainment, as defined herein. For purposes of this definition, “portion of its volume of trade” means that portion of the store’s display space devoted to such material, or that portion of its gross receipts received from the sale of such material, whichever is greater.</p> <p>(6) Other Adult Entertainment Facility. Any commercial establishment to which any patron is invited or admitted and where adult entertainment is presented as a substantial part of the premises’ activity, including but not limited to escort agencies, seminude or nude modeling studios, or similar establishments.</p>
Aesthetics	“Aesthetics” means a characteristic of development or the environment relating to physical beauty.
Affordable housing	“Affordable housing” means decent, safe, quality housing that costs no more than 30 percent of a household’s gross monthly income for rent/mortgage and utility payments.
Agency	For the purposes of regulating day cares, an “agency” is any person, firm, partnership, association, corporation, or facility that provides childcare and early learning services outside a child’s own home.
Agricultural uses	“Agricultural uses” shall mean the use of the land for agricultural purposes, including farming, dairying, pasturage, agriculture, horticulture, floriculture, viticulture and wineries, apiaries, and animal and poultry husbandry, and the necessary accessory uses for storing produce; provided, however, that the operation of any such accessory use shall be incidental to that of normal agricultural activities; and provided further, that the above uses shall not include slaughterhouses and meat packing or commercial feeding of animals.
Alley	“Alley” shall mean a public right-of-way not over 30 feet wide which affords, generally, a secondary means of access to abutting lots not intended for general use.
Amusement park or center	“Amusement park or center” means a group of amusement devices for children and/or adults and their accessory uses. Such a park or center may include miniature golf areas, bumper cars, batting cages, arcades, bumper boats, go-carts and other such activities.

Apartment	“Apartment” means a room or suite of rooms within an apartment house or apartment hotel, used as a dwelling unit for one family with facilities that function or are intended to function for living, sleeping, and cooking.
Apartment hotel	“Apartment hotel” means an apartment house that furnishes services for the use of its tenants which are ordinarily furnished by hotels, but the privileges of which are not primarily available to the general public.
Applicant	“Applicant” means any person or his or her authorized agent or representative who has applied for a permit and who has a valid, existing legal interest in the property proposed to be developed.
Appropriate area, minimum	“Minimum appropriate area” means the smallest total area of property that is allowed in a particular zone.
Area of special flood hazard	“Area of special flood hazard” shall mean the land in the floodplain subject to a one percent chance or greater of flooding in any given year as shown on flood insurance rate maps (FIRM) or except as otherwise determined by the Federal Emergency Management Agency (FEMA).
Assessment	“Assessment” means an estimation or determination of the significance, importance, or value of land, buildings, or a proposed development activity.
Assisted living facility	“Assisted living facility” means any home, place or institution which offers private rooms or apartments and assistance with the activities of daily living to seven or more residents. Services may include meals, personal care, medication assistance, limited supervision, organized activities, and limited nursing services.
Automobile sales and service establishment, new or used	“Automobile sales and service establishment, new or used” means an establishment that provides for the sale of motorized vehicles as its primary use, and allows for minor or major repairs, or paint and body work.
Automobile service station	“Automobile service station” means a building or structure designed or used for the retail sale or supply of fuels (stored only as prescribed by existing legal regulations), lubricants, air, water, and other operating commodities for motor vehicles or boats. The cross-section areas of service station canopy supports where they meet the ground shall be measured as coverage for the purposes of determining maximum lot coverage, and also shall be used for measurement of setback requirements. Automobile service stations may include the following: customary space and facilities to the installation of such commodities on or in such vehicles; space for facilities for the storage, minor repair, or servicing of such vehicle; and space for car washing.
Automotive repair establishment	“Automotive repair establishment” means a retail sales and service establishment that includes: brake repair, engine tune-ups, oil changes, lubrications, front end alignments, major mechanical repairs and adjustments such as engine overhauls, transmission overhauls and the like. It can also include painting, repainting or retouching services.
Awning	“Awning” means any movable roof-like structure cantilevered, or otherwise entirely supported from a building, so constructed and erected as to permit its being readily and easily moved within a few minutes’ time to close an opening, or rolled or folded back to a position flat against the building or a cantilevered projection thereof, or which is detachable.
Backlight	“Backlight” means for an exterior luminaire, the lumens emitted in the quarter sphere below horizontal and in the opposite direction of the intended orientation of the luminaire. For luminaires with symmetric distribution, backlight will be the same as front light.
Bakery	“Bakery” means an establishment where products such as breads, cakes, pies, pastries, etc., are baked or produced and sold on premises for wholesale and/or retail sale.
Bar and/or cocktail lounge	“Bar” and/or “cocktail lounge” means any premises wherein alcoholic beverages are sold at retail for consumption on the premises. A Class H retailer’s license is required for serving liquor by the bottle or by the drink.
Base flood	“Base flood” shall mean the flood having a one percent chance of being equaled or exceeded in any given year. Also referred to as the “100-year” flood.
Basement	“Basement” means any floor level below the first story in a building, except that a floor level in a building having only one floor level shall be classified as a basement unless such floor level qualifies as a first story as defined herein.
Bed and breakfast house	A “bed and breakfast house” is a hotel in what was built as a single-family dwelling and which offers up to six bedrooms for transient guests.
Best available science	“Best available science” means scientific information or information meeting the criteria set forth in WAC 365-195-900 through 365-195-925.
Best management practice (BMP)	“Best management practice (BMP)” when associated with stormwater management means physical, structural, and/or managerial practices that, when used singly or in combination, prevent or reduce pollution of water; when associated with groundwater protection means a written plan outlining accepted practices, such as liquid containment, transfer practices, and emergency procedures whose purpose is to prevent containment for underground storage tanks.

Billboard	“Billboard” means a surface whereon advertising matter is set in view conspicuously and which advertising does not apply to the premises or any use of the premises wherein it is displayed or posted.
Binding site plan	“Binding site plan” means a drawing to scale which (1) identifies and shows the locations of all streets, roads, improvements, utilities, open spaces, and any other matters specified by the city of La Center; and (2) contains inscriptions or attachments setting forth such appropriate limitations and conditions for the use of land; and (3) contains provisions for making any development be in conformity with the site plan.
Blight	“Blight” means the concentration of forces which puts a building or neighborhood on its way to becoming a slum. A “blighted” area is one that has deteriorated or has been arrested in its development by physical, economic, or social forces.
Block	“Block” means a group of lots, tracts, or parcels within well defined and fixed boundaries.
Boarding house	“Boarding house” means a dwelling where meals or lodging and meals are provided for compensation to at least one person and no more than 20 persons by prearrangement for definite periods of at least one week’s duration. A boarding house is to be distinguished from a hotel.
Bollard	“Bollard” means a post permanently affixed into the ground or pavement, at least two feet and no more than four feet in height after installation, whose purpose is to segregate automotive traffic from certain areas.
Border lots	“Border lots” are residential lots abutting the urban growth area boundary which may be larger in size than most urban lots to allow for a smoother transition to larger rural lots lying outside the boundary.
Boundary line adjustment	“Boundary line adjustment” means the adjustment of boundary lines that does not create any additional lot, tract, parcel, site or division, nor creates any lot, tract, parcel, site or division which contains insufficient area and dimension to meet minimum requirements for width and area for a building site.
Buffer area	“Buffer area” means a landscaped area intended to separate and partially obstruct the view of two adjacent land uses or properties from one another, or intended to reduce the impact of noise levels generated on one property from the surrounding properties and intended to enhance the level of safety and promote the aesthetic qualities of the area.
BUG rating or BUG	“BUG rating” or “BUG” means the Illuminating Engineering Society’s (IES) luminaire rating system that quantifies how well a luminaire controls backlight (B), uplight (U), and glare (G).
Buildable area	“Buildable area” means the space remaining after the minimum open space and yard setback requirements of this title have been complied with.
Buildable land	“Buildable land” means lands not constrained by critical areas and public rights-of-way.
Building	“Building” shall mean a combination of materials to form a structure that is adapted to a permanent or continued occupancy. It is a structure having a roof supported by columns or walls for the housing or enclosure of person, animals, or chattel.
Building coverage	“Building coverage” means that percentage of the total lot area of a lot which is covered by the principal and accessory building.
Building height	<p>“Building height” shall mean the vertical distance from a point as determined in this section to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hip roof. “Building height” does not include such accessory elements as utilities, rooftop mechanical equipment and enclosures for it, chimneys, church spires, water towers and accessory radio antennas.</p> <p>(1) The base point shall be the elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of the exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above the lowest grade adjoining the building.</p> <p>(2) The base point shall be 10 feet above the lowest grade adjoining the building when the sidewalk or ground surface within a five-foot horizontal distance of the exterior wall of the building is more than 10 feet above lowest grade.</p> <p>(3) The height of a steeped or terraced building shall be the height of any segment of the building.</p>
Building, nonconforming	“Nonconforming building” means a legally existing building that fails to comply with this title (for height, number of stories, size, area, yards, location, or use) applicable to the district in which the building is located.
Building permit	“Building permit” means the document or certificate issued by the city of La Center that sanctions adherence to all applicable building and development regulations and gives permission to the applicant to proceed with the actions for which the permit was requested.
Building setback line	“Building setback line” shall mean a line parallel to the front lot line and passing through the most forward point or plane of the building closest to the front lot line.

Building site	“Building site” means a portion or parcel of land considered as a unit, devoted to a certain use or occupied by a building or group of buildings that are united by a common interest or use, and the customary accessories and open spaces belonging to the same.
Bulk	“Bulk” means the term used to describe the size of buildings or other structures, and their relationship to each other and to open areas and lot lines.
Business services	“Business services” means an establishment primarily engaged in rendering services to other business establishments on a fee or contract basis, not involving the sale of any goods or commodities available on the premises, and not dispensing a personal service. Business service establishments may include, but are not necessarily limited to, activities such as real estate, insurance, accounting or bookkeeping, financial institutions, management or consulting firms, or other similar uses.
Camper	“Camper” shall mean a structure designed to be mounted on a truck chassis for use as a temporary dwelling for travel, recreational, and/or vacation use.
Camping trailer	“Camping trailer” shall mean a structure mounted on wheels and designed for travel, recreational, and/or vacation uses.
Canopy	“Canopy” means a roof-like structure made of any material that projects from the wall of a building and overhangs a sidewalk.
Car wash	“Car wash” means a building, or portion thereof, containing facilities for washing automobiles utilizing mechanical devices.
Carport	“Carport” shall mean a building designed to cover, but not enclose, automobile parking spaces.
Cemetery	“Cemetery” means a place for the burial or interment of dead persons or household pets.
Certificate of occupancy (occupancy permit)	“Certificate of occupancy (occupancy permit)” means the official certification that a premises conforms to the provisions of this title (and the building code) and may legally be used or occupied. Such a certificate is required for new construction or for alteration or additions to existing structures. Unless such a certificate is issued for new construction, a structure cannot be occupied.
Clearing	“Clearing” means the act of removing existing vegetation, structures or other items from a site prior to undertaking land improvements.
Clinic	“Clinic” means an establishment where patients who are not lodged overnight are admitted for examination and treatment by one person or group of persons licensed as a physician, dentist, chiropractor, therapist, or other similar health-related professional.
Club	“Club” means buildings or facilities owned or operated by a corporation, association, person or persons for a social, educational, fraternal, civic, religious, or recreational purpose, but not primarily for profit or to render a service that is customarily carried on as a business.
Cluster	Note: This definition applies to cottage housing developments in Chapter 18.185 LCMC. A “cluster” is a group of four to 12 detached individual cottages oriented around or focused towards a common area or feature.
Commission or planning commission	“Commission” or “planning commission” shall mean the planning commission of the city.
Common area	“Common area” means the total area not designed for rental or sale to tenants and that is available for common use by all tenants or groups of tenants and their guests, including such areas as parking lots and their appurtenances, lobbies, malls, sidewalks, landscaped areas, public rest rooms, truck and service facilities, etc.
Common open space	“Common open space” means an area within or related to a development, not in individually owned lots or dedicated for public use, but that is designed and intended for the common use and enjoyment of the residents of a development. For the purposes of cottage housing developments in Chapter 18.185 LCMC, “common open space” means an area within a development which may be used for active and passive activities by all the residents of the subject property. Examples include “village greens,” picnic areas, courtyards, sidewalks, or similar amenities owned and maintained by a homeowners’ association.
Common outdoor area	“Common outdoor area” means one or more of the following: a parking lot; a parking structure or covered vehicular entrance; a common entrance or public space shared by all occupants of the domiciles.
Compact parking space	“Compact parking space” shall mean a rectangle not less than eight feet wide and 15 feet long, together with access and maneuvering space, sufficient to permit a compact automobile to be parked within the rectangle without the necessity of moving other vehicles; said rectangle to be located off the street right-of-way.
Compatible use	“Compatible use” means a use that is capable of existing in harmony with other uses situated in its immediate vicinity.

Comprehensive plan	“Comprehensive plan” means the goals, objectives and policies, documents and maps adopted by motion by the council to guide the physical development of the city; to coordinate city programs, services and controls, and to promote the general welfare.
Concession stand, agricultural or produce	“Concession stand, agricultural or produce” means an open air structure, not to exceed 20 feet by 30 feet in its dimensions, and at which fresh eggs, fruits, vegetables, and/or other agricultural products may be sold from local farms to the public.
<u>Concessionaire</u>	<u>“Concessionaire” means any person or business entity that receives a city license to sell or offer goods, services, or merchandise from a temporary or permanent structure as permitted by the City.</u>
Concrete slab	“Concrete slab” means a broad, flat, somewhat thick concrete surface extending under a manufactured home or built in-place to the extent of the structure which rests upon it. Must meet all UBC standards.
Conditional use	“Conditional use” shall mean a use allowed in one or more zones as defined by this title but which, because of characteristics peculiar to such use, or because of size, technological processes or equipment, or because of the exact location with reference to surroundings, streets and existing improvements or demands upon public facilities, requires a special permit in order to provide a particular degree of control to make such uses consistent with and compatible to other existing or permissible uses in the same zone.
Condominium	“Condominium” means a development in which each dwelling unit is owned individually but all other common elements are jointly owned on a specified basis, most often in a multifamily structure.
Confectionery	“Confectionery” means an establishment engaged solely in the preparation and production of candy products for direct retail sale to the consumer on the premises.
Construction	“Construction” means the building of, or substantial improvement to, any structure or the clearing, filling, or excavation of any land. It shall also mean any alterations in the size or use of any existing structure or the appearance of any land. When appropriate to the context, “construction” refers to the act of construction or the result of construction.
Contiguous	Lands are “contiguous” if they actually adjoin each other and share a common boundary.
Convenience store	“Convenience store” means a retail establishment that is usually open for extended daily hours of business, normally located as a single entity or in a strip building configuration along major roadways, is typically a self-service facility not dependent upon comparison shopping, and by its manner of display and merchandising.
Conversion	“Conversion” means the change of use or purpose to which a structure or building is put.
Cottage	Note: This definition applies to cottage housing developments in Chapter 18.185 LCMC. “Cottage” means a detached single-family dwelling unit, of a defined maximum size, designed to be one of a cluster of similar structures subject to design criteria; one of the units that comprise a cottage housing development (CHD).
Cottage housing development	Note: This definition applies to cottage housing developments in Chapter 18.185 LCMC. “Cottage housing development (CHD)” means a residential development consisting of clusters of cottages designed to share a central and common open space, a limited number of accessory structures, and private community buildings.
Council, city council	“Council” or “city council” shall mean the city council of the city.
Cul-de-sac	“Cul-de-sac” means a local street having only one means of vehicular access to another street and terminating at its other in a circular-shaped turn around. This definition of cul-de-sac shall in no way be interpreted to include a dead-end street.
Curb cut	“Curb cut” means the level of the established curb in front of a building measured at the center of such front. Where no curb elevation has been established, the mean elevation of the finished grade immediately adjacent to a building shall be considered the “curb level.”
Day care	(1) “Family day care provider” means a residential dwelling used by a childcare provider who regularly provides early childhood education and early learning services for not more than 12 children at any given time in the provider’s home in the family living quarters unless the capacity limitation is waived by the Department of Children, Youth and Families pursuant to RCW 43.216.692. (2) “Day care center” is an agency that does not meet the definition of a “family day care provider.”
Dedication	“Dedication” means the deliberate appropriation of land by the owner for any general and public uses, reserving to himself no other rights than such as one compatible with the full exercise and enjoyment of the public uses to which the property has been devoted. The intention to dedicate shall be evidenced by the owner by the presentment for filing of a final plat or short plat showing the dedication thereon; and the acceptance by the public shall be evidenced by the approval of such plat for filing.

Density	“Density” means the number of permitted dwelling units allowed on each acre of land or fraction thereof. See also “Net density.”
Design storm	“Design storm” means a prescribed hyetograph and total precipitation amount (for a specific duration recurrence frequency) used to estimate runoff for a hypothetical storm of interest or concern for the purposes of analyzing existing drainage, designing new drainage facilities or assessing other impacts of a proposed project on the flow of surface water. (A hyetograph is a graph of percentages of total precipitation for a series of time steps representing the total time during which the precipitation occurs).
Detention facility	“Detention facility” means an above- or below-ground facility, such as a pond or tank, that temporarily stores stormwater runoff and subsequently releases it at a slower rate than it is collected by the drainage facility system. There is little or no infiltration of stored stormwater.
Developer	“Developer” means any person, firm, or corporation undertaking the dividing of any parcel of land by short subdivision or subdivision; also known as the “applicant.”
Development	“Development” means the placement, erection, or removal of any fill, solid material, or structure on land, in or under the water, discharge or disposal of any dredged material or of any liquid or solid waste; or the grading, removing, dredging, mining, or extraction of any materials, including mineral resources; the construction, reconstruction, removal, demolition or alteration of the size of any structure; or the removal or harvesting of vegetation. Development shall not be defined or interpreted to include activities related to or undertaken in conjunction with the cultivation, use, or subdivision of land for agricultural purposes or any improvement made in the interior of any structure.
Development right	“Development right” means a legal claim to convert a tract of land to a specific purpose by construction, installation, or alteration of a building or other structure.
Development, substantial	“Substantial development,” with regard to projects that have been initiated, shall constitute at least 10 percent of the total expected cost (including architectural and engineering fees) to complete the project as it was approved. Development shall also be considered to be substantial if the developer of an approved project has secured financing for the project and can demonstrate, in writing, his or her financial commitments to the project in question.
Discontinue	“Discontinue” means to cease doing or providing (something), typically something provided on a regular basis, for a continuous period of six months.
District, zoning	“Zoning district” means any portion of the city within which, on a uniform basis, certain uses of land and buildings are permitted and certain other uses of land and buildings are prohibited as set forth in this title and within which certain yards and other open spaces are required, certain lot areas are established, and a combination of such aforesaid conditions are applied.
Domestic animal	“Domestic animal” means an animal normally kept incidental to a single-family dwelling. Included are dogs and cats; excluded are wild or exotic animals, horses and cows, chickens, goats, or other similar animals.
Drainage	“Drainage” means the removal of surface water or groundwater from land by drains, grading, or other means. Drainage includes the control of runoff to minimize erosion and sedimentation during and after development and includes the means necessary for water supply preservation, prevention, or alleviation of flooding.
Drainage basin	“Drainage basin” means a geographic and hydrologic subunit of a watershed.
Drive-in or drive-through facility	“Drive-in or drive-through facility” means an establishment that, by design, physical facilities, service, or by packaging procedures, encourages or permits customers to receive services or obtain goods while remaining in their motor vehicles.
Driveway	“Driveway” means that space specifically designated and reserved on the site for the movement of vehicles from one site to another or from a site to a public street.
Dwelling	“Dwelling” shall mean a building or portion thereof, designed or used as the residence or sleeping place of one or more persons.
Dwelling, duplex/triplex/fourplex	“Duplex/triplex/fourplex dwelling” means a building on a single lot containing two, three, or four individual dwelling units that are separated from each other by a wall or floor/ceiling. This definition does not include accessory dwelling units.
Dwelling, multifamily	“Multifamily dwelling” means a building or portion thereof designed or used as a residence by two or more families and containing two or more dwelling units. The land underneath the structure is not divided into separate lots. This definition includes apartments and duplex/triplex/fourplex dwellings.
Dwelling, single-family	“Single-family dwelling” shall mean a building designed or used for residence purposes by not more than one family, and containing one dwelling unit only on a single lot. (1) “Attached” shall mean single-family dwellings sharing common walls. This definition includes townhouses or rowhouses.

	(2) "Detached" shall mean physically separated from any other dwelling unit and not sharing common walls. Accessory dwelling units may be located within or attached to detached single-family dwellings.
Dwelling unit	"Dwelling unit" shall mean one or more rooms designed for occupancy by one family, and not having more than one cooking facility. For the purpose of this title, the term "dwelling unit" does not include the term "travel trailer" or "mobile manufactured home."
Easement	"Easement" means a right which one person has to use the land of another for a specific purpose.
Elevation	"Elevation" shall mean: (1) The vertical distance above or below a fixed reference level; or (2) A flat scale drawing of the front, rear, or side of a building or structure.
Emergency shelter	"Emergency shelter" means a facility whose primary purpose is to provide housing for individuals and families in the event of an emergency or an emergency hazardous situation.
Eminent domain	"Eminent domain" means the authority of the city of La Center or other government agency to take, or to authorize the taking of, private property for public use with just compensation to the owner.
Employees	"Employees" shall mean all persons, including proprietors, working on the premises during the largest shift at peak season.
Energy-efficient structure	"Energy-efficient structure" shall mean a structure designed and built to comply with the annual thermal performance standards established by the Northwest Power Planning Council as the Model Conservation Standards.
Engineer	"Engineer" means the city public works director or his or her designee as determined by the city council.
Enlargement	"Enlargement" means an addition to the floor area of an existing building, an increase in the size of any other structure, or an increase in that portion of a tract of land occupied by an existing use.
Environment	"Environment" means the physical, social and economic conditions that exist within the area which will be affected by a proposed project.
Environmentally sensitive lands, potential	"Potential environmentally sensitive lands" are lands shown on the city zoning map as an overlay to demonstrate areas which may contain wetlands, steep slopes, or other similar environmentally critical features which may limit or prevent construction.
Erected	"Erected" includes built, constructed, reconstructed, moved upon, or any physical operations on the premises required for the building. Excavations, fill, drainage, paving, and the like shall be considered within the definition of "erected."
Erosion	"Erosion" means the detachment and movement of soil or rock fragments by water, wind, and/or gravity.
Establishment	"Establishment" means an economic unit, generally at a single physical location, where business is conducted or services are offered.
Facade	"Facade" means the front of a building, particularly that part of a building facing a street or courtyard.
Family	"Family" shall mean two or more persons customarily living together as a single housekeeping unit and using common cooking facilities, as distinguished from a group occupying a hotel, club, boarding, or lodging house, or other group of unrelated individuals not exceeding six in number.
Fence	"Fence" means any artificially constructed barrier or any material or combination of materials erected to enclose or screen areas of land, and is six feet or less.
Fence, sight-obscuring	"Sight-obscuring fence" shall mean a fence or evergreen planting, or combination of fence and planting, arranged in such a way as to obstruct vision.
Fill	"Fill" means earth or any other approved substance or material.
Final plat	"Final plat" or "plat, final" means the final drawing of a land division and/or dedication, prepared for filing for record with the county auditor and containing all elements and requirements set forth in this title and in state law.
Financial institutions	"Financial institutions" means establishments such as, but not limited to, banks and trust companies, credit agencies, investment companies, brokers and dealers of securities and commodities, and other similar uses.
Flag lot	"Flag lot" means a lot the developable portion of which is separated from the public right-of-way to which the lot has direct access by a narrow strip of land often used as a driveway. Creation of a flag lot is subject to additional standards in Chapter 18.210 LCMC.

Flea market	“Flea market” means an occasional sales activity held within a building, structure, or open area where groups of individual sellers offer goods, new and used, for sale to the public, but not to include private garage sales.
Flood	For the definition of “flood,” see LCMC 18.300.030.
Floor	“Floor” means the top surface of an enclosed area in a building (including basement), i.e., the top of a slab in concrete slab construction or the top of wood flooring in wood frame construction. The term does not include the floor of a garage used primarily for the parking of vehicles and where openings are installed to allow the free passage of water.
Floor area	“Floor area” means the sum of the gross horizontal areas of all of the floors of all buildings on the lot, measured from the exterior faces of exterior walls or from the centerline of walls separating two buildings. Floor area shall include the area of basements when used for residential, commercial or industrial purposes, but need not include a basement or portion of a basement used for storage or housing of mechanical equipment, or the basement apartment of a custodian in a multifamily dwelling, except that portion of said custodian’s dwelling unit which is in excess of 50 percent of the total basement area.
Footcandle	“Footcandle” is the standard imperial unit used to measure illuminance, or the amount of light falling onto a surface, such as a roadway or athletic field. One footcandle equals one lumen per square foot. One footcandle equals approximately 10 lux.
Foster home	“Foster home” means a home licensed and regulated by the state and classified by the state as a foster home, providing care and guidance for not more than five unrelated juveniles, adults or both.
Frontage	“Frontage” shall mean that portion of a parcel of property which abuts a dedicated public street or highway, or private road or driveway approved by the city.
Frontage, corner lot	“Corner lot frontage” means all the property on two sides of a street between two intersecting streets, measured along the line of the street, or if the street is dead-ended, then all of the property abutting on two sides between an intersecting street and the dead-end of the street. This definition also includes ingress-egress easements when used as the only means of access.
Fuel storage facility	“Fuel storage facility” means an area that is used or planned to be used for the storage of petroleum. The facilities may be aboveground or underground storage tanks.
Full cutoff	“Full cutoff” means a shielded luminaire where zero luminous flux is emitted above the horizontal (90 degrees above nadir) and not more than 10 percent of lamp lumens are emitted at or above 80 degrees above the nadir.
Garage	“Garage” means a building or portion thereof other than a private or storage garage, designed or used for equipping, servicing, repairing, or storing motor vehicles internally and enclosed within the building.
Garage, detached	“Detached garage” shall mean an accessory building intended and primarily used for the storage of motor vehicles, which is separate from and secondary to the main structure of the occupants.
Geologically hazardous areas	“Geologically hazardous areas” means areas that, because of their susceptibility to erosion, sliding, earthquake or other geological events, are not suited to the siting of commercial, residential or industrial development consistent with public health or safety.
Glare	“Glare” means light entering the eye directly from luminaires or indirectly from reflective surfaces that causes visual discomfort or reduced visibility. The IES BUG rating defines glare as luminous flux emitted from the spherical wedge between 60 and 90 degrees from the nadir.
Grade	“Grade” (ground level) shall mean the lowest point of elevation of the finished surface of the ground, paving or sidewalk within the area between the building and the property line or, when the property line is more than five feet from the building, between the building and a line five feet from the building.
Greenhouse	“Greenhouse” means an enclosed building, permanent or portable, that is used for the growth of plants.
Gross area	The total area within the boundaries of a property or properties. See also “Net area.”
Ground floor area	“Ground floor area” means the square footage area of a building within its largest outside dimensions, exclusive of open porches, breezeways, terraces, patios, swimming pools, parking areas, driveways, garages, exterior stairways, secondary stairways, and drive-through teller lanes or walk-up windows of financial institutions only. Ground floor area is the total building area used in determining the percentage of lot coverage.
Groundwater	“Groundwater” means the portion of water contained in interconnected pores or fractures in a saturated zone or stratum located beneath the surface of the earth or below a surface water body.
Groundwater management	“Groundwater management” means the management and coordination of groundwater regulations, strategies, policies, and technical information for the protection and use of groundwater resources.

Group care facility	“Group care facility” means a facility licensed by the state to provide, on a 24-hour basis, training, care, custody, correction or control, or any combination of those functions, to one or more persons who may be children, the aged, disabled, underprivileged, indigent, handicapped or other special class of persons, either by governmental unit or agency or by a person or organization devoted to such functions. This term shall not include schools, hospitals, prisons or other social service facilities.
Group home	“Group home” means any home, place or institution for children or adults who cannot live with their families. These homes are often established in typical residential neighborhoods and often contain the typical features of a household. Many different kinds of residents can live at group homes including physically disabled individuals, mentally disabled individuals, individuals in substance rehabilitation programs, children in foster care, individuals with chronic disabilities, or juvenile offenders/troubled teens.
Gutter	“Gutter” means a constructed waterway, usually along a street curb, installed to collect and conduct street surface water.
Habitable floor	“Habitable floor” shall mean any floor usable for living purposes including working, sleeping, eating, cooking, or recreating uses, or any combination of these uses. A floor used only for storage purposes is not a “habitable floor.”
Hardscape	“Hardscape” means permanent improvements to a site including (but not limited to) parking lots, drives, entrances, curbs, ramps, stairs, steps, medians, walkways and nonvegetated landscaping that is 10 feet or less in extent measured away from edges of structures. Hardscape materials may include concrete, asphalt, stone, brick, gravel and similar substances.
Hardscape area	“Hardscape area” means the area measured in square feet of all hardscape. It is used to calculate the total site lumen limit.
Hazardous waste	“Hazardous waste” shall mean all dangerous and extremely hazardous waste as defined in RCW 70.105.010 except for moderate-risk waste. RCW 70.105.010 is adopted by reference for the purposes of this definition.
Hazardous waste storage	“Hazardous waste storage” shall mean the holding of dangerous waste for a temporary period as regulated by State Dangerous Waste Regulations, Chapter 173-303 WAC. For purposes of this title, Chapter 173-303 WAC as existing and hereafter amended is adopted by reference.
Hazardous waste treatment	“Hazardous waste treatment” shall mean the physical, chemical, or biological processing of dangerous waste to make wastes nondangerous or less dangerous, safer for transport, amenable for energy or material resource recovery, amenable for storage, or reduced in volume.
Hazardous waste treatment and storage facility, off-site	“Off-site hazardous waste treatment and storage facility” shall mean treatment and storage facilities that treat and store waste from generators on properties other than those on which the off-site facilities are located.
Hazardous waste treatment and storage facility, on-site	“On-site hazardous waste treatment and storage facility” shall mean treatment and storage facilities that treat and store waste from generators on properties on the same geographically contiguous or bordering property.
Health care facility	“Health care facility” means an establishment primarily engaged in furnishing medical, surgical or other services to individuals, including the offices of physicians, dentists, and other health practitioners; medical and dental laboratories; outpatient care facilities; blood banks; and oxygen and miscellaneous types of medical supplies and services.
Health club	“Health club” means gymnasiums (except those associated with educational institutions), private clubs (athletic, health, or recreational), reducing salons, and weight control establishments.
Hearings examiner	“Hearings examiner” shall mean the person(s) appointed hearings examiner by the city council of La Center pursuant to Chapter 2.35 LCMC.
Historic property	“Historic property” means a building, structure, object, area or site that is significant in the history, architecture, archaeology or culture of La Center, the region or the nation.
Home occupation	“Home occupation” shall mean an occupation, profession, or craft secondary to the use of a dwelling unit for residential purposes, is carried on by a member of the family residing within the residence, and requires no structural alterations or changes in the dwelling unit.
Homeowner’s association	<p>“Homeowner’s association” shall mean a nonprofit organization operating under recorded land agreements through which the following take place:</p> <p>(1) Each person owning or purchasing a lot in a planned unit or other described land area is automatically a member by such ownership or purchase.</p> <p>(2) Each lot is automatically subject to a charge for a proportionate share of the expenses for the organization’s activities, such as maintaining a common property.</p> <p>(3) Construction and maintenance responsibilities for any undivided property are identified and assigned.</p>

Hospital	“Hospital” shall mean an establishment which provides sleeping and eating facilities to persons receiving medical, obstetrical, or surgical care and nursing service on a continuous basis.
Hotel	“Hotel” shall mean a building in which lodging is provided and offered to the public for compensation, and which is open to transient guests.
House of worship/church	“House of worship/church” means a building or structure wherein persons regularly assemble for religious worship, is specifically designed and used primarily for such purpose, and is maintained and controlled by a religious body organized to sustain public worship.
Illuminance	“Illuminance” means the quantity of light striking a surface, which varies with distance and angle. Also known as luminous flux density.
Illuminated sign	“Illuminated sign” means any sign that has characters, letters, figures, designs or outlines illuminated by electric lights, or from a remote position.
Immediate vicinity	“Immediate vicinity,” with regard to the built or manmade environment, refers to all development that is within 500 linear feet of any proposed development, measured in a straight line from the property line that is closest to any existing development.
Impervious surfaces	“Impervious surfaces” means those surfaces that do not absorb water and consist of all buildings, parking areas, driveways, roads, sidewalks, and any areas of concrete or asphalt on a lot.
Improvement	“Improvement” means any building, structure, place, work of art, or other object constituting a physical betterment of real property, or any part of such betterment.
Improvement plans	“Improvement plans” means the technical drawings of the design and proposed construction of such items as streets, water and sewer systems, and drainage detention systems.
Incompatible use	“Incompatible use” means a use that is incapable of existing in harmony with the natural environment or with other uses situated in its immediate vicinity.
Indoor amusement	“Indoor amusement” means establishments engaged in providing entertainment indoors for a fee or admission charge, including such activities as theaters, bowling, pool, billiards, or arcades, that feature three or more coin- or token-operated devices, such as pinball and video games.
Indoor storage	“Indoor storage” means the keeping of any goods, materials, merchandise, or supplies as an accessory use to any retail, office, or service use.
Industrial park	“Industrial park” means a planned, coordinated development of a tract of land with two or more separate industrial buildings. Such development is planned, designed, constructed, and managed on an integrated and coordinated basis with special attention given to on-site circulation, parking, utility needs, building design and orientation, and open space.
Industry, heavy	“Heavy industry” means a use engaged in the basic processing and manufacturing of materials or products predominantly from extracted or raw materials, or a use engaged in the storage of, or manufacturing processes that potentially involve, hazardous or commonly recognized offensive conditions.
Industry, light	“Light industry” means a use engaged in the manufacture, predominantly from previously prepared materials, of finished products or parts, including process, fabrication, assembly, treatment, packaging, incidental storage, sales and distribution of such products, but excluding basic industrial processing.
Infiltration	“Infiltration” means the downward movement of water from the surface to the subsoil.
Initial lumens	“Initial lumens” means the total luminous flux of a luminaire assuming it is new and not subject to diminution of light output due to age or condition.
Irregular lot	“Irregular lot” means a lot which is shaped so that application of setback requirements is difficult. Examples include a lot with a shape which is not close to rectangular, or a lot with no readily identifiable rear lot line.
Joint parking	“Joint parking” means a single parking area that meets the parking requirements of two or more uses, which have different peak parking periods. Joint parking areas may have less off-street parking than the sum of the minimum requirements for each use.
Land clearing	“Land clearing” means the exposure of earth by the removal of vegetative cover of any kind.
Land-disturbing activity	“Land-disturbing activity” means any activity that results in a change in the existing soil cover (both vegetative and nonvegetative) and/or the existing soil topography. Land-disturbing activities include, but are not limited to, demolition, construction, clearing, grading, filling and excavation.
Land division	“Land division” means a short subdivision or subdivision.
Landscape plan	“Landscape plan” means a detailed sketch to scale illustrating the type, size, location and number of plants and other landscape elements to be placed in a development.

Landscaping	“Landscaping” shall mean not only trees, grass, bushes, shrubs, flowers, and garden areas, but also the arrangement of fountains, patios, decks, street furniture, and ornamental concrete or stonework areas and artificial turf or carpeting, but excluding artificial plants, shrubs, bushes, flowers, and materials in movable containers.
Laundromat	“Laundromat” means an establishment providing washing and drying machines on the premises for rental use to the general public for family laundering purposes.
LED	“LED” means light emitting diode.
Light trespass	“Light trespass” means any light that falls beyond the legal boundaries of the property it is intended to illuminate.
Livestock	“Livestock” means farm animals, such as horses, cattle, pigs, goats, or poultry, kept for their services or raised for food and other products.
Loading space	“Loading space” means an off-street space on the same lot with a building or group of buildings for the temporary parking of a commercial vehicle while loading and unloading merchandise or materials.
Lodging house	“Lodging house” means a building other than a hotel where lodging is provided for five or more persons for compensation pursuant to previous arrangements, but not open to the public or transients, and meals and drinks are not served.
Lot	“Lot” shall mean a parcel of land used or which is capable of being used under the regulations of this title, lawfully created as such in accordance with the subdivision laws or ordinances in effect at the time of its creation. “Lot” shall also mean the individual leaseholds within an approved manufactured home park.
Lot area	“Lot area” shall mean the computed area contained within the lot lines, said area to be exclusive of street or alley rights-of-way.
Lot, building	“Building lot” means land occupied or to be occupied by a building and its accessory buildings.
Lot, corner	“Corner lot” shall mean a lot abutting upon two or more streets at their intersection, or upon two parts of the same street; such street or parts of the same street forming an interior angle of less than 130 degrees within the lot lines.
Lot coverage	“Lot coverage” shall mean that percentage of the total lot area covered by structures, including decks and all other projections except eaves.
Lot depth	“Lot depth” shall mean the horizontal distance between the midpoint of the front lot line and opposite lot line, usually the rear lot line. In the case of a corner lot, the depth shall be the length of the street side lot line.
Lot dimensions, minimum standards	“Lot dimensions, minimum standards” means the smallest width or depth permitted on a lot within a zone.
Lot, interior	“Interior lot” shall mean a lot or parcel of land other than a corner lot.
Lot line	“Lot line” shall mean the property line bounding a lot.
Lot line, front	“Front lot line” shall mean the property line abutting a street, or approved private road or easements. For corner lots, the front lot line is the property line abutting a street with the narrowest frontage. When the lot line abutting a street is curved, the front lot line is the chord or straight line connecting the ends of the curve. For a flag lot, the front lot line is the lot line closest to and most parallel with the street, excluding the unbuildable portion of the pole.
Lot line, rear	“Rear lot line” shall mean a lot line which is opposite and most distant from the front lot line; and in the case of an irregular, triangular, or other shaped lot, a line 10 feet in length within the lot, parallel to and at a maximum distance from the front lot line.
Lot line, side	“Side lot line” shall mean any lot line which is not a front or rear lot line.
Lot line, street side	“Street side lot line” shall mean any side lot line that abuts a public street right-of-way or public or private access easement.
Lot of record	“Lot of record” shall mean a lot as shown on the records of the county assessor or county auditor at the time of the passage of this title; provided, however, this shall not include lots that may appear on the records of the county assessor which were created contrary to the provisions of laws and regulations in effect prior to the passage of this title. Any lots created after the adoption of this title shall comply with the standards contained within.
Lot, through	“Through lot” shall mean an interior lot having a frontage on two streets and/or highways.
Lot width	“Lot width” shall mean the horizontal distance measured at the building setback line between the two opposite side lot lines. Average lot width shall be the average of the front and rear lot lines.

Lounge	“Lounge” means a building, or portion of a building, wherein alcoholic beverages are sold by the drink and consumed on premises.
Lumen	“Lumen” (lm) means a unit of luminous flux used to quantify the amount of light produced by a lamp or emitted from a luminaire that is independent of the distance between the lamp and the viewer.
Luminaire	“Luminaire” means the complete lighting unit (fixture), consisting of a lamp, or lamps, ballasts (when applicable), electrical and electronic components, the parts designed to distribute the light (reflector, lens, diffuser), to position and protect the lamps, and to connect the lamps to the power supply. The lumen rating of a luminaire assumes the lamp or luminaire is new and has not depreciated in light output; see “Initial lumens.”
Maintain	“Maintain” shall mean to cause or allow to continue in existence. When the context indicates, the word means to preserve and care for a structure; improve or condition an area to such an extent that it remains attractive, safe, presentable, and carries out the purpose for which it was installed, constructed, or required.
Manufactured home	“Manufactured home” shall mean a new manufactured home and meet all other requirements for a designated manufactured home as defined by RCW 35.63.160.
Manufactured home community	“Manufactured home community” means any real property which is rented or held out for rent to others for the placement of two or more mobile homes, manufactured homes, or park models for the primary purpose of producing income, except where such real property is rented or held out for rent for seasonal recreational purpose only and is not intended for year-round occupancy. RCW 59.20.030.
Manufactured home subdivision	“Manufactured home subdivision” means real property, whether it is called a subdivision or a condominium, consisting of common areas and two or more lots held for placement of mobile homes, manufactured homes, or park models in which there is private ownership of the individual lots and common, undivided ownership of the common areas by owners of the individual lots. RCW 59.20.030.
Mini-storage or mini-warehouse	“Mini-storage” or “mini-warehouse” means a building or group of buildings consisting of individual storage units not exceeding 400 square feet per storage unit that are leased or owned for the storage of business and household goods or contractor’s supplies. These facilities shall not be used for any wholesale or retail operations.
Mixed-use zoning	“Mixed-use zoning” means zoning that permits a combination of typically separated uses within a single development. A planned unit development is an example of mixed-use zoning. Mixed-use, in an urban context, refers to usually a single building with more than one type of activity taking place within its confines. An example of such a type of development could have commercial uses on the ground floor, office above them, and residential units above the office. Other combinations of uses may also occur in this type of setting.
Mobile home	“Mobile home” means a factory-built dwelling built before June 15, 1976, to standards other than the National Manufactured Housing Construction and Safety Standards Act of 1974 (42 U.S.C. Section 5401) and acceptable under applicable state codes in effect at the time of construction or introduction of the home into this state. RCW 59.20.030.
Modular home	“Modular home” shall mean a factory-assembled structure designed primarily for use as a dwelling when connected to the required utilities that include plumbing, heating, and electrical systems contained therein, that does not contain its own running gear, and that must be mounted on a permanent foundation. A modular home does not include a mobile or manufactured home.
Motel	“Motel” shall mean a building or group of buildings on the same lot containing guest units with separate entrances directly to the exterior, and consisting of individual sleeping quarters, detached or in connected rows, with or without cooking facilities for rental to transients.
Motor home	“Motor home” shall mean a portable, temporary dwelling to be used for travel, recreational, and/or vacation use constructed as an integral part of a self-propelled vehicle.
Nadir	“Nadir” means the local direction corresponding to the vector between any point on the surface on the Earth and the center of the Earth, which may be visualized with the use of a plumb bob.
National Register of Historic Places	“National Register of Historic Places” means a list of properties that have been formally judged to have historic significance and which have been accepted by the keeper of the National Register.
Neighborhood	“Neighborhood” means an identifiable geographic area of relatively small size; a collection of units and other land uses that provide a relationship between dwellings, school, religious facilities, minor retail and/or other local facilities.
Net area or net acre	“Net area” or “net acre” means the gross area of a site expressed in acres of the development property minus public rights-of-way, private streets, public utility easements, public parks, and undeveloped critical areas and required buffers. Otherwise unbuildable areas, such as critical areas and buffers and public utility easements, that are developed, counted toward meeting minimum residential lot sizes or used to meet density transfer standards, cannot be deducted from gross area to calculate net area.
Net density	“Net density” means the number of dwelling units per net area.

New construction	“New construction” means structures for which the “start of construction” commenced on or after the effective date of the ordinance codified in this title.
Night club	“Night club” means an establishment that has a capacity for at least 30 persons seated at tables and the bar employs a bartender and maintains table service, dancing, and/or live entertainment for the guests.
Nonconforming development	“Nonconforming development” shall mean one or more elements of a development, such as setbacks, screening, height or parking area requirements that were created in conformance with the development regulations but which subsequently, due to a change in the zone or zoning regulations, do not conform to the current regulations imposed by this title or amendments thereto.
Nonconforming lot	“Nonconforming lot” means a lot as defined in this section that does not comply with currently applicable city regulations.
Nonconforming use	“Nonconforming use” shall mean a use of land which lawfully existed at the time the ordinance codified in this title, or any amendment thereto, becomes effective, but which does not conform to the current regulations imposed by this title or such amendment thereto.
Nuisance	“Nuisance” shall include those definitions contained in Chapters 7.48 and 9.66 RCW. Any violation of this title shall constitute a nuisance, per se.
Nursing home	“Nursing home” means any home, place or institution which operates or maintains facilities providing convalescent or chronic care, or both, for a period in excess of 24 consecutive hours for three or more patients not related by blood or marriage to the operator, who by reason of illness or infirmity are unable properly to care for themselves. Chapter 18.51 RCW.
Occupancy	“Occupancy” means the physical placement of a structure on land, or the utilization of land on a temporary or permanent basis. This includes existing structures built prior to the enactment of this title that do not have authorization by virtue of a valid permit issued.
Office	“Office” means a building or portion of a building wherein services are performed involving predominantly administrative, professional, or clerical operations.
Off-street parking	“Off-street parking” means the minimum off-street, on-site parking of vehicles that shall be provided under the terms of this title.
Open space	“Open space” means an area that is intended to provide light and air, and is designed for environmental, scenic or recreational purposes. Open space may include, but is not limited to, lawns, decorative planting, walkways, active and passive recreation areas, golf courses, playgrounds, fountains, swimming pools, wooded areas, water courses, driveways, and other surfaces designed or intended for vehicular travel, but shall not include any required off-street parking areas.
Ordinance	“Ordinance” means a law set forth by governmental authority; a municipal regulation adopted by the legislative branch of the locality.
Overlay zone	“Overlay zone” means a zoning district that encompasses one or more underlying zones and that imposes additional requirements beyond that required by the underlying zones.
Owner	“Owner” shall mean the owner of record of real property as shown on the tax rolls of the county, or person purchasing a piece of property under contract. For the purposes of this title, in terms of violations and binding agreements between the county and the owner, “owner” shall also mean a leaseholder, tenant, or other person in possession or control of the premises or property at the time of agreement, violations of agreement, or the provisions of this title. For the purpose of processing an application for a land use approval or permit under this title, where such application or permit must be filed by an owner, the term “owner” also includes a governmental entity contemplating acquisition of a parcel for a use which would require such permit or approval.
Parcel	“Parcel” means a continuous quantity of land in the possession of or owned by, or recorded as the property of, the same person or persons.
Park model	“Park model” means a recreational vehicle intended for permanent or semipermanent installation and used as a primary residence. RCW 59.20.030.
Park, public	“Public park” means an area that may be improved for the purpose of providing public access in a manner consistent with the preservation of its recreational, educational, cultural, historical, or aesthetic qualities.
Parking lot and/or garage	“Parking lot and/or garage” means an off-street facility used for the storage or parking of four or more motor vehicles to provide an accessory service to a commercial, industrial, public or residential use.
Parking space	“Parking space” shall mean a rectangle not less than 20 feet long and nine feet wide, together with access and maneuvering space, sufficient to permit a standard automobile to be parked within the rectangle without the necessity of moving other vehicles, said rectangle to be located off the street right-of-way.
Parking structure	“Parking structure” means a stand-alone structure used for the storage or parking of motor vehicles. The footprint of a parking structure will be included in the calculation of lot coverage.

Pedestrian-oriented space	“Pedestrian-oriented space” means an outdoor space intended to feature a concentration of commercial and pedestrian activity. Such spaces have a pedestrian scale and feature multiple pedestrian amenities such as benches and tables, artwork, drinking fountains, decorative waste receptacles, bicycle racks, landscaping, and fountains. Pedestrian-oriented spaces may include plazas, court yards, or parkways. A pedestrian-oriented space shall be specifically designated by the review authority.
Pedestrian-oriented street	“Pedestrian-oriented street” means a street intended to feature a concentration of commercial and pedestrian activity. Such streets feature multiple pedestrian amenities, pedestrian-scale features, slow-moving traffic, narrow travel lanes, limited on-street parking, wide sidewalks. A pedestrian-oriented street shall be specifically designated by the review authority.
Pedestrian scale	“Pedestrian scale” means the use of human-proportioned architectural features and site design elements clearly oriented to pedestrian activity. Such elements are typically smaller in scale and more proportional to the human body, rather than monumental or large scale, and include surface texture and patterns, lighting, colors, materials, and architectural details.
Permit	“Permit” means any license, certificate, approval, or other entitlement for use granted by any public agency.
Permittee	“Permittee” shall be the person who is proposing to use or who is using the land pursuant to any permit required herein.
Personal service	“Personal service” means beauty parlors, shops or salons; barbershops; reducing or slenderizing studios; electrolysis services; manicurists; and the like.
Plant nursery	“Plant nursery” means an enterprise, establishment, or portion thereof that conducts the retailing or wholesaling of plants grown on the site, as well as accessory items (but not farm implements) directly related to their care and maintenance. The accessory items normally sold include items such as clay pots, potting soil, fertilizers, insecticides, hanging baskets, rakes, and shovels.
Plat	“Plat” means a map or representation of a subdivision, showing thereon the division of a tract or parcel of land into lots, blocks, streets, and alleys, or other divisions and dedications.
Plat, preliminary	“Preliminary plat” means a neat and approximate drawing of either a proposed subdivision showing the general layout of rights-of-way and easements, streets and alleys, lots, blocks, and tracts in the subdivision or short subdivision, and other elements of a subdivision which shall furnish a basis for the approval or disapproval of the general layout of the preliminary plat.
Plot	“Plot” means a parcel of ground containing more than one lot upon which a building and its accessory buildings have been or may be erected.
Premises	“Premises” means land and all buildings and structures thereon.
Preschool facility	“Preschool facility” means an educational center or establishment, including a kindergarten, that provides primarily instruction, supplemented by daytime care, for four or more children between the ages of two and five years, and which operates on a regular basis.
Private clubs	“Private clubs” means organizations that are privately owned and operated by their members and not operated for profit, and which maintain recreational, dining, and/or athletic facilities for the exclusive use of the members and their guests and uses accessory or incidental thereto.
Private community building	Note: This definition applies to cottage housing developments in Chapter 18.185 LCMC. “Private community building” means a structure owned and maintained by a cottage housing development and used for social and recreational activities solely by the residents of the cottage housing development (CHD).
Private open space	Note: This definition applies to cottage housing developments in Chapter 18.185 LCMC. “Private open space” (yard) means usable outdoor space directly accessible to a cottage, with use restricted to the occupants of that unit and belonging to the owner(s) of the unit; intended to be a buffer between the cottage and the common open space.
Private parking	“Private parking” means parking facilities for the noncommercial use of the occupant and guests of the occupant, which includes garages and carports as long as dimensional requirements of off-street parking are met.
Private road	“Private road” or “road, private” means an easement or parcel created to provide access from a public right-of-way to or through a lot, the maintenance of which shall be the responsibility of the lot owners having access thereto.
Prohibited use	“Prohibited use” shall mean any use which is not specifically enumerated or interpreted as allowable in that district.
Professional office	“Professional office” means the office of a person engaged in any occupation, vocation, or calling not purely commercial, mechanical, or agricultural, in which a professed knowledge or skill in some department of science or learning is used by its practical application to the affairs of others, either advising or guiding them in serving their interest or welfare through the practice of an art founded thereon.

Professional service	“Professional service” means the conduct of business in any of the following related categories: advertising, architecture, landscape architecture, engineering, planning, law, medicine, music, art, interior design, dentistry, accounting, insurance, real estate, finance and securities investments, and any similar type business.
Public assembly, place of	“Place of public assembly” means any area, building or structure where large numbers of individuals meet or collect to participate or to observe programs of participation. Places of public assembly shall include theaters, auditoriums, gymnasiums, stadiums, houses of worship, or comparable facilities.
Public building	“Public building” shall mean buildings which are owned, operated, and maintained by a public agency such as City Hall, police and fire stations, educational institutions, zoos, museums, and the like.
<u>Public cardrooms</u>	<u>“Public cardrooms” shall mean a place where a person, firm, or corporation, for a fee of anything of value, allows card games to be played. This definition is further detailed under RCW Title 9.46 and the rules of the Washington State Gambling Commission.</u>
Public improvement	“Public improvement” means any improvement, facility, or service, together with customary improvements and appurtenances thereto, necessary to provide for public needs such as vehicular and pedestrian circulation systems, storm sewers, flood control improvements, water supply and distribution facilities, sanitary sewage disposal and treatment, public utility, and energy services.
Public use	“Public use” means the use of any land, water, or building by a public agency for the general public, or by the public itself.
Public utility	“Public utility” means any person, firm, corporation, governmental department, or board, duly authorized to furnish under government regulations to the public, electricity, gas, communications, transportation, or water.
<u>Recreational sales and rentals</u>	<u>“Recreational sales and rentals” means the use of land for businesses that sell or rent recreational equipment and supplies. This can include items, such as bicycles, kayaks, camping gear, sports equipment, and other outdoor activity-related products. These businesses may also offer services such as training and equipment maintenance and repair.</u>
Recreational space	“Recreational space” shall mean an area that shall be improved and maintained for its intended use. Exterior as well as interior areas can constitute recreation space. Examples of usable recreation space include swimming pools, community buildings, interior gyms, picnic areas, tennis courts, community gardens, improved playgrounds, paths and passive seating areas.
Recreational vehicle	“Recreational vehicle” shall mean a vehicular type of unit designed as temporary living quarters which either has its own mode of power or is mounted on or drawn by another vehicle. It is transient, not occupied as a primary residence, and is not immobilized or permanently affixed to a mobile home lot.
Rehabilitation center	“Rehabilitation center” means a home, place, or institution where patients and former patients go for physical and occupational therapy, speech therapy, psychological rehabilitation, or any other treatment designed to restore their well-being after an illness, surgery, or trauma involving loss of function. It may include room and board and/or may include outpatient services.
Residential treatment facility	“Residential treatment facility” means a facility that provides both a residence (for varying periods of time) and a care component. Among such facilities are group care homes, emergency or homeless shelters (including victims of violence), recovery homes, and nursing homes, rest and convalescent homes, and orphanages.
Residential use	“Residential use” means use of land or structure thereon, or portion thereof, as a dwelling place for one or more families or households, but not including occupancy of a transient nature such as in hotels, motels, or time-sharing condominium uses.
Retail food establishment	“Retail food establishment” means any fixed or mobile place or facility at or in which food or beverages are offered or prepared for retail sale or for service. The definition includes restaurants, fast food restaurants, carry-out restaurants and drive-in restaurants. A cafeteria shall be deemed a restaurant for purposes of this title.
Retail trade	“Retail trade” means establishments primarily engaged in providing finished products to individual consumers. Retail trade establishments may include, but are not limited to, apparel, books, groceries, camera shops, convenience stores and automobile service stations.
Retirement home	“Retirement home” means a place of residence for several families or individuals in apartment-like quarters, which may feature services such as limited nursing facilities, minimum maintenance living accommodations and recreation programs and facilities.
Review authority	“Review authority” means the officer designated by the city of La Center to enforce and administer this title, or his or her duly authorized representative.
Right-of-way	“Right-of-way” means a street, alley, or other thoroughfare or easement, whether physically accessible or not, that has been permanently established or dedicated for the passage of persons or vehicles. Title to this land remains with the public or private agency until the need no longer exists.

Rooming house	“Rooming house” shall mean a building wherein furnished rooms without cooking facilities are rented for compensation to three or more nontransient persons, not included in the family unit of the owner or tenant of the premises.
Screening	“Screening” means a device or materials used to conceal adjacent land or development. Screening may include walls, berms, or vegetation that must be of sufficient density to block the view of adjacent land or development from either side of the screen. The screen, if vegetative, shall be planted and maintained to completely block the view of adjacent land or development after 12 months. The screen shall be maintained or constructed at such a density as to block the view to adjacent properties.
Setback	“Setback” shall mean the minimum allowable horizontal distance from a property line to the nearest vertical wall or other element of a building or structure as defined herein. Setback is not measured from the curb unless the curb also is the property line.
Shared access facility	“Shared access facility” shall mean a frontage or service road generally parallel to an arterial or connecting parcels to an arterial; alternately, a common accessway serving businesses with one or more ownerships.
Shared parking	“Shared parking” means a single parking area that meets minimum parking requirement of two or more uses, which have overlapping peak parking periods. Shared parking facilities provide sufficient parking to meet the minimum requirements of each use (e.g., parking requirements of use X plus the parking requirements of use Y).
Short plat	“Short plat” means the map or representation of a short subdivision showing thereon the proposed division of a tract or parcel of land into lots, blocks, streets and alleys, or other land divisions.
Short subdivision	“Short subdivision” means the division or redivision of land into four or fewer lots, tracts, parcels, sites or divisions for the purpose of sale, lease or transfer of ownership.
Sidewalk	“Sidewalk” means that portion of a transition strip improved for pedestrian traffic in accordance with standards fixed by the review authority.
Sign	“Sign” means anything whatsoever placed, erected, constructed, posted, or affixed in any manner on the ground or to any post, fence, building, or structure for out-of-doors advertising, but not including devices, structures or representations installed by any governmental authority.
Site	“Site” shall mean the lot(s), parcel(s) and tract(s) included in a proposed subdivision or short subdivision and contiguous lots, parcels or tracts in which the owner of the site has a greater than possessory interest.
Site plan	“Site plan” shall mean a plan prepared to scale, showing accurately and with complete dimensions all proposed and existing buildings, landscaping, open space, structures and features on abutting properties, and parking proposed for a specific parcel of land.
Skyglow	“Skyglow” means the brightening of the nighttime sky that results from scattering and reflection of artificial light by moisture and dust particles in the atmosphere and has the effect of reducing one’s ability to view the night sky.
Small animal husbandry (commercial)	“Small animal husbandry (commercial)” means the raising of mink, fox, nutria, rabbits, pigs, sheep, goats, chickens, turkeys, guinea hens and similar small animals and fowl not for the primary consumption of or used by the occupants of the premises.
Soil	“Soil” means the surface layer of the earth supporting plant life.
Soil removal	“Soil removal” means removal of any kind of soil or earth matter, including topsoil, sand, gravel, clay, rock or similar materials or combination thereof, except common household gardening.
Solar access	“Solar access” shall mean the availability of direct sunlight to solar energy systems.
Solar access easement	“Solar access easement” shall mean a right expressed as an easement, restriction, covenant, or condition contained in any deed, contract, or other written instrument executed by or on behalf of any landowner for the purpose of assuring solar access to solar energy systems.
Solar energy system	<p>“Solar energy system” shall mean any structural element, device, or combination of devices or elements which rely upon direct sunlight as an energy source, including, but not limited to, any substance or device which collects, stores, or distributes sunlight for use in the following:</p> <ul style="list-style-type: none"> (1) The heating or cooling of a structure or building; (2) The heating or pumping of water; (3) Industrial, commercial, or agricultural processes; or (4) The generation of electricity.

	Use of this term includes passive, active and hybrid systems. Attached solar energy systems shall be considered as a part of the structure or building to which they are attached. Detached solar energy systems shall be considered accessory uses.
Storage, open	“Open storage” means the safekeeping of any goods or products in an unoccupied space, open to the sky, for eventual removal not expected within 72 hours or for continuous replacement by same or similar goods or products.
Stormwater	“Stormwater” means that portion of precipitation that does not naturally percolate into the ground or evaporate, but flows via overland flow, interflow, channels or pipes into a defined surface water channel, or a constructed infiltration facility.
Story	“Story” shall mean that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above. If the finished floor level directly above a basement or unused under-floor space is more than six feet above grade for more than 50 percent of the total perimeter or is more than 12 feet above grade at any point, such basement or unused under-floor space shall be considered as a story.
Street	“Street” shall mean all roads, streets, highways, freeways, easements, and public rights-of-way used for or designed for vehicular access or use including private roads but not including private driveways.
Street line	“Street line” means the dividing line between any street, road or other thoroughfare and the adjacent lots.
Street, public	“Public street” means a street affording the principal means of access to abutting property, and dedicated to or maintained by the city of La Center, Clark County, or the state of Washington affording the principal means of access to abutting property and with a right-of-way or easement.
Structural alteration	“Structural alteration” or “alteration, structural” means any material or dimensional changes in the structural elements of a building such as bearing walls, columns, beams, and roofs.
Structure	“Structure” shall mean that which is built or constructed, an edifice or building of any kind or any piece of work artificially built up or composed of parts joined together in some definite manner and which requires location on the ground, or which is attached to something having a location on the ground.
Subdivision	“Subdivision” means the division or redivision of land into five or more lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership.
Substantial improvement	“Substantial improvement” means any combination of repairs, reconstruction, alteration, or improvements to a structure taking place during the life of a structure, in which the cumulative cost equals or exceeds 50 percent of the assessed value of the structure. For the purposes of this definition, “substantial improvement” is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure.
Surface water	“Surface water” means waters that flow over the land surface and frequently interact with groundwater.
Swale	“Swale” means a shallow drainage conveyance with relatively gentle side slopes, generally with flow depths less than one foot.
Tavern	“Tavern” means a building where beer and/or wine is served to the public, which holds a class “A” or “B” license from the Washington State Liquor and Cannabis Board.
Telecommunications facilities	“Telecommunications facilities” shall mean a land use that sends and/or receives radio frequency signals, including antennas, microwave dishes or horns, structures or towers to support receiving and/or transmitting devices, accessory development and structures, and the land on which they all are situated.
Temporary building or structure	“Temporary building or structure” means a building or structure not having or requiring permanent attachment to the ground or to other structures which have no required permanent attachment to the ground.
Toe of slope	“Toe of slope” means a point or line on the upper surface of a slope where it changes to horizontal or meets the original surface. The outermost inclined surface at the base of a hill; part of a foot slope.
Topography	“Topography” means the drawing accurately on a map lines that represent particular and consistent elevation levels on the land area depicted on said drawing; also, the actual physical surface’s relief characteristics.
Townhouse or rowhouse	“Townhouse” or “rowhouse” means a single-family attached dwelling unit designed exclusively for occupancy by one family, no portion of which lies vertically under or over any portion of any adjacent unit, and which is attached to one or more other dwelling units by common walls which may be located on side lot lines.
Tract	“Tract” means a fractional part of divided lands having fixed boundaries that is intended for and limited to use for purposes other than development as a lot. A tract may be for open space, drainage, access or other purposes authorized by the city.

Trailer	“Trailer” means a separate vehicle, not driven or propelled by its own power, but drawn by some independent power; to include any portable or movable structure or vehicle including trailers designed for living quarters, offices, storage, or for moving or hauling freight, equipment, animals, or merchandise of any kind, including boats, boat trailers, jet skis, half tracks, snowmobiles, and the like, not included in other definitions.
Travel trailer	“Travel trailer” means a vehicle with or without motor power primarily designed as temporary living quarters for recreational, camping, or travel use, and in which the plumbing, heating, and electrical systems contained therein may be operated without connection to outside utilities, being of such size or weight as not to require a special highway movement permit. The term shall include truck campers.
Treatment best management practice	“Treatment best management practice” means a BMP that is intended to remove pollutants from stormwater. A few examples of treatment BMPs are detention ponds, oil/water separators, biofiltration swales and constructed wetlands.
Unstable slopes	“Unstable slopes” means those sloping areas of land which have in the past exhibited, are currently exhibiting, or will likely in the future exhibit, movement of earth.
Uplight	“Uplight” means the luminous flux radiated in the hemisphere at or above the horizontal plane defined perpendicular to the nadir direction at the photometric center of an exterior luminaire.
Use	“Use” means the purpose that land or structures now serve or for which it is occupied, maintained, arranged, designed or intended.
Use, principal	“Principal use” means the main use of land or buildings as distinguished from a subordinate or accessory use.
Use, temporary	“Temporary use” means a use established for a fixed period of time with the intent to discontinue such use upon the expiration of such time. Such uses do not involve the construction or alteration of any permanent structure.
Utilities easements	“Utilities easements” means rights-of-way that may be used by public utilities, including, but not limited to, electricity, water, natural gas, sewer, telephone, and television cable for the construction, operation, maintenance, alteration, and repair of their respective facilities.
Utility substation facilities	<p>“Utility substation facilities” shall mean a subsidiary or branch facility utilizing aboveground structures, which is necessary to provide or facilitate distribution, transmission, or metering of water, gas, sewage, radio signals and/or electric energy and telecommunication signals. Such facilities have a local impact on surrounding properties and may consist of, but are not limited to, the following:</p> <ul style="list-style-type: none"> (1) Water, gas, telecommunication and electrical distribution or metering sites; (2) Water or sewage pumping stations; (3) Water towers and reservoirs; (4) Public wells and any accessory treatment facilities; (5) Transmission towers and accessory equipment to provide radio and data communications service, radio paging, or cellular communications service; (6) Telecommunication facilities.
Variance	“Variance” means a modification of the terms of this title to a particular piece of property which, because of special circumstances, is deprived of privileges enjoyed by other properties of the same zone and which modification remedies the disparity in privileges.
Vertical mixed use	“Vertical mixed use” means a multistory building that includes both nonresidential and residential uses. Residential uses are generally on the upper floors.
Veterinary hospital or clinic	“Veterinary hospital or clinic” means a building used to provide health care services to animals.
Video sales and rentals	“Video sales and rentals” means commercial establishments engaged in the sale and rental of video equipment, tapes and accessories for home entertainment.
Vision clearance area	“Vision clearance area” shall mean a triangular area on a lot at the intersection of two streets or a street and a railroad, two sides of which are lot lines measured from the corner intersection of the lot lines for a distance specified in these regulations. The third side of the triangle is a line across the corner of the lot joining the ends of the other two sides. Where the lot lines or intersections have rounded corners, the lot lines will be extended in a straight line to a point of intersection.
Visual obstruction	“Visual obstruction” shall mean any fence, hedge, tree, shrub, device, wall, or structure exceeding three and one-half feet in height above the elevation of the top of the curb, and so located on a street or alley

	intersection as to dangerously limit the visibility of persons in motor vehicles on said streets or alleys. This does not include trees kept trimmed of branches to a minimum height of at least six feet.
Warehouse	“Warehouse” means a building used primarily for the storage of goods and materials.
Watershed	“Watershed” means a geographic region within which water drains into a particular river, stream, or body of water as identified and numbered by the State of Washington Water Resource Inventory Areas (WRIAs) as defined in Chapter 173-500 WAC.
Wetlands	“Wetlands” shall mean those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands also include streams as defined by Chapter 18.300 LCMC.
Wholesale (trade)	“Wholesale (trade)” means the sale of goods or commodities usually in bulk or large quantities and usually at a lower cost to a retailer for resale. Such sales activity takes place in establishments or places of business primarily engaged in selling merchandise to retailers; to industrial, commercial, institutional, or professional business users; or to other wholesalers, or acting as agents or brokers and buying merchandise for, or selling merchandise to, such individuals or companies.
Yard	“Yard” shall mean an open space on a lot which is unobstructed from the ground upward except as specified elsewhere in this title.
Yard, front	“Front yard” shall mean a yard between side lot lines from the front lot line to the nearest point of the building.
Yard, rear	“Rear yard” shall mean a yard between side lot lines from the rear lot line to the nearest point of the building.
Yard, side	“Side yard” shall mean a yard between the front and rear yard from a side lot line or street side lot line to the nearest point of a building.
Zero lot line home	“Zero lot line home” means a residential development approach in which a building is sited on one or more lot lines with no yard area along these lot lines. Conceivably, three of the four sides of the building could be on the lot lines. The intent is to allow more flexibility in site design and to increase the amount of usable open space on the lot. Zero lot line homes may only be built within the context of a zero lot line development. It shall be required that a minimum of eight units of zero lot line housing constitute such a development.
Zone	“Zone” means an area within which certain uses of land and buildings are permitted and certain others are prohibited; yards and other open spaces are required; lot areas, building height limits, and other requirements are established.
Zone district	“Zone district” shall mean the same as “zoning district” or “zone.”
Zoning	“Zoning” means the legislative division of a community into segments reserved for specific uses and also the minimum required size for such use.

[Ord. 2023-13 § 2 (Exh. A), 2023; Ord. 2023-11 § 1 (Exh. A), 2023; Ord. 2023-05 § 1 (Exh. A), 2023; Ord. 2022-10 § 1 (Exh. A), 2022; Ord. 2022-08 § 1 (Exh. B), 2022; Ord. 2022-09 § 2 (Exh. A), 2022; Ord. 2022-05 § 2 (Exh. A), 2022; Ord. 2021-04 § 5 (Exh. B), 2021; Ord. 2020-01 § 3 (Exh. B), 2020; Ord. 2019-20 § 3 (Exh. B), 2019; Ord. 2018-10 § 3 (Exh. A), 2018; Ord. 2006-17 § 1, 2006.]

Chapter 18.60 DEVELOPMENT AGREEMENTS

Sections:

- 18.60.010 Statutory development agreements authorized.
- 18.60.015 General provisions.
- 18.60.020 Scope of development agreements, appropriate terms and conditions.
- 18.60.030 Modification of development standards and regulations.
- 18.60.035 Submittal requirements.
- 18.60.040 Adoption of development agreement, procedures and appeal.
- 18.60.050 Recordation of development agreement.

18.60.010 Statutory development agreements authorized.

The city council hereby adopts the authority allowed by RCW 36.70B.170 to 36.70B.210 to enter into development agreements with the owners and developers of real property and to specify in advance some or all of the terms and conditions under which development will occur as specified in this chapter. The purpose of a development agreement is to offer flexibility in development standards and city regulations in exchange for an offsetting benefit to the city of equal or greater value. Per RCW 36.70B.170, the execution of a development agreement is a proper exercise of city police power and contract authority. [Ord. 2022-01 § 2 (Exh. A), 2022; Ord. 2012-02 § 6 (Exh. C), 2012.]

18.60.015 General provisions.

(1) A development agreement shall be consistent with the applicable policies and goals of the city's comprehensive plan.

(2) Deviations from Development Standards. A development agreement may allow deviations from development standards imposed under the La Center Municipal Code in exchange for offsetting public benefits including, but not limited to, the following:

(a) The provision of public facilities, including:

(i) Public parks and open spaces containing a higher level of amenities than otherwise required by city regulations;

(ii) Trails, trail connections to the city trail system, and shoreline access in addition to what is required under city plans and regulations;

(iii) Public streets with additional amenities, such as wider sidewalks, bike lanes, and/or landscape strips;

(iv) Another facility identified in the city capital facilities plan not otherwise required by the development;

(b) Provision of affordable housing;

(c) Provision of family-wage jobs;

(d) The project preserves significant historic structures or demonstrates preservation and enhancement of the existing community character;

(e) The project will provide a higher level of urban design than required by existing zoning standards, such as additional pedestrian connections, plazas, buildings with a high degree of architectural detail and pedestrian orientation, and a mix of uses.

(3) Any departure requested by the owner from the development standards of this code through a development agreement shall be offset by the owner's provision of a benefit to the city of equal or greater value relative to the departure requested, as determined by the city.

(a) Equivalent value need not be measured monetarily and the proposed benefit need not be of the same type as the existing development standard requirement. For example, the benefit of a public open space dedication may be considered against the benefit of a required street improvement.

(b) In no case shall a departure from the development standards be granted if no equivalent or greater benefit to the city is provided. [Ord. 2022-01 § 3 (Exh. A), 2022.]

18.60.020 Scope of development agreements, appropriate terms and conditions.

The city may enter into a development agreement and attach thereto terms or conditions deemed necessary and appropriate by the city and consistent with this chapter. Once executed in accordance with this chapter, a development agreement and the development standards it contains shall govern during the term of the agreement, or for all or that part of the build-out period specified in the agreement, and may not be subject to any subsequent amendments to the city's development code, standards or regulations nor any zoning ordinance or development standard or regulation adopted after the effective date of the agreement except to the extent required by a serious threat to public health and safety. A permit or approval issued by the city after the execution of the development agreement must be consistent with the development agreement. [Ord. 2022-01 § 4 (Exh. A), 2022; Ord. 2012-02 § 6 (Exh. C), 2012.]

18.60.030 Modification of development standards and regulations.

(1) Unless a particular applicable development standard or regulation is expressly varied, modified or limited in a development agreement, the applicable development standards and regulations in effect at the time a development agreement is executed shall control the subject development. The city may vary or modify any development standards or regulations applicable to a development through a development agreement without the necessity of a separate variance or conditional use permit application or approval, but only by specific reference in the agreement. Variations and modifications of development standards or regulations must be consistent with the limitations of this section and all other requirements of this chapter. Limitations on modifications, as provided herein, include:

- (a) The range of uses allowed is limited to permitted uses and conditional uses in the applicable zoning district;
- (b) The term of the development agreement is limited to 10 years with the ability to extend the agreement for up to an additional 10-year period. The city reserves the right to require compliance with new or updated regulations or policies and to require that new public benefits be provided that were not part of the original development agreement when approving an extension;
- (c) The development agreement may allow for a density increase up to 20 percent for individual phases of a development in the MDR-16 zoning district; provided, that the overall density of the development shall not exceed the overall density allowed;
- (d) Building coverage and impervious surface increases of up to 60 percent of the area of the lot are permitted in the LDR-7.5 zoning district; and
- (e) Maximum building height in the JP zoning district may be varied provided it complies with the view preservation requirements of LCMC 18.158.080.

(2) Development agreements cannot modify provisions of:

- (a) Density in any zoning district except as specified above for the MDR-16 zoning district;
- (b) Setback requirements in the LDR-7.5 zoning district;
- (c) Maximum building height in any zoning district except as specified above for the JP zoning district;
- (d) Chapter 18.~~147-242~~ LCMC, Parks and Open Spaces;
- (e) Chapter 18.157 LCMC, Sensitive Utility Corridor Overlay District;
- (f) Chapter 18.300 LCMC, Critical Areas;

- (g) The adopted shoreline master program;
- (h) Chapter 18.310 LCMC, Environmental Policy;
- (i) Chapter 18.320 LCMC, Stormwater and Erosion Control;
- (j) Chapter 18.360 LCMC, Archaeological Resource Protection; and
- (k) LCMC Title 15, Buildings and Construction. [Ord. 2022-01 § 5 (Exh. A), 2022; Ord. 2012-02 § 6 (Exh. C), 2012.]

18.60.035 Submittal requirements.

To initiate a development agreement, applicants shall submit the following items:

- (1) A master land use application;
- (2) A draft development agreement, including:
 - (a) A site plan depicting boundaries and project elements, such as location, acreage, and range of densities for residential development, if applicable; location and range of types of uses of nonresidential development, if applicable; location and size of critical areas and buffers, if any; perimeter buffers, if any; location and acreage of active and passive recreational areas, if any; and motorized and nonmotorized circulation routes, including route connections to streets and pedestrian and bicycle routes servicing and/or abutting the site;
 - (b) Documentation of the specific LCMC sections and development standards that are proposed to be modified, how the standards are proposed to be modified, and the offsetting benefits to be provided to the city;
 - (c) The duration and termination of the agreement;
 - (d) If environmental review is required under the State Environmental Policy Act, measures to mitigate significant adverse impacts, including, but not limited to, any impacts to public services and facilities;
 - (e) A traffic impact study consistent with city requirements, including LCMC 12.10.190 (Developments – Access road – Frontage improvements), 12.10.280 (Arterials – Medians and channelization policy), and 18.10.090 (Concurrency);
 - (f) The expected build-out period and, if applicable, the phasing of development; and
 - (g) Other items contained in LCMC 18.30.050, as applicable.
- (3) A narrative that describes the need for the agreement and details compliance with this chapter and state law contained in RCW 36.70A.170 through 36.70A.210. [Ord. 2022-01 § 6 (Exh. A), 2022.]

18.60.040 Adoption of development agreement, procedures and appeal.

The city shall only approve a development agreement under this chapter by ordinance or resolution after a public hearing before the city council. If the development agreement relates to a project permit, the city's final decision shall be appealable pursuant to Chapter 36.70C RCW. [Ord. 2022-01 § 7 (Exh. A), 2022; Ord. 2012-02 § 6 (Exh. C), 2012.]

18.60.050 Recordation of development agreement.

Development agreements and all terms and conditions shall be binding upon the property owner and all successor owners of the subject property. After approval, a development agreement shall be recorded with the Clark County real property records and include terms that provide for a legally binding effect and enforceability upon the property's owner. During the term of the development agreement, the agreement shall be binding on the parties and their successors, regardless of whether the city annexes the subject property. [Ord. 2022-01 § 8 (Exh. A), 2022; Ord. 2012-02 § 6 (Exh. C), 2012.]

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:

Comprehensive Plan Designation	Corresponding Zoning District	Code Section
Urban Residential (UR)	Low Density Residential (LDR-7.5) Medium Density Residential (MDR-16) High Density Residential (HDR) Urban Holding (UH-10)	Chapter 18.130 LCMC Chapter 18.140 LCMC Chapter 18.142 LCMC Chapter 18.190 LCMC
Downtown Commercial General Commercial/Mixed Use (C/MU)	Residential/Professional District (RP) Commercial Districts and Overlays (C-1, DGO , and C-3 Overlay TLNC) Junction Plan (JP) Downtown Mixed Use (DMX) Urban Holding (UH-10)	Chapter 18.145 LCMC Chapter 18.150 LCMC Chapter 18.158 LCMC Chapter 18.168 LCMC Chapter 18.190 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/ Open Space, Critical Areas or Parks (PF/OS)	Urban Public & Open Space (UP/OS) Urban Holding (UH-10)	Chapter 18.170 LCMC Chapter 18.190 LCMC
Employment (E)	Employment Campus (EC) Light Industrial (LI) Junction Plan (JP) Urban Holding (UH-10)	Reserved Reserved Chapter 18.158 LCMC Chapter 18.190 LCMC
Urban Holding	Urban Holding Overlay (UH-10)	Chapter 18.190 LCMC

[Ord. 2017-09 § 4 (Exh. B), 2017; 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. 2017-09 § 4 (Exh. B), 2017; 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. 2017-09 § 4 (Exh. B), 2017; Ord. 2006-17 § 1, 2006.]

Chapter 18.130
LOW DENSITY RESIDENTIAL DISTRICT (LDR-7.5)

Sections:

- 18.130.010 Purpose.
- 18.130.020 Locational criteria.
- 18.130.030 Permitted uses.
- 18.130.070 Height regulations.
- 18.130.080 Density and dimensional requirements.
- 18.130.090 *Repealed.*
- 18.130.100 Street trees.
- 18.130.110 Active open space – Family parks.

18.130.010 Purpose.

The LDR district is intended to implement the provisions of the La Center comprehensive plan. In addition, this district is intended to:

- (1) Recognize and maintain established low density residential areas, while encouraging appropriate infill and redevelopment;
- (2) Create efficient residential areas which provide community services in a more economical manner, and facilitate utility-efficient design;
- (3) Provide for additional related uses such as schools, parks and utility uses necessary to serve residential uses;
- (4) Maintain and enhance sensitive lands;
- (5) Encourage traditional pedestrian-oriented neighborhoods. [Ord. 2023-14 § 2 (Exh. A), 2023; Ord. 2007-09 § 4, 2007; Ord. 2006-17 § 1, 2006.]

18.130.020 Locational criteria.

(1) The city shall zone land as LDR-7.5 that has the following characteristics:

- (a) Areas designated as urban residential on the La Center comprehensive plan map; and
- (b) Areas surrounded by land characterized by a predominance of existing low-density residential (less than eight units per net acre) development or undeveloped land. A predominance means land that is surrounded by 50 percent or more by low density residential uses and/or undeveloped land; or
- (c) Areas separated from commercial areas by medium density housing, parks, schools, or critical areas.

Areas that do not meet the above characteristics may still be zoned LDR-7.5; provided, that other zones are not more appropriate based on the locational criteria of those zones. [Ord. 2021-04 § 6 (Exh. C), 2021; Ord. 2007-09 § 4, 2007; Ord. 2006-17 § 1, 2006.]

18.130.030 Permitted uses.

The following uses are permitted within the LDR-7.5 district subject to the applicable provisions of this and other applicable La Center Municipal Code titles:

Table 18.130.030 – Permitted, Conditional, and Prohibited Uses

Use	LDR-7.5
(1) Single-family detached dwelling units	P
(2) Duplexes	P

Use	LDR-7.5
(3) Manufactured homes ¹	P
(4) Accessory buildings and uses including, but not limited to, the following:	
(a) Private garages and carports designed to accommodate no more than four vehicles	P
(b) Greenhouses, gardens, and orchards for private, noncommercial propagation and culture of plants, fruits, and vegetables	P
(c) Swimming pools and other recreational facilities for the private use of the occupants. Swimming pools other than children's temporary wading pools shall not be located in front yards, shall be enclosed by a five-foot fence, and shall be set back at least three feet from all property lines	P
(d) Covered patio, freestanding or attached	P
(e) Solar energy systems and structures solely designed to support solar energy systems	P
(5) Home occupations	L ³
(6) Art galleries and museums not exceeding two gross acres	L ³
(7) Public utilities such as electrical substations	L ³
(8) Publicly owned parks, trails, open spaces or recreational areas	L ³
(9) Family day care providers	P ²
(10) Foster care homes	L ³
(11) Churches	C ⁴
(12) Public schools ⁵	P
(13) Community clubs	P
(14) Day care centers	C ^{2,3}
(15) Public buildings and uses not otherwise listed as permitted in the LCMC	C ⁴
(16) Bed and breakfast house	L ³
(17) Manufactured home subdivisions and communities	C ^{1,4}
(18) Mobile homes	X
(19) Telecommunication facilities	C ⁴
(20) All manufacturing and commercial uses or services, except permitted home occupations	X
(21) Kennels	X
(22) Temporary sales offices in conjunction with a subdivision	P
(23) Concessionaires, including commercial recreational rentals, only when located within the La Center Downtown and Timmen Landing Subarea boundaries as adopted.	L³

¹Subject to the installation standards of LCMC 18.180.070.

²Permitted subject to the standards in LCMC 18.270.020.

³Limited uses are subject to Type II site plan review procedures [and LCMC Chapter 18.270](#), except for concessionaires. [Concessionaires shall be subject to Type I review procedures and LCMC Chapter 18.270.](#)

⁴Conditional uses are subject to a Type III process consistent with the applicable standards of this chapter.

⁵Public schools (grades 7 – 12) require a conditional use permit.

[Ord. 2023-11 § 2 (Exh. B), 2023; Ord. 2023-05 § 2 (Exh. B), 2023; Ord. 2010-05 § 3, 2010; Ord. 2007-09 § 4, 2007; Ord. 2006-17 § 1, 2006.]

18.130.070 Height regulations.

The maximum building height in all LDR districts shall be 35 feet measured from the lowest finished grade level to the highest point on the roof. Detached garages shall not exceed 18 feet in height. The maximum building height for a detached accessory structure is 12 feet; 14-1/2 feet for a solar energy system on a detached accessory structure. The maximum building height for a solar energy system on a primary structure is 39-1/2 feet. Where these standards conflict with the standards in Chapter 15.05 LCMC, the more stringent standards shall apply. [Ord. 2007-09 § 4, 2007; Ord. 2006-17 § 1, 2006.]

18.130.080 Density and dimensional requirements.

(1) New lots and structures and additions to structures subject to this chapter shall provide a minimum net density of no less than four dwelling units per net acre. The maximum net density for single-family detached shall be 5.8 units per net acre and the maximum net density for duplexes shall be 8.7 units per net acre.

(2) Lot Size Requirements. Minimum size for individual lots in a subdivision without a density transfer pursuant to Chapter 18.300 LCMC is 7,500 square feet. With an approved critical areas density transfer, up to 20 percent of the individual lots for single-family detached may be as small as 6,000 square feet in accordance with LCMC 18.300.130. Maximum lot size is 11,000 square feet.

(a) Lots created for drainage facilities, parks, open space, wetlands, critical areas and buffers or utilities shall not be subject to minimum or maximum lot size requirements.

(b) Duplexes (structures containing two separate dwelling units) require a minimum lot area of 10,000 square feet.

(c) The maximum lot area of a lot abutting the urban growth area boundary may exceed 11,000 square feet pursuant to this section. The maximum lot area also can be exceeded for duplex development.

(3) Developed critical areas shall not be deducted to calculate net acres.

(4) An accessory building or structure shall not be erected unless there exists a residence and/or other primary and permissible use on the lot.

(5) Maximum building lot coverage shall not exceed 35 percent. Maximum impervious surface area shall not exceed 50 percent.

(6) Setbacks shall be measured from the nearest edge of the applicable property line to the nearest vertical wall or other element of the building or structure.

(7) Side yard setbacks shall be consistent with Table 18.130.080, unless otherwise expressly allowed by this title.

(8)

Table 18.130.080 – Setback and Dimensional Requirements

District	Minimum Lot Width (feet)	Minimum Lot Depth (feet)	Minimum Front Yard Setback (feet) ^{1, 4}	Minimum Front-Loading Garage Setback (feet)	Minimum Side Yard Setback (feet) ²	Minimum Street Side Yard Setback (feet) ²	Minimum Rear Yard (feet) ^{2, 3}
LDR-7.5	60	90	20	20	7.5	10	15 (garage) 20 (living area)

¹ If there are dwellings on both adjoining lots with front yard setbacks less than the required depth for the district, the minimum front setback for the lot is the average of the front setbacks of the adjoining dwellings. If there is a dwelling on only one adjoining lot with a front yard setback less than the required depth for the district, the minimum front setback for the lot in question is the average of the adjoining front yard setback and 15 feet. These setback averaging provisions do not apply to the front setback reductions per LCMC 18.130.080(10).

² Cornices, eaves, belt courses, sills, canopies, bay windows or other similar architectural features (not including vertical projections) may extend or project into a required setback not more than 30 inches. Chimneys may not project into a required yard more than 24 inches. A deck not more than 30 inches in height (measured from the lowest grade in the setback to the deck surface) and not covered by a roof or canopy may extend up to 10 feet from the front property line, seven and one-half feet into a street side yard setback and is permitted in a side or rear yard regardless of the setback requirements. Attached covered porches may extend up to 10 feet from the front property line. Projections into setback areas apply to standard setbacks and reduced setbacks per LCMC 18.130.080(10); provided, that front porches must be set back at least 10 feet from the front property line.

³ A detached accessory structure, other than a garage or carport, may be situated in a rear and/or side yard provided it is at least six feet from the primary structure on a lot or parcel and it is set back from interior side and rear lot lines by at least five feet and from street side lot lines by at least 10 feet. A garage or carport may be situated in a rear and/or side yard provided it is at least 20 feet from the front and street side lot lines, seven and one-half feet from an interior side lot line, 15 feet from a rear lot line; provided, further, if there is direct vehicular access from a garage or carport to the street abutting the street side lot line, then the garage or carport shall be set back at least 20 feet from that street side lot line.

⁴ The minimum front yard setback may be reduced in accordance with LCMC 18.130.080(10).

(9) Front Yard Setback Reduction. The purpose of the front setback reduction is to provide an opportunity for builders to provide homes that emphasize pedestrian-oriented streetscapes and traditional design by providing greater emphasis on the front facade. Visual interest with high-quality dwelling design is a requirement by avoiding architectural repetition and garage-dominated facades and promoting a sense of community with a front porch.

(10) The required minimum 20-foot front yard setback pursuant to Table 18.130.080 may be reduced to no less than 15 feet when the following are applied to a single-family detached dwelling:

(a) A front-loading garage must be set back at least five feet from the dwelling's front living facade, account for up to a maximum of 50 percent of the facade width of the entire structure, and be a minimum of 20 feet from the front property line consistent with subsection (8) of this section; and

(b) No less than five of the following primary features shall be provided on the front facade of the single-family detached dwelling:

(i) Belly Band cladding;

(ii) Dormers;

(iii) Pillars/posts made of a contrasting material from the primary facade of the home and preferably made of brick, stone, or other natural material;

(iv) Knee/eave braces;

(v) Window trim no less than three inches wide and/or keystones/decorative window trim on all street facing windows;

(vi) Bay windows on at least 15 percent of the front-facing facade;

(vii) Shutters or louvers;

(viii) At least three color changes across the facade.

(c) The required minimum 20-foot front yard setback pursuant to Table 18.130.080 may be reduced an additional three feet to have a 12-foot front setback when the primary features of subsection (10)(b) of this section and four of the following additional secondary features are applied to a single-family detached dwelling:

(i) Covered porch area at a minimum of 40 square feet;

(ii) Variable siding, such as three or more changes in siding texture, direction, and materials;

(iii) At least three varied plane breaks or exterior wall offsets;

(iv) Front-facing garage doors with windows on no less than 15 percent of the garage door;

- (v) Recessed building entry of at least three feet;
 - (vi) Use of contrasting materials, such as brick or stone, on no less than 30 percent of the facade; and
 - (vii) Other compatible and creative architectural elements or methods that meet the intent of this code section and as approved by the planning official; provided, that no more than one unlisted architectural element may count toward the minimum number of required features.
- (d) If an applicant chooses to reduce the front setback in the LDR-7.5 zone pursuant to subsections (10)(a) through (c) of this section, the applicant shall comply with the following review requirements prior to issuance of a building permit or select review Track A or Track B:
- (i) Review Track A. The following shall be provided for a preliminary subdivision or short plat:
 - (A) A site plan indicating which lots are subject to the reduced front yard setback requirements that if a front setback is reduced, it may be no more than five feet forward of the houses on lots next to it on the same side of the street.
 - (B) Preliminary elevations clearly indicating how each dwelling in a lot utilizing the reduced front yard setback is providing priority and/or secondary features in accordance with subsections (10)(b) and (c) of this section; and
 - (C) A completed checklist of the priority and/or secondary features to be used for each dwelling utilizing the reduced front yard setback in the development.
 - (ii) Review Track B. Prior to issuance of a building permit, the items of subsections (10)(d)(i)(B) and (d)(i)(C) of this section shall be provided for an individual lot utilizing the reduced front yard setback.
- (e) An applicant who utilizes the front yard setback reduction cannot request a variance to reduce the front living facade setback less than 12 feet. Additionally, setback reductions cannot be approved on lots fronting arterial roads.
- (f) A corner lot dwelling utilizing the reduced front yard setback provisions must wrap around architectural and design treatments from the front facade to each street facing facade of the dwelling. [Ord. 2023-14 § 3 (Exh. A), 2023; Ord. 2023-13 § 3 (Exh. B), 2023; Ord. 2021-04 § 7 (Exh. D), 2021; Ord. 2010-05 § 16, 2010; Ord. 2007-09 § 4, 2007; Ord. 2006-17 § 1, 2006.]

18.130.090 Lot coverage and dimensions.

Repealed by Ord. 2021-04. [Ord. 2009-17 § 1, 2009; Ord. 2007-09 § 4, 2007; Ord. 2006-17 § 1, 2006.]

18.130.100 Street trees.

- (1) New residential developments shall provide street trees in planter strips subject to approval by the public works director.
- (2) Planter strips shall contain trees at a minimum of 30-foot intervals along each street frontage.
- (3) The public works director shall approve the type, location, and planting method of street trees. [Ord. 2007-09 § 4, 2007; Ord. 2006-17 § 1, 2006.]

18.130.110 Active open space – Family parks.

If a low density residential (LDR-7.5) development meets the applicable criteria of LCMC 18.147-242.020, the new development shall provide parks and open space pursuant to the applicable requirements of Chapter 18.147-242 LCMC (Parks and Open Spaces). [Ord. 2017-07 § 3, 2017.]

Chapter 18.140
MEDIUM DENSITY RESIDENTIAL DISTRICT (MDR-16)

Sections:

18.140.010	Purpose.
18.140.015	Location.
18.140.020	Permitted, conditional, and prohibited uses.
18.140.030	Density and dimensional requirements.
18.140.040	General standards for developments within the MDR-16 district.
18.140.050	Requirements for single-family attached housing.
18.140.060	Requirements for multifamily housing.
18.140.070	Requirements of single-family detached housing.
18.140.080	<i>Repealed.</i>

18.140.010 Purpose.

The medium density residential (MDR-16) district is intended to provide for residential development opportunities with a minimum density of eight units per net acre, and a maximum density of 16 units per net acre consistent with the La Center comprehensive plan. The district is further intended to facilitate use of public transit, reduce the burdens of automobile-related problems, and encourage efficient use of commercial services and public open space. [Ord. 2023-11 § 3 (Exh. C), 2023; Ord. 2015-05 § 2 (Exh. A), 2015; Ord. 2006-17 § 1, 2006.]

18.140.015 Location.

The city council, with the recommendation of the planning commission, generally, shall assign MDR-16 zoning districts in close proximity to collector or arterial roadways, current or proposed transit routes, near employment centers, and with good access to local public schools. [Ord. 2015-05 § 2 (Exh. A), 2015; Ord. 2006-17 § 1, 2006.]

18.140.020 Permitted, conditional, and prohibited uses.

(1) Permitted Uses. The city permits the following primary uses on buildable lands (outside of sensitive lands), subject to compliance with the requirements of Chapter 18.215 LCMC and compliance with concurrency and level of service standards of the La Center capital facilities plan:

- (a) Existing lawful residential uses;
- (b) Multifamily dwellings;
- (c) Single-family attached and detached dwelling units;
- (d) Manufactured homes on individual lots that are in accordance with Chapter 18.180 LCMC;
- (e) Accessory buildings and uses normal and incidental to the buildings and uses permitted in this chapter;
- (f) Public parks and recreational facilities;
- (g) Cottage housing compliant with the requirements of Chapter 18.185 LCMC, Cottage Housing; and
- (h) Family day care providers consistent with LCMC 18.270.020.

(2) Conditional uses allowed in an MDR-16 district are those listed as conditional uses in Table 18.130.030.

(3) Prohibited uses in the MDR-16 district are those listed as prohibited uses in Table 18.130.030.

[\(4\) For sites and developments within the Downtown Gateway overlay, see uses permitted pursuant to LCMC 18.150.020.](#)

[Ord. 2023-13 § 4 (Exh. C), 2023; Ord. 2023-11 § 4 (Exh. C), 2023; Ord. 2023-05 § 3 (Exh. C), 2023; Ord. 2018-10 § 4 (Exh. B), 2018; Ord. 2015-05 § 2 (Exh. A), 2015; Ord. 2006-17 § 1, 2006.]

18.140.030 Density and dimensional requirements.

(1) All developments within the MDR-16 zoning district shall comply with the density and dimensional requirements of Table 18.140.030. [Non-residential developments within the Downtown Gateway overlay are subject to the development standards pursuant to LCMC 18.150.030.](#)

**Table 18.140.030
MDR-16 Density and Dimensional Requirements**

Standard	Multifamily	Single-Family		
		Attached	Detached	Manufactured Home Park/Subdivision
Net Density ¹	8 – 16	8 – 14	8 – 12	4 – 12
Minimum Project Area⁵	2.5 ac.	2.5 ac.	2.5 ac.	2.5 ac.
Minimum Lot Width	20 feet	20 feet	30 feet	20 feet ⁴
Minimum Lot Depth	60 feet	60 feet	60 feet	60 feet ⁴
Minimum Lot Area	1,400 SF	1,400 SF	3,000 SF	3,000 SF ⁴
Maximum Lot Area	N/A	N/A	15,000 SF	5,000 SF ⁴
Maximum Lot Coverage	85%	60%	60%	85% ⁴
Maximum Height ⁶	45 feet	35 feet	35 feet	20 feet
Setbacks ²				
Minimum Front Setback ³	10 feet	10 feet	10 feet	5 feet ⁴
Minimum Garage Setback from the Property Line	5 feet	20 feet	20 feet	5 feet ⁴
Minimum Garage Setback from Alley	3 feet	3 feet	3 feet	5 feet
Minimum Side Setback	0 feet attached or 10 feet abutting single-family detached	0 feet attached/4 feet nonattached	4 feet	5 feet ⁴
Minimum Street Side Setback	0 feet	10 feet	10 feet	5 feet ⁴
Minimum Rear Setback	20 feet	10 feet	10 feet	3 feet ⁴

¹ In a phased project, each phase of the project shall meet the density requirements.

² Setbacks and building envelopes shall be identified for each lot on the face of the plat or binding site plan.

³ Minimum front yard setback shall be 25 feet from arterial and collector streets.

⁴ In a manufactured home subdivision the lot area and setback standards represent an average within the subdivision.

~~⁵ The minimum project area requirements do not apply when legal lots in the R/P zone are proposed for multifamily or attached single family housing.~~

⁶ The maximum height of a dwelling is depicted in this table; the maximum height of a garage or accessory building is 20 feet.

(2) Beveling. New lots used for medium density residential purposes created adjacent to low density residential (LDR) districts shall employ a “beveling” technique at the perimeter of the project. New perimeter MDR-16 lots abutting LDR districts, not including public rights-of-way or dedicated public open space, shall be no less than 90 percent of the lot area of the minimum lot size of the abutting LDR district. Setbacks from the property lines of abutting LDR land shall be no less than 80 percent of the setback requirement of the abutting LDR district. For example, if the abutting property is zoned LDR-7.5, a 7,500-square-foot minimum lot size, the MDR-16 lots

abutting the LDR district may not be less than 6,750 square feet. The beveling standard does not apply to multifamily developments and manufactured home subdivisions. Multifamily developments are subject to the setback requirements of Table 18.140.030, including the minimum side and rear setback requirements when abutting single-family.

(a) A project subject to the beveling requirement described in subsection (2) of this section may transfer density to interior lots, on an acre-per-acre basis, to achieve a density of no greater than 16 units per net acre. For example, if the cumulative area of all beveled perimeter lots is two acres, a maximum of two acres of interior lots may reach a density of 16 units per net acre. The balance of the nonbeveled areas may not exceed the maximum density allowed for project type described in Table 18.140.030.

(3) Density Transfer. A project that is eligible for a residential density transfer from critical areas shall be in accordance with LCMC 18.300.130. A residential density transfer from the sending lands to the receiving lands shall not exceed maximum net densities as set forth in Table 18.300.130(1)(c)(ii).

(4) Product Types. The city desires to foster an opportunity for the creation of a variety of MDR-16 housing products so as to promote housing affordability, architectural variety and unique neighborhood character. An MDR-16 project, which consists of 10 gross acres or more, including abutting lands under common ownership, may not include more than 75 percent of one housing type, i.e., multifamily, single-family attached or single-family detached. [Ord. 2023-13 § 5 (Exh. C), 2023; Ord. 2022-10 § 2 (Exh. B), 2022; Ord. 2021-04 § 8 (Exh. E), 2021; Ord. 2015-12 § 2 (Exh. A), 2015; Ord. 2015-05 § 2 (Exh. A), 2015; Ord. 2006-17 § 1, 2006.]

18.140.040 General standards for developments within the MDR-16 district.

The standards of this section apply to all development in the MDR-16 zone, excluding single-family, detached, manufactured home subdivisions regulated by LCMC 18.1840.080 [and non-residential developments allowed within the Downtown Gateway overlay](#).

(1) Design Requirements.

(a) MDR-16 projects shall create a unifying design theme for each building or housing complex. The design theme can be created by the use of stone, wooden lap siding, or other natural material.

(b) MDR-16 projects shall avoid repetitive building massing and facade designs. Variety of scale and articulation is encouraged and can be accomplished by the use of design elements such as porches, balconies, bay windows, covered entries, and garages set back from the primary facade.

(c) MDR-16 projects shall avoid monotonous rooflines and shall employ devices such as various elevations, gables, dormers, and chimneys, etc.

(d) Where single-family attached units are paired, the review authority may require the paired units to share a common driveway.

(2) Active Open Space – Family Parks. If a medium density residential (MDR-16) development meets the applicable criteria of LCMC 18.242.020, the new development shall provide parks and open space pursuant to the applicable requirements of Chapter 18.1447-242 LCMC (Parks and Open Spaces).

(3) Landscaping and Open Storage.

(a) Landscaping. On-site plantings, with individual character, are encouraged to provide multiple layers of plantings, including canopy trees, understory trees, shrubs and groundcover. Seasonal interest is encouraged to be enhanced through the use of blooming sequence, fragrance, fall color, and specimen plant materials. Introduction of other landscape architectural hardscape elements such as: use of natural stone, sculpture, water features, enhanced paving, accent lighting, site furnishings, recreational facilities, and the like are strongly encouraged. Preservation of environmentally constrained areas as natural areas and the restoration of buffer areas with native plant materials and recreational opportunities are priorities.

(b) All landscape plantings shall be irrigated with an automatic, underground irrigation system designed with water conservation in mind. Use of techniques, such as separate water zones based on soil type, sun exposure, and plant water requirements is encouraged. All required plant materials shall meet or exceed specifications established by the American Association of Nurserymen for nursery stock.

(c) At least 15 percent of the net acreage of the project site must be landscaped.

(d) All setback areas shall be landscaped and maintained with live vegetation.

(e) Street trees, if required by the director of public works, shall be planted on all street frontages and within all median planting strips. In addition, street trees shall be placed a minimum of two feet from the curb as measured from the center of the tree to the planter side of the curb, unless otherwise specified by the city's public works director. Street trees shall be a minimum of two-inch caliper, fully branched, and staked at the time of planting. Minimum spacing shall be 30 feet on center of planter length. Trees selected for use as street trees shall be long-lived species possessing qualities suitable for an urban streetscape including branching characteristics, rooting characteristics, disease resistance, drought resistance and nonfruiting. Planter strips abutting a public street shall be planted with live vegetation and irrigated, unless otherwise specified by the city's public works director.

(f) Only under the following conditions may freestanding walls, fences and hedges be permitted along public or private streets or sidewalks:

(i) The maximum height of any wall, fence, or hedge shall be six feet so long as the fence height does not interfere with safe line of sight as determined by the city engineer.

(ii) Barbed wire, razor wire, electric and other dangerous fences are prohibited.

(g) Open Storage. Open storage is prohibited. Trash and recycling containers located outside of a building shall be screened by a six-foot solid (100 percent opaque) fence or a combination of fence and vegetation.

(4) Parking. Required parking shall be provided either on the same lot as the dwelling, or in shared parking areas located primarily to the rear of or beneath the units.

(a) Parking is encouraged to locate behind the dwelling unit with access from an alley. When an alley is provided, pedestrian access from the alley to the dwelling shall be provided for each lot.

(5) Garages.

(a) Where the primary garage entrance faces a right-of-way, the garage must be set back a minimum of 20 feet from the property line.

(b) No more than 40 percent of the total wall area of a housing complex facing a public right-of-way shall be dedicated to garage door space.

(c) Twenty-five percent of the garage wall area facing a public right-of-way shall contain windows or doors placed to create the impression of habitable residential space.

(d) In each building of single-family attached units or each multifamily building, no more than 50 percent of the garages may extend beyond the front plane of the primary facade of the dwelling unit.

(e) Garages that take vehicle access from an alley shall be set back a minimum of three feet from the alley right-of-way.

(f) Detached garages are allowed, provided they are accessed from an alley or driveway and do not exceed 18 feet in height.

(6) Vehicular Access. Access to MDR-16 development projects shall be from collector or arterial streets; however, individual dwelling units within an MDR-16 development project shall not have direct access to an arterial or a collector street.

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

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

(7) Pedestrian Access.

(a) An on-site pedestrian circulation system that links public and private streets and the primary entrance(s) of all the structure(s) on the site shall be provided. Sidewalks or pedestrian ways must connect the required pedestrian system to existing pedestrian systems on adjoining developments if adequate safety and security can be maintained. Convenient delineated pedestrian access to transit stops shall be provided.

(b) Public sidewalks shall be required and constructed according to the city's road standards.

(c) Where the pedestrian system crosses driveways, parking areas and loading areas, it must be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method approved by the reviewing authority. Striping may be permitted only in conjunction with at least one of the preceding methods. Pedestrian access shall be provided to transit corridors without having to pass through a parking lot whenever possible.

(d) Lighting for parking lots and pedestrian ways shall be provided to ensure personal safety and shall be shielded downward to prevent upward and off-site glare.

(e) Lighting shall be integrated into the architectural character both in terms of illumination and fixtures. Lighting shall not produce glare or negatively impact off-site uses or traffic on adjacent streets. On-site lighting shall utilize cutoff fixtures designed to orient light downward and contribute toward a dark sky.

(8) Impact Fees. School and park impact fees for attached housing shall be assessed at the multifamily rate while impact fees for detached housing shall be assessed at single-family rates. [Ord. 2023-13 § 6 (Exh. C), 2023; Ord. 2022-10 § 3 (Exh. C), 2022; Ord. 2021-04 § 9 (Exh. F), 2021; Ord. 2017-07 § 3, 2017; Ord. 2015-05 § 2 (Exh. A), 2015; Ord. 2006-17 § 1, 2006.]

18.140.050 Requirements for single-family attached housing.

In addition to the requirements of LCMC 18.140.040, a single-family attached proposal shall meet the requirements of this section. Where a conflict exists between general and specific standards the director shall apply the more specific standard.

(1) Land divisions shall be reviewed according to Chapter 18.205 or 18.210 LCMC and Chapter 58.17 RCW. Building permits for attached developments may only be approved where fully consistent with the approved land division.

(2) Notations on the plat and/or covenants running with the land, approved by the city attorney, shall guarantee that required side setbacks shall be kept perpetually free of obstructions.

(3) Single-family attached housing shall not be permitted in buildings of greater than six units.

(4) No portion of a unit may occupy space above or below any other unit, except underground shared parking.

(5) Landscaping. Single-family attached development projects may satisfy the minimum landscaping requirement by:

- (a) Providing 200 square feet of enclosed private outdoor living area per bedroom for each individual dwelling unit, to be located in the rear or side yard of each individual lot; or
- (b) Providing 200 square feet of common indoor or outdoor recreation area per bedroom for each individual dwelling unit. [Ord. 2023-13 § 7 (Exh. C), 2023; Ord. 2015-05 § 2 (Exh. A), 2015; Ord. 2006-17 § 1, 2006.]

18.140.060 Requirements for multifamily housing.

In addition to the requirements of LCMC 18.140.040, a multifamily housing proposal shall meet the requirements of this section. Where a conflict exists between general and specific standards, the director shall apply the more specific standard.

(1) Outdoor Recreation Area Standards. Multifamily developments containing 12 or more residential dwelling units shall provide outdoor recreation areas as follows:

(a) Private Residential Outdoor Areas.

- (i) Each ground-level residential dwelling unit shall have an outdoor private area (patio, terrace, porch, yard) containing at least 48 square feet and a width of at least four feet. A balcony used for an entrance or exit shall be considered an open space only if it is for the exclusive use of the dwelling unit in question and it contains at least 48 square feet and a width of at least four feet.
- (ii) Private outdoor areas for multifamily residential dwelling units shall be screened from view from other residential units, abutting land uses, and public or private streets to the extent practicable using the orientation and location of structures, windows, and private outdoor spaces, landscaping and screening, natural features such as topography and open space, and built features such as windowless walls.

(b) Shared Recreation Areas for Multifamily Residential Uses.

- (i) The requirements of this subsection shall apply to multifamily attached projects with fewer than 35 dwelling units. Developments containing 35 or more units shall satisfy the family park requirements in LCMC 18.140.040(2).
- (ii) Usable recreation space shall be provided in residential development for the shared or common use of all residents in the following amounts:
 - (A) Studio size up to and including two-bedroom units, 200 square feet per unit; and
 - (B) Three or more bedroom units, 300 square feet per unit.
- (iii) The required recreation space may be all outdoor space or part outdoor space and part indoor space and all public or common space or part common space and part private; provided, all public and common outdoor recreation spaces shall be readily observable from residential units and/or public or private streets to allow for public safety surveillance.
- (iv) The boundaries of public areas, such as streets or public gathering places, semipublic areas, such as transition areas between streets and dwelling units, and private outdoor areas shall be clearly defined so that a person can readily determine where the public space ends and the private space begins, such as by using one or more of the following:
 - (A) A deck, patio, low wall, fence or other suitable structures;
 - (B) Landscaping, such as a hedge or draping vine on a trellis or arbor;
 - (C) A change in the texture of the path material;
 - (D) Substantial natural features, such as a drainage way or tree grove. [Ord. 2023-13 § 8 (Exh. C), 2023; Ord. 2015-05 § 2 (Exh. A), 2015; Ord. 2006-17 § 1, 2006.]

18.140.070 Requirements of single-family detached housing.

In addition to the requirements of LCMC 18.140.040, a single-family detached proposal, other than a single-family, detached, manufactured home subdivision regulated under LCMC 18.140.080, shall meet the requirements of this section. Where a conflict exists between general and specific standards the director shall apply the more specific standard.

(1) Garages facing a public street shall be set back a minimum of 18 feet from the front property line. The front plane of the garage door cannot extend beyond the front plane of the primary facade. Garages facing an alley shall be set back a minimum of three feet from the rear property line. Garage doors shall have a minimum of 50 percent of their area decorated with glazing, relief panels, or similar ornamentation.

(2) Porches, balconies or similar entry appendages may project into the front yard setback up to five feet. Porches shall be designed as functional spaces with a minimum depth of five feet.

(a) Rooflines shall be a minimum of 6:12 for pitched roofs. Lower pitched roofs or parapet rooflines shall provide additional architectural detailing including but not limited to: cornice, cap, relief panels, bay windows, shade projections, rain protection, eaves, dormers, ledges or overhangs as approved by the planning director.

(b) Rain protection shall be located at the primary entrance which is effectively designed to provide a minimum of 25 square feet of rain protection. This protection may utilize a single or combination of techniques such as: awning, eave, alcove, airlock, recessed entry or porte-cochere.

(c) Finished surfaces on building elevations shall emphasize use of architectural-grade natural building products such as wood, masonry, metal, glass, stucco, fiber cement, cultured stone or other stone materials. Use of plywood, vinyl, plastic composites, fiberglass or similar are prohibited unless otherwise permitted by the director.

(d) A diverse use of color is encouraged to display individuality within the community. Finished surfaces suitable for painting shall incorporate a color palette of at least two colors, consisting of a base color and an accent (trim color). Repetitive or predictable alternate color schemes are discouraged. [Ord. 2015-05 § 2 (Exh. A), 2015; Ord. 2006-17 § 1, 2006.]

18.140.080 Requirements of single-family detached manufactured home subdivisions.

Repealed by Ord. 2023-11. [Ord. 2015-05 § 2 (Exh. A), 2015.]

Chapter 18.142
HIGH DENSITY RESIDENTIAL DISTRICT (HDR)

Sections:

- 18.142.010** **Purpose.**
18.142.020 **Location Criteria.**
18.142.030 **Uses.**
18.142.040 **Development Standards.**

18.142.010 **Purpose.**

(1) The purpose of the High Density Residential (HDR) zone in La Center is to create vibrant, sustainable, and inclusive communities that maximize land use efficiency while preserving the city's unique, small-town character. The HDR zone aims to:

- (a) Enhance Housing Availability: Provide a range of affordable and high-quality housing options to meet the growing demand and accommodate various household sizes and income levels.
- (b) Foster Community Engagement: Design neighborhoods that facilitate social interaction and community building, with accessible amenities, such as parks, community centers, and local businesses.
- (c) Support Economic Growth: Stimulate La Center's local economy by attracting new residents, creating job opportunities, and increasing the customer base for local businesses.
- (d) Preserve Local Character: Integrate new developments harmoniously with existing buildings and uses of La Center and respecting La Center's historical and cultural heritage while introducing modern architectural elements.

18.142.020 **Location criteria.**

(1) The City shall assign HDR zoning in close proximity to collector or arterial roadways with multimodal facilities; current or proposed transit routes; areas with higher intensity residential, mixed-use, and commercial development; employment centers; and with good access to public amenities, such as schools, recreation, open spaces, and community centers.

18.142.030 **Uses.**

(1) The following categories and uses are permitted, prohibited, or only allowed as conditional uses. Unlawful uses are not permitted. Any non-residential uses as allowed within the Timmen Landing Neighborhood Commercial overlay are subject to the permitted uses pursuant to LCMC 18.150.020.

(a) 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; "L" means limited use; "X" means not permitted.

Table 18.142.030
HDR District Allowed Uses

<u>Use</u>	
<u>Existing single-family detached</u>	<u>P</u>
<u>Single-family detached</u>	<u>X</u>
<u>Single-family attached</u>	<u>P</u>
<u>Multifamily dwellings</u>	<u>P</u>

<u>Use</u>	
<u>Cottage housing</u>	<u>P</u>
<u>Manufactured homes</u>	<u>X</u>
<u>Manufactured home subdivisions and communities</u>	<u>X</u>
<u>Family day care providers consistent with LCMC 18.270.020</u>	<u>P</u>
<u>Public parks, recreational facilities, and open spaces</u>	<u>P</u>
<u>Accessory buildings and uses normal and incidental to the buildings and uses permitted in this chapter</u>	<u>P</u>
<u>Home occupations</u>	<u>L¹</u>
<u>Art galleries and museums not exceeding 2 gross acres</u>	<u>L¹</u>
<u>Public utilities, such as electrical substations</u>	<u>L¹</u>
<u>Foster care homes</u>	<u>L¹</u>
<u>Churches</u>	<u>C²</u>
<u>Public schools</u>	<u>P</u>
<u>Community clubs</u>	<u>P</u>
<u>Day care centers</u>	<u>C²</u>
<u>Public buildings and uses not otherwise listed as permitted in the LCMC</u>	<u>C²</u>
<u>Bed and breakfast houses</u>	<u>L¹</u>
<u>Mobile homes</u>	<u>X</u>
<u>All manufacturing and commercial uses or services, except permitted home occupations</u>	<u>X</u>
<u>Temporary sales offices in conjunction with a subdivision</u>	<u>P</u>
<u>Concessionaires, including commercial recreational rentals, only when located within the La Center Downtown Subarea boundaries as adopted</u>	<u>L¹</u>

¹Limited uses shall be subject to the requirements of LCMC Chapter 18.270. Except for concessionaires which shall be reviewed under Type I review, all limited uses shall be subject to Type II site plan review procedures.

²Conditional uses shall be subject to the requirements of LCMC Chapter 18.250.

(b) For sites and developments within the Timmen Landing Neighborhood Commercial overlay, see uses permitted pursuant to LCMC 18.150.020.

18.142.040 Development standards.

(1) All developments within the HDR zoning district shall comply with the density and dimensional requirements of Table 18.142.040. Non-residential developments as allowed in the Timmen Landing Neighborhood Commercial overlay are subject to the development standards of LCMC Chapter 18.150.030.

Table 18.142.040
HDR District Density and Dimensional Requirements

<u>Standard</u>	
<u>Net Density¹</u>	<u>16-24 units/acre</u>
<u>Minimum Lot Width</u>	<u>20 ft</u>
<u>Minimum Lot Depth</u>	<u>60 ft</u>
<u>Minimum Lot Area</u>	<u>1,500 sf</u>
<u>Maximum Lot Area</u>	<u>N/A</u>
<u>Maximum Lot Coverage</u>	<u>85%</u>
<u>Maximum Height²</u>	<u>45 ft</u>
<u>Setbacks³</u>	
<u>Minimum Front Setback⁴</u>	<u>10 ft</u>
<u>Minimum Garage Setback from the Property Line</u>	<u>5 ft</u>
<u>Minimum Garage Setback from Alley</u>	<u>3 ft</u>
<u>Minimum Side Setback</u>	<u>0 ft attached or 10 ft abutting single-family detached</u>
<u>Minimum Street Side Setback</u>	<u>0 ft</u>
<u>Minimum Rear Setback</u>	<u>20 ft</u>

¹In a phased project, each phase of the project shall meet the density requirements.

²The maximum height of a dwelling is depicted in this table; the maximum height of a garage or accessory building is 20 feet.

³Setbacks and building envelopes shall be identified for each lot on the face of the plat or binding site plan.

⁴Minimum front yard setback shall be 20 feet from arterial streets and 15 feet from collector streets.

(2) General Standards for developments in the HDR district shall be subject to the development standards of the MDR-16 district pursuant to LCMC 18.140.040.

(a) Single-family attached housing shall be subject to the requirements of LCMC 18.140.050.

(b) Multifamily housing shall be subject to the requirements of LCMC 18.140.060.

(c) Cottage housing shall be subject to the requirements of LCMC Chapter 18.185.

(3) Developments in the HDR district shall also be subject to the following requirements:

(a) LCMC Chapter 18.242, Parks and Open Spaces;

(b) LCMC Chapter 18.245, Supplementary Development Standards;

[\(c\) LCMC Chapter 18.280, Off-Street Parking and Loading Requirements;](#)

[\(d\) LCMC Chapter 18.282, Outdoor Lighting;](#)

[\(e\) LCMC Chapter 18.320, Stormwater and Erosion Control;](#)

[\(f\) LCMC Chapter 18.340, Native Plant List;](#)

[\(g\) LCMC Chapter 18.350, Tree Protection; and](#)

[\(h\) LCMC Chapter 18.360, Archaeological Resource Protection.](#)

Chapter 18.145
RESIDENTIAL/PROFESSIONAL DISTRICT (RP)

Sections:

- 18.145.010 Permitted uses.
- 18.145.020 Conditional uses.
- 18.145.030 Prohibited uses.
- 18.145.040 Development standards.

18.145.010 Permitted uses.

Permitted uses in the RP district shall be inclusive of all permitted uses in the LDR-7.5, MDR-16, [HDR](#), and C-1 zoning districts, subject to the applicable provisions of this and other applicable La Center Municipal Code titles. [Ord. 2023-05 § 4 (Exh. D), 2023; Ord. 2007-09 § 6, 2007.]

18.145.020 Conditional uses.

Conditional uses in the RP district shall be inclusive of all conditional uses in the LDR-7.5, MDR-16 and C-1 zoning districts, subject to the applicable provisions of this and other applicable La Center Municipal Code titles. Conditional uses are subject to Chapter 18.250 LCMC, Conditional Uses. If a use is considered a conditional use in any zoning district, the use shall comply with Chapter 18.250 LCMC, Conditional Uses. [Ord. 2007-09 § 6, 2007.]

18.145.030 Prohibited uses.

Uses not considered permitted or conditional under LCMC 18.145.010 and 18.145.020 are prohibited. [Ord. 2007-09 § 6, 2007.]

18.145.040 Development standards.

(1) Single-family [detached](#) residential developments ~~and, including~~ duplexes, shall be subject to Chapter 18.130 LCMC, Low Density Residential District (LDR-7.5).

(2) ~~Multifamily~~ [Single-family attached](#) residential developments, ~~excluding duplexes~~, shall be subject to Chapter 18.140 LCMC, [Medium](#) Density Residential District (MDR-16).

[\(3\) Multifamily residential developments shall be subject to Chapter 18.142 LCMC, High Density Residential District \(HDR\).](#)

~~(34)~~ Commercial developments shall be subject to Chapter 18.150 LCMC, Commercial Districts (C-1 and C-3). [Ord. 2007-09 § 6, 2007.]

Chapter 18.147

PARKS AND OPEN SPACES

Sections:

- ~~18.147.010 — Purpose.~~
- ~~18.147.020 — Applicability.~~
- ~~18.147.030 — Park size and design standards.~~
- ~~18.147.040 — Facility plan.~~
- ~~18.147.050 — Facility maintenance and liability.~~
- ~~18.147.060 — Impact fee credits.~~

18.147.010 — Purpose.

~~(1) The purpose of this chapter is to ensure implementation of the La Center parks, recreation, and open space master plan (“parks plan”) in new residential development by requiring developers to dedicate, develop, and maintain family parks, trails, and open space based on the size of their development. These parks benefit all residents by:~~

- ~~(a) Providing opportunities for both active and passive outdoor activities;~~
- ~~(b) Providing a variety of activities;~~
- ~~(c) Ensuring outdoor activities are available to all elements of the community; and~~
- ~~(d) Enhancing the sense of community.~~

~~(2) The La Center parks, recreation, and open space master plan, as amended, is incorporated by reference. [Ord. 2017-07 § 2 (Exh. A), 2017.]~~

18.147.020 — Applicability.

~~(1) Any residential development meeting any of the following criteria shall provide parks consistent with the standards of this chapter:~~

- ~~(a) Any development in an LDR 7.5 zoning district that includes 40 or more dwelling units; or~~
- ~~(b) Any development in an MDR 16 zoning district that includes 35 or more dwelling units; or~~
- ~~(c) Any development in an MX zoning district that includes 35 or more dwelling units.~~

~~(2) Any phased development of adjoining parcels of land under the same ownership at time of final plat approval shall provide parks consistent with subsection (1) of this section based on the total number dwelling units on all adjoining parcels of land. [Ord. 2017-07 § 2 (Exh. A), 2017.]~~

18.147.030 — Park size and design standards.

~~(1) If a development proposal meets the applicability criteria of LCMC 18.147.020, the new development shall provide parks and trails in the following manner:~~

- ~~(a) Size. The size and location of park shall be established in such a manner as to ensure compliance with and implementation of the parks plan. The minimum park size requirements are:~~
 - ~~(i) Each development in an LDR 7.5 zoning district shall provide one or more family parks at a ratio of one-quarter acre per 40 dwelling units (0.25 ac/40 du).~~
 - ~~(ii) Each development in an MDR 16 zoning district shall provide one or more family parks at a ratio of one-quarter acre per 35 dwelling units (0.25 ac/35 du).~~
 - ~~(iii) Each development in an MX zoning district shall provide one or more family parks at a ratio of one-quarter acre per 35 dwelling units (0.25 ac/35 du).~~

~~(iv) The size criteria of this subsection (0.25 ac/40 du or 0.25 ac/35 du) shall be applied proportionally to the total dwelling units in excess of the dwelling unit threshold (40 du for LDR 7.5 districts or 35 du for MDR 16 and MX districts).~~

~~(b) Design. Parks provided pursuant to this section shall meet the following minimum standards:~~

~~(i) Park design and layout shall meet current La Center park standard requirements and Americans with Disabilities Act (ADA) regulations.~~

~~(ii) Parks shall be designed by a landscape architect licensed in the state of Washington.~~

~~(iii) It is highly desirable that parks required pursuant to this chapter be one contiguous space to minimize maintenance work load. However, a required park need not be a single contiguous area if the applicant demonstrates the following:~~

~~(A) A noncontiguous park arrangement meets requirements of this section and the goals of the parks plan; and~~

~~(B) A noncontiguous park arrangement better meets the needs of the residents; or~~

~~(C) The development topography does not make it feasible to provide a contiguous space for the required park.~~

~~(iv) The minimum contiguous parks size shall be 0.25 acres.~~

~~(v) Parks provided under these provisions shall not be located on streets of a minor collector or higher classification as defined in the La Center comprehensive plan.~~

~~(vi) All parks shall be fronted by a public road for at least 40 percent of their perimeter. If it is not feasible or practical to meet this standard because of location and/or physical site constraints, a pedestrian pathway or other design element approved by the review authority to assure free and open public accessibility shall be established through a dedication or perpetual easement with a minimum width of 20 feet. This pedestrian pathway connection shall be made from the public street to the park.~~

~~(vii) All parks shall have at least 75 percent of their area improved with usable active play areas and open space.~~

~~(viii) The provided park facilities and amenities should consider the range of ages of the target residents for the development. While the choice of park facilities and amenities is determined by the developer, each family park shall, at a minimum, contain the following amenities. The review authority may amend this requirement if the proposed facilities and amenities meet the intent of this chapter and the parks plan.~~

~~(A) Paved pedestrian circulation path or sidewalk;~~

~~(B) Two sitting benches, a minimum of four feet long each, for each 0.25 acre of park area or part thereof;~~

~~(C) One trash receptacle for each 0.25 acre of park area or part thereof;~~

~~(D) Bike rack(s) to accommodate a minimum of six bicycles for each 0.25 acre of park area or part thereof;~~

~~(E) One play structure intended primarily for use by children ages two to 12;~~

~~(F) One picnic table for each 0.25 acre of park area or part thereof.~~

~~(ix) The undeveloped play space shall be covered with live vegetation which shall be irrigated by a permanent, below ground, automatic irrigation system.~~

~~(x) A low fence or impassible vegetative buffer shall be used for the screening of park borders where they abut a residential area. This screening should be a minimum of three and one-half feet in height and shall not exceed six feet in height. Neither the fence nor hedge shall be fully sight-obscuring.~~

~~(xi) Policing of the parks is a critical concern for the city, therefore, each park shall meet the following safety requirements:~~

~~(A) The parks shall be designed to facilitate community policing through crime prevention through environmental design (CPTED) guidelines.~~

~~(B) A minimum of one side of the park shall abut a public road, unless otherwise approved by the review authority.~~

~~(C) Street lighting or park lighting as necessary shall be used to illuminate the park for citizen and police patrols to see into the park at night from a public street.~~

~~(xii) Trail linkages shall be provided to the existing or planned La Center and regional trail systems consistent with the provisions of the parks plan. The total area allocated to new trails shall not be used to meet the parks area requirement of subsection (1)(a) of this section.~~

~~(xiii) Passive open spaces, such as wetlands, stream corridors or other unbuildable lands, shall be combined with active open spaces, either contiguously or via pedestrian facilities, to create interconnectivity between neighborhoods and/or other park and pedestrian facilities. Where possible and feasible, these areas shall be improved with an integrated network of trails within the buffer areas. Where feasible these trails will be connected to existing or planned La Center and regional trail systems consistent with the provisions of the parks plan. Such unbuildable areas shall either be dedicated to the city or encumbered with public easements for pedestrian facilities. Easements shall be composed of a 20-foot wide construction easement which, upon completion, will expire in lieu of trail construction and a 12-foot wide perpetual pedestrian easement.~~

~~(xiv) Developers are encouraged to incorporate into the open spaces other required facilities such as stormwater treatment and detention ponds to provide more open space. However, such areas shall not be used to meet the park area requirements of subsection (1)(a) of this section.~~

~~(xv) Other design features in addition to or in lieu of the standards included in this section may be acceptable if determined by the review authority to meet the intent of this section and the parks plan.~~

~~(2) Parks required pursuant to this chapter shall be completed prior to the issuance of the occupancy permit of the twenty-fifth dwelling unit within an approved development.~~

~~(3) All park improvements required pursuant to this chapter shall be either dedicated to the city or have public-access easements established prior to or concurrent with final development approval. [Ord. 2017-07 § 2 (Exh. A), 2017.]~~

18.147.040 — Facility plan.

~~(1) A complete preliminary land use application shall include a preliminary park site plan and landscape plan. The preliminary site plan shall depict the location and number of play structures, bike parking structures, surface materials, how ADA requirements are being met, furnishings, and pedestrian circulation routes. The preliminary landscape plan shall depict the location of plant materials, species and size at time of planting. The applicant shall demonstrate how proposed parks and trails comply with the parks plan.~~

~~(2) The final site plan and final landscape plan shall provide all information contained in the preliminary plans with additional construction information including but not limited to: irrigation plan, construction details, grading, CC&Rs, utility services and parking. The land use application for final approval shall provide a mechanism for adequate funding and the continual care and maintenance of the parks and trails as approved by the review authority. The city shall not approve the final plat or final master plan of a land use application in which parks and trails is~~

~~required unless the police chief and public works director have reviewed and approved the final plans and specifications for the park. [Ord. 2017-07 § 2 (Exh. A), 2017.]~~

~~18.147.050 — Facility maintenance and liability.~~

~~(1) Applicant Maintenance. The applicant retains maintenance and liability responsibilities for the parks and trails developed pursuant to this chapter unless these responsibilities are accepted by the city. Where the applicant retains maintenance and liability responsibilities, the facilities must be maintained at a level at least equal to comparable facilities maintained by the city. The applicant shall ensure that the developer or homeowners' association owning the facility grants the city the right of third party enforcement or other similar mechanism to assure perpetual care and maintenance of the facility.~~

~~(2) City Maintenance. The city reserves the right to, but is not obligated to, assume maintenance and liability of park and trail facilities developed pursuant to this chapter.~~

~~(a) The city may accept maintenance and liability for park and trail facilities if the public works director finds all of the following:~~

~~(i) The applicant requests that the city assume the responsibilities.~~

~~(ii) The facility lies within land dedicated or granted to the city.~~

~~(iii) The facility has been constructed to city standards.~~

~~(iv) The facility meets a need identified in the parks plan.~~

~~(v) The city has adequate resources for maintenance of the facility.~~

~~(b) The city shall accept maintenance and liability for a park and trail facility through approval by the city council.~~

~~(c) If the city accepts maintenance and liability for the park and trail facilities the applicant shall provide maintenance of provided parks and trails for a period of two years after the dedication of the park or trails to the city. The applicant shall submit a park landscape maintenance agreement and a two-year park maintenance bond, in a form acceptable by the public works director. [Ord. 2017-07 § 2 (Exh. A), 2017.]~~

~~18.147.060 — Impact fee credits.~~

~~Park and trail improvements and dedications made pursuant to this chapter may be eligible for park impact fee credits pursuant to the provisions of the Chapter 3.35 LCMC. [Ord. 2017-07 § 2 (Exh. A), 2017.]~~

Chapter 18.150
COMMERCIAL DISTRICTS AND OVERLAYS (C-1, DGO, AND TLNCC-3)

Sections:

- 18.150.010 Purpose.
18.150.020 Uses.
18.150.030 Development standards.
18.150.040 *Repealed.*

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 and to preserve the historic downtown aesthetic. Development activity shall meet, to the maximum extent feasible and prudent, the design guidelines contained in this chapter. The C-1 district shall primarily occur along East Fourth Street and secondarily along Northwest Pacific Highway, between West Fourth Street and West Sixth Street.

~~(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.~~ Downtown Gateway Overlay (DGO). This overlay district is intended to enhance the vibrancy and economic vitality of the city's central district by fostering a dynamic environment that prioritizes hotels, motels, other hospitality uses, and commercial recreational businesses to attract visitors with its proximity to the historic cardrooms and downtown, the newly expanded downtown, and the East Fork Lewis River. This overlay district shall also recognize the existing residential uses in this area and balance compatibility with the hospitality and commercial recreational uses with existing residents. The DGO shall be designated as shown on the adopted Downtown Subarea map, located south of West Third Street and along West D Avenue.

(3) Timmen Landing Neighborhood Commercial Overlay (TLNC). This overlay district is intended to provide and support the development of vibrant, accessible, and community-oriented commercial areas within the Timmen Landing subarea plan and in close proximity to high density and medium density residential areas. This overlay district will encourage local businesses, enhance accessibility, support neighborhood-scale mixed-use development, preserve small-town charm, and promote economic vitality. The TLNC shall be designated as shown on the adopted Timmen Landing Subarea, along the Northwest Timmen Road corridor. [Ord. 2023-05 § 5 (Exh. E), 2023; Ord. 2017-09 § 4 (Exh. B), 2017; 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~~ C-1 zoning district and the DGO and TLNC. 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 – Uses¹

Use			C-1	C <u>DO</u>	<u>TLNC</u>	Special Standards
1.	Residential.					
	a.	Medium density (integrated multifamily/commercial or mixed-use structure not to exceed 22 residential units per net acre)	C	X <u>P</u>	<u>P</u>	
	b.	Existing residences without any increase in density	P	P	<u>P</u>	
	c.	Home business	P	P	<u>P</u>	Home Occ. Permit
	d.	Bed and breakfast establishments	P	X <u>P</u>	<u>X</u>	
	e.	Temporary dwellings	P	P	<u>P</u>	
	f.	Single-family detached dwellings	X	X	<u>X</u>	
	g.	Manufactured homes	X	X	<u>X</u>	
	h.	Manufactured home subdivisions and communities	X	X	<u>X</u>	
	i.	Mobile homes	X	X	<u>X</u>	
2.	Retail Sales – Food.					
	a.	Markets in excess of 15,000 square feet gross floor area	X <u>C</u>	X	<u>X</u>	
	b.	Markets – under 15,000 square feet of gross floor area	P	X	<u>C</u>	
	c.	Bakery – primarily retail outlet (> 10,000 square feet of gross floor area)	X <u>C</u>	X	<u>X</u>	
	d.	Bakery – primarily retail outlet (< 10,000 square feet of gross floor area)	C <u>P</u>	X	<u>P</u>	
3.	Retail Sales – General.					
	a.	General retailer (up to 200,000 square feet gross floor area)	X	X	<u>X</u>	
	b.	General retailer (under 25,000 square feet gross floor area)	P	X	<u>C</u>	
	c.	Single purpose/specialty retailers (less than 10,000 square feet gross floor area)	P	X	<u>C</u>	
	d.	Single purpose/specialty retailers (greater than 10,000 square feet gross floor area)	X	X	<u>X</u>	
	e.	Yard and garden supplies, including nurseries	X	X	<u>X</u>	
	f.	Adult entertainment	X	X	<u>X</u>	
	g.	<u>Recreational sales and rentals</u>	<u>P</u>	<u>P</u>	<u>P</u>	

Use			C-1	C-3 DGO	TLNC	Special Standards
4.	Retail Sales – Restaurants, Drinking Places.					
	a.	Restaurants	P	P	<u>P</u>	
	b.	Restaurants, with associated drinking places, alcoholic beverages	C	C	<u>C</u>	
	c.	Drive-through, drive-in, or drive-up facilities	X	X	<u>C</u>	
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	<u>X</u>	
	b.	Quick vehicle servicing	X	X	<u>X</u>	
	c.	Filling station	C	X	<u>C</u>	
	d.	Manufactured home sales	X	X	<u>X</u>	
	e.	Car washes	C	X	<u>C</u>	
	f.	Vehicle rental or repair including auto, truck trailer, boat, and recreational vehicles	X	X	<u>X</u>	
	g.	Commercial off-street parking facilities	C	C	<u>C</u>	
	h.	Vehicle towing and storage services	X	X	<u>X</u>	
	i.	Transportation terminals				
		(1) Freight	X	X	<u>X</u>	
		(2) People	P	P	<u>P</u>	
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	<u>X</u>	
	b.	Heating and plumbing equipment, including incidental fabrication (operated entirely within an enclosed building)	X	X	<u>X</u>	
	c.	Hardware, home repair and supply stores (over 100,000 square feet gross floor area)	X	X	<u>X</u>	
	d.	Hardware, home repair and supply stores (10,000 to 100,000 square feet gross floor area)	X	X	<u>X</u>	
	e.	Hardware, home repair and supply stores (under 10,000 square feet gross floor area)	P	X	<u>P</u>	

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

Use			C-1	C-3 3DGO	TLNC	Special Standards
	a.	Hospitals	X	X	<u>X</u>	
	b.	Outpatient clinics	C	X	<u>C</u>	
	c.	Medical laboratories	X	X	<u>X</u>	
	d.	Sanitaria, convalescent and rest homes	C	X	<u>X</u>	
	e.	Orthopedic equipment and supplies, rental, sales and services	P	X	<u>P</u>	
	f.	Animal hospitals and veterinary clinics				
		(1) Outside animal activities	X	X	<u>X</u>	
		(2) Inside animal activities only	C	X	<u>C</u>	
	g.	Ambulance services	X	X	<u>X</u>	
	h.	Residential care homes	C	X	<u>C</u>	
	i.	Residential and congregate care facilities	C	X	<u>C</u>	
12.	Services – Professional Office.					
	a.	Professional offices (< 10,000 square feet gross floor area)	P	P <u>C</u>	<u>P</u>	
	b.	Professional offices (> 10,000 square feet gross floor area)	C	X	<u>C</u>	
	c.	Artist/photographic studios	P	X <u>P</u>	<u>P</u>	
13.	Services – Amusement.					
	a.	Amusement centers	C	X <u>C</u>	<u>C</u>	
	b.	Bowling alleys, billiard and pool parlors, and video arcades	C	X	<u>C</u>	
	c.	<u>Public cardrooms</u>	<u>P</u>	<u>X</u>	<u>X</u>	
	d.	Skating rinks, ice and/or roller	X	X	<u>X</u>	
	e.	Theaters, indoor	X	X <u>C</u>	<u>X</u>	
	f.	Drive-in theaters, stadium and arena facilities	C	X	<u>X</u>	
	g.	Athletic, health and racket clubs (< 10,000 square feet of gross floor area)	P	X	<u>P</u>	
	h.	Athletic, health and racket clubs (> 10,000 square feet of gross floor area)	X	X	<u>C</u>	
	i.	Zoos, circuses, carnivals, or amusement rides, excluding temporary civic events endorsed by the city council	X	X	<u>X</u>	
14.	Services – Educational.					

Use			C-1	C-3 DGO	TLNC	Special Standards
	a.	Family day care providers	P	P	<u>P</u>	18.270.020
	b.	Day care centers	P	X <u>P</u>	<u>P</u>	
	c.	Libraries (< 10,000 square feet gross floor area)	P	X <u>P</u>	<u>P</u>	
	d.	Vocational schools	X	X	<u>X</u>	
	e.	Artistic studios and schools including but not limited to dance, music and martial arts (< 10,000 square feet)	P	X <u>P</u>	<u>P</u>	
	f.	Artistic studios and schools including but not limited to dance, music and martial arts (> 10,000 square feet)	X	X	<u>C</u>	
	g.	Public parks, parkways, recreation facilities, trails and related facilities	P	P	<u>P</u>	
	h.	Public/private educational institutions	C	X	<u>C</u>	
15.	Services – Membership Organizations.					
	a.	Business, professional and religious (not including churches)	C	X <u>C</u>	<u>C</u>	
	b.	Civic, social, fraternal, charitable, labor and political (< 5,000 square feet)	P	X <u>C</u>	<u>P</u>	
	c.	Civic, social, fraternal, charitable, labor and political (> 5,000 square feet)	C	X	<u>C</u>	
	d.	Churches	C	X <u>C</u>	<u>C</u>	
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	<u>X</u>	
	b.	Distribution facilities of between 50,000 and 25,000 square feet gross floor area	X	X	<u>X</u>	
17.	Public Services and Facilities.					
	a.	Buildings entirely dedicated to public services, such as City Hall, police and fire substations	C	C	<u>C</u>	
	b.	Sewer, water and utility transmission lines	P	P	<u>P</u>	
	c.	Wireless communications facilities	P	P	<u>P</u>	
	d.	Museums, historic and cultural exhibits and the like	P	P	<u>P</u>	
	e.	U.S. Post Offices	C	C	<u>C</u>	

Use			C-1	C-3 DO	TLNC	Special Standards
	f.	Public transit facilities including park and ride facilities	P	P	<u>P</u>	
18.	Accessory Uses and Activities.					
	a.	On-site hazardous waste treatment and storage facilities, subject to state siting criteria (RCW 70.105.210)	C	C X	<u>X</u>	
	b.	Drive-through, drive-in or drive-up facilities	C	C	<u>P</u>	
	c.	Open Air Activities.				
		(1) Open air display of plants and produce in conjunction with a permitted use	P	X P	<u>P</u>	
		(2) Open air storage of materials	X	X	<u>X</u>	
		(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 C	<u>C</u>	
		(4) Open air storage of company vehicles, such as cars and light duty trucks, in conjunction with a permitted use	C	X	<u>X</u>	
19.	Other Uses.					
	a.	Temporary uses	P	P	<u>P</u>	
	b.	Solid waste handling and disposal sites	C	C X	<u>X</u>	

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

[Ord. 2023-11 § 6 (Exh. D), 2023; Ord. 2023-05 § 6 (Exh. E), 2023; Ord. 2021-04 § 10 (Exh. G), 2021; Ord. 2017-09 § 4 (Exh. B), 2017; 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. Sites within the C-1 zoning district shall comply with the additional standards outlined in LCMC 18.150.030(4).

(2) Landscaping.

~~(a) In the 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.~~

~~(ab)~~ (a) 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

Zoning District	Minimum Lot Area (square feet)	Minimum Lot Width (feet)	Minimum Lot Depth (feet)
C-1	2,500	25	400 80
<u>DGO, TLNC</u>	<u>None</u>	<u>None</u>	<u>None</u>
C-3	40,000	None	None

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

Minimum setbacks	Pursuant to buffering and screening standards contained in Chapter 18.245 LCMC.
Minimum setbacks adjacent to residential district	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.
Maximum lot coverage	Maximum determined by compliance with screening and buffering standards contained in Chapters 18.245 and 18.320 LCMC, and all other applicable standards.

Minimum setbacks	Pursuant to buffering and screening standards contained in Chapter 18.245 LCMC.
Maximum building height	60 feet, <u>except for the TLNC where the maximum building height shall be 45 feet.</u>

(4) Additional C-1 Standards. In addition to the required standards per LCMC 18.150.030(1) through (3), all new lots, structures, and additions to structures located within the C-1 zoning district shall be subject to the following standards. The intent of the C-1 zoning district is to preserve the historic downtown character of La Center by implementing the adopted La Center Design Plan and Guidelines (2005) (see La Center City Council Resolution No. 05-253) and balance new developments and business establishments to meet a growing economic and job market in La Center.

(a) The following standards do not apply to:

- (i) Exterior remodel of existing single-family residences;
- (ii) Construction of a new bed and breakfast uses or conversion of single-family homes to bed and breakfast uses;
- (iii) Interior remodel of buildings;
- (iv) Exterior building improvements less than 80 percent of the building and land-assess value; and
- (v) Replacement of windows, awnings, roofing materials, or other exterior building elements for maintenance reasons only to match existing materials and design.

(b) Building Facade Requirements.

- (i) Commercial activities shall use original building facades or replications thereof, and appropriately sized and designed signs. New construction should be compatible with surrounding design.
- (ii) Facades shall be varied and articulated to provide visual interest to pedestrians. Within projects that occupy a half city block or greater, variations in facades, floor levels, architectural features, parapet height, and exterior finishes shall create the appearance of several smaller buildings with a maximum apparent storefront width of 60 feet.
- (iii) Storefronts shall generally abut street rights-of-way. Business activities shall be oriented towards the street through the use of primary entrances, sidewalk cafes, pedestrian awnings, or similar features. Buildings may be set back as much as 10 feet if the space between the building and right-of-way is used for permanent landscaping, outdoor display of merchandise, or outdoor seating for dining establishments. These areas may not be fenced off from the street except for a decorative fence not to exceed 4 feet in height. Building frontages internal to a city block shall consider internal walkways and parking areas as street rights-of-way within multibuilding complexes.
- (iv) All structures shall provide ground floor retail, services, or offices.
- (v) Blank walls are prohibited. Facades and walls shall include the following:
 - (A) The lower facade shall contain a recessed entry or entries, large display windows, and other such appurtenances as described in this subsection, which shall, as a whole, constitute 50 percent of the entire front facade.
 - (B) Upper floors shall display smaller, regularly spaced windows or false windows.
 - (C) Buildings must include changes in relief on 10 percent of their street side facades. Relief changes include cornices, bases, fenestration, fluted masonry, or other treatments for pedestrian interest and scale.

(D) Decorative trims, such as window hoods surrounding upper floor windows and decorative cornices near or at the top of the facade, are encouraged.

(vi) Designated historic buildings shall be maintained consistent with the identified character-defining elements of the building unless recognized by the City as an “unsafe structure” under the International Property Maintenance Code (2003).

(vii) Any exterior remodeling shall clearly delineate upper and lower facades by architectural features, such as awnings and exterior moldings.

(ix) The backs of buildings on the south side of East Fourth Street shall be finished with windows, balconies, and other features similar to those used on the front. This is to encourage uses that relate to the view of the East Fork Lewis River and the wildlife refuge, and to enhance and preserve the view of downtown from the East Fork Lewis River Bridge. All garbage equipment and facilities shall be screened from view.

(x) Ornamental devices, such as molding and friezes, are required at the roofline. Where such ornamentation is present in the form of a linear molding or board, the band must be at least 12 inches in height.

(xi) Buildings must incorporate features, such as arcades, roofs, porches, alcoves, porticoes, and awnings, to protect pedestrians from the rain, wind, and sun. Awnings and entrances may be designed to be shared between two structures. If the building abuts a street right-of-way, then the weather protection feature must be extended at least 5 feet over the sidewalk with appropriate easements or agreements with the City to allow placement within the right-of-way. If the building does not front on the right-of-way, the weather protection feature must be extended at least 5 feet along any pedestrian area between the building and an adjacent pedestrian walkway or sidewalk.

(c) Sidewalks and Streetside.

(i) Sidewalks within the right-of-way shall generally be 11 feet wide with a 3-1/2-foot street furniture and landscaping zone and a 7-1/2-foot pedestrian zone. Adjustments to the minimum width may be approved by the Public Works Director to ensure consistency with adjacent properties or if an 11 feet wide sidewalk is not feasible. The street furniture zone is to accommodate street trees, lighting, benches, street signs, mail boxes, newspaper boxes, and other urban accessories.

(ii) Awnings are required of all building frontages along sidewalks and over pedestrian entryways facing parking areas.

(iii) Curb extensions shall be provided at every street corner where appropriate, as determined by the Public Works Director. These extensions are the width of the parking lanes. The extensions are designed to follow a consistent radius around each intersection.

(d) Street Trees and Landscaping.

(i) Street trees shall be provided at approximately 45 feet on center. The trees are to be planted in 5-foot by 5-foot cutouts in the sidewalk located in the street furniture/landscaping zone. Decorative tree grates should be provided to both protect the trees and provide another opportunity to introduce a design element into downtown. Trees shall be of species approved by the City and shall have a 1-1/2-inch minimum caliper diameter at breast height (DBH). Irrigation and maintenance shall be provided until trees are fully established.

(ii) Street trees shall be coordinated with parking and street lights to lessen conflicts with parked cars and pedestrian movements.

(e) Outdoor Lighting.

(i) Fourteen-foot-tall decorative street lights shall be provided at all street corners and each midblock on both sides of the right-of-way.

(ii) Exterior lighting fixtures are encouraged to perform architectural functions, such as indirect lighting of signs and building facades. Applicants should consider the light from within the building storefront windows as it contributes to the general streetscape illumination, as well as adding animation and interest to the nightscape.

(iii) Street lights and street trees shall be separated by a minimum of 15 feet. The placement of street lights and street trees shall be coordinated to minimize conflicts and give maximum amenity value while providing safety to the community.

(iv) Security lighting shall be provided in all off-street parking areas to a minimum of 1/2 foot-candle level with a maximum pole height of 14 feet. Consistent with either a full cut-off or partial cut-off standard.

(v) All street and parking lot lighting to have optics or shielding to direct the lighting downward.

(vi) Commercial lighting shall not produce glare or light trespass onto any residential use.

(vii) Exterior lighting shall comply with the outdoor lighting requirements of 18.245.040 LCMC and Chapter 18.282 LCMC.

(e) Parking.

(i) Existing on-street parking shall be maintained.

(ii) New parking areas shall be located behind buildings. Parking lots are not allowed between the front of a building and the street.

(iii) Parking shall be encouraged in the internal portion of blocks along public alleys or private drives. These small parking areas may also serve as a second frontage for the adjacent businesses.

(iv) Access to internal block parking areas shall be encouraged along east/west alleys or drives accessing the north/south streets.

(v) Parking requirements of the development code for individual uses are encouraged to be met through combined parking areas rather than through individual lots.

(vi) A joint parking facility for downtown employees is encouraged to be located on the periphery of the downtown area.

(vii) Landscaping shall be provided for parking lots as required by LCMC 18.245.060(9).

(viii) Continuity and connection must be provided between adjacent parking areas for both autos and pedestrians.

(ix) Driveway access to arterial streets shall be minimized. Access to local streets shall be encouraged.

(x) Access to off-street parking or parking lots within 60 feet of street corners is discouraged. Corner sight-distance triangles must be maintained.

(xi) Where new drive-through facilities are permitted, access shall be prohibited from ~~east/west streets~~ East and West 4th Street.

(f) Building Materials.

(i) Metal is prohibited as the primary exterior building material, but it may be used for accents, including awnings. Materials, such as masonry, stone, stucco, and wood, are encouraged.

(ii) Decorative patterns must be incorporated where masonry is used for exterior finish. Examples of these decorative patterns include quoins, multicolored masonry units such as brick, stone, or cast stone, in layered or geometric patterns, or split-faced concrete block to simulate a rusticated stone-type construction.

(iii) Wood siding must be bevel, shingle siding, or channel siding and must not be applied in a diagonal or herringbone pattern. T1-11 style siding is not permitted.

(iv) Accessory structures, such as attached and detached canopies, utility buildings, storage sheds, sales kiosks, shall conform to the design and color guidelines and be built in the same style as the main building.

(g) Roof Materials, Parapets, and Roof Pitch.

(i) Pitched roof structures shall have a minimum roof pitch of 6:12. Large buildings, meaning those with a footprint of at least 3,000 square feet, may have portions of the roof at a lesser pitch, as long as the roofline is varied with areas of lesser pitch, dormers, or other significant architectural features.

(ii) Rooflines shall establish a distinctive “top” to a building. All new roofs shall be of a peak roof style, unless documented to be architecturally infeasible by the applicant. No flat, mansard, or shed roof styles are allowed. On larger buildings where peak roofs cannot be used, architectural features shall be used that exhibit a peak roof style with facades, partial roofs, and other techniques that meet the intent of these provisions. In building areas without a peak roof, a flat or shed roof shall be used. When flat roof areas are proposed, a cornice or frieze molding a minimum 12 inches high projecting a minimum 6 inches from the wall at the top of the wall or parapet shall be provided.

(A) Parapet corners must be stepped or the parapet must be designed to emphasize the center or primary entrance(s), unless the primary entrance is at the corner of the building.

(B) Visible sloped roofs must be dark gray, black, or dark brown.

(C) Visible roof materials must be wood or architectural grade composition shingle or sheet metal with standing or batten seam.

(D) All roof- and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes and vent pipes, must be screened from public view by parapets, walls, or by other approved means.

(h) Windows.

(i) First floor walls fronting streets shall have a minimum of 50 percent openings in the form of glazed storefronts, glazed doorways, or glazed entries. Windows, which allow views to the interior activity or display areas, are required.

(ii) Ground floor windows are also required on facades facing any parking lot. The minimum requirement is 10 percent of the facade.

(iii) Window frames and shutters in proportion to the window will count against the required openings percentage of subsections (h) and (i) of this section. All storefront glazing will be clear glass so as to be used for displays. Blank walls are prohibited.

(iv) Windows shall include sills at the bottom and pediments at the top. Required windows must have a sill no more than 4 feet above grade. Where interior floor levels prohibit such placement, the sill must be raised to allow it to be no more than 2 feet above the finished floor level, up to a maximum sill height of 6 feet above grade.

(v) Glass curtain walls, reflective glass, and painted or darkly tinted glass shall not be used.

(vi) Operable casement or sash windows are required unless otherwise approved by the Public Works Director.

(viii) Windows on a second story and above should be vertical in proportion with dimensions not to exceed 7 feet tall and 5 feet wide.

(ix) At least half of all the window area in upper floors must be made up of glass panes with dimensions no greater than 2 feet by 3 feet. Windows that have mullions on an approximate 1-foot by 1-foot grid inside double-pane glass are appropriate and are encouraged.

(i) Building Lighting.

(i) The minimum lighting level for building entries is 4 foot-candles. Lighting must be a pedestrian scale and the source light must be shielded to reduce glare.

(ii) Exterior lighting must be an integral part of the architectural design and be consistent with the overall architectural character of the downtown. Building accent lighting, sconces, detail lighting, and other lighting techniques that enhance the building design and that do not create glare or detract from other properties, or the street and sidewalk are encouraged.

(ii) All exterior building lighting shall be shielded and directed downwards.

(iv) Exterior building lighting shall comply with LCMC 18.150.030(4)(e).

(j) Environmental Design.

(i) Roof systems that retain and treat rainwater are encouraged.

(ii) The City encourages new buildings that are designed and built to achieve LEEDS (Leadership in Energy and Environmental Design) certification.

[Ord. 2017-09 § 4 (Exh. B), 2017; Ord. 2006-17 § 1, 2006.]

18.150.040 Mixed-use (MX) district.

Repealed by Ord. 2018-10. [Ord. 2017-07 § 3, 2017; Ord. 2006-17 § 1, 2006.]

Chapter 18.155
~~DOWNTOWN OVERLAY DISTRICT (DT)~~

Sections:

- ~~18.155.010 — Purpose.~~
- ~~18.155.020 — Applicability.~~
- ~~18.155.030 — Uses.~~
- ~~18.155.040 — Process.~~
- ~~18.155.050 — Development standards.~~

~~18.155.010 — Purpose.~~

~~The purpose of the downtown overlay district is to implement the adopted La Center Downtown Design Plan and Guidelines (2005) (see La Center city council Resolution No. 05-253). [Ord. 2006-17 § 1, 2006.]~~

~~18.155.020 — Applicability.~~

~~The downtown overlay standards apply to all new commercial, mixed-use, and multifamily buildings within the downtown overlay zone as designated on the city's zoning map. These standards also apply to major exterior redevelopment or rehabilitation with costs exceeding 80 percent of the assessed value of the building and land. For exterior improvements exceeding this threshold, the requirement is that only the proposed improvements meet the standards of this chapter. The standards in this chapter do not apply to the following:~~

- ~~(1) New single-family construction or the exterior remodel of existing single-family residences;~~
- ~~(2) The construction of new bed-and-breakfast uses or conversion of single-family homes to bed-and-breakfast uses;~~
- ~~(3) The interior remodel of buildings;~~
- ~~(4) Exterior building improvements less than 80 percent of the building and land assessed value;~~
- ~~(5) Replacement of windows, awnings, roofing materials, or other exterior building elements for maintenance—reasons only to match existing materials and design. [Ord. 2020-05 § 2 (Exh. A), 2020; Ord. 2006-17 § 1, 2006.]~~

~~18.155.030 — Uses.~~

~~The following uses are allowed uses within the DT overlay district:~~

- ~~(1) All permitted and lawfully established uses existing prior to January 1, 2007.~~
- ~~(2) All uses specifically permitted or conditional in the base zoning district(s) shall continue to be allowed in accordance with the review procedures of this title. [Ord. 2006-17 § 1, 2006.]~~

~~18.155.040 — Process.~~

~~All development or remodeling activities as defined by LCMC 18.155.020 are subject to pre-application review pursuant to LCMC 18.30.020. Pre-application review submittals shall include, in addition to submittal requirements of LCMC 18.30.020, a written narrative describing compliance or noncompliance with the standards of this chapter. To the extent that the information provided is accurate and complete, the city planner shall provide written findings and a determination within the pre-application conference report that the proposal is compliant or noncompliant with the standards of this section.~~

- ~~(1) If the proposal is determined to comply with this chapter, the city shall review the application as a Type II site-plan review per LCMC 18.30.090 and Chapter 18.215 LCMC.~~
- ~~(2) If the proposal is determined to not comply with this chapter, the city shall review the application as a Type III conditional use per LCMC 18.30.100 and Chapter 18.250 LCMC. The findings and determination of noncompliance shall be incorporated into the public record. [Ord. 2006-17 § 1, 2006.]~~

18.155.050 — Development standards.

Development in the DT overlay district shall comply with the dimensional and development standards of the underlying zoning district(s) except as otherwise required under this chapter. All development applications shall comply with the following standards:

(1) Building Facades.

(a) New construction and redevelopment of existing buildings shall be developed with architectural styles that were prevalent in the days of La Center's historic role as a port for riverboat navigation. Acceptable architectural styles include: Victorian, classic revival, craftsman, Cascadian, frontier, and arts and crafts. Unacceptable architectural styles include any modern style that was not commonly used between 1850 and 1930.

(b) Commercial activities shall use original building facades, or replications thereof, and appropriately sized and designed signs. New construction should be compatible with surrounding design.

(c) Facades shall be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in facades, floor levels, architectural features, parapet height, and exterior finishes shall create the appearance of several smaller buildings with a maximum apparent storefront width of 60 feet.

(d) Storefronts shall generally abut street rights of way. Business activities shall be oriented towards the street through the use of primary entrances, sidewalk cafes, pedestrian awnings or similar features. Buildings may be set back as much as 10 feet if the space between the building and right of way is used for permanent landscaping, outdoor display of merchandise, or outdoor seating for dining establishments. These areas may not be fenced off from the street except for a decorative fence not to exceed four feet in height.

(i) Within multibuilding complexes, building frontages internal to a city block shall consider internal walkways and parking areas as street rights of way.

(e) All structures shall provide ground floor retail, services, or offices.

(f) With the exception of gas stations, new drive through facilities are prohibited.

(g) Blank walls are prohibited.

(i) The lower facade shall contain a recessed entry or entries, large display windows and other such appurtenances as described in this subsection which shall, as a whole, constitute 50 percent of the entire front facade.

(ii) Upper floors shall display smaller, regularly spaced windows or false windows.

(iii) Decorative trims, such as window hoods surrounding upper floor windows, are encouraged.

(iv) Decorative cornices near or at the top of the facade are encouraged.

(v) Buildings must include changes in relief on 10 percent of their street side facades. Relief changes include cornices, bases, fenestration, fluted masonry, or other treatments for pedestrian interest and scale.

(h) Designated historic buildings shall be maintained consistent with the identified character defining elements of the building unless recognized by the city as an "unsafe structure" under the International Property Maintenance Code (2003).

(i) Developments shall:

(i) Maintain and extend the existing block pattern in order to develop a bigger yet more cohesive district.

(ii) Develop new, and redevelop existing, commercial areas using the existing 200 (plus or minus) foot blocks with 60 foot rights of way.

~~(j) Any exterior remodeling shall clearly delineate upper and lower facades by architectural features such as awnings and exterior moldings.~~

~~(k) The backs of buildings on the south side of East 4th Street shall be finished with windows, balconies, and other features similar to those used on the front for two reasons: first, to encourage uses that relate to the view of the Lewis River and the wildlife refuge, and second, to enhance and preserve the view of downtown from the Lewis River Bridge. All garbage equipment and facilities shall be screened from view.~~

~~(l) Ornamental devices, such as molding and friezes, are required at the roofline. Where such ornamentation is present in the form of a linear molding or board, the band must be at least 12 inches in height.~~

~~(m) Buildings must incorporate features such as arcades, roofs, porches, alcoves, porticoes, and awnings to protect pedestrians from the rain, wind, and sun. Awnings and entrances may be designed to be shared between two structures. If the building abuts a street right-of-way, then the weather protection feature must be extended at least five feet over the sidewalk with appropriate easements or agreements with the city to allow placement within the right-of-way. If the building does not front on the right-of-way, the weather protection feature must be extended at least five feet along any pedestrian area between the building and an adjacent pedestrian walkway or sidewalk.~~

~~(2) Sidewalks, Crosswalks, and Streets.~~

~~(a) Sidewalks within the available 60-foot right-of-way shall generally be 11 feet wide with a three-and-one-half-foot street furniture and landscaping zone and a seven-and-one-half-foot pedestrian zone. The street furniture zone is to accommodate street trees, lighting, benches, street signs, mail boxes, newspaper boxes and other urban accessories.~~

~~(b) Awnings are required of all building frontages along sidewalks and over pedestrian entryways facing parking areas.~~

~~(c) Curb extensions shall be provided at every street corner. These extensions are the width of the parking lanes. The extensions are designed to follow a consistent radius around each intersection.~~

~~(d) Crosswalks shall be delineated by a distinctive color, material, or texture to differentiate them from the street paving.~~

~~(3) Street Trees and Landscaping.~~

~~(a) Street trees shall be provided at approximately 45 feet on center. The trees are to be planted in five-foot by five-foot cutouts in the sidewalk located in the street furniture/landscaping zone. Decorative tree grates should be provided to both protect the trees and provide another opportunity to introduce a design element into downtown. Trees shall be of species approved by the city and shall have a one-and-one-half-inch minimum caliper DBH. Irrigation and maintenance shall be provided until trees are fully established.~~

~~(b) Street trees shall be coordinated with parking and street lights to lessen conflicts with parked cars and pedestrian movements.~~

~~(4) Outdoor Lighting.~~

~~(a) Street lighting fixtures shall be of a design approved by the city. Fourteen-foot tall decorative street lights shall be provided at all street corners and each midblock on both sides of the right-of-way.~~

~~(b) Exterior lighting fixtures shall complement the character, style, and scale of the building to reinforce the character of La Center.~~

~~(c) Exterior lighting fixtures are encouraged to perform architectural functions, such as indirect lighting of signs and building facades. Applicants should consider the light from within the building storefront windows as it contributes to the general streetscape illumination, as well as adding animation and interest to the nightscape.~~

~~(d) Street lights and street trees shall be separated by a minimum of 15 feet. The placement of street lights and street trees shall be coordinated to minimize conflicts and give maximum amenity value while providing safety to the community.~~

~~(e) Security lighting shall be provided in all off street parking areas to a minimum of one half foot candle level with a maximum pole height of 14 feet. Consistent with either a full cut off or partial cut off standard.~~

~~(f) All street and parking lot lighting to have optics or shielding to direct the lighting downward.~~

~~(g) Exterior lighting sconces at the pedestrian level along building facades are encouraged.~~

~~(h) Exterior shielded building lighting from the top or roofline is encouraged.~~

~~(i) Commercial lighting shall not produce glare or light trespass onto any residential use.~~

~~(5) Parking.~~

~~(a) Existing on street parking shall be maintained.~~

~~(b) New parking areas shall be located behind buildings. Parking lots are not allowed between the front of a building and the street.~~

~~(c) Parking shall be encouraged in the internal portion of blocks along public alleys or private drives. These small parking areas may also serve as a second frontage for the adjacent businesses.~~

~~(d) Access to internal block parking areas shall be encouraged along east/west alleys or drives accessing the north/south streets.~~

~~(e) Parking requirements of the development code for individual uses are encouraged to be met through combined parking areas rather than through individual lots.~~

~~(f) A joint parking facility for downtown employees is encouraged to be located on the periphery of the downtown area.~~

~~(g) Landscaping shall be provided for parking lots as required by LCMC 18.245.060(9).~~

~~(h) Continuity and connection must be provided between adjacent parking areas for both autos and pedestrians.~~

~~(i) Driveway access to arterial streets shall be minimized. Access to local streets shall be encouraged.~~

~~(j) Access to off street parking or parking lots within 60 feet of street corners is discouraged. Corner sight distance triangles must be maintained.~~

~~(k) Where new drive-through facilities are permitted, access shall be prohibited from east/west streets.~~

~~(6) Building Materials.~~

~~(a) Metal is prohibited as the primary exterior building material, but it may be used for accents including awnings. Materials such as masonry, stone, stucco, and wood are encouraged. Exterior building materials shall convey an impression of durability.~~

~~(b) Decorative patterns must be incorporated where masonry is used for exterior finish. Examples of these decorative patterns include quoins, multicolored masonry units such as brick, stone, or cast stone, in layered or geometric patterns, or split faced concrete block to simulate a rusticated stone type construction.~~

~~(c) Wood siding must be bevel, shingle siding, or channel siding and must not be applied in a diagonal or herringbone pattern. T1-11 style siding is not permitted.~~

~~(d) Permitted colors for exterior building finishes are darkened and enriched shades of primary and secondary colors. White, earth tones, creams, and pastels of earth tones are also allowed. Primary and secondary colors, metallic colors, and black may not be used as primary wall colors, but may be used as trim colors when trim in such color does not exceed five percent of the total wall area.~~

~~(e) Accessory structures such as attached and detached canopies, utility buildings, storage sheds, sales kiosks, etc., shall conform to the design and color guidelines and be built in the same style as the main building.~~

~~(7) Roof Materials, Parapets, and Roof Pitch.~~

~~(a) Pitched roof structures shall have a minimum roof pitch of 6:12. Large buildings, meaning those with a footprint of at least 3,000 square feet, may have portions of the roof at a lesser pitch, as long as the roofline is varied with areas of lesser pitch, dormers, or other significant architectural features.~~

~~(b) Rooflines shall establish a distinctive "top" to a building. Except where impractical due solely to the size of the building, all new roofs shall be of a peak roof style. No flat, mansard, or shed roof styles are allowed. On larger buildings where peak roofs cannot be used, architectural features shall be used that exhibit a peak roof style with facades, partial roofs, and other techniques that meet the intent of these provisions. In building areas without a peak roof, a flat or shed roof shall be used. When flat roof areas are proposed, a cornice or frieze molding a minimum 12 inches high projecting a minimum six inches from the wall at the top of the wall or parapet shall be provided.~~

~~(i) Parapet corners must be stepped or the parapet must be designed to emphasize the center or primary entrance(s), unless the primary entrance is at the corner of the building.~~

~~(ii) Visible sloped roofs must be dark gray, black, or dark brown.~~

~~(iii) Visible roof materials must be wood or architectural grade composition shingle or sheet metal with standing or batten seam.~~

~~(iv) All roof and wall mounted mechanical, electrical, communications, and service equipment, including satellite dishes and vent pipes, must be screened from public view by parapets, walls, or by other approved means.~~

~~(8) Windows.~~

~~(a) First floor walls fronting streets shall have a minimum of 50 percent openings in the form of glazed storefronts, glazed doorways or glazed entries. Windows which allow views to the interior activity or display areas are required.~~

~~(b) Ground floor windows are also required on facades facing any parking lot. The minimum requirement is 10 percent of the facade.~~

~~(c) Window frames and shutters in proportion to the window will count against the required openings percentage of subsection (8)(a) of this section. All storefront glazing will be clear glass so as to be used for displays. Blank walls are prohibited.~~

~~(d) Windows shall include sills at the bottom and pediments at the top. Required windows must have a sill no more than four feet above grade. Where interior floor levels prohibit such placement, the sill must be raised to allow it to be no more than two feet above the finished floor level, up to a maximum sill height of six feet above grade.~~

~~(e) Glass curtain walls, reflective glass, and painted or darkly tinted glass shall not be used.~~

~~(f) Windows should be wood or vinyl in a color appropriate to the building.~~

~~(g) Operable windows will be casement or sash, not sliding.~~

~~(h) Windows on a second story and above should be vertical in proportion with dimensions not to exceed seven feet tall and five feet wide.~~

~~(i) At least half of all the window area in upper floors must be made up of glass panes with dimensions no greater than two feet by three feet. Windows that have mullions on an approximate one foot by one foot grid inside double pane glass are appropriate and are encouraged.~~

~~(9) Building Heights.~~

~~(a) Buildings should be multistory wherever possible.~~

~~(b) Buildings are limited to 35 feet or two stories, whichever is greater, for office, service, and retail uses.~~

~~(c) Buildings are limited to 45 feet or three stories, whichever is greater, when a ground level of office, service, or retail use is combined with a residential use above.~~

~~(10) Building Lighting.~~

~~(a) All building entrances and exits must be well lit. The minimum lighting level for building entries is four-foot candles. Lighting must be a pedestrian scale and the source light must be shielded to reduce glare.~~

~~(b) Exterior lighting must be an integral part of the architectural design and be consistent with the overall architectural character of the downtown. Building accent lighting, sconces, detail lighting, and other lighting techniques that enhance the building design and that do not create glare or detract from other properties or the street and sidewalk are encouraged.~~

~~(c) All exterior building lighting shall be shielded and directed downwards.~~

~~(11) Environmental Design.~~

~~(a) Roof systems that retain and treat rainwater are encouraged.~~

~~(b) The city encourages new buildings that are designed and built to achieve LEEDS (Leadership in Energy and Environmental Design) certification. [Ord. 2022-10 § 4 (Exh. D), 2022; Ord. 2018-10 § 5 (Exh. C), 2018; Ord. 2009-01 § 2, 2009; Ord. 2006-17 § 1, 2006.]~~

Chapter 18.158
LA CENTER JUNCTION PLAN ZONING DISTRICT (JP)

Sections:

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 and parking specifications.
18.158.090	Definitions.

Appendices

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.¹ 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 our 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.

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-way 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 lifestyle 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, this chapter 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 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 this chapter.

(c) Lands west of I-5 are zoned JP and have a town general plan district and are subject to the requirements of this chapter.

(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 this title;

(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. [Ord. 2017-09 § 3 (Exh. A), 2017.]

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.

(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 five 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 northeast, and along a strong southeast to northwest access south of La Center Road. Protection of these view corridors and street axis lines is an essential element of the plan.

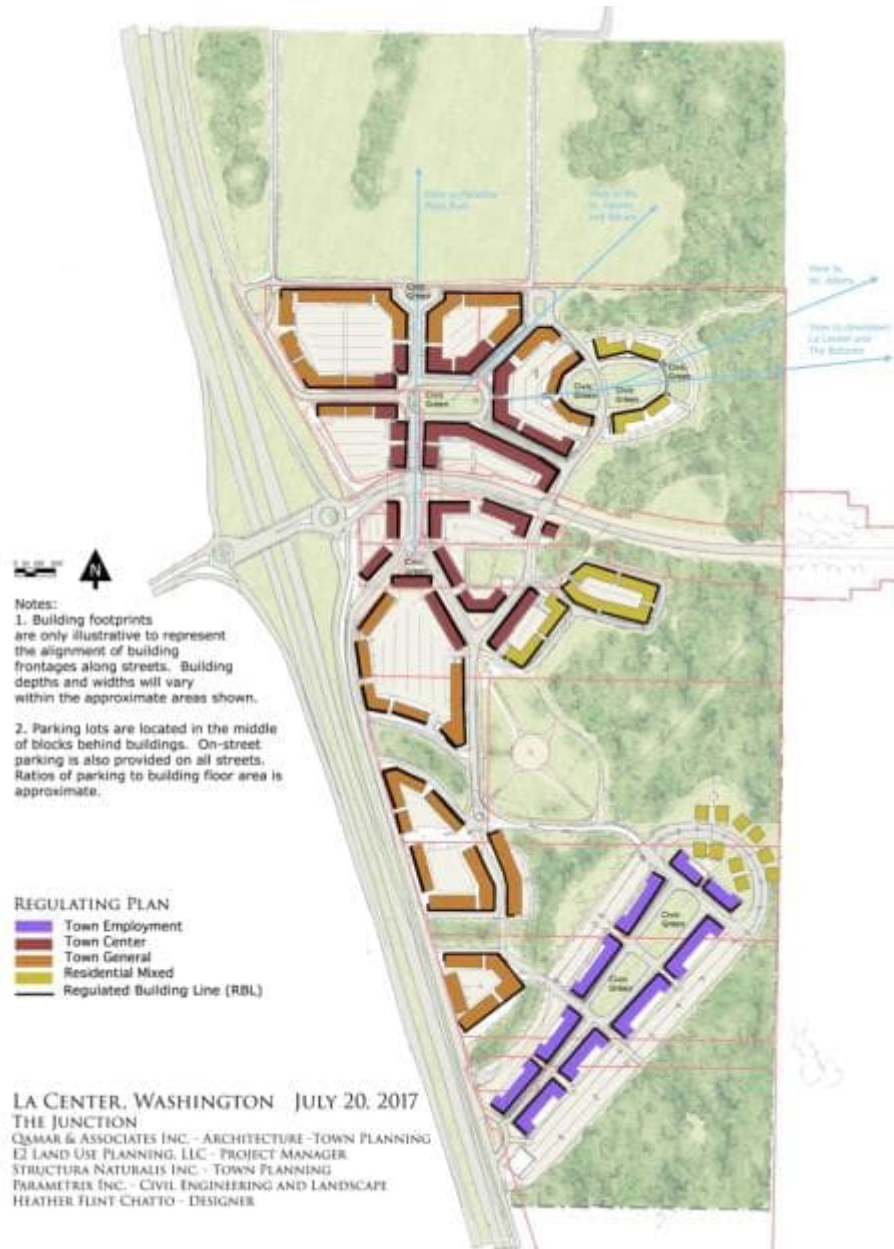


Illustrative Master Plan – Figure 18.158.020-1

(b) Regulating Plan – Center (TC), General (TG), Employment (TE), Residential/Mixed (TRx) – Figure 18.158.020-2.

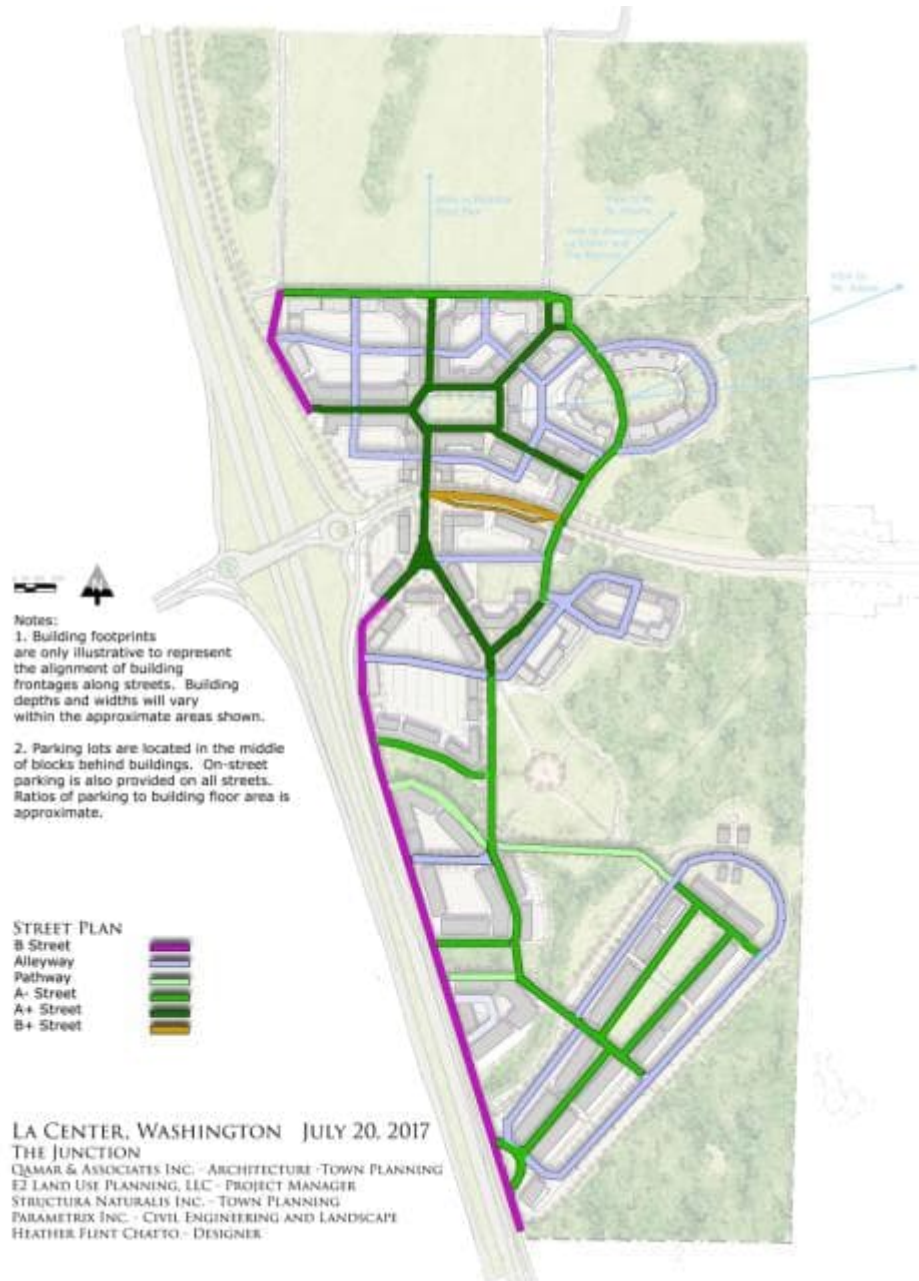
(i) The regulating plan provides standards for the disposition of each property or lot and illustrates how each relates to the adjacent properties and street space. The regulating plan is the coding key for the junction plan zone that provides specific information on how the streetscape develops and what uses are encouraged or prohibited.

(ii) 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

(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

(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.
- (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. [Ord. 2017-09 § 3 (Exh. A), 2017.]

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 facade 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 facades shall comprise at least 20 percent, but no more than 60 percent, of the facade area per story (measured as a percentage of the facade between floor levels).

(e) Awnings may not be supported by posts.

(f) Awnings shall project a minimum of four 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 facade composition (i.e., a new facade design) at an average street frontage length of no greater than 60 feet for TC; or 75 feet for TG sites. Each facade 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 facade 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 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 eight 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 height limitation up to a combined wall height of six feet but screening features may not screen more than 50 percent of the opening.

(d) A vehicle entryway no wider than 18 feet (24 feet in the TE district) or a pedestrian entryway no wider than six 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 facade.

(5) TRx Multifamily.

(a) In addition to the multifamily regulations in Chapter 18.140 LCMC, the following regulations apply to residential development in the TRx district:

(i) Height. The maximum building height is 45 feet.

(ii) A multifamily building may go up to 60 feet tall if it includes parking under the building for a minimum of 75 percent of the building ground floor area.

(6) All utility distribution 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.

(8) Active Open Space – Family Parks.

(a) If a JP development includes any residential dwellings and meets the applicable criteria of LCMC 18.242.020, the new development shall provide parks and open space pursuant to the applicable requirements of Chapter 18.242 LCMC. If the subject development is providing a civic green in accordance with LCMC 18.158.080(3)(b)(h), the development is not subject to the standards of Chapter 18.242 LCMC. [Ord. 2018-05 § 1, 2018; Ord. 2017-09 § 3 (Exh. A), 2017.]

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 ¹²	TC	TG	TE	TRx
a. Building Height³				
i. Building maximum height for each plan district is:	60'	60'	60'	45'
b. Ground Story Height				
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'
c. Upper Story Height				
i. The maximum floor-to-floor story height for stories other than the ground story is XX.	12'	12'	20'	15'
ii. At least 80% of each upper story shall have an interior clear height (floor to ceiling) of at least:	10'	10'	10'	10'
d. Street Facade				
i. On each lot the building facade shall be built to the required building line (RBL) for at least XX% of the required building line length.	80%	65%	50%	50%
ii. The building facade shall be built to the RBL within XX feet of a block corner.	30	30	20	20
e. Garage and Parking				
i. Garage entries or driveways shall be located at least XX feet away from any block corner or another garage entry on the same block, unless otherwise designated on the regulating plan.	75'	75'	30'	20' for ground floor residential; otherwise 75'
ii. Garage entries shall have a clear height of no greater than XX feet or a clear width exceeding XX feet.	16' H, 24' W	16' H, 24' W	NA	16' H, 24' W
iii. The parking setback line shall be a minimum of XX feet from the designated required building line.	30'	30'	20'	30'
f. Accessways or Service Lane. The required setback from an accessway or service drive subject to fire district requirements:	6.0'	6.0'	6.0'	10'
g. Windows and Doors				
i. Blank lengths of wall exceeding XX linear feet are prohibited on all required building lines.	15'	30'	30'	15'
ii. Windows and doors on the primary, street-facing, ground story facades shall comprise at least XX%, but not more than XX%, of the facade area situated between 2 and 10 feet above the adjacent public sidewalk on which the facade fronts.	40% – 80%	40% – 90%	20% – 80%	20% – 70% residential and 40% – 70% commercial
h. Building Projections				
i. Projections, such as balconies and stoops, shall not project closer than XX feet to a common lot line.	5'	5'	10'	3'

Standard ¹²	TC	TG	TE	TRx
ii. Projections over the sidewalk shall maintain a clear height of at least XX feet except as otherwise provided for signs, street lighting and similar appurtenances.	10'	10'	12'	12'
i. Doors/Entries. Functioning entry door(s) shall be provided along ground story facades at intervals not greater than XX linear feet.	60'	80'	100'	60'

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

³ 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.

[Ord. 2017-09 § 3 (Exh. A), 2017.]

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.
- (d) 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.
- (e) 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 ⁴
1. Residential Uses				
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 Chapter 18.140 LCMC) 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

	TC	TG	TE	TRx ⁴
h. Cottage housing	X	X	X	P
i. Manufactured homes	X	X	X	X
j. Manufactured home subdivisions and communities	X	X	X	X
k. Mobile homes	X	X	X	X
2. Retail – General				
a. 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
d. Cardrooms ⁵	P	P	X	X
3. Retail Sales – Restaurants With or Without Alcohol	P	P	X	C
4. Retail Sales and Services – Automotive and Related				
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 ⁶	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
5. Large Lot Uses				
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
6. Personal or Medical Related Sales or Services				
a. Adult entertainment ⁷	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

	TC	TG	TE	TRx ⁴
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 ⁸	C	P	X	X
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
7. Services – General				
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-through facilities)	P	P	P	P
f. Event facilities (< 10,000-square-foot building footprint)	P	P	C	X
g. Event facilities such as theaters, stadiums, arenas, zoos, amusement parks and similar uses	X	C	C	X
8. Services – Lodging Places				
a. Hotels/motels	P	P	X	C
b. Tent cities – Temporary encampments (see RCW 36.01.290)	X	X	X	X
9. Office				
a. Professional, medical, dental, arts	P	P	P	P
10. Educational				
a. Family day care providers ⁹	P	P	P	P
b. Day care centers	P	P	X	C
c. Schools – Public or private	X	X	X	X
d. Libraries	P	P	X	X

	TC	TG	TE	TRx ⁴
e. Vocational schools	X	C	P	X
f. Arts studios	P	P	P	C
11. Organizations				
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
12. Public Services and Facilities				
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
13. Resource Activities				
a. Agriculture, silviculture, mineral extraction or processing (new)	X	X	X	X
b. Roadside farm stand and agricultural market	P	P	X	X
14. Industrial/Office Campus				
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
15. Accessory Uses and Activities				
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
16. Other Uses				
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

	TC	TG	TE	TRx ⁴
c. On-site hazardous waste treatment and storage facilities	X	X	X	X
d. Detention and post-detention facility ¹⁰	X	X	C	X

⁴ Nonresidential uses are limited to upper stories.

⁵ 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.

⁶ 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.

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

⁸ 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.

⁹ Family day care providers shall be permitted in accordance with LCMC 18.270.020.

¹⁰ No work release facility or building shall be located closer than one mile from any licensed public or private school servicing kindergarten through grade 12 students.

(3) Unclassified Uses.

(a) An unclassified use is a use that does not appear as a permitted, conditional, or accessory use in Table 18.158.050-1. 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 and 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 Chapter 8.55 LCMC, Nuisances. [Ord. 2023-11 § 7 (Exh. E), 2023; Ord. 2023-05 § 7 (Exh. F), 2023; Ord. 2017-09 § 3 (Exh. A), 2017.]

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

(b) Lot Setbacks.

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

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

(2) Town General – Specific Plan Standards.

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

(b) Lot Setbacks.

(i) There are no side lot setbacks except on a lot where a common lot line is shared with a property located within the TRx district. The principal building shall be set back at least 15 feet from any shared lot line.

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

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

(i) On each lot the building facade shall be built parallel to the required building line for at least 60 percent 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 facade shall be eight to 10 feet behind the RBL.

(b) Buildable Area. A contiguous open space area equal to at least 20 percent 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 five feet per side.

(ii) The minimum rear yard setback is 10 feet from the property line. [Ord. 2017-09 § 3 (Exh. A), 2017.]

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 envelope elements on the primary facade 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.

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 facade 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 square feet of sitting area.

(3) Roofs and Parapets.

(a) Principles. The rooflines 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 facade.

(c) Parapet Height. An additional three feet in height by 12 feet in width (or 15 percent of the facade, whichever is greater) is permitted for a section of the parapet emphasizing the building's primary street space entry or a block corner.

(d) 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 rooftops shall be screened from primary street fronts.

(4) Facades.

(a) Principles. Building facades reflect the patterns of the surrounding streetscape and provide interest for the pedestrian. Building facades should reflect and complement the traditional materials of La Center and the Pacific Northwest. They shall express the construction techniques and 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 material. 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 percent of facade 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 one-half-inch reveal.
 - (D) Stucco (cementitious finish).
- (ii) Accent materials (no greater than five percent of facade):
 - (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) Facade 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. Facade

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 facades shall be avoided. Building bays, storefronts, entrances, columns and other vertical elements shall be used in approximately 15- to 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 facade are encouraged to emphasize horizontal ledges and bands.

(5) Doors and Windows.

(a) Principle. Facade 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 sidewalk 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 percent and for the upper stories 75 percent (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 two 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 facades shall be as carefully designed as the building facade, with the finished side out, i.e., the “better” side facing the street space.

(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 (electrostatically 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 two 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 eight- to 10-foot intervals to avoid long, uninterrupted horizontal street walls.
- (iii) Copings shall project between one-half 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 (electrostatically 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. 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 four feet depth out from the building facade. 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 facade.

(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 and 14 feet above the adjacent grade.

(D) All lots with accessways or service lanes shall have lighting fixtures within seven feet of the accessway right-of-way. This fixture shall illuminate the accessway, shall be between seven and 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 one-half foot-candle of illumination at any property line. Floodlighting shall not be used to illuminate building walls from sidewalk level (i.e., no horizontally projected uplighting 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.

(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. [Ord. 2017-09 § 3 (Exh. A), 2017.]

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):

- (i) Approximate 70-foot right-of-way;
- (ii) Travel lanes: two 11 feet wide;
- (iii) Center turn lane with median: one 12 feet wide;
- (iv) Planter strips: six feet wide on both sides of the street;
- (v) Sidewalk, north side: six feet wide and no bike lane on north;
- (vi) Interim westbound bike lane to ramp cyclists up to sidewalk on north side;
- (vii) Multimodal path on south side: 12 feet wide;
- (viii) Twelve-foot multimodal bike path on south side.

(b) Paradise Park Road (B street, modified collector):

- (i) No changes to the street segments constructed in 2017;
- (ii) Other segments of Paradise Park Road: travel lane may be 11 or 12 feet wide;
- (iii) No sidewalks or parking abutting the I-5 right-of-way;
- (iv) The interior (east) side of the road should provide:
 - (A) Bike lanes, to be determined;
 - (B) Parking: eight feet wide;
 - (C) Curb/gutter;

(D) Up to 15-foot planter strip/sidewalk.

(c) New north/south (A-minus street, modified collector):

(i) Very important north/south roadway needed to relieve pressure on intersection of Paradise Park Road and La Center Road;

(ii) Add roadway to the CFP prior to development;

(iii) Alignment should be close to outer boundary of critical areas;

(iv) Travel lanes: 11 or 12 feet depending on location and development proposed;

(v) Parking lanes: eight-foot-wide parking lanes on each side;

(vi) Combined planter strip/sidewalk up to 15 feet.

(d) Local street (A-plus street, local street, civic green):

(i) Travel lanes: 10-foot minimum;

(ii) Parking: seven to eight feet wide on both sides;

(iii) No bike lane;

(iv) Up to 15-foot wide planter street/sidewalk.

(e) Accessway (alleyway):

(i) Travel lane: 10 feet wide;

(ii) Setback from building: six feet.

(f) Traffic circles: to be determined.

(3) Streetscape Standards.

(a) The streetscape standards ensure the coherence of the street space. They also serve to assist building owners and operators in 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 facades 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 facades 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.

(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 and landscape islands spaced as required by LCMC 18.245.060.

(ii) 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 percent 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:

(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 six-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 is eligible for park impact fee 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 subsection (3)(j)(ii) of this section 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.

(B) Building facades, excluding single-story porches or stoops, shall be set back a minimum of 25 feet 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 Chapter 18.280 LCMC 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) Joint parking is encouraged consistent with LCMC 18.280.030.

(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 18.280.060, Multifamily and townhouse parking lots and circulation, and LCMC 18.140.040(6), vehicular access for MDR-16 development projects.

(iii) On-street and off-street parking spaces shall not be located within any required vision clearance triangle.

(iv) For the purposes of this title, space exclusively devoted to the storage of fleet vehicles will be considered as outdoor storage. [Ord. 2022-10 § 5 (Exh. E), 2022; Ord. 2017-09 § 3 (Exh. A), 2017.]

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 Chapter 18.140 LCMC.

“Building footprint” means the outline of a building on ground level, or the two-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 mix of uses and residential units on upper stories.

Industrial.

(a) “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.

(b) “Industrial – Light” means industrial service (e.g., corporate laundry and cleaning, etc.), research and development, manufacturing, processing, fabrication, packaging, assembly of goods, and warehousing.

(c) “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” means a system of streets, sidewalks or paths that create multiple routes between destinations for vehicular and pedestrian traffic.

“Pedestrian-friendly” means 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)” means 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 this chapter.

“Service lane or accessway (alley)” means a narrow street that allows access to the interior of a block for parking and other service functions.

“Streetscape” means 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 15 feet back from their intersection. The vision clearance area must provide an area of unobstructed vision from three and one-half feet to eight 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. [Ord. 2017-09 § 3 (Exh. A), 2017.]

Appendices

Appendix A: Street-Type Sections.

(Reserved) [Ord. 2017-09 § 3 (Exh. A), 2017.]

¹ See market studies prepared by CREDC and Mackenzie which provide the market research, data and analysis upon which this plan is built.

**~~Chapter 18.165—
MIXED-USE (MX)~~**

Sections:

~~18.165.010 — Purpose and intent.
18.165.020 — Applicability.
18.165.030 — Permitted uses.
18.165.040 — General standards.
18.165.050 — Site design standards.
18.165.060 — Lighting.
18.165.070 — View preservation.
18.165.080 — Off street parking and loading standards.
18.165.090 — Open space standards.
18.165.100 — Process.~~

~~18.165.010 — Purpose and intent.~~

~~(1) Mixed use (MX) zoning district allows for placement of a mix of uses in a single building or an integrated site of multiple buildings. Mixed use developments are intended to allow for efficient use of land and public services in an urban setting with a mix of mutually supporting retail, services, office and medium density residential uses.~~

~~(2) The intent of the mixed use zoning district is to:~~

- ~~(a) Create a residentially focused district with commercial uses being subservient to residential uses;~~
- ~~(b) Encourage a mix of uses including residential, commercial, office and civic uses. The district shall provide for flexibility in the mix of uses, both within an individual development and across the district;~~
- ~~(c) Provide a range of housing types, densities, costs and ownership patterns;~~
- ~~(d) Encourage human interaction and sense of community with a pedestrian oriented development;~~
- ~~(e) Allow residential dwellings above commercial spaces;~~
- ~~(f) Provide jobs, goods, services, and office space needed primarily by the residents of La Center;~~
- ~~(g) Maintain a high quality environment by ensuring that new construction and site development meet high standards;~~
- ~~(h) Create a safe, attractive and convenient environment for a variety of uses including living, working, shopping, and recreating;~~
- ~~(i) Respect surrounding land uses by providing a gradual transition to adjacent lower density neighborhoods; and~~
- ~~(j) Provide flexible site plans that are adaptable to market conditions and are capable of being developed in phases. [Ord. 2018-10 § 6 (Exh. D), 2018; Ord. 2012-02 § 7 (Exh. D), 2012.]~~

~~18.165.020 — Applicability.~~

~~These regulations apply to all developments within a mixed use (MX) zoning district including residential dwelling units, single mixed use buildings and multiple buildings in a mixed use site. [Ord. 2018-10 § 6 (Exh. D), 2018; Ord. 2012-02 § 7 (Exh. D), 2012.]~~

~~18.165.030 — Permitted uses.~~

~~(1) Uses that are permitted, conditionally allowed, or prohibited in the MX district are shown in Table 18.165.030. “P” uses are allowed subject to approval of applicable permits. “C” conditional uses may be permitted subject to the approval of a conditional use permit as set forth in the La Center development code. “X” uses are prohibited.~~

~~(2) All uses with a square footage greater than the maximum specified in Table 18.165.030 are prohibited.~~

~~Table 18.165.030 Mixed Use Allowable Uses~~

USE	MX
RESIDENTIAL	
- Single family detached	P
- Manufactured homes¹	P
- Single family attached dwellings (townhouses, rowhouses, condominiums)	P
- Multifamily such as duplexes and triplexes	P
- Apartments	P
- Manufactured home subdivisions and communities	X
- Mobile homes	X
- Cottage housing	P
- Accessory uses and structures normally incidental to one or more permitted principal uses	P
- Family day care providers	P²
- Home occupations	P
- Residences for a caretaker or night watchman	P
- Assisted living facilities, nursing homes, and rehabilitation centers less than 7,500 square feet ground floor space	P
- Group home	C
- Adult foster care and adult family home	C
NONRESIDENTIAL	
- Art galleries, libraries and museums	P
- Auditoriums and civic centers	X
- Artist studios and schools including but not limited to dance, music and martial arts less than 10,000 square feet of ground floor area	P
- Bank branch	P
- Bed and breakfast limited to six guest rooms per home	P
- Day care centers	P
- Adult day care facility	P
- Places of worship less than 10,000 square feet of ground floor area	C
- Clubs, lodges, fraternal institutions and other places of assembly for membership groups	C
- Commercial recreation facilities less than 10,000 square feet of ground floor area	P
- Outpatient health and medical clinics	P
- Offices less than 10,000 square feet of ground floor space	P

USE		MX
-	Parks, playgrounds, and open spaces	P
-	Public and semipublic buildings, structures and uses	P
-	Restaurants, with and without alcohol service	P ³
-	Small scale food and beverage manufacture such as bakeries, microbreweries, wineries, and distilleries where the primary outlet for the goods is an on-site retail outlet	P
-	Commercial facility such as kitchens and related establishments which use specialized equipment and preparation stations less than 7,500 square feet ground floor space	C
-	Food carts (see Chapter 5.40 LCMC, Street Vendors)	P
-	Drive up, drive in and drive through facilities	-
-	- In connection with coffee retail and banks	P
-	- In connection with all other uses	X
-	Retail sales and service establishments less than 10,000 square feet ground floor area	P
-	Schools, preschools, public, parochial, private, vocational, technical, business and others, nonprofit or operated for profit	P
-	Veterinary hospital or clinic	-
-	- Outside animal activities	X
-	- Inside animal activities	P
-	Vehicle related sales and services, including fuel sales	X
-	Hotels and motels	X
-	Adult-oriented businesses	X
-	Marijuana production, processing, or sales	X
-	Public transit facilities	C
-	Utilities and communication facilities	P
-	Industrial and manufacturing	X
-	Recreational vehicle park	X
-	Freight, household goods, and/or cargo movement and storage	X
-	Mini-storage facilities	X
-	Warehousing and distribution facilities	X
-	Heavy equipment and truck-related uses	X
-	Retail sales or wholesales of building material and farm equipment	X
-	Waste and recycle handling or disposal	X
-	Cemeteries, mortuaries, or columbariums	X
ACCESSORY USES		
-	Open air display and sales of retail products in conjunction with a permitted use not to exceed 10 percent of the enclosed space for the permitted use	P
-	Electric vehicle charging station	P

¹Subject to the installation standards of LCMC 18.180.070.

²Family day care providers shall be permitted in accordance with LCMC 18.270.020.

³Take-out food restaurants may not occupy more than 50 percent of any building. Only one take-out restaurant is permitted in any building.

(3) ~~Unclassified Uses. An unclassified use is a use that does not appear as a permitted, conditional, or accessory use in Table 18.165.030. 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. In order to make a determination that an unclassified use is permitted, conditional, or accessory the review authority must find that the use:~~

- ~~(a) Is in keeping with the purpose and intent of the MX zoning district;~~
- ~~(b) Is consistent with the La Center comprehensive plan goals and policies;~~
- ~~(c) Has similar intensity, density, off-site impacts and impacts on community facilities as a specifically listed permitted or conditional use; and~~
- ~~(d) Is compliant with Chapter 8.55 LCMC, Nuisances.~~

~~(4) A mixed use zoning district generally will have three distinct zones:~~

- ~~(a) Residential only zones are those areas reserved exclusively for residential uses, excluding residential uses in a vertically mixed use building;~~
- ~~(b) Commercial zones are those areas that consist predominately of commercial uses; and~~
- ~~(c) Vertical mixed use zones are those areas that consist of a single building or multiple buildings that include both nonresidential and residential uses. [Ord. 2023-11 § 8 (Exh. F), 2023; Ord. 2023-05 § 8 (Exh. G), 2023; Ord. 2018-10 § 6 (Exh. D), 2018; Ord. 2012-02 § 7 (Exh. D), 2012. Formerly 18.165.040.]~~

~~18.165.040 — General standards.~~

~~(1) An applicant may request a modification of the requirements of this section through a development agreement pursuant to Chapter 18.60 LCMC, Development Agreements.~~

~~(2) General Requirements. All developments within the entire MX zoning district shall comply with the following:~~

- ~~(a) Mix of Uses. It is the intent of the MX zoning district to be a residentially focused zone with commercial uses (retail, service, and office use) being subservient to residential uses. Within the MX zoning district commercial uses shall not occupy greater than 35 percent of the net area. This requirement shall not apply to public facilities.~~
- ~~(b) If a building combines residential and nonresidential uses, residential uses shall not occupy the ground floor.~~
- ~~(c) Mix of Dwelling Types. It is the intent of the MX zoning district to provide a variety of housing types. Within the MX zoning district no single dwelling type shall be more than 50 percent of the total number of dwelling units. The review authority may modify this requirement up to 65 percent of the unit standard if the applicant demonstrates the modification:
 - ~~(i) Meets the intent of this chapter;~~
 - ~~(ii) Is compliant with the La Center comprehensive plan; and~~
 - ~~(iii) Provides a housing type that is under represented in La Center.~~~~

~~(3) Residential Only Zones. Residential only developments in the MX zoning district shall meet the requirements of Chapter 18.140 LCMC, Medium Density Residential District (MDR-16), unless those requirements are specifically modified in this chapter.~~

~~(4) Commercial and Vertical Mixed Use Zones. Developments within the MX zoning district that consist of solely commercial buildings (retail, office, services, public) or vertical mixed use buildings shall comply with all of the following requirements:~~

~~(a) Dimensional Requirements:~~

~~(i) Maximum lot coverage: 85 percent.~~

~~(ii) Front setback: zero feet on pedestrian oriented streets; up to a maximum of 20 feet on all other streets.~~

~~(iii) Side setback: zero feet to abutting commercial use; 10 feet for a single story building and 15 feet for a multi-story building abutting a residential only zone.~~

~~(iv) Rear setback: 10 feet.~~

~~(v) Building height: 30 feet for commercial buildings and 45 feet for vertical mixed use buildings.~~

~~(vi) Ground floor minimum structural ceiling height: 13 feet.~~

~~(b) Vertical mixed uses are exempt from the minimum and maximum density standards of Chapter 18.140 LCMC. [Ord. 2021-04 § 11 (Exh. H), 2021; Ord. 2018-10 § 6 (Exh. D), 2018.]~~

18.165.050 — Site design standards.

The requirements and standards of this section apply to the commercial and vertical mixed use zones.

~~(1) Design Intent:~~

~~(a) Present and promote an attractive, upscale community with a collection of structures that unify the character of the area while allowing for the individual architectural expression of each building.~~

~~(b) Create attractive and visually interesting spaces that unify the building and street environments that are inviting and comfortable for pedestrians.~~

~~(c) Create strongly identifiable elements and civic gathering places that encourage a sense of community.~~

~~(d) Encourage the incorporation of design details into building facades that are attractive at a pedestrian scale.~~

~~(e) Encourage attractive landscaping that reinforces the architectural and site planning concepts in response to site conditions and surrounding areas.~~

~~(f) Create a safe, convenient network of streets that enhances pedestrian safety and security and the district's ability to function as a pedestrian oriented neighborhood center.~~

~~(g) Create active pedestrian environments along streets by placing parking lots at the side or rear of buildings.~~

~~(h) Minimize negative impacts of driveways on the streetscape and pedestrian environment.~~

~~(i) Protect scenic vistas of Mt. St. Helens, Mt. Adams, Mt. Hood, the East Fork of the Lewis River, and the La Center Bottoms.~~

~~(2) General Site Standards:~~

~~(a) Sites shall be developed in a coordinated manner, complementing adjacent structures through placement, size, mass, materials, and color.~~

~~(b) Buildings shall be arranged to facilitate plazas, courtyards, and other pedestrian use areas.~~

~~(c) Sites shall be designed to create an identifiable pedestrian character while avoiding the appearance of automobile domination. Positive methods to achieve this concept include:~~

~~(i) Orienting buildings to front streets, placing parking lots at the rear or sides;~~

~~(ii) Providing pedestrian-oriented sidewalks and open spaces;~~

~~(iii) Providing well-defined pedestrian walkways from parking areas, public sidewalks, and building entrances throughout the site;~~

~~(iv) Designing the parking areas to avoid rows of 12 or more uninterrupted parking stalls;~~

~~(v) Designing parking areas to be screened by 50 percent or more from view from adjacent streets and building occupants while taking security into consideration; and~~

~~(vi) Similar methods consistent with subsection (1) of this section, Design Intent.~~

~~(d) Where possible, site plans shall be designed to provide vehicle and pedestrian connections to adjacent off-site activity areas.~~

~~(3) Building Orientation and Design Standards.~~

~~(a) Setbacks. Buildings shall generally follow the alignment of the streets with zero setbacks from the property line. Buildings may be set back up to 15 feet from the front property line when this setback area is to accommodate outdoor cafes or other pedestrian-oriented activities and use.~~

~~(b) Clearly defined and convenient access to the upper stories is required to allow economic viability for commercial uses and/or separate entrances for residential uses.~~

~~(c) All primary building pedestrian entrances and storefront windows must face onto the primary street. Secondary entrances and windows are encouraged on the facade facing rear or side parking areas.~~

~~(4) Architectural Building Character.~~

~~(a) The design character of an individual building shall be compatible (share similar features such as color, scale, massing and height) with its neighbors but may also include other distinctive features or characteristics.~~

~~(b) Applicants shall demonstrate how proposed buildings are similar to neighboring buildings, including those across the street, with regard to:~~

~~(i) Building forms and massing;~~

~~(ii) Rooflines and parapet features;~~

~~(iii) Special building features, such as signs, artwork, canopies, landscaping elements, entries, or balconies;~~

~~(iv) Building fenestration, the size, orientation, and treatment of windows and glazed areas; and~~

~~(v) Materials and color.~~

~~(c) Building Modulation.~~

~~(i) In order to prevent long stretches of monotonous facade, buildings over 40 feet in length on a pedestrian-oriented street or 60 feet on other streets, as measured parallel to the primary street, shall be modulated in several ways and shall include at least three of the following:~~

- ~~(A) The stepping back or projection of a portion of the facade of at least two feet in depth and at least four feet in width;~~
 - ~~(B) Including significant building elements, such as balconies, porches, canopies, towers, or entry areas, which visually break up the facade;~~
 - ~~(C) Building focal points, which include distinctive entry features;~~
 - ~~(D) Changing the roofline;~~
 - ~~(E) Changing materials; or~~
 - ~~(F) Similar methods consistent with subsection (1) of this section, Design Intent.~~
 - ~~(ii) Buildings along pedestrian-oriented streets or adjacent to residential-only zones shall have floors above the second level step back at least two feet from the first and second story building face and include a change of material above the second story. Building focal points do not need to be set back.~~
 - ~~(d) Building Walls. Blank walls more than 15 feet in length, and between two feet and eight feet in elevation height, without a window, entry, architectural feature, or modulation shall not face public open spaces, secondary street rights-of-way, and parking lots.~~
- ~~Where such walls are unavoidable, they shall be treated with at least two of the following:~~
- ~~(i) Planters or trellises with vines.~~
 - ~~(ii) Landscaping that covers 30 percent of wall area within three years of planting.~~
 - ~~(iii) Special materials (e.g., decorative patterned masonry).~~
 - ~~(iv) Creative uses of building materials such as concrete and concrete masonry units.~~
 - ~~(v) Display windows.~~
 - ~~(vi) Similar methods consistent with subsection (1) of this section, Design Intent.~~
- ~~(e) Building Elements and Details:~~
- ~~(i) To achieve a pedestrian scale, all building sides facing public streets and plazas shall incorporate at least four of the following design elements:~~
 - ~~(A) Modulate building elements through treatment of windows, doors, entries, and corners with special trim, molding or glazing.~~
 - ~~(B) Recess the wall with a niche creating space for a bench.~~
 - ~~(C) Decorative building materials such as stone, tile and metal work.~~
 - ~~(D) Enhanced or articulated building entrances (recessed or covered).~~
 - ~~(E) Pergolas, arcades, porches, decks, bay windows, dormers.~~
 - ~~(F) Balconies in upper stories.~~
 - ~~(G) Multiple paned windows.~~
 - ~~(H) Decorative railings, grill work, or landscape guards.~~
 - ~~(I) Landscape trellises.~~

~~(J) Decorative light fixtures.~~

~~(K) Similar methods consistent with subsection (1) of this section, Design Intent.~~

~~(ii) Storefront windows shall cover at least 75 percent of the front facade of the ground floor between the height of two feet and 10 feet above the ground along pedestrian-oriented streets.~~

~~(iii) Canopies, awnings, porches, building overhangs and arcades at least four and one-half feet deep are required along at least 75 percent of building fronts facing the pedestrian-oriented streets to provide shelter from the elements and to provide a human scale. Uniform style is encouraged along the length of a street.~~

~~(iv) For buildings at street intersections, the building corner shall incorporate architectural treatment that emphasizes the building's prominent location, such as: chamfered corners with a building entrance, balconies, turrets, corner accentuating roof line, sculptures, distinctive use of materials, canopies, and bay windows.~~

~~(f) Building Roof:~~

~~(i) Roof designs should provide unifying elements with consistent roof slopes, details, materials and configuration wherever possible.~~

~~(ii) Screen roof-mounted mechanical equipment (HVAC) so that it is not visible from the street, public open space, parking areas, front or side yards or from the La Center Bottoms. Screening features shall blend with the architectural character of the building.~~

~~(g) Building Materials:~~

~~(i) Select building materials to enhance the quality of both individual buildings and the commercial center streetscape as a whole.~~

~~(ii) Use materials which provide textural interest for both roofs and walls such as stone, masonry, brick, ornamental steel, metal panels, or wood siding. The use of native Pacific Northwest materials is encouraged.~~

~~(iii) Finish exposed concrete with design patterns or colors compatible with surrounding buildings.~~

~~(iv) Use of corrugated metal siding and plywood siding for exterior walls is prohibited.~~

~~(v) Windows shall have clear glass only. Mirrored or reflective glass is prohibited.~~

~~(h) Colors:~~

~~(i) Select exterior building colors to create design unity, a sense of place, and community identity.~~

~~(ii) The color of the basic building exterior shall be earth tones, light green, taupe, brown, red brown, buff gray, cream, white, natural wood, brick, stone, or similar colors.~~

~~(iii) Use contrasting tones or colors on trim elements.~~

~~(iv) Accent colors shall not cover more than 10 percent of any building facade.~~

~~(i) Service Areas:~~

~~(i) Contain building exterior service elements and utility equipment within the building envelope so as not to encroach on pedestrian areas and to be screened from view.~~

~~(ii) Locate all on-site service areas, loading zones and outdoor storage areas (except outdoor retail sales areas under 100 square feet in occupied area), waste storage, disposal facilities, transformer and utility vaults and similar activities in areas not visible from a public street, parking lots, or open space. If this is~~

~~not possible, the service area, loading zone, or storage area shall be screened from public view. Acceptable screening methods include:~~

- ~~(A) Materials matching the adjacent building wall.~~
- ~~(B) A solid hedge or other screening as approved by the city.~~
- ~~(C) Chain link fencing with/without slats is not permitted.~~

~~(j) Drive-Through.~~

- ~~(i) Locate drive through windows at the side or rear of the building only;~~
- ~~(ii) Screen drive through areas, including drive aisles, with a three foot tall solid structural wall constructed of materials matching the building exterior walls, a solid hedge, or other screening approved by the city. The intent of the wall is to screen cars queuing up and at the drive through from the adjacent public street.~~
- ~~(iii) Traffic analysis is required to demonstrate that vehicles will not queue onto public rights of way during periods of peak usage.~~

~~(5) Streets.~~

~~(a) Pedestrian Oriented Street Design.~~

- ~~(i) Travel lanes shall be either one lane in each direction or two one way lanes.~~
- ~~(ii) To prevent disruption to pedestrian or bicycle access, mid block curb cuts for vehicle traffic shall not be allowed unless specifically justified as the only alternative to facilitate traffic flow.~~
- ~~(iii) Sidewalk width shall be at least 15 feet on both sides of the street. The sidewalk width includes a 12-foot wide pedestrian movement zone and a three foot zone for street trees, streetlights, landscaping, and pedestrian amenities.~~
- ~~(iv) Construct sidewalks using textured pavers, stamped concrete, colored material (i.e., concrete), or a combination of these materials in a manner that produces patterns and/or decorative scoring accents.~~
- ~~(v) Install curb bulbs at all street intersections to minimize the street crossing distance for pedestrians. Crosswalks, preferably of special textured pavers or stamped concrete, are required at all street intersections.~~
- ~~(vi) Parallel parking is required on both sides of the street. Head in or diagonal parking is not allowed.~~
- ~~(vii) Paving, street trees, pedestrian lights, benches, signage, etc., along streets shall be generally consistent in design along the length of the street(s).~~
- ~~(viii) All utility lines shall be underground.~~

~~(b) Secondary Streets Design. All other streets shall meet the street and sidewalk standards for the appropriate road functional classification as specified in the city of La Center engineering standards.~~

~~(c) Streetscape Landscaping.~~

- ~~(i) Plant street trees between 25 and 30 feet on center, depending on the mature canopy spread of the trees selected, on both sides of all pedestrian oriented streets.~~
- ~~(ii) Align street trees with building column lines and not block storefronts.~~
- ~~(iii) Street medians, when used, shall contain street trees and landscaping.~~

- ~~(iv) Tree grates are required for all street trees in sidewalks and paved areas.~~
- ~~(v) Individual plant beds, hanging baskets, and other plant materials are encouraged.~~
- ~~(vi) Use of trees and other plantings with special qualities (e.g., spring flowers and/or good fall color) is strongly encouraged to unify the commercial center and create a unique character.~~
- ~~(vii) Street tree species selection shall encourage columnar, deciduous trees, or trees that spread or are pruned such that the bottom of the canopy is more than 12 feet above the street.~~
- ~~(viii) Landscaping shall use attractive and drought tolerant trees and plant materials native to the Pacific Northwest region pursuant to Chapter 18.340 LCMC. [Ord. 2018-10 § 6 (Exh. D), 2018.]~~

18.165.060 — Lighting.

(1) Design Intent.

- ~~(a) Provide adequate lighting to ensure safety and security;~~
- ~~(b) Enhance and encourage evening activities;~~
- ~~(c) Provide distinctive character to evening experience of the commercial center;~~
- ~~(d) Prevent light trespass onto adjacent properties and wildlife habitat; and~~
- ~~(e) Minimize skyglow.~~

(2) Lighting Standards. Lighting shall comply with the following standards:

- ~~(a) LED lights are required on building exteriors, parking areas, pedestrian spaces, and street lamps. LED lights shall have a correlated color temperature less than or equal to 3,000 Kelvin (K).~~
- ~~(b) Install pedestrian-sealed lighting along all streets and in all public plazas and courts. Pedestrian-sealed lighting fixtures are generally below 15 feet and of a character complementary to the building architecture.~~
- ~~(c) Light levels averaging at least two foot-candles are required along all sidewalks.~~
- ~~(d) Parking area lighting shall not exceed 25 feet in height at entries and where parking is adjacent to buildings.~~
- ~~(e) Light levels averaging at least one foot-candle are required in parking areas. For parking lots greater than 20 spaces, photometric analysis is required to verify that required illumination is achieved.~~
- ~~(f) Baffle all lighting to prevent upward lighting, to minimize skyglow, and to prevent trespass into second-story windows and the surrounding community.~~
- ~~(g) Light trespass is strictly prohibited onto the La Center Bottoms and wildlife habitat areas. [Ord. 2018-10 § 6 (Exh. D), 2018.]~~

18.165.070 — View preservation.

(1) Intent of View Preservation.

- ~~(a) Protection of the outstanding scenic vistas of Mt. St. Helens, Mt. Adams, Mt. Hood, the East Fork of the Lewis River, and the La Center Bottoms.~~
- ~~(b) Views of these areas produce a variety of significant and tangible benefits for both residents and visitors to La Center.~~
 - ~~(i) Views contribute to the economic environment of the city by substantially enhancing property values.~~

~~(ii) Views contribute to the visual environment of the city by providing inspiring panoramic vistas, wildlife viewing, and creating distinctive supplements to architectural design.~~

~~(2) View Preservation Standards:~~

~~(a) View Preservation Elements. Applicants for development shall consider the impact their proposal will have on views of Mt. St. Helens, Mt. Adams, Mt. Hood, the East Fork of the Lewis River, and the La Center Bottoms.~~

~~(b) View Preservation Analysis. Applicants shall demonstrate how their development considers the potential impact their project may have on identified views and how the proposal incorporates view preservation features. The scope of the view preservation analysis shall include:~~

~~(i) Present and future public rights of way with a general alignment toward a view preservation element;~~

~~(ii) View preservation features such as parks, open space, trails, and view points; and~~

~~(iii) Building orientation.~~

~~(c) Orientation. Building orientation should face the street frontage to preserve view corridors. "View corridor" means the line of sight, identified as to height, width, and distance, of an observer looking toward view preservation elements from a public right of way, public property, or trail.~~

~~(d) Development Standards. Along designated public view corridors:~~

~~(i) All utilities shall be underground.~~

~~(ii) Building facades, excluding single-story porches or stoops, shall be set back a minimum of 25 feet from a designated view corridor.~~

~~(iii) Street trees shall be selected such that at maturity they will not interfere with the view preservation elements.~~

~~(iv) Within front yards landscape materials should not obscure the public view along the view corridor.~~

~~(e) At the time of preliminary plat application for a subdivision or site plan review the developer shall provide a view corridor analysis that demonstrates consistency with the requirements and development standards in this section. A view corridor analysis is a three-dimensional study of the view corridor including:~~

~~(i) The width of the corridor which is the width of the right of way or trail plus 25 feet on either side;~~

~~(ii) The height from grade of the lowest point of the right of way up to 65 feet; and~~

~~(iii) The length of the right of way.~~

~~(f) The review authority may approve minor modifications in site requirements, such as side and rear yard setbacks, lot coverage and maximum impervious surface standards, if granting a minor variation:~~

~~(i) Is consistent with the comprehensive plan;~~

~~(ii) Will not create an undue hardship on similarly situated properties; and~~

~~(iii) Will further the goal of protecting view corridors along public rights of way, public open space, and trails.~~

~~(3) For development in the Timmen Road MX zoning district on parcels that overlook the La Center Bottoms, applicants shall provide a trail along north and northeast portion of the parcels to provide viewing opportunities of the La Center Bottoms. Trails shall be at least 10 feet wide with an all-weather surface and shall include pedestrian~~

~~benches at appropriate view points. Trail linkages shall be provided to the existing or planned La Center and regional trail systems consistent with the provisions of the parks plan. [Ord. 2018-10 § 6 (Exh. D), 2018.]~~

~~18.165.080 — Off-street parking and loading standards.~~

~~(1) Design Intent.~~

- ~~(a) To provide centrally located parking at the rear of buildings that encourages people to leave their cars and walk throughout the commercial center;~~
- ~~(b) To maintain the built street edge through effective screening of all parking lots while taking security under consideration;~~
- ~~(c) Use landscaping to break up large parking lots;~~
- ~~(d) Assure that the supply of off-street parking spaces reasonably satisfies demand at all but the peak demand times of year; and~~
- ~~(e) Avoid over reliance on on-street parking.~~

~~(2) Parking and Loading Standards.~~

- ~~(a) Mixed-use developments shall comply with the parking and loading requirements pursuant to Chapter 18.280 LCMC, unless specifically amended in this section. Shared and joint parking is subject to the requirements of LCMC 18.280.030.~~
- ~~(b) Design the location and number of points of access to off-street parking, the interior circulation patterns, and the separations between pedestrians and moving and parked vehicles to maximize pedestrian, bicycle and transit options, and to minimize adverse impacts on the peaceful and functional use of neighboring properties.~~
- ~~(c) The minimum number of parking spaces for commercial and mixed-use buildings may be reduced to 90-percent of that required if the review authority finds that the applicant's well-documented professional parking analysis justifies the reduction in parking spaces.~~
- ~~(d) Locate parking lots either at the rear and/or sides of buildings.~~
- ~~(e) Screen parking lots fronting onto any street or abutting a residential area. Acceptable screening shall be made of long-lasting construction materials and/or appropriate landscaping that includes one of the following screening methods:
 - ~~(i) A trellis or grillwork of steel or cast iron with vines; or~~
 - ~~(ii) A masonry or concrete wall or planter 30 inches high, combined with a five-foot wide landscape buffer; or~~
 - ~~(iii) A 10-foot wide landscaped buffer of trees, averaging no more than 25 feet on center, and evergreen shrubs sufficient to form a solid screen at least three feet high within three years of planting. Shrubs may not be larger than 42 inches at maturity.~~~~
- ~~(f) Edge parking lot perimeters with a six-inch, cast-in-place concrete curb, unless a buffer is specially designed to direct water runoff to a biofiltration swale.~~
- ~~(g) Provide landscape islands with dimensions, spacing, and trees as required by LCMC 18.245.060(9).~~
- ~~(h) Shrubs and ground cover must be provided in the required landscape areas. Shrubs shall be planted at a density of five per 100 square feet of landscaped area. Up to 50 percent of the shrubs may be deciduous. Ground cover must be selected and planted so as to provide 90 percent coverage within three years of planting.~~

~~(i) All parking lots must contain five foot wide clearly marked (with paint or special paving material) pedestrian connections from parking areas to building area. A sidewalk or entrance area of at least 200 square feet raised six inches above the parking lot must be provided at the building entrance to provide for pedestrian safety and separation. To meet ADA standards, a ramp may be constructed as part of this entrance area.~~

~~(j) Provide pedestrian crosswalk at parking lot entrances and exits. [Ord. 2022-10 § 6 (Exh. F), 2022; Ord. 2018-10 § 6 (Exh. D), 2018.]~~

~~18.165.090 — Open space standards.~~

~~(1) Open Space Intent.~~

~~(a) Provide usable, attractive, and visually rich gathering spaces of interest for the community.~~

~~(b) Provide a variety of accessible and inviting pedestrian oriented areas to attract shoppers to commercial areas and enrich the pedestrian environment.~~

~~(c) Provide a setting for programmed activities and informal encounters.~~

~~(d) Ensure that districts have areas suitable for both passive and active recreation by residents, workers, and visitors and that these areas are of sufficient size for the intended activity.~~

~~(2) Open Space Standards for Residential Only Zones. Residential only zones shall meet the parks, trails and open space requirements of Chapters 18.140 and 18.147 LCMC.~~

~~(3) Open Space Standards for Commercial and Vertical Mixed Use Zones. Commercial and vertical mixed use zones shall comply with the following requirements:~~

~~(a) All developments shall incorporate publicly accessible open space on site equal to at least two percent of the net area utilized for commercial only and vertical mixed use buildings plus an additional 200 square feet for each residential dwelling unit in a vertical mixed use building. Critical areas and buffers, stormwater facilities, and interior parking lot, sidewalk or street landscaping may not be counted towards the required open space. However, the integration of critical areas and buffers and stormwater facilities with the open space areas is encouraged to provide an enhanced site design and cultivate a relationship to the site's environmental amenities.~~

~~(b) Publicly accessible open space can include a single open space or, for larger developments, a variety of open spaces. Examples could include plaza, courtyard, parkway, or other types of appropriate spaces. Specifically, applicants must successfully demonstrate how the proposed publicly accessible open space meets all of the following criteria:~~

~~(i) Centralized and Accessible. All applicable open spaces shall be physically and visually accessible from the adjacent street or major internal pedestrian route. Open spaces shall be in centralized locations that nearby residents, workers, and/or shoppers can use rather than simply left over or undevelopable space in locations where very little pedestrian traffic is anticipated.~~

~~(ii) Inviting. Inviting open spaces feature amenities and activities that encourage pedestrians to use and explore the space. Such amenities include fountains, public art, children's play area, special landscaping element, and sitting areas.~~

~~(iii) Safety. Open space shall incorporate crime prevention through environmental design (CPTED) principles.~~

~~(c) Standards for Pedestrian Oriented Spaces. These are predominately hard surfaced, plaza or courtyard type spaces. To qualify as a pedestrian oriented space, an area shall have:~~

~~(i) Pedestrian access to the abutting structures from the street, pathways, private drive, or a nonvehicular courtyard.~~

~~(ii) Be sited in areas with significant pedestrian traffic to provide interest and security, such as adjacent to a building entry.~~

~~(iii) Paving shall be unit pavers or concrete with texture, pattern and/or decorative features.~~

~~(iv) Public sitting space for at least four persons per 150 square feet of open space not to exceed 20 seats. Seating may include: moveable chairs, benches, low seating walls, or, if properly designed, a planter edge.~~

~~(v) Landscaping components that add seasonal interest with flowers, shrub and bark color, or leaf color.~~

~~(vi) Pedestrian-sealed lighting.~~

~~(vii) The following features are encouraged in pedestrian-oriented space and may be required by the review authority for a space to meet the intent of the standards:~~

~~(A) Pedestrian amenities including water features, drinking fountains, tables, bicycle racks, decorative waste receptacle, and artwork.~~

~~(B) A pedestrian-oriented building facade on all buildings facing the space.~~

~~(C) Transitional zones along building edges to allow for outdoor eating areas and a planted buffer.~~

~~(viii) The following features are prohibited within pedestrian-oriented space:~~

~~(A) Asphalt or gravel pavement;~~

~~(B) Unscreened parking lots;~~

~~(C) Chain link fences;~~

~~(D) Adjacent “blank walls”;~~

~~(E) Unscreened dumpsters or service areas; and~~

~~(F) Outdoor storage or retail sales that do not contribute to the pedestrian environment.~~

~~(d) Areas dedicated to open space pursuant to this section shall not be used to meet the park acreage requirements of Chapter 18.147 LCMC. [Ord. 2021-04 § 12 (Exh. I), 2021; Ord. 2018-10 § 6 (Exh. D), 2018; Ord. 2017-07 § 3, 2017. Formerly 18.165.070.]~~

18.165.100 — Process.

~~(1) In addition to the requirements of LCMC 18.30.020, for a development greater than or equal to five acres the applicant shall present a master plan for the MX zoning district which shall include at least the following elements:~~

~~(a) Existing and proposed circulation system of streets, including off-street parking areas, service areas, loading areas and major points of access to public rights of way;~~

~~(b) Location of all existing and proposed buildings with indication of proposed uses, e.g., residential dwelling types, commercial only, and vertical mixed use;~~

~~(c) Existing and proposed pedestrian and bicycle circulation system;~~

~~(d) Identification of pedestrian-oriented streets;~~

~~(e) Existing and proposed utility systems, including sanitary sewers, stormwater facilities, and water;~~

~~(f) Location and size of all areas to be dedicated or reserved for parks, trails, open space and view preservation features;~~

~~(g) Critical areas to include, but not limited to, wetlands, floodplains, fish and wildlife habitat areas, geologically hazardous areas, and aquifer recharge areas;~~

~~(h) Existing and proposed landscaping, including natural areas to be retained, and critical areas and buffers; and~~

~~(i) Other elements as required by the review authority to show compliance with LCMC 18.165.010, Purpose and intent. [Ord. 2018-10 § 6 (Exh. D), 2018; Ord. 2012-02 § 7 (Exh. D), 2012. Formerly 18.165.060.]~~

Chapter 18.168
DOWNTOWN MIXED-USE (DMX)

Sections:

- 18.168.010 Purpose and intent.
- 18.168.020 Applicability.
- 18.168.030 Permitted uses.
- 18.168.040 General standards.
- 18.168.050 Site design standards.
- 18.168.060 Lighting.
- 18.168.080 Off-street parking and loading standards.
- 18.168.090 Open space standards.

18.168.010 Purpose and intent.

(1) The Downtown Mixed-Use (DMX) zoning district allows for placement of a mix of uses in a single building or an integrated site of multiple buildings in the Downtown Subarea. Mixed-use developments are intended to allow for efficient use of land and public services in an urban setting with a mix of mutually supporting retail, services, office, and medium- to high-density residential uses.

(2) The intent of the DMX zoning district is to:

- (b) Encourage a mix of uses, including residential, commercial and retail, office, and civic uses. The district shall provide for flexibility in the mix of uses, both within an individual development and across the district;
- (c) Provide a range of housing types, densities, costs, and ownership patterns;
- (d) Encourage human interaction and sense of community with a pedestrian-oriented development;
- (e) Allow residential dwellings above or adjacent to commercial spaces;
- (f) Provide jobs, goods, services, and office space needed primarily by the residents of La Center;
- (g) Maintain a high-quality environment by ensuring that new construction and site development meet high standards;
- (h) Create a safe, attractive, and convenient environment for a variety of uses, including living, working, shopping, and recreating;
- (i) Respect surrounding land uses by providing a gradual transition to adjacent lower density neighborhoods; and
- (j) Provide flexible site plans that are adaptable to market conditions and are capable of being developed in phases.

18.168.020 Applicability.

These regulations apply to all developments within a DMX zoning district, including residential dwelling units, single mixed-use buildings and multiple buildings in a mixed-use site.

18.168.030 Permitted uses.

(1) Uses that are permitted, conditionally allowed, or prohibited in the DMX district are shown in Table 18.168.030. "P" uses are allowed subject to approval of applicable permits. "C" conditional uses may be permitted subject to the approval of a conditional use permit as set forth in the La Center development code. "X" uses are prohibited.

(2) All uses with a square footage greater than the maximum specified in Table 18.168.030 are prohibited.

Table 18.168.030 Downtown Mixed-Use Allowable Uses

<u>USE</u>	<u>DMX</u>
<u>RESIDENTIAL</u>	
– <u>Existing single-family detached</u>	<u>P</u>
<u>Single-family detached</u>	<u>X</u>
– <u>Manufactured homes</u>	<u>P</u>
– <u>Single-family attached dwellings (townhouses, rowhouses, condominiums)</u>	<u>P</u>
– <u>Multifamily such as duplexes and triplexes</u>	<u>P</u>
– <u>Apartments</u>	<u>P</u>
– <u>Manufactured home subdivisions and communities</u>	<u>X</u>
– <u>Mobile homes</u>	<u>X</u>
– <u>Cottage housing</u>	<u>P</u>
– <u>Accessory uses and structures normally incidental to one or more permitted principal uses</u>	<u>P</u>
– <u>Family day care providers</u>	<u>P²</u>
– <u>Home occupations</u>	<u>P</u>
– <u>Residences for a caretaker or night watchman</u>	<u>P</u>
– <u>Assisted living facilities, nursing homes, and rehabilitation centers less than 7,500 square feet ground floor space</u>	<u>P</u>
– <u>Group home</u>	<u>C</u>
– <u>Adult foster care and adult family home</u>	<u>C</u>
<u>NONRESIDENTIAL</u>	
– <u>Art galleries, libraries and museums</u>	<u>P</u>
– <u>Auditoriums and civic centers</u>	<u>X</u>
– <u>Artist studios and schools including but not limited to dance, music and martial arts less than 10,000 square feet of ground floor area</u>	<u>P</u>
– <u>Bank branch</u>	<u>P</u>
– <u>Bed and breakfast limited to six guest rooms per home</u>	<u>P</u>
– <u>Day care centers</u>	<u>P</u>
– <u>Adult day care facility</u>	<u>P</u>
– <u>Places of worship less than 10,000 square feet of ground floor area</u>	<u>C</u>
– <u>Clubs, lodges, fraternal institutions and other places of assembly for membership groups</u>	<u>C</u>
– <u>Commercial recreation facilities less than 10,000 square feet of ground floor area</u>	<u>P</u>
– <u>Outpatient health and medical clinics</u>	<u>P</u>

<u>USE</u>	<u>DMX</u>
<u>Offices less than 10,000 square feet of ground floor space</u>	<u>P</u>
<u>Parks, playgrounds, and open spaces</u>	<u>P</u>
<u>Public and semipublic buildings, structures and uses</u>	<u>P</u>
<u>Restaurants, with and without alcohol service</u>	<u>P³</u>
<u>Small scale food and beverage manufacture such as bakeries, microbreweries, wineries, and distilleries where the primary outlet for the goods is an on-site retail outlet</u>	<u>P</u>
<u>Commercial facility such as kitchens and related establishments which use specialized equipment and preparation stations less than 7,500 square feet ground floor space</u>	<u>P</u>
<u>Food carts (see Chapter 5.40 LCMC, Street Vendors)</u>	<u>P</u>
<u>Drive-up, drive-in and drive-through facilities</u>	<u>X</u>
<u>Retail sales and service establishments less than 10,000 square feet ground floor area, including recreational sales and rentals.</u>	<u>P</u>
<u>Schools, preschools, public, parochial, private, vocational, technical, business and others, nonprofit or operated for profit</u>	<u>P</u>
<u>Veterinary hospital or clinic</u>	<u>-</u>
<u>Outside animal activities</u>	<u>X</u>
<u>Inside animal activities</u>	<u>P</u>
<u>Vehicle-related sales and services, including fuel sales</u>	<u>X</u>
<u>Hotels and motels</u>	<u>C</u>
<u>Adult-oriented businesses</u>	<u>X</u>
<u>Marijuana production, processing, or sales</u>	<u>X</u>
<u>Public transit facilities</u>	<u>C</u>
<u>Utilities and communication facilities</u>	<u>P</u>
<u>Industrial and manufacturing</u>	<u>X</u>
<u>Recreational vehicle park</u>	<u>X</u>
<u>Freight, household goods, and/or cargo movement and storage</u>	<u>X</u>
<u>Mini storage facilities</u>	<u>X</u>
<u>Warehousing and distribution facilities</u>	<u>X</u>
<u>Heavy equipment and truck-related uses</u>	<u>X</u>
<u>Retail sales or wholesales of building material and farm equipment</u>	<u>X</u>
<u>Waste and recycle handling or disposal</u>	<u>X</u>
<u>Cemeteries, mortuaries, or columbariums</u>	<u>X</u>
<u>Public parking structure</u>	<u>P</u>

<u>USE</u>	<u>DMX</u>
<u>ACCESSORY USES</u>	
<u>– Open air display and sales of retail products in conjunction with a permitted use not to exceed 10 percent of the enclosed space for the permitted use</u>	<u>P</u>
<u>– Electric vehicle charging station</u>	<u>P</u>

(3) Unclassified Uses. An unclassified use is a use that does not appear as a permitted, conditional, or accessory use in Table 18.168.030. 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. In order to make a determination that an unclassified use is permitted, conditional, or accessory, the review authority must find that the use:

- _____ (a) Is in keeping with the purpose and intent of the DMX zoning district;
- _____ (b) Is consistent with the La Center comprehensive plan goals and policies;
- _____ (c) Has similar intensity, density, off-site impacts, and impacts on community facilities as specifically listed permitted or conditional use; and
- _____ (d) Is compliant with Chapter 8.55 LCMC, Nuisances.

18.168.040 General standards.

(1) An applicant may request a modification of the requirements of this section through a development agreement pursuant to Chapter 18.60 LCMC, Development Agreements.

(2) General Requirements. All developments within the entire DMX zoning district shall comply with the following:

- (a) Mix of Uses. It is the intent of the DMX zoning district to be a pedestrian-scaled –district that supports commercial development and uses with vertical mixing of residential uses.
- (b) If a building combines residential and nonresidential uses, residential uses shall not occupy the ground floor.
- (c) Mix of Dwelling Types. It is the intent of the DMX zoning district to provide a variety of housing types. Within the DMX zoning district, no single dwelling type shall be more than 50 percent of the total number of dwelling units across the zone. The review authority may modify this requirement up to 65 percent of the unit standard if the applicant demonstrates the modification:
 - _____ (i) Meets the intent of the chapter;
 - _____ (ii) Is compliant with the La Center comprehensive plan; and
 - _____ (iii) Provides a housing type that is under-represented in La Center.

(3) Residential-only Developments. All residential-only developments within the DMX zoning district shall comply with the density and dimensional requirements of Table 18.168.040.

Table 18.168.040

<u>Standard</u>	
<u>Net Density¹</u>	<u>16-24 units/acre</u>
<u>Minimum Lot Width</u>	<u>20 ft</u>
<u>Minimum Lot Depth</u>	<u>60 ft</u>

<u>Standard</u>	
<u>Minimum Lot Area</u>	<u>1,500 sf</u>
<u>Maximum Lot Area</u>	<u>N/A</u>
<u>Maximum Lot Coverage</u>	<u>85%</u>
<u>Maximum Height²</u>	<u>45 ft</u>
<u>Setbacks³</u>	
<u>Minimum Front Setback</u>	<u>10 ft</u>
<u>Minimum Garage Setback from the Property Line</u>	<u>5 ft</u>
<u>Minimum Garage Setback from Alley</u>	<u>3 ft</u>
<u>Minimum Side Setback</u>	<u>0 ft attached or 10 ft abutting single-family detached</u>
<u>Minimum Street Side Setback</u>	<u>0 ft</u>
<u>Minimum Rear Setback</u>	<u>20 ft</u>

¹In a phased project, each phase of the project shall meet the density requirements.

²The maximum height of a dwelling is depicted in this table; the maximum height of a garage or accessory building is 20 feet.

³Setbacks and building envelopes shall be identified for each lot on the face of the plat or binding site plan.

(4) Commercial and Vertical Mixed-Use Developments. Developments within the DMX zoning district that consist of solely commercial buildings (retail, office, services, and/or public) or vertical mixed-use buildings shall comply with the following requirements:

(a) Dimensional Requirements.

(i) Maximum lot coverage: 90 percent.

(ii) Front setback: zero feet on pedestrian-oriented streets; up to a maximum of 20 feet on all other streets.

(iii) Side setback: zero feet to abutting commercial use; 10 feet for a single-story building and 15 feet for a multi-story building abutting a residential-only zone.

(iv) Street side setback: 5 feet.

(v) Rear setback: 10 feet.

(vi) Building height: 50 feet for commercial buildings and 60 feet for vertical mixed-use buildings.

(vii) Ground floor minimum structural ceiling height: 13 feet.

(b) Vertical mixed uses are exempt from the minimum and maximum density standards of Chapter 18.140 LCMC.

18.168.050 Site design standards.

The requirements and standards of this section apply to commercial and vertical mixed-use developments.

(1) Design Intent.

- (a) Present and promote a community with a collection of structures that unify the character of the area while allowing for the individual architectural expression of each building.
- (b) Create attractive and visually interesting spaces that unify the building and street environments that are inviting and comfortable for pedestrians.
- (c) Create strongly identifiable elements and civic gathering places that encourage a sense of community.
- (d) Encourage the incorporation of design details into building facades that are attractive at a pedestrian scale.
- (e) Encourage attractive landscaping that reinforces the architectural and site planning concepts in response to site conditions and surrounding areas.
- (f) Create a safe, convenient network of streets that enhances pedestrian safety and security and the district's ability to function as a pedestrian-oriented neighborhood center.
- (g) Create active pedestrian environments along streets by placing parking lots at the side or rear of buildings.
- (h) Minimize negative impacts of driveways on the streetscape and pedestrian environment.

(2) General Site Standards.

- (a) Sites shall be developed in a coordinated manner, complementing adjacent structures through placement, size, mass, materials, and color.
- (b) Buildings shall be arranged to facilitate plazas, courtyards, and other pedestrian use areas.
- (c) Sites shall be designed to create an identifiable pedestrian character while avoiding the appearance of automobile domination. Positive methods to achieve this concept include:
 - (i) Orienting buildings to front streets, placing parking lots at the rear or sides;
 - (ii) Providing pedestrian-oriented sidewalks and open spaces;
 - (iii) Providing well-defined pedestrian walkways from parking areas, public sidewalks, and building entrances throughout the site;
 - (iv) Designing the parking areas to avoid rows of 12 or more uninterrupted parking stalls;
 - (v) Designing parking areas to be screened by 50 percent or more from view from adjacent streets and building occupants while taking security into consideration; and
 - (vi) Similar methods consistent with subsection (1) of this section, Design Intent.
- (d) Where possible, site plans shall be designed to provide vehicle and pedestrian connections to adjacent off-site activity areas.

(3) Building Orientation and Design Standards.

- (a) Setbacks. Buildings shall generally follow the alignment of the streets with zero setbacks from the property line. Buildings may be set back up to 15 feet from the front property line when this setback area is to accommodate outdoor cafes or other pedestrian-oriented activities and use.
- (b) Clearly defined and convenient access to the upper stories is required to allow economic viability for commercial uses or separate entrances for residential uses.
- (c) All primary building's pedestrian and storefront windows must face the primary street. Secondary entrances and windows are encouraged on the facade, facing rear or side parking areas.

(4) Architectural Building Character.

(a) The design character of an individual building shall be compatible (share similar features such as color, scale, massing, and height) with its neighbors but may also include other distinctive features or characteristics.

(b) Applicants shall demonstrate how proposed buildings are similar to neighboring buildings, including those across the street, with regard to:

(i) Building forms and massing;

(ii) Rooflines and parapet features;

(iii) Special building features, such as signs, artwork, canopies, landscaping elements, entries, or balconies;

(iv) Building fenestration, the size, orientation, and treatment of windows and glazed areas; and

(v) Materials and color.

(c) Building Walls. Blank walls more than 15 feet in length, and between 2 feet and 8 feet in elevation height, without a window, entry, architectural feature, or modulation shall not face public open spaces, secondary street rights-of-way, and parking lots. Where such walls are unavoidable, they shall be treated with at least two of the following:

(i) Planters or trellises with vines.

(ii) Landscaping that covers 30 percent of wall area within three years of planting.

(iii) Special materials (e.g., decorative patterned masonry).

(iv) Creative uses of building materials, such as concrete and concrete masonry units.

(v) Display windows.

(vi) Similar methods consistent with subsection (1) of this section, Design Intent.

(d) Building Elements and Details.

(i) To achieve a pedestrian scale, all building sides facing public streets and plazas shall incorporate at least four of the following design elements:

(A) Modulate building elements through treatment of windows, doors, entries, and corners with special trim, molding or glazing.

(B) Recess the wall with a niche creating space for a bench.

(C) Decorative building materials, such as stone, tile, and metal work.

(D) Enhanced or articulated building entrances (recessed or covered).

(E) Pergolas, arcades, porches, decks, bay windows, dormers.

(F) Balconies in upper stories.

(G) Multiple-paned windows.

(H) Decorative railings, grill work, or landscape guards.

(I) Landscape trellises.

(J) Decorative light fixtures.

(K) Similar methods consistent with subsection (1) of this section, Design Intent.

(ii) Storefront windows shall cover at least 75 percent of the front facade of the ground floor between the height of 2 feet and 10 feet above the ground along pedestrian-oriented streets.

(iii) Canopies, awnings, porches, building overhangs, and arcades at least 4-1/2 feet deep are required along at least 75 percent of building fronts facing the pedestrian-oriented streets to provide shelter from the elements and to provide a human scale. Uniform style is encouraged along the length of a street.

(iv) For buildings at street intersections, the building corner shall incorporate architectural treatment that emphasizes the building's prominent location, such as: chamfered corners with a building entrance, balconies, turrets, corner accentuating roof line, sculptures, distinctive use of materials, canopies, and bay windows.

(e) Building Roof.

(i) Roof designs should provide unifying elements with consistent roof slopes, details, materials, and configuration wherever possible.

(ii) Screen roof-mounted mechanical equipment (heating, ventilation, and air conditioning) so that it is not visible from the street, public open space, parking areas, and front or side yards. Screening features shall blend with the architectural character of the building.

(f) Building Materials.

(i) Select building materials to enhance the quality of both individual buildings and the commercial center streetscape as a whole.

(ii) Use materials that provide textural interest for both roofs and walls, such as stone, masonry, brick, ornamental steel, metal panels, or wood siding. The use of native Pacific Northwest materials is encouraged.

(iii) Finish exposed concrete with design patterns or colors compatible with surrounding buildings.

(iv) Use of corrugated metal siding and plywood siding for exterior walls is prohibited.

(v) Windows shall have clear glass only. Mirrored or reflective glass is prohibited.

(g) Colors.

(i) Select exterior building colors to create design unity, a sense of place, and community identity.

(ii) The color of the basic building exterior shall be earth tones, buff gray, cream, white, natural wood, brick, stone, or similar colors. Primary colors shall be prohibited.

(iii) Use contrasting tones or colors on trim elements.

(iv) Accent colors shall not cover more than 10 percent of any building facade.

(h) Service Areas.

(i) Contain building exterior service elements and utility equipment within the building envelope so as not to encroach on pedestrian areas and to be screened from view.

(ii) Locate all on-site service areas, loading zones, outdoor storage areas (except outdoor retail sales areas under 100 square feet in occupied area), waste storage, disposal facilities, transformer and utility vaults, and similar activities in areas not visible from a public street, parking lots, or open space. If this is not possible, the service area, loading zone, or storage area shall be screened from public view. Acceptable screening methods include:

(A) Materials matching the adjacent building wall.

(B) A solid hedge or other screening as approved by the City.

(C) Chain link fencing with/without slats is not permitted.

(5) Streets.

(a) Pedestrian-oriented Street Design.

- (i) Travel lanes shall be either one lane in each direction or two 1-way lanes.
- (ii) To prevent disruption to pedestrian or bicycle access, midblock curb cuts for vehicle traffic shall not be allowed unless specifically justified as the only alternative to facilitate traffic flow.
- (iii) Sidewalk width shall be at least 11 feet on both sides of the street. The sidewalk width includes a 7.5-foot-wide pedestrian movement zone and a 3.5-foot zone for street trees, streetlights, landscaping, and pedestrian amenities.
- (iv) Construct sidewalks using textured pavers, stamped concrete, colored material (i.e., concrete), or a combination of these materials in a manner that produces patterns and/or decorative scoring accents.
- (v) Install curb bulbs at all street intersections to minimize the street crossing distance for pedestrians. Crosswalks, preferably of special textured pavers or stamped concrete, are required at all street intersections.
- (vi) On-street minimum parking requirements must be met with parallel parking; head-in or diagonal parking is not allowed.
- (vii) Paving, street trees, pedestrian lights, benches, signage, etc., along streets shall be generally consistent in design along the length of the street(s).
- (viii) All utility lines shall be underground.

(b) Secondary Streets Design. All other streets shall meet the street and sidewalk standards for the appropriate road functional classification as specified in the city of La Center engineering standards.

(c) Streetscape Landscaping.

- (i) Plant street trees between 25 and 30 feet on center, depending on the mature canopy spread of the trees selected, on both sides of all pedestrian-oriented streets.
- (ii) Avoid blocking storefronts.
- (iii) Street medians, when used, shall contain street trees and landscaping.
- (iv) Tree grates are required for all street trees in sidewalks and paved areas.
- (v) Individual plant beds, hanging baskets, and other plant materials are encouraged.
- (vi) Use of trees and other plantings with special qualities (e.g., spring flowers and/or good fall color) is strongly encouraged to unify the commercial center and create a unique character.
- (vii) Street tree species selection shall encourage columnar, deciduous trees, or trees that spread or are pruned such that the bottom of the canopy is more than 12 feet above the street.
- (viii) Landscaping shall use attractive and drought tolerant trees and plant materials native to the Pacific Northwest region pursuant to Chapter 18.340 LCMC.

18.168.060 **Lighting.**

(1) Design Intent.

- (a) Provide adequate lighting to ensure pedestrian safety and security;
- (b) Enhance and encourage evening activities;

- (c) Provide distinctive character to evening experience of the commercial center;
- (d) Prevent light trespass onto adjacent properties and wildlife habitat; and
- (e) Minimize skyglow.

(2) Lighting Standards. Mixed-Use developments shall comply with the outdoor lighting requirements pursuant to Chapter 18.282 LCMC.–

18.168.080 Off-street parking and loading standards.

(1) Design Intent.

- (a) To provide centrally located parking at the rear of buildings that encourages people to leave their cars and walk throughout the commercial center and pedestrian plaza;
- (b) To maintain the built street edge through effective screening of all parking lots while taking security under consideration;
- (c) Use landscaping to break up large parking lots;
- (d) Assure that the supply of off-street parking spaces reasonably satisfies demand at all but the peak demand times of year; and
- (e) Avoid over-reliance on on-street parking.

(2) Parking and Loading Standards.

- (a) Mixed-Use developments shall comply with the parking and loading requirements pursuant to Chapter 18.280 LCMC, unless specifically amended in this section. Shared and joint parking is subject to the requirements of LCMC 18.280.030.
- (b) Design the location and number of points of access to off-street parking, the interior circulation patterns, and the separations between pedestrians and moving and parked vehicles to maximize pedestrian, bicycle and transit options, and to minimize adverse impacts on the peaceful and functional use of neighboring properties.
- (c) The minimum number of parking spaces for commercial-only and vertical mixed-use buildings may be reduced to 90 percent of that required if the review authority finds that the applicant's well-documented professional parking analysis justifies the reduction in parking spaces.
- (d) Locate parking lots either at the rear and/or sides of the buildings.
- (e) Screen parking lots fronting onto any street or abutting a residential area. Acceptable screening shall be made of long-lasting construction materials and/or appropriate landscaping that includes one of the following screening methods:
 - (i) A trellis or grillwork of steel or cast iron with vines; or
 - (ii) A masonry or concrete wall or planter 30 inches high, combined with a 5-foot-wide landscape buffer; or
 - (iii) A 10-foot-wide landscaped buffer of trees, averaging no more than 25 feet on center, and evergreen shrubs sufficient to form a solid screen at least 3 feet high within three years of planting. Shrubs may not be larger than 42 inches at maturity.
- (f) Edge parking lot perimeters with a 6-inch, cast-in-place concrete curb, unless a buffer is specially designed to direct water runoff to a biofiltration swale.
- (g) Provide landscape islands with dimensions, spacing, and trees as required by LCMC 18.245.060(9).

(h) Shrubs and ground cover must be provided in the required landscape areas. Shrubs shall be planted at a density of five per 100 square feet of landscaped area. Up to 50 percent of the shrubs may be deciduous. Ground cover must be selected and planted so as to provide 90 percent coverage within three years of planting.

(i) All parking lots must contain 5-foot-wide clearly marked (with paint or special paving material) pedestrian connections from parking areas to building area. A sidewalk or entrance area of at least 200 square feet raised 6 inches above the parking lot must be provided at the building entrance to provide for pedestrian safety and separation. To meet Americans with Disabilities Act (ADA) standards, a ramp may be constructed as part of this entrance area.

(j) Provide pedestrian crosswalk at parking lot entrances and exits.

18.168.090 Open space standards.

(1) Open Space Intent.

(a) Provide usable, attractive, and visually rich gathering spaces of interest for the community.

(b) Provide a variety of accessible and inviting pedestrian-oriented areas to attract shoppers to commercial areas and enrich the pedestrian environment.

(c) Provide a setting for programmed activities and informal encounters.

(d) Ensure that districts have areas suitable for both passive and active recreation by residents, workers, and visitors and that these areas are of sufficient size for the intended activity.

(2) Open Space Standards for Residential-only Developments. Residential-only developments shall meet the parks, trails, and open space requirements of Chapters 18.140 and 18.447242 LCMC.

(3) Open Space Standards for Commercial and Vertical Mixed-Use Developments. Commercial-only and vertical mixed-use developments shall comply with the following requirements:

(a) All developments, excluding developments within two blocks of a public plaza, shall incorporate publicly accessible open space on site equal to at least 5 percent of the net area utilized. Critical areas and buffers, stormwater facilities, and interior parking lot, sidewalk, or street landscaping may not be counted towards the required open space. However, the integration of critical areas and buffers and stormwater facilities with the open space areas is encouraged to provide an enhanced site design and cultivate a relationship to the site's environmental amenities.

(b) Publicly accessible open space can include a single open space or, for larger developments, a variety of open spaces. Examples could include plaza, courtyard, parkway, or other types of appropriate spaces. Specifically, applicants must successfully demonstrate how the proposed publicly accessible open space meets all of the following criteria:

(i) Centralized and Accessible. All applicable open spaces shall be physically and visually accessible from the adjacent street or major internal pedestrian route. Open spaces shall be in centralized locations that nearby residents, workers, and/or shoppers can use – rather than simply left-over or undevelopable space in locations where very little pedestrian traffic is anticipated.

(ii) Inviting. Inviting open spaces feature amenities and activities that encourage pedestrians to use and explore the space. Such amenities include fountains, public art, children's play area, special landscaping element, and sitting areas.

(iii) Safety. Open space shall incorporate crime prevention through environmental design (CPTED) principles.

(c) Standards for Pedestrian-oriented Spaces. These are predominately hard surfaced, plaza or courtyard type spaces. To qualify as a pedestrian-oriented space, an area shall have:

- (i) Pedestrian access to the abutting structures from the street, pathways, private drive, or a nonvehicular courtyard.
- (ii) Be sited in areas with significant pedestrian traffic to provide interest and security, such as adjacent to a building entry.
- (iii) Paving shall be unit pavers or concrete with texture, pattern, and/or decorative features.
- (iv) Public sitting space for at least four persons per 150 square feet of open space not to exceed 20 seats. Seating may include moveable chairs, benches, low seating walls, or, if properly designed, a planter edge.
- (v) Landscaping components that add seasonal interest with flowers, shrub and bark color, or leaf color.
- (vi) Pedestrian-scaled lighting.
- (vii) The following features are encouraged in pedestrian-oriented space and may be required by the review authority for a space to meet the intent of the standards:
 - (A) Pedestrian amenities, including water features, drinking fountains, tables, bicycle racks, decorative waste receptacle, and artwork.
 - (B) A pedestrian-oriented building facade on all buildings facing the space.
 - (C) Transitional zones along building edges to allow for outdoor eating areas and a planted buffer.
- (viii) The following features are prohibited within pedestrian-oriented space:
 - (A) Asphalt or gravel pavement;
 - (B) Unscreened parking lots;
 - (C) Chain link fences;
 - (D) Adjacent “blank walls”;
 - (E) Unscreened dumpsters or service areas; and
 - (F) Outdoor storage or retail sales that do not contribute to the pedestrian environment.
- (d) Areas dedicated to open space pursuant to this section shall not be used to meet the park acreage requirements of Chapter 18.242 LCMC.

Chapter 18.170
URBAN PUBLIC DISTRICT (UP/OS)

Sections:

- 18.170.010 Establishment of district designation.
- 18.170.020 Permitted uses.
- 18.170.030 Conditional uses.
- 18.170.040 Development standards.

18.170.010 Establishment of district designation.

The urban public [and open space](#) (UP/OS) district shall apply to areas so designated at the time of the adoption of the ordinance codified in this chapter. This designation may be applied to additional areas pursuant to a zone change. [Parks, recreation, and open space uses shall be located as established in the adopted La Center Parks, Recreation, and Open Space \(PROS\) Plan and as amended.](#) [Ord. 2006-17 § 1, 2006.]

18.170.020 Permitted uses.

The [following are](#) permitted uses in the UP/OS district ~~include public parks, playgrounds, open spaces, natural resource preservation or enhancement, and similar uses~~ subject to the applicable provisions of this and other applicable La Center Municipal Code titles.

- [\(1\) Public parks, playgrounds, open spaces, trails natural resource preservation or enhancement, and similar uses.](#)
- [\(2\) Public and private schools;](#)
- [\(3\) Community centers;](#)
- [\(4\) Public service and utilities administrative buildings, facilities, and/or accessory uses;](#)
- [\(5\) Government buildings, structures, and/or accessory uses;](#)
- [\(6\) Transit facilities, including park-and-ride facilities; and](#)
- [\(7\) Concessionaires, including commercial recreational rentals, only when located within the La Center Downtown and Timmen Landing Subarea boundaries as adopted. Concessionaires shall be permitted as a limited use and subject to a Type I review procedure and LCMC 18.270.070.](#)

[Ord. 2006-17 § 1, 2006.]

18.170.030 Conditional uses.

The following are conditional uses in the UP/OS district, subject to the applicable provisions of this and other applicable La Center Municipal Code titles, [including Chapter 18.250, Conditional Uses](#):

- ~~[\(1\) Public schools;](#)~~
- ~~[\(2\) Community centers;](#)~~
- ~~[\(3\) Public and private utility uses, such as electrical substations and telecommunication and broadcasting facilities;](#)~~
- [\(2\) Stand-alone sports complexes and fields;](#)
- [\(3\) Waste-related facility; and](#)
- [\(4\) Other governmental buildings or structures.](#) [Ord. 2006-17 § 1, 2006.]

18.170.040 Development standards.

(1) All [Type II or greater applications, including](#) conditional use requests, shall participate in the pre-application process [pursuant to LCMC 18.30.020.](#)

(2) In general the dimensional and development standards of the base zone shall apply. At the time of pre-application conference the director shall determine which base zone standards shall be required or whether additional standards are necessary. [Ord. 2006-17 § 1, 2006.]

Chapter 18.185 COTTAGE HOUSING

Sections:

18.185.010	Purpose.
18.185.020	Applicability.
18.185.030	Definitions.
18.185.040	Cottage housing development size and density.
18.185.050	Existing nonconforming structures and accessory dwelling units.
18.185.060	Cottage floor area.
18.185.070	Cottage housing design requirements.
18.185.080	Exterior trim and roof eaves.
18.185.090	Entry porches.
18.185.100	Common open space.
18.185.110	Private open space.
18.185.120	Fences.
18.185.130	Off-street parking.
18.185.140	Landscape buffering.
18.185.150	Exterior lighting and heating/cooling equipment noise.
18.185.160	Common area maintenance.
18.185.170	Tree conservation.
18.185.180	CC&Rs, ownership, and limitations of use.
18.185.190	Community buildings in cottage developments.
18.185.200	Review process and fees.

18.185.010 Purpose.

The purpose of this chapter is to:

- (1) Provide opportunities for development of *cottage* housing consistent with the land use goals (Chapter I) and housing goals (Chapter III) of the La Center comprehensive plan.
- (2) Permit a housing type that is responsive to changing household demographics (e.g., retirees, small families, single parent households, single person households).
- (3) Provide a functional and centrally located *common open space* for residents that fosters a sense of community and a sense of openness in *cottage housing developments* (CHDs).
- (4) Encourage creation of more usable open space for residents of the development through flexibility in density and lot standards.
- (5) Ensure the overall size, including bulk and mass, of *cottage* structures and CHDs remains smaller than standard-sized single-family dwellings, particularly considering the higher density of *cottage* units.
- (6) Provide private areas around individual dwellings to enable variety in landscape design and to foster a sense of ownership.
- (7) Minimize negative impact from vehicular use.
- (8) Ensure architectural styles are compatible with the surrounding community.
- (9) Ensure landscaping and vegetation screening to minimize visual impacts from manmade structures and vehicles.
- (10) Provide opportunities for more-affordable housing. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.020 Applicability.

- (1) CHDs may be located in the JP (TRx district), MDR-16, [HDR](#), ~~MX~~, and RP zones.

(2) The city may approve CHDs in low density residential (LDR) zones under limited circumstances. The more restrictive standards of subsection (2) of this section shall govern LDR CHDs:

- (a) The CHD must be incorporated into a long subdivision plat consisting of 10 or more lots plus the cottage units;
- (b) A CHD in an LDR zone shall achieve a density between four and 10 units per net acre;
- (c) A CHD site must abut a critical area subject to review under Chapter 18.300 LCMC;
- (d) The critical area and buffer, which shall be a minimum of 25 percent of the gross CHD site, shall be protected by means of a covenant that runs with the land protecting said areas to ensure no net loss of function and quality;
- (e) An LDR CHD must be connected to the LDR subdivision by dedicated public right-of-way;
- (f) An LDR CHD shall comply with all applicable standards of this chapter.

(3) If there are conflicts between this chapter and other requirements in this title, the regulations of this CHD chapter prevail. [Ord. 2021-04 § 13 (Exh. J), 2021; Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.030 Definitions.

Italicized terms in this chapter are defined in Chapter 18.40 LCMC. [Ord. 2020-01 § 2 (Exh. A), 2020.]

118.185.040 Cottage housing development size and density.

(1) CHDs shall contain a minimum of four and a maximum of 12 *cottages* located in a *cluster*, subject to lot and area standards listed below (Table 18.185.040), to encourage a sense of community among the residents. A CHD site shall contain no more than one CHD.

(2) CHDs shall be separated by a minimum of 750 linear feet between CHD property lines.

(3) In order to achieve compatibility with the character of the community, CHDs shall meet the design requirements regulated in LCMC 18.185.070, Cottage Housing Design Requirements.

Table 18.185.040

Site Requirement		Notes
Minimum setbacks for dwelling units from adjacent property lines along the perimeter of the CHD site	10 feet	
Minimum rear yard dwelling unit setback	10 feet	
Minimum side yard dwelling unit setback from adjacent structures ^{1, 2}	10 feet	Except standard architectural projections up to a maximum of 1.5 feet in depth and 6 feet in width, and eaves up to 1.5 feet; must meet current Fire District standards.
Minimum front or public street setback	10 feet	
Maximum lot coverage for dwelling units and dwelling units with attached garages	45 percent	
Minimum lot size (LDR-7.5)	3,750 sq. ft.	
Minimum lot size (other zones)	2,000 sq. ft.	
Minimum garage setback from alley/accessway	3 feet	Garages shall be accessed via alley or accessway

Site Requirement		Notes
Maximum impervious surface area of CHD	60 percent	
Minimum roof slope	6:12	
Maximum height for <i>cottages</i>	25 feet	All parts of the roof above 18 feet shall be pitched. The maximum height of any portion of the roof, except chimneys or cupolas, shall not exceed 25 feet anywhere on the site.
Maximum height for community buildings	30 feet	
Minimum parking spaces per <i>cottage</i>		See LCMC 18.185.130 and 18.280.040

1 Minimum setbacks apply to dwelling units, common buildings, and garages.

2 Zero lot line plats are permitted with 10-foot minimum separation between dwelling units, common buildings, and garages.

[Ord. 2022-10 § 7 (Exh. G), 2022; Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.050 Existing nonconforming structures and accessory dwelling units.

(1) On a CHD lot, an existing detached single-family residential structure, which may be nonconforming with respect to the standards of this chapter, may remain, but the extent of the nonconformity, including height, floor area, setbacks, lot coverage and similar dimensions, shall not be increased. Such nonconforming dwelling units shall be included in the maximum permitted *cottage* density.

(a) Nonconforming dwelling units may be modified to be consistent with this chapter. For example, roof pitches may be increased consistent with LCMC 18.185.040, but the building ground floor or total floor area shall not be increased greater than permitted by LCMC 18.185.060.

(2) New accessory dwelling units are not permitted in CHDs.

(3) All residential units in a CHD count towards the maximum permitted density. An existing attached or detached accessory dwelling unit that is accessory to an existing nonconforming single-family structure may be counted as a *cottage* unit if the property is developed subject to the provisions of this chapter. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.060 Cottage floor area.

(1) Structures in CHDs shall be designed to be single story or single story plus a second floor.

(a) The maximum ground floor area for an individual residential structure in a CHD shall not exceed 1,000 square feet. An attached garage shall not be included in the calculation of the residential ground floor area. Floor area does not include covered porches.

(b) The total floor area of each *cottage* shall not exceed one and one-half times the area of the ground floor. Total floor area includes the surrounding exterior walls but excludes any space where the floor-to-ceiling height is less than six feet.

(c) The minimum floor area shall not be less than 700 square feet. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.070 Cottage housing design requirements.

(1) The building designs and layout shall prevent the repetitive use of the same combination of building features, building layout, and site design elements within any CHD.

(a) Rooflines must include use of varied pitched roof styles, gables, or dormers. Roof breaks or step-downs are encouraged.

(b) No two adjacent structures shall be built with the same building size or orientation (reverse elevations do not count as a different building elevation), facade materials or colors.

(c) Different window design, entry treatments, and base treatments shall be used to help achieve variety.

(2) Variety and visual interest shall be provided by using a combination of building elements, features, and treatments in *cottages*, garages, and *private community buildings*. Structures must include building articulation, change in materials or textures, windows, or other architectural features. A minimum of at least one side articulation or roof break shall occur for side elevations facing public streets or *common open spaces* or walkways to the *common open spaces*. Blank walls are not permitted. To provide variety and visual interest, various building elements, features, and treatments shall be used in combination to create variety in building design. The street facing facades of cottages in a CHD will contribute to the neighborhood by including attractive design details and must provide a visual pedestrian connection with the surrounding neighborhood. Acceptable building elements, features and treatments to implement the above requirements include:

(a) Variation in building type and size.

(b) Variation in layout and orientation.

(c) Variation in building materials, mixture and texture.

(i) Vertical Changes. Changes in materials in a vertical wall shall occur at an internal corner or a logical transition such as aligning with a window edge or chimney.

(ii) Horizontal Changes. Transition in materials on a wall surface, such as shingle or lap siding, shall be required to have a material separation, such as a trim band board.

(iii) Acceptable Exterior Wall Material. Wood, cement fiberboard, stucco, standard sized brick and stone may be used. Simulated stone, wood, stone or brick may be used to detail homes.

(d) Building modulation with a depth measuring at least one foot.

(e) Varied roof heights and roof breaks or roof extensions.

(f) Window mullions.

(g) Use of varied siding, trim and base colors.

(h) Chimneys (if fireplaces or woodstoves are installed).

(i) A minimum of one of the following: belly bands, brackets/braces.

(3) No two windows on adjacent structures shall directly face each other.

(4) Other building elements and the combined use of the above items shall be approved by the planning authority. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.080 Exterior trim and roof eaves.

(1) CHD structures shall be provided with substantial exterior trim elements consistent with traditional *cottage* design and small home craftsmanship. Alternative exterior trim and eave designs shall demonstrate a coherent *cottage* housing design based upon traditional design principles including weather protection.

(a) Window and door trim with a minimum width of three and one-half inches shall be provided on all CHD structures.

(b) Eaves of at least one foot shall be provided on all *cottage* structures on all roof lines of each building. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.090 Entry porches.

(1) All residences in CHDs shall be provided with a covered main entry porch to create a private outdoor space protected from the weather and provide a transition from the interior private residential space to the private outdoor space.

(a) Porches shall be a minimum of 80 square feet and a minimum of eight feet deep on the front of the building and six feet deep on a side where the porch wraps around the building. The square footage of the porch may be reduced to 60 square feet (six by 10 feet deep) on units less than 800 total square feet.

(b) The floor of the covered main entry porch shall have minimum dimensions of not less than six feet in any direction (length or width).

(c) All porches shall be built with railings.

(d) Cottage units located adjacent to a public street shall provide a secondary covered entry feature (with a minimum dimension of six feet by six feet) facing the street or accessway. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.100 Common open space.

(1) *Common open space* must be adequately sized and must be centrally located with individual cottage entrances oriented towards the common open space.

(a) A CHD may have more than one contiguous area of common open space.

(b) A minimum of 500 square feet per cottage unit of common open space is required. Parking areas, yard setbacks, private open space, and driveways do not qualify as common open space.

(c) Common open space within a CHD shall be a minimum of 3,000 square feet in size, regardless of number of dwelling units or the number of common open spaces.

(d) At least 80 percent of the cottage units rounded up to the nearest whole number shall abut a common open space. Each cottage unit shall be located within 60 feet of the common area, measured from the nearest entrance of each cottage to the nearest point of the common open space via the shortest safe walking route.

(e) The common open space shall have cottages abutting at least two sides. Exception: A CHD whose common open space abuts a greenbelt or critical area and buffer protected by a restrictive covenant may locate cottages on one side of the common open space.

(f) Landscaping located in common open space areas shall be designed to allow for easy access and use of the space by all residents, including those requiring access by wheelchair or walker, and to facilitate maintenance needs. Landscaping critical areas and buffers is not appropriate.

(g) Common open space shall be improved for passive or active recreational use. Examples include but are not limited to courtyards, landscaped picnic areas, lawns, and gardens. Common open space shall include amenities such as seating and landscaping unless located within a critical area buffer. Common open space may include trails, gazebos, barbecue facilities, covered shelters, water features, and private community buildings.

(h) An improved bark chip trail within a critical area buffer may count as common open space; provided, that such improvements meet all other requirements of the city's critical area ordinance in Chapter 18.300 LCMC. The trail within the critical area buffer may count for no more than 50 percent of the common open space requirement.

(i) If surface water management facilities are located in a common open space area, then the area of the storm water facility shall not count toward meeting the common open space requirement.

(j) Surface water management facilities located in a common open space shall be landscaped in a manner suitable for and complementary to the surrounding area.

(k) Connection to existing or planned La Center or regional trails is encouraged. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.110 Private open space.

(1) Each residential unit in a CHD shall contain an area of *private open space*. The private open space shall separate the main entrance to the cottage from the common open space to create a sense of privacy and to create a small but pleasant private yard area.

(a) Each cottage unit lot shall contain a minimum of 300 square feet of usable private open space and may be separated from the common open space by a hedge, picket fence, or other similar visual separation not to exceed 36 inches in height.

(b) No dimension of the private open space shall be less than 10 feet. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.120 Fences.

(1) In order that the CHD maintains an open, pedestrian-oriented environment, fences are subject to restrictions:

(a) Fences shall not be located within required common open space areas.

(b) Chain link fences shall not be permitted.

(c) Fences adjacent to the common open space are limited to 36 inches in height. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.130 Off-street parking.

(1) Parking areas shall be located so their visual presence, noise, or other related impacts are minimized to the extent feasible. These areas should also maintain the single-family character along public streets.

(a) Parking shall be located on the CHD property.

(b) Garages are required. One covered garage space is required per dwelling unit.

(i) Shared detached, enclosed garage structures are permitted and shall not exceed four single-vehicle garage doors per building, and a total of 1,200 square feet.

(ii) Shared detached, enclosed garage structures shall be separated by a minimum of 28 feet.

(iii) Garage structures attached to cottages are permitted and shall not exceed 300 square feet.

(iv) The design of the structure and roof lines of all garages shall be similar to and compatible with that of the dwelling units within the development.

(c) Carports are not permitted.

(d) Detached individual (single vehicle) garages are not permitted.

(e) Parking areas shall be attractively landscaped to screen parking from adjacent properties and street rights-of-way.

(f) Surface parking areas shall not be located in groups of more than four spaces. Parking areas must be separated by at least 20 feet. Landscape planters shall separate parking areas and are subject to LCMC 18.245.060(2)(b), L2 – Low Screen.

(g) Raised curbs and sidewalks are required in off-street parking areas throughout a CHD.

(h) Parking shall be provided for each cottage unit in the quantities as required by Chapter 18.280 LCMC. Applicants for cottage housing developments are required to submit covenants with their development plans

providing for guest parking and prohibiting its use by residents. The covenant shall be recorded with Clark County and run with the land.

(i) On-street parking cannot be used to meet the off-street parking requirements of this section. [Ord. 2022-10 § 7 (Exh. G), 2022; Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.140 Landscape buffering.

(1) Perimeter areas of CHDs shall be landscaped with the intent to provide a visual buffer between the CHD and abutting developments.

(2) Pursuant to LCMC 18.245.060, Landscaping, perimeter landscaping shall meet the L2 (low screen) standard. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.150 Exterior lighting and heating/cooling equipment noise.

(1) Outdoor lighting in CHDs shall comply with the requirements of Chapter 18.282 LCMC.

(2) Heating and cooling equipment for CHDs shall be designed to minimize noise impacts within the development and to adjacent properties. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.160 Common area maintenance.

A CHD shall create a homeowners association (HOA) whose functions include the continued care and maintenance of CHD common areas. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.170 Tree conservation.

(1) CHDs shall be designed to incorporate existing trees to the extent possible. New trees shall be located to create amenities in the common open space, private open space, provide shade where appropriate, to create separation between buildings when desired, and to screen and soften the perimeter of parking areas and street facing sides of CHDs.

(2) Preservation of existing trees, and/or new trees, shall be provided consistent with Chapter 18.350 LCMC, Tree Protection. Native trees, larger than six inches diameter at breast height (DBH), and other native vegetation shall be preserved to the extent possible and the overall site design shall take advantage of the location of existing trees as well as natural openings or clearings on forested sites. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.180 CC&Rs, ownership, and limitations of use.

(1) Prior to land use approval, every CHD shall provide the city with a copy of the covenants, conditions and restrictions (CC&Rs) for the CHD.

(2) Common open spaces shall be owned and maintained by the homeowners association.

(3) Home occupations in CHD residential units are subject to the requirements of LCMC 18.270.010, Home occupations. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.190 Community buildings in cottage developments.

(1) Community buildings are encouraged in CHDs.

(2) A community building, for purposes of this section, shall:

- (a) Not be used as a permanent dwelling or for temporary lodging;
- (b) Not be taller than 25 feet above the lowest grade of the common building or one story, whichever is less;
- (c) Comply with the applicable architectural and landscaping design standards of this chapter;
- (d) Provide for wheelchair and walker accessibility, to include:

- (i) Minimum of one 36-inch exterior access with either “zero-step” or ramp entrance;
- (ii) Thirty-six-inch bathroom doorways and hallways;
- (iii) Bathroom wheelchair maneuverability;
- (iv) ADA-height toilets;
- (e) Be owned by the HOA; and
- (f) Be located on the same CHD site. [Ord. 2020-01 § 2 (Exh. A), 2020.]

18.185.200 Review process and fees.

(1) The city will process applications for CHDs through a Type III review pursuant to LCMC 18.30.100, Type III procedure, including but not limited to Chapter 18.210 LCMC, Subdivision Provisions, and Chapter 18.215 LCMC, Site Plan Review.

(2) For the purpose of assessing impact fees pursuant to Chapter 3.35 LCMC, the city shall classify CHD units as medium density development. [Ord. 2020-01 § 2 (Exh. A), 2020.]

Chapter 18.242
PARKS AND OPEN SPACES

Sections:

- 18.242.010 Purpose.
- 18.242.020 Applicability.
- 18.242.030 Park size and design standards.
- 18.242.040 Facility plan.
- 18.242.050 Facility maintenance and liability.
- 18.242.060 Impact fee credits.

18.242.010 Purpose.

(1) The purpose of this chapter is to ensure implementation of the La Center Parks, Recreation, and Open Space (PROS) Plan in new residential development by requiring developers to dedicate, develop, and maintain family parks, trails, and open space based on the size of their development. These parks benefit all residents by providing opportunities for both active and passive outdoor activities; providing a variety of activities; ensuring outdoor activities are available to all elements of the community; and enhancing the sense of community.

(2) The PROS Plan, as amended, is incorporated by reference.

18.242.020 Applicability.

(1) Any residential development meeting any of the following criteria shall provide parks consistent with the standards of this chapter:

- (a) Any development in an LDR-7.5 zoning district that includes 40 or more dwelling units; or
- (b) Any development in an MDR-16, HDR, and JP zoning district that includes 35 or more dwelling units.

(2) Any phased development of adjoining parcels of land under the same ownership at time of final plat approval shall provide parks consistent with subsection (1) of this section based on the total number dwelling units on all adjoining parcels of land.

18.242.030 Park size and design standards.

(1) If a development proposal meets the applicability criteria of LCMC 18.242.020, the new development shall provide parks and trails in the following manner:

(a) Size. The size and location of park shall be established in such a manner as to ensure compliance with and implementation of the PROS Plan. The size criteria of this subsection shall be applied proportionally to the total dwelling units in excess of the dwelling unit (du) threshold (40 du for LDR-7.5 districts or 35 du for MDR-16, JP districts, and 45 du for HDR districts) The minimum park size requirements are:

(i) Each residential development in an LDR-7.5 zoning district shall provide one or more family parks at a ratio of one-quarter acre per 40 dwelling units (0.25 ac/40 du).

(ii) Each residential development in an MDR-16 or JP zoning district shall provide one or more family parks at a ratio of one-quarter acre per 35 dwelling units (0.25 ac/35 du).

(iii) Each residential development in an HDR zoning district shall provide one or more family parks at a ratio of one-quarter acre per 45 dwelling units (0.25 ac/45 du).

(b) Design. Parks provided pursuant to this section shall meet the following minimum standards:

(i) Park design and layout shall meet current La Center PROS Plan standard requirements and Americans with Disabilities Act (ADA) regulations.

(ii) Parks shall be designed by a landscape architect licensed in the State of Washington.

(iii) It is highly desirable that parks required pursuant to this chapter be one contiguous space to minimize maintenance work load. However, a required park need not be a single contiguous area if the applicant demonstrates the following:

(A) A noncontiguous park arrangement meets requirements of this section and the goals of the PROS Plan; and

(B) A noncontiguous park arrangement better meets the needs of the residents; or

(C) The development topography does not make it feasible to provide a contiguous space for the required park.

(iv) The minimum contiguous parks size shall be 0.25 acres.

(v) Parks provided under these provisions shall not be located on streets of a minor collector or higher classification as defined in the La Center Comprehensive Plan and Transportation System Plan. Relief from this standard must be demonstrated by the proponent that locating a park on a minor collector or higher classification is not feasible and that the lesser street standard will still operate at an acceptable level of service.

(vi) All parks shall be fronted by a public road for at least 40 percent of their perimeter. If it is not feasible or practical to meet this standard because of location and/or physical site constraints, a pedestrian pathway or other design element approved by the review authority to assure free and open public accessibility shall be established through a dedication or perpetual easement with a minimum width of 20 feet.

(vii) All parks shall have at least 75 percent of their area improved with usable active play areas and open space.

(viii) The provided park facilities and amenities should consider the range of ages of the target residents for the development. While the choice of park facilities and amenities is determined by the developer, each family park shall, at a minimum, contain the following amenities. The review authority may amend this requirement if the proposed facilities and amenities meet the intent of this

(A) Paved pedestrian circulation path or sidewalk;

(B) Two sitting benches, a minimum of 4 feet long each, for each 0.25 acre of park area or part thereof;

(C) One trash receptacle for each 0.25 acre of park area or part thereof;

(D) Bike rack(s) to accommodate a minimum of six bicycles for each 0.25 acre of park area or part thereof;

(E) One play structure intended primarily for use by children ages 2 to 12;

(F) One picnic table for each 0.25 acre of park area or part thereof.

(ix) The undeveloped play space shall be covered with live vegetation, which shall be irrigated by a permanent, below-ground, automatic irrigation system, except if encroaching within the dripline of a preserved priority Oregon white oak.

(x) A low fence or impassible vegetative buffer shall be used for the screening of park borders where they abut a residential area. This screening should be a minimum of 3.5 feet in height and shall not exceed 6 feet in height. Neither the fence nor hedge shall be fully sight-obscuring.

(xi) Policing of the parks is a critical concern for the City; therefore, each park shall meet the following safety requirements:

(A) The parks shall be designed to facilitate community policing through crime prevention through environmental design (CPTED) guidelines.

(B) A minimum of one side of the park shall abut a public road, unless otherwise approved by the review authority.

(C) Street lighting or park lighting as necessary shall be used to illuminate the park for citizen and police patrols to see into the park at night from a public street.

(xii) Trail linkages shall be provided to the existing or planned city and regional trail systems consistent with the provisions of the PROS Plan. The total area allocated to new trails shall not be used to meet the parks area requirement of subsection (1)(a) of this section.

(xiii) Passive open spaces, such as wetlands, stream corridors, or other unbuildable lands, shall be combined with active open spaces, either contiguously or via pedestrian facilities, to create interconnectivity between neighborhoods and/or other park and pedestrian facilities. Where possible and feasible, these areas shall be improved with an integrated network of trails within the buffer areas. Where feasible, these trails will be connected to existing or planned La Center and regional trail systems consistent with the provisions of the PROS Plan. Such unbuildable areas shall either be dedicated to the city or encumbered with public easements for pedestrian facilities. Easements shall be composed of a 20-foot-wide construction easement, which, upon completion, will expire in lieu of trail construction and a 12-foot-wide perpetual pedestrian easement.

(xiv) Developers are encouraged to incorporate into the open spaces other required facilities, such as stormwater treatment and detention ponds, to provide more open space. However, such areas shall not be used to meet the park area requirements of subsection (1)(a) of this section.

(xv) Other design features in addition to or in lieu of the standards included in this section may be acceptable if determined by the review authority to meet the intent of this section and the parks plan.

(2) Parks required pursuant to this chapter shall be completed prior to the issuance of the occupancy permit of the twenty-fifth dwelling unit within an approved development.

(3) All park improvements required pursuant to this chapter shall be either dedicated to the city or have public access easements established prior to or concurrent with final development approval.

18.242.040 Facility plan.

(1) A complete preliminary land use application shall include a preliminary park site plan and landscape plan. The preliminary site plan shall depict the location and number of play structures, bike parking structures, surface materials, how ADA requirements are being met, furnishings, and pedestrian circulation routes. The preliminary landscape plan shall depict the location of plant materials, species, and size at time of planting. The applicant shall demonstrate how proposed parks and trails comply with the PROS Plan.

(2) The final site plan and final landscape plan shall provide all information contained in the preliminary plans with additional construction information, including, but not limited to, irrigation plan, construction details, grading, CC&Rs, utility services, and parking. The land use application for final approval shall provide a mechanism for adequate funding and the continual care and maintenance of the parks and trails as approved by the review authority. The City shall not approve the final plat or final master plan of a land use application in which parks and trails is required unless the police chief and public works director have reviewed and approved the final plans and specifications for the park.

18.242.050 Facility maintenance and liability.

(1) Applicant Maintenance. The applicant retains maintenance and liability responsibilities for the parks and trails developed pursuant to this chapter unless these responsibilities are accepted by the City. Where the applicant retains maintenance and liability responsibilities, the facilities must be maintained at a level at least equal to comparable facilities maintained by the City. The applicant shall ensure that the developer or homeowners' association owning

the facility grants the City the right of third-party enforcement or other similar mechanism to assure perpetual care and maintenance of the facility.

(2) City Maintenance. The City reserves the right to, but is not obligated to, assume maintenance and liability of park and trail facilities developed pursuant to this chapter.

(a) The City may accept maintenance and liability for park and trail facilities if the public works director finds all of the following:

(i) The applicant requests that the City assume the responsibilities.

(ii) The facility lies within land dedicated or granted to the City.

(iii) The facility has been constructed to City standards.

(iv) The facility meets a need identified in the PROS Plan.

(v) The City has adequate resources for maintenance of the facility.

(b) The City shall accept maintenance and liability for a park and trail facility through approval by the City Council.

(c) If the City accepts maintenance and liability for the park and trail facilities the applicant shall provide maintenance of provided parks and trails for a period of two years after the dedication of the park or trails to the City. The applicant shall submit a park landscape maintenance agreement and a two-year park maintenance bond, in a form acceptable by the Planning Official.

18.242.060 Impact fee credits.

Park and trail improvements and dedications made pursuant to this chapter may be eligible for park impact fee credits pursuant to the provisions of the Chapter 3.35 LCMC and with City approval.

Chapter 18.245
SUPPLEMENTARY DEVELOPMENT STANDARDS

Sections:

18.245.010	Generally.
18.245.020	Height of fences and hedges.
18.245.030	Solid waste.
18.245.040	Lighting.
18.245.050	Noise.
18.245.060	Landscaping.

18.245.010 Generally.

The standards in this chapter apply to development generally within the city of La Center. They can be used in any review process where applicable to evaluate or condition approval of an application. [Ord. 2006-17 § 1, 2006.]

18.245.020 Height of fences and hedges.

(1) Heights. Fences not more than six feet in height may be maintained along the side yard, street-side yard, or rear lot lines; provided, that such fence does not extend into the front yard area. The front yard area is the distance between the front property line and the nearest point of the building specified in the zoning districts under this title. Fences shall not exceed four feet (48 inches) in height in the front yard. Height shall be measured from grade level on which the fence is installed to the highest point on the fence structure.

(2) Sight Distance. Fencing shall not conflict with the sight distance requirements of the La Center Engineering Standards for Construction.

(3) Security Fencing. Security fencing may be permitted within commercial or industrial land uses, provided the fencing consists of not more than four strands of barbed wire located on the top of a six-foot high fence.

(4) Temporary Fences. Vacant property and property under construction may be fenced with a maximum six-foot high, non-sight-obscuring fence.

(5) Prohibited Materials. Fiberglass or plastic sheeting, barbed wire, razor ribbon or other similar temporary material shall not be permitted as a fencing material.

(6) Modifications. Modifications to the standards in this chapter shall be made pursuant to LCMC 18.30.080. To modify the requirements of the chapter, the planning director shall find, by substantial evidence, that public safety will be substantially impaired unless this height restriction is exceeded or relaxed. [Ord. 2008-05 § 1, 2008; Ord. 2006-17 § 1, 2006.]

18.245.030 Solid waste.

If refuse containers are used by more than one unit for temporary storage of solid wastes, the container(s) shall be screened from view from off-site by a sight-obscuring fence and/or evergreen landscaping and the area kept clean of all litter. [Ord. 2006-17 § 1, 2006.]

18.245.040 Lighting.

(1) Lighting, including permitted illuminated signs, shall be designed and arranged so as not to do the following:

- (a) Reflect or cast glare into any residential zone;
- (b) Rotate, glitter, or flash; or
- (c) Conflict with the readability of traffic signs and control signals.

(2) Lighting on any site shall not cause more than one foot-candle measured at any property line. [Ord. 2006-17 § 1, 2006.]

18.245.050 Noise.

All development shall comply with the noise standards in Chapter 173-60 WAC. [Ord. 2006-17 § 1, 2006.]

18.245.060 Landscaping.

(1) The following standards apply to landscaping and screening on private property required pursuant to Table 18.245.060. Landscaping and screening within public rights-of-way shall comply with the applicable provisions in Chapter 12.10 LCMC.

	Zoning of the abutting site							
	LDR		MDR-16, HDR¹		C-1, C-3 , DMX		JP, UP/ OS	
Zoning of the site	Separated by a street	Not separated by a street	Separated by a street	Not separated by a street	Separated by a street	Not separated by a street	Separated by a street	Not separated by a street
LDR	None	None	L2 5 feet	L3 5 feet	L3 10 feet	L4 10 feet	L4 10 feet	L5 20 feet
MDR-16, HDR¹	L1 5 feet	L1 5 feet	L1 5 feet	L1 5 feet	L2 5 feet	L3 5 feet	L3 10 feet	L4 10 feet
C-1, C-3, DMX	L1 5 feet	L2 5 feet	L1 5 feet	L2 5 feet	None	None	None	None
JP, UP/OS	L2 5 feet	L3 5 feet	L2 5 feet	L3 5 feet	L2 5 feet	L3 5 feet	L1 5 feet	L1 5 feet

¹[Non-residential uses within the Downtown Gateway Overlay or the Timmen Landing Neighborhood Commercial overlay shall be subject to the landscaping requirements of the C-1 zone.](#)

(2) Regardless of the zoning of the abutting property, if an industrial or commercial use is proposed abutting or across a street from an existing single-family or multifamily dwelling, the industrial or commercial use shall landscape and buffer the property line abutting that dwelling as though the abutting property was zoned UR.

(a) L1 – General Landscaping.

(i) The L1 standard is for open areas. It is intended to be used where distance is the principal means of separating uses or development, and landscaping enhances the area between them. The L1 standard consists principally of groundcover plants; trees and high and low shrubs also are required.

(ii) There are two ways to provide trees and shrubs to comply with an L1 standard. Shrubs and trees may be grouped. Groundcover plants, grass lawn or approved flowers must fully cover the landscaped area not in shrubs and trees.

(A) Where the area to be landscaped is less than 10 feet deep, one tree shall be provided per 30 linear feet of landscaped area.

(B) Where the area is 10 feet deep or greater, one tree shall be provided per 800 square feet and either two high shrubs or three low shrubs shall be provided per 400 square feet of landscaped area.

(b) L2 – Low Screen.

(i) The L2 standard uses a combination of distance and low-level screening to separate uses or development. The standard is applied where a low level of screening sufficiently reduces the impact of a use or development, or where visibility between areas is more important than a greater visual screen.

(ii) The L2 standard requires enough low shrubs to form a continuous screen three feet high and 95 percent opaque year-round. In addition, one tree is required per 30 lineal feet of landscaped area or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area. A three-foot-high masonry wall or fence at an F2 standard or a berm may be substituted for shrubs, but the trees and groundcover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area.

(c) L3 – High Screen.

(i) The L3 standard provides physical and visual separation between uses or development principally using screening. It is used where such separation is warranted by a proposed development, notwithstanding loss of direct views.

(ii) The L3 standard requires enough high shrubs to form a screen six feet high and 95 percent opaque year-round. In addition, one tree is required per 30 lineal feet of landscaped area or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area. A six-foot-high wall or fence that complies with an F1 or F2 standard with or without a berm may be substituted for shrubs, but the trees and groundcover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area.

(d) L4 – High Wall.

(i) The L4 standard is used where extensive screening of visual and noise impacts is needed to protect abutting sensitive uses and/or there is little space for separation between uses.

(ii) The L4 standard requires a six-foot-high wall that complies with the F2 standard. When adjacent to another property, the wall shall abut the property line. When adjacent to a street or road right-of-way, the wall shall be on the interior side of the landscaped area. One tree is required per 30 lineal feet of wall or as appropriate to provide a tree canopy over the landscaped area. In addition, four high shrubs are required per 30 lineal feet of wall. Groundcover plants must fully cover the remainder of the landscaped area.

(e) L5 – High Berm.

(i) The L5 standard can be used instead of the L4 standard where extensive screening is warranted and more space is available for separation between uses.

(ii) The L5 standard requires a berm four to six feet high. If the berm is less than six feet high, low shrubs that comply with the L2 standard must be planted on top of the berm so that the overall screen height is six feet. In addition, one tree is required per 30 lineal feet of berm or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area.

(f) F1 – Partially Sight-Obscuring Fence.

(i) The F1 fence standard provides partial visual separation. The standard is applied where a proposed use or development has little impact, or where visibility between areas is more important than a total visual screen.

(ii) Required Materials. A fence or wall that complies with the F1 standard shall be six feet high and at least 50 percent sight-obscuring. Fences may be made of wood, metal, bricks, masonry or other permanent materials.

(g) F2 – Fully Sight-Obscuring Fence.

(i) The F2 fence standard provides visual separation where complete screening is needed to protect abutting uses, and landscaping alone cannot provide that separation.

(ii) A fence or wall that complies with the F2 standard shall be six feet high and 100 percent sight-obscuring. Fences may be made of wood, metal, bricks, masonry or other permanent materials.

(3) Existing vegetation may fulfill landscaping and screening requirements of this chapter if that existing landscaping provides at least an equivalent level of screening as the standard required for the development in question.

(4) As a condition of approval of a conditional use or planned unit development, the city may require an applicant to provide landscaping and screening that differs from the standards in this section where necessary to comply with the other applicable approval standards for the use or development.

(5) Landscaped areas required for stormwater management purposes may be used to satisfy the landscaping area requirements of this chapter, even though those areas may be inundated by surface water.

(6) Required landscaping and screening shall be located on the perimeter of a lot or parcel. Required landscaping and screening shall not be located on a public right-of-way or private street easement, unless authorized under Chapter 12.10 LCMC.

(7) Outdoor activity areas shall be screened from property used or zoned for residential purposes or a public road right-of-way to at least an F2 or L3 standard if within 100 feet of the property or right-of-way and to at least an F1 standard if equal to or more than 100 feet from the property or right-of-way. Outdoor activity areas include storage of solid waste and recyclables from the site and, where permitted, storage of goods, materials or equipment.

(8) Rooftop and ground-level exterior equipment shall be screened from adjoining property used or zoned for residential purposes or from an adjoining public road right-of-way to at least an F2 or L3 standard if visible at grade from the property or right-of-way.

(9) Parking and loading areas shall be landscaped as follows:

(a) A minimum five-foot-wide landscaped screen to at least an L2 standard or a minimum 10-foot-wide landscaped screen to at least an L1 standard shall be provided where vehicle parking or loading adjoins a public road right-of-way, or a property that is not part of the subject development that is located within the same zone.

(b) Where a vehicle parking or loading area adjoins another property or development with different zoning, the area shall be landscaped and screened as provided in Table 18.245.060, adjoining the other property.

(c) Parking areas that contain at least 12 spaces shall contain a minimum of one landscape island per 12 parking spaces. Landscape islands shall be equally distributed throughout the parking area and shall be located on each side of the drive aisles and at the ends of rows of parking. A landscape island shall contain at least 100 square feet, shall be at least five feet wide, and shall prevent vehicles from damaging trees, such as by using a wheel stop or curb. Adjoining rows of parking shall contain landscape islands on each side of the row of parking that are 100 square feet each and together total 200 square feet.

(d) At least one tree shall be planted in each landscape island. Trees in landscape islands shall reach a mature height of 30 feet or more, cast moderate to dense shade in the summer, live at least 60 years, require little maintenance (such as by being insect-, disease- and drought-resistant and not producing fruit), and be suited for use in the proposed location (such as by being tolerant of pollution and direct and reflected heat). Within the junction plan zoning district trees shall be provided at the ratios specified in Chapter 18.158 LCMC.

(e) Shrubs and groundcover must be provided in required landscape islands. Shrubs shall be planted at a density of five per 100 square feet of landscaped area. Up to 50 percent of the shrubs may be deciduous. Groundcover must be selected and planted so as to provide 90 percent coverage within three years of planting.

(f) Bioinfiltration and raingardens with plantings recommended by a landscape architect may be substituted for the tree, shrub, and groundcover requirements of this section.

(10) The applicant shall install landscaping and screening required by this chapter consistent with the approved site plan or an approved modification thereto before the city issues an occupancy permit or final inspection for the development in question; provided, the city clerk/treasurer may defer installation of plant materials for up to six months after the city issues an occupancy permit or final inspection for the development in question if doing so increases the likely survival of plants.

(11) All required groundcover plants and shrubs must be of sufficient size and number to meet the required standards within three years of planting. Mulch (as a groundcover) must be confined to areas underneath plants and is not a substitute for living groundcover plants, lawn or approved flowers.

(12) Shrubs shall be supplied in a minimum of two-gallon containers or equivalent burlap balls, with a minimum spread of 18 inches to meet the L2 buffer requirement, and minimum of three-gallon containers or equivalent burlap balls with a minimum spread of 30 inches to meet the L3 buffer requirements. Reduction in the minimum size may be permitted if certified by a registered landscape architect that the reduction shall not diminish the intended effect or the likelihood the plants will survive.

(13) Groundcover plants shall be placed not more than 30 inches on center and 30 inches between rows. Rows of plants shall be staggered for a more effective covering. Groundcover shall be supplied in a minimum four-inch size container or a two-and-one-quarter-inch container or equivalent if planted 18 inches on center. Reduction in the minimum size may be permitted if certified by a registered landscape architect that the reduction shall not diminish the intended effect or the likelihood the plants will survive. A lawn or flowerbed of flowers approved by the review authority may be substituted for groundcover plants.

(14) Trees may be deciduous or evergreen unless otherwise provided. The required tree height shall be measured from the ground level at final planting to the top of the tree.

(a) Required trees for parking and loading areas shall be a minimum caliper of two inches and a minimum height of 10 feet at the time of planting.

(b) Required deciduous trees (other than street trees) shall be fully branched, have a minimum caliper of one and one-half inches and a minimum height of eight feet at the time of planting.

(c) Required evergreen trees (other than street trees) shall be fully branched and a minimum of six feet high at the time of planting.

(d) The review authority may reduce the minimum size of trees (other than street trees) if the applicant submits a written statement by a landscape architect registered in Washington or expert in the growing of the tree(s) in question certifying that the reduction in size at planting will not decrease the likelihood that the trees will survive.

(15) Landscape materials should be selected and sited to produce a hardy and drought-resistant landscape area. Selection should include consideration of soil type and depth, the amount of maintenance required, spacing, exposure to sun and wind, the slope and contours of the site, compatibility with existing native vegetation preserved on the site, water conservation where needed, and the impact of landscaping on visibility of the site for purposes of public safety and surveillance. Landscaping materials shall be selected in accordance with a list of plant materials adopted by reference as the Clark County plant list.

(16) The applicant shall show and comply with the following:

(a) Plant materials will be installed to current nursery industry standards.

(b) Plant materials shall be properly supported to ensure survival. Support devices such as guy wires or stakes shall not interfere with vehicular or pedestrian movement.

(c) Existing trees and plant materials to be retained shall be protected during construction, such as by use of chain link or other sturdy fence placed at the dripline of trees to be retained. Grading, topsoil storage, construction material storage, vehicles and equipment shall not be allowed within the dripline of trees to be retained.

(17) Maintenance of landscaped areas is the ongoing responsibility of the property owner. Required landscaping must be continuously maintained in a healthy manner. Plants that die must be replaced with in-kind materials unless otherwise authorized by the review authority. Vegetation shall be controlled by pruning, trimming or otherwise so that it will not interfere with the maintenance or repair of any public utility, restrict pedestrian or vehicular access, or obstruct sight distance at intersections as provided in Chapter 12.05 LCMC.

(18) Irrigation. The intent of this standard is to ensure that plants will survive the critical establishment period when they are most vulnerable due to lack of watering. All required landscaped areas must comply with one of the following:

- (a) A permanent built-in irrigation system with an automatic controller will serve the landscape area in question, and the system will be installed and operational before the county grants an occupancy permit or final inspection for the development in question; or
- (b) A temporary irrigation system will serve the landscape area in question; provided, to receive approval of this system, the applicant must submit a statement from a landscape architect registered in Washington or expert in the growing of the vegetation in question certifying that the proposed temporary irrigation system will provide sufficient water to ensure that the plant materials to be planted will survive installation and, once established, will survive without watering other than natural rainfall; or
- (c) A permanent or temporary irrigation system will not serve the landscape area in question; provided:
 - (i) The review authority finds the landscape area otherwise fulfills the requirements of this chapter; and
 - (ii) The applicant submits the following:
 - (A) A statement from a landscape architect registered in Washington or expert in the growing of the vegetation in question certifying that the materials to be planted will survive without watering other than natural rainfall; and
 - (B) A plan for monitoring the survival of required vegetation on the approved site plan for at least one year and for detection and replacement of required vegetation that does not survive with like-kind material or other material approved by the city clerk/treasurer; and
 - (C) A statement from the applicant agreeing to install an irrigation system if the city clerk/treasurer finds one is needed to ensure survival of required vegetation, based on the results of the monitoring plan. [Ord. 2022-10 § 8 (Exh. H), 2022; Ord. 2006-17 § 1, 2006.]

Chapter 18.270 LIMITED USES

Sections:

- 18.270.010 Home occupations.
- 18.270.020 Day cares.
- 18.270.030 Public utility uses.
- 18.270.040 Temporary sales offices/model homes.
- 18.270.050 Marijuana uses.
- 18.270.060 Temporary needs housing.
- [18.270.070 Concessionaires.](#)

18.270.010 Home occupations.

(1) Applicability.

(a) The planning director or designee shall review requests for home occupation uses as a Type I review, consistent with LCMC 18.30.080. Uses which do not generate impacts outside of the dwelling are exempt and are not required to obtain a home occupation permit as detailed further in the exemptions section of this code.

(2) Exemptions. Home occupations which do not create any of the following impacts or include the following changes are exempt from this code, but still are required to obtain a business license per Chapter 5.05 LCMC:

- (a) Any increase in traffic over a single-family residence;
- (b) Any changes to the structure of the house or yard, including signage, for the purpose of the business;
- (c) The use of the home to meet with clients, customers, and/or business-related associates;
- (d) The presence of any employees who do not reside in the dwelling; or
- (e) The generation of noise, light, or fumes outside of the dwelling.

(3) Limitations. In addition to the use limitations applicable in the zoning district in which located, all home occupations shall be subject to the following use limitations. If a home occupation permit is granted but the occupant fails to consistently comply with the following limitations, the home occupation permit may be revoked subject to a hearing before the hearings examiner.

- (a) Except as qualified in this subsection, a home occupation must be conducted wholly within a dwelling that is the bona fide residence of the principal practitioner or in an accessory building thereto which is normally associated with a residential use.
- (b) Except for articles produced on the premises, no stock in trade shall be displayed or sold on the premises.
- (c) No alteration to the exterior of the principal residential building shall be made which changes the character thereof as a dwelling.
- (d) No use shall create noise, dust, vibration, smell, smoke, glare, electrical interference, fire hazard, or any other hazard or nuisance to any greater or more frequent extent than that usually experienced in an average residential occupancy and a district in question under normal circumstances wherein no occupation exists.
- (e) No outdoor display of goods or outside storage of equipment or materials used in the home occupation shall be permitted.
- (f) No more than one person, other than a member of the immediate family occupying the dwelling, may be employed on the premises.
- (g) Only one sign shall be permitted consistent with Chapter 8.60 LCMC.

- (h) The use may not increase traffic flow by more than one p.m. peak hour trip.
- (i) Schools or special education uses shall not exceed a class size of four people at any given time.
- (4) Homeowner's or Neighborhood Association. The applicant is responsible for meeting any and all requirements and/or conditions set forth by any applicable homeowner's or neighborhood association.
- (5) Appeal. The applicant or applicant's representative may appeal the decision of the planning director, or designee, pursuant to LCMC 18.30.130.
- (6) Business License. A business license granted by the city shall also be required for persons conducting home occupations.
- (7) Expiration. A permit granted under this chapter shall expire if the home occupation for which it is granted does not operate as a business for a period of 12 consecutive months. [Ord. 2022-08 § 1 (Exh. A), 2022; Ord. 2007-09 § 7, 2007; Ord. 2006-17 § 1, 2006.]

18.270.020 Day cares.

Family day care providers and day care centers shall comply with the following:

- (1) Family day care providers, as defined in Chapter 18.40 LCMC, shall:
 - (a) Meet all applicable state licensing requirements prior to commencing operations;
 - (b) Obtain a city of La Center business license prior to operation;
 - (c) Provide a passenger loading area as certified by the Washington Department of Children, Youth, and Families;
 - (d) Comply with applicable setbacks, maximum building coverage, maximum impervious surface, and lot and building dimensions of the zoning district, except if conducted in a legal, nonconforming structure;
 - (e) Comply with all applicable building, fire, safety, and health codes;
 - (f) Provide parking to the same extent as the residential use to which the family day care provider is sited within and consistent with Chapter 18.280 LCMC;
 - (g) Provide proof to the city of having notified immediately adjoining property owners of the intent to locate and maintain such a facility prior to obtaining a state license. This notification shall be distributed by certified mail; and
 - (h) Operate within any time frame between the hours of 6:00 a.m. and 8:00 p.m.

The city cannot require compliance with any other standards for family day care providers other than those listed above.

- (2) Day care centers, as defined in Chapter 18.40 LCMC, are subject to the following:
 - (a) The facility shall be licensed according to Washington State law.
 - (b) Employee parking shall be provided consistent with Chapter 18.280 LCMC.
 - (c) One single-faced sign is permitted not to exceed four square feet in gross area, and shall be set back a minimum of 10 feet from all property lines. The style and materials used shall be in keeping with the character of the neighborhood.
 - (d) All new development associated with the day care use shall comply with applicable setbacks of the zoning district.

(e) The site shall provide sufficient access and maneuvering area for vehicles to enter the site, discharge or pick up passengers, and exit the site in a forward direction or else the applicant shall show that there is adequate street width or shoulder parking area to allow for the safe pickup and discharge of children considering traffic volume and speeds and related conditions on the adjoining street.

(f) A sight-obscuring fence not less than five feet nor more than eight feet in height or equivalent solid wall, landscaping or vegetation shall completely enclose any outdoor play areas for the day care use.

(g) Not more than two nonresident employees are permitted on the site at any one time.

(h) An outdoor play area shall be provided and maintained with a minimum area of 100 square feet per child, based on maximum total capacity at any one time. [Ord. 2023-05 § 11 (Exh. J), 2023; Ord. 2007-09 § 7, 2007.]

18.270.030 Public utility uses.

Public utility uses permitted subject to Type II review shall comply with the following:

- (1) The perimeter of the site shall be landscaped to at least an L3 standard;
- (2) The use shall be enclosed by sight-obscuring fence not less than five feet nor more than eight feet in height or equivalent solid wall, landscaping or vegetation;
- (3) Structures and development for the use shall comply with applicable setbacks and development standards of the zoning district. [Ord. 2007-09 § 7, 2007.]

18.270.040 Temporary sales offices/model homes.

Subject to Type I review, the city planner may approve, approve with conditions, or deny the use of any real property within the city as a temporary real property sales office or model home in any subdivision within this city, but for no other purpose; provided, that the applicant demonstrates compliance with the following criteria:

- (1) One such temporary use shall be located within the boundaries of a subdivision approved pursuant to Chapter 18.210 LCMC in which the real property is to be sold; and
- (2) The property shall not be permanently improved for the temporary use; and
- (3) The temporary use will not be materially detrimental to the public health, safety or welfare, nor injurious to property or improvements in the immediate vicinity; and
- (4) The structure proposed for the temporary use complies with the setback and vision clearance area requirements of this title, and with applicable provisions of the building and fire codes; and
- (5) Hours of operation of the temporary use are specified; and
- (6) The temporary use shall cease and the structure's occupancy shall convert to a permitted use within one year of the temporary use approval; and
- (7) Adequate utilities and parking are available to serve the temporary use, and if applicable, the temporary use does not occupy required off-street parking areas for adjacent or nearby uses. [Ord. 2007-09 § 7, 2007.]

18.270.050 Marijuana uses.

(1) Definitions.

(a) "Marijuana" means, as defined by RCW 69.50.101, all parts of the plant Cannabis, whether growing or not, with a THC concentration greater than 0.3 percent on a dry weight basis; the seeds thereof; the resin extracted from any part of the plant; and every compound, manufacture, salt, derivative, mixture or preparation of the plant, its seeds or resin. For the purposes of this section, "cannabis" or "marijuana" does not include the mature stalks of the plant, fiber produced from the stalks, oil or cake made from the seeds of the plant, any other

compound, manufacture, salt, derivative, mixture or preparation of the mature stalks, except the resin extracted therefrom, fiber, oil, or cake, or the sterilized seed of the plant which is incapable of germination.

(b) “Marijuana-infused products” means products that contain marijuana or marijuana extracts and are intended for human use. The term “marijuana-infused products” does not include usable marijuana.

(c) “Marijuana processing” means a facility licensed by the Washington State Liquor Control Board as a marijuana processor under the terms of WAC 314-55-077 to transform marijuana into usable marijuana and marijuana-infused products, package and label usable marijuana and marijuana-infused products for sale in retail outlets, and sell marijuana and marijuana-infused products at wholesale to marijuana retailers.

(d) “Marijuana production” means a facility licensed by the Washington State Liquor Control Board as a marijuana producer or processor under the terms of WAC 314-55-075 for the growing and sale at wholesale of marijuana to marijuana processors and other marijuana producers.

(e) “Marijuana retail” means a facility licensed by the Washington State Liquor Control Board as a marijuana retailer under the terms of WAC 314-55-079 for the sale to consumers of usable marijuana and marijuana-infused products.

(f) “Marijuana, usable” means dried marijuana flowers. The term “usable marijuana” does not include marijuana-infused products.

(g) “Medical cannabis collective garden” means gardens authorized under RCW 69.51A.085, which allows qualifying patients to assume responsibility for acquiring and supplying the resources required to produce and process cannabis for medical use.

(2) Marijuana production, marijuana processing and marijuana retail of recreational marijuana are prohibited uses in all zones in the city of La Center.

(3) Collective gardens for medical marijuana are a prohibited use in all zones in the city of La Center. [Ord. 2015-02 § 2 (Exh. A), 2015.]

18.270.060 Temporary needs housing.

(1) Purpose. The purpose of this section is to allow for a second dwelling on a parcel on a temporary basis for purposes of providing necessary medical or health care of someone with a medical or health condition residing on the same parcel. This section is not intended, nor should it be construed, to create a right to permanent housing, or a second dwelling on a parcel for any purpose other than a temporary health or medical need.

(2) Authorized.

(a) Subject to the conditions and upon the issuance of the permit provided for herein, one temporary needs unit may be established and maintained on a legal lot of record, a lot that was in compliance with applicable laws regarding zoning and platting at the time of its creation (See Chapter 18.225 LCMC), if the legal lot is already occupied by one principal lawfully created dwelling and the underlying land is zoned for residential use.

(b) The city may permit only one temporary needs dwelling on a legal lot, and only when the following requirements are met:

(i) The care recipient has limited mobility or is unable to perform one or more daily life-supporting activities (such as bathing, dressing, administering medications, etc.).

(ii) The care recipient’s need for care is documented by a signed statement of infirmity and need of care from a professional medical care provider licensed by a state.

(3) Conditions. Temporary dwellings authorized herein shall be subject to the following minimum conditions:

(a) The temporary needs unit shall be located in such a manner as to enable compliance with such zoning and subdivision regulations as would be applicable but for the authorization of this section; provided, a temporary needs unit may not be placed on any legal lot of record with a gross lot area of less than one acre.

(b) The temporary needs unit shall be constructed and maintained in a manner that will facilitate its removal at such time as the justifying need no longer exists.

(c) A temporary needs unit may be:

(i) A single-wide manufactured home, constructed after 1976, with maximum dimensions of 18 feet by 90 feet or 1,620 square feet;

(ii) A modular home, not to exceed 1,620 square feet; or

(iii) A recreational vehicle which has the following characteristics:

(A) A vehicular license plate current throughout the period of temporary needs period of use;

(B) Manufactured, installed and functioning: water system, shower, refrigerator, cooking system, 110v (30 or 50 amp circuit breaker) electrical system, heating unit, and a toilet; and

(C) Provided the temporary needs unit is not a Class B motorhome, truck camper, popup camper, or hybrid (tent) travel trailer.

(d) Upon cessation of the need justifying the temporary needs permit, within six months from the cessation of the need, either the owner of the underlying legal lot shall remove the temporary needs unit or shall comply with all applicable zoning and land division requirements.

(4) Permits.

(a) Applications for a single temporary needs unit permit shall be subject to a Type II review process pursuant to LCMC 18.30.090. Applications shall be accompanied by a placement permit processing fee (as charged by the city for manufactured or modular home), and shall include:

(i) A scaled site plan showing the size and boundaries of the legal lot of record; the location of all existing buildings; all yard setbacks, lot area coverage, regulated critical areas, and the proposed location of the temporary needs unit;

(ii) A description of the proposed temporary needs unit;

(iii) Documentation of approval of water supply, sewage disposal system, and electrical supply by the appropriate governmental agency;

(iv) Verification of the need shall include:

(A) A statement signed by the applicant describing the need; and

(B) A statement signed by a licensed professional medical care provider verifying the need for care and assistance.

(v) A declaration that runs with the land to be recorded by the Clark County auditor upon approval of the application setting forth the temporary nature of the need unit.

(b) A temporary needs permit shall be valid for two years and may be renewed by the issuing body for successive two-year periods upon written substantiation by the applicant to the continuing need justification. Upon the expiration of the two-year period, or at the end of each successive two-year period, if granted, the applicant shall notify the responsible official in writing that the temporary needs unit has been removed and,

further, said notice shall include a request for an inspection to determine that the temporary needs unit has, in fact, been removed in compliance with the permit.

(5) Revocation. In addition to any other remedies provided for by law, violation of permit conditions, standards of this chapter, or other applicable land use requirements, including the provisions of LCMC 18.20.070 (Enforcement) and Chapter 2.15 LCMC (Code Enforcement), shall constitute grounds for revocation of a temporary needs permit. Such revocation may be ordered following a public hearing by the hearing examiner, whose decision shall be final unless a timely appeal is filed in superior court. [Ord. 2019-09 § 2 (Exh. A), 2019.]

18.270.070 Concessionaires.

(1) Purpose. The purpose of this section is to allow for concessionaires, including commercial recreational rentals, only when located within the La Center Downtown Subarea boundaries as adopted. These allow the sales, rentals, and other services provided for commercial and commercial-recreational uses in close proximity to west downtown La Center and the East Fork Lewis River. In addition to the development standards of the base zoning, concessionaires are subject to a Type I review and shall be subject to additional standards pursuant to LCMC 18.270.070(2) and licensing requirements pursuant to LCMC 18.270.070(3).

(2) Required Standards. Under a Type II review, concessionaires are subject to the following additional development design standards for approval:

(a) Locational criteria. Concessionaires subject to these standards shall be located in the adopted Downtown subarea and within one-half mile of an established and approved access point of the East Fork Lewis River.

(b) Maximum floor area. A single concessionaire shall not exceed 450 square feet of floor area.

(c) Maximum height. A concessionaire shall not exceed 10 feet in height.

(d) Pedestrian access. Concessionaires shall have direct access to pedestrian circulation, including a sidewalk or walkway connecting the front or face of the concessionaire to a streetside sidewalk or off-street trail, walkway, or boardwalk. All pedestrian accesses shall be compliant with the Americans with Disabilities Act (ADA).

(e) Building standards. Concessionaires using shipping containers shall be allowed and be subject to the City's Buildings and Construction standards pursuant to LCMC Title 15. Other concessionaire building types, materials, and composition shall also be subject to LCMC Title 15.

(f) Signage. Concessionaires are allowed a single sign on the face of the building. This sign shall be subject to the sign regulations pursuant to LCMC Chapter 8.60.

(3) Licensing. A concessionaire permitted under LCMC Title 18 shall obtain a business license and other required licensing as applicable with the City of La Center prior to the issuance of an occupancy permit.

Chapter 18.280
OFF-STREET PARKING AND LOADING REQUIREMENTS

Sections:

18.280.010	Purpose.
18.280.020	Applicability.
18.280.030	General requirements.
18.280.040	Required amount of off-street parking.
18.280.050	Parking design standards.
18.280.060	Multifamily and townhouse parking lots and circulation.
18.280.070	Parking requirements of manufactured home subdivisions and communities.
18.280.080	Loading.

Prior legislation: Ords. 2006-17, 2011-07 and 2018-10.

18.280.010 Purpose.

It is the purpose of this chapter to require the provision of adequate parking areas within close proximity to each use so that convenient access is provided to businesses and residences. A further purpose of this chapter is to provide flexibility to businesses and property owners to vary from the minimum standards to fit the parking needs of individual uses, reduce the cost of providing parking that is infrequently used, and promote greater intensity of land use. [Ord. 2022-10 § 9 (Exh. I), 2022.]

18.280.020 Applicability.

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

- (a) For all new development;
- (b) Expansions of the square footage of an existing structure by 20 percent; provided, that parking requirements shall be determined based on the use expansion area only;
- (c) When construction valuation exceeds 80 percent of the existing site and building valuation;
- (d) Concurrent with construction of any parking lot, whether required or not; or
- (e) When there is a change in use, which increases the required number of parking spaces by more than 10 percent.

(2) Every use for which a building is erected, structurally altered, or there is a change in use that will require the receipt or distribution of materials or merchandise by truck or similar vehicle shall provide off-street loading spaces as required by LCMC 18.280.080. [Ord. 2022-10 § 9 (Exh. I), 2022.]

18.280.030 General requirements.

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

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

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

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

(4) Joint parking and/or loading facilities serving two or more uses, structures, or parcels of land may be approved to satisfy the requirements of both facilities, provided the owners or operators of the uses, structures, or parcels show that their operations and parking needs do not overlap in point of time. Joint parking facilities may have less off-street parking than the sum of the individual minimum requirements for each use. The review authority may reduce the total parking requirement to a number representative of the greatest demand likely to occur at any one time. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written document to establish the joint use. Joint parking facilities must meet the location requirements of LCMC 18.280.050.

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

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

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

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

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

(c) Motor homes, recreational vehicles, boats and utility trailers shall not be parked in residential driveways for more than two weeks per year. If parked on residential lots for more than two weeks per year, they are not to be parked between the front lot line and the primary facade of the dwelling. Car-top boats and canoes are exempt from this requirement. [Ord. 2022-10 § 9 (Exh. I), 2022.]

18.280.040 Required amount of off-street parking.

(1) Off-street parking shall be provided in compliance with Table 18.280.040 or as reduced subject to subsection (4) of this section. The calculation of the minimum parking space requirements shall be rounded up to the nearest whole number.

Table 18.280.040: Required Amount of Off-Street Parking

Land Use	Minimum Number of Parking Spaces Required ¹
Residential	
Single-Family Detached Homes and Manufactured Homes	2 spaces per dwelling unit
Multifamily, Attached Single-Family, and Manufactured Home Subdivisions and Communities	2 spaces per unit plus 1 space for every 5 units for guest parking
Cottage Housing	2 spaces per dwelling unit plus 1 guest space per unit
Senior Adult Housing – Attached	0.61 per dwelling unit
Congregate Care Facility	0.30 per dwelling unit
Assisted Living/In-Patient Rehabilitation Facility	0.40 per dwelling unit

Land Use	Minimum Number of Parking Spaces Required ¹
Continuous Care Retirement Community	1.09 per dwelling unit
Industrial	
General Light Industrial	0.65
Industrial Park	1.20
Warehouse	0.39
Lodging	
Hotel	1.18 per rooms
Motel	0.72 per room
Recreation	
Public Park	5 spaces per acre
Movie Theater	0.19 per seat
Golf Course	8.5 per hole
Athletic Club	3.05
Institutional	
Elementary and Middle School/Junior High School	0.13 per student plus 1 space for each employee
High School	0.30 per student plus 1 space for each employee
Private School (K-12)	0.35 per student, plus 1 space for each employee
School District Office	2.36
Church/Synagogue/Mosque	9.44
Day Care Center	2.45
Library	2.35
Medical	
Nursing Home	0.72
Medical/Dental Office Building or Clinic	3.89
Animal Hospital/Veterinary Clinic	3.33
Office	
General Office	2.56
Government Office Building	2.99
United States Post Office (Employees)	2.01 per employee

Land Use	Minimum Number of Parking Spaces Required ¹
Retail	
Small Retail (Less Than or Equal to 10,000 Square Feet) ²	1.95
Large Retail (Greater Than 10,000 Square Feet) ³	2.30
Building Materials and Lumber Store	0.57
Hardware/Paint Store	0.54
Shopping Center	2.91 per 1,000 square feet of gross leasable area
Supermarket	2.93
Convenience Market With or Without Fuel Service	1 per 350 square feet of gross floor area
Discount Price Club	1.00
Wholesale Market	2.41
Pharmacy	2.23
Furniture Store	0.48
Services	
Bank	3.72
Copy, Print, and Express Ship Store	3.01
Sit Down Restaurant/Drinking Establishments	10.52
Carry-Out Restaurant Without Seating (i.e., Bakery, Coffee Shop, Donut Shop, Pizza Pickup)	10.00
Fast-Food Restaurant With/Without Drive-Through Window	9.91
Quick Lubrication Vehicle Shop	1 space per employee plus 2 spaces for each service bay
Automobile Service Center/Mechanic	1 per 300 square feet of floor area plus 1 per service bay

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

² Small retail includes the following uses from the ITE Parking Generation Manual (5th Edition): variety store (December), freestanding discount store (December), automobile parts sale, discount club, apparel store, and food retail.

³ Large retail includes the following uses from the ITE Parking Generation Manual (5th Edition): freestanding discount superstore, sporting goods superstore, home improvement superstore, electronics superstore, and discount home furnishing superstore.

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

(3) For uses not listed in Table 18.280.040, the review authority shall determine the required number of parking spaces by selecting the use with the most similar parking demand requirements.

(4) Parking Reductions and Credits.

(a) General Requirements.

- (i) To promote greater flexibility in meeting the parking requirements of land uses, the city may reduce the parking requirements of individual uses under the provisions of this section.
- (ii) Parking reductions and credits in this section apply cumulatively and may count for up to 15 percent of a proposed use's off-street parking requirements.
- (iii) The provisions of this section apply to nonresidential uses only. Residential uses are not eligible to reduce the required amount of off-street parking.

(b) Downtown Special Credit Area. On-street parking or off-street public parking lots within ~~500~~³⁰⁰ feet of a proposed use within La Center's ~~downtown overlay district~~^{C-1 and DMX zoning districts and DGO district} may ~~fulfill~~^{reduce} up to 10 percent of the minimum off-street parking requirements specified in Table 18.280.040.

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

- (i) For each three bicycle parking spaces provided or for each bicycle locker provided, a proposed use may reduce its vehicular parking requirement by one stall.
- (ii) Bicycle parking provided for credit must be made of durable materials and shall be securely anchored to the ground or building structure or must be a lockable enclosure. [Ord. 2023-11 § 14 (Exh. I), 2023; Ord. 2022-10 § 9 (Exh. I), 2022.]

18.280.050 Parking design standards.

(1) Size of Parking Spaces.

- (a) Each standard off-street parking space shall have an area of not less than 180 square feet, exclusive of drives and aisles, and a width of not less than nine feet.
- (b) Compact parking spaces are permitted and may count for up to 20 percent of the required number of spaces. Compact stalls shall have a minimum area of not less than 120 square feet and a width of not less than eight feet wide and shall be clearly identified with a sign and/or painted marking as required by city standards. Where feasible, all compact parking spaces shall be located in one or more contiguous areas and/or adjacent to ingress/egress points within parking facilities. Location of compact car parking spaces shall not create traffic congestion or impede traffic flows.
- (c) Parking Dimensions for Residential Uses. Off-street parking spaces for residential uses in driveways serving single-family, duplex, or attached single-family uses must be at least 20 feet long.

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

Table 18.280.050: Parking Lot Aisle Width

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

Parking Space Angle	1-Way Aisle (feet)	2-Way Aisle (feet)
75 Degrees	20	24
90 Degrees	24	24

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

(4) Location.

(a) Off-street parking facilities for commercial and industrial uses shall be located on site to the extent feasible or no further than 5300 feet from the site, measured from the nearest point of the parking facility to the nearest point of the site that the facility is required to serve. Off-street parking required for single-family residential uses ~~and uses in the C-3 district~~ shall be provided on site. ~~not be provided off site.~~

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

(5) Materials, Design, and Lighting.

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

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

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

(7) Driveways to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, to provide maximum safety of traffic access and egress, and to provide maximum safety of pedestrians and vehicular traffic on the site. The number of driveways shall be limited to the minimum that will allow the property to accommodate and service the traffic to be anticipated. Driveways shall provide minimum sight distances required by the engineering standards. [Ord. 2022-10 § 9 (Exh. I), 2022.]

18.280.060 Multifamily and townhouse parking lots and circulation.

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

(2) Guest parking spaces are to be evenly dispersed throughout the development with no more than four spaces being located in any one specific area. The final location of these parking spaces shall be required to receive final approval from the review authority. [Ord. 2022-10 § 9 (Exh. I), 2022.]

18.280.070 Parking requirements of manufactured home subdivisions and communities.

(1) Off-street parking for manufactured homes shall be provided within a garage or carport.

(2) Visitor parking spaces shall be signed or designated as such. These spaces shall be within 100 feet of the lots to be served. Visitor parking may be provided on streets designed to accommodate parking and two standard lanes of traffic.

(3) All on-site parking shall be designed and constructed in compliance with the parking design standards in LCMC 18.280.050. [Ord. 2023-11 § 15 (Exh. I), 2023; Ord. 2022-10 § 9 (Exh. I), 2022.]

18.280.080 Loading.

(1) Commercial, industrial and public utility uses shall provide truck loading or unloading berths in accordance with Table 18.280.080(1):

Table 18.280.080(1)

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

(2) Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar uses shall provide off-street truck loading or unloading berths in accordance with Table 18.280.080(2):

Table 18.280.080(2)

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

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

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

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

(6) Loading docks shall be located on the side or rear of the building. [Ord. 2022-10 § 9 (Exh. I), 2022.]

Chapter 18.282 OUTDOOR LIGHTING

Sections:

18.282.010	Purpose.
18.282.020	Applicability.
18.282.030	General requirements.
18.282.040	Critical area lighting.
18.282.050	Nonresidential and multifamily residential lighting.
18.282.060	Residential lighting for new construction.
18.282.070	Luminaire shielding.
18.282.080	Submittal of plans and evidence of compliance.
18.282.090	Lighting allowed by special permit.

18.282.010 Purpose.

The purpose of this lighting code is to:

- (1) Provide standards for appropriate lighting practices and systems that will permit reasonable amounts of exterior lighting for safety, utility, security, productivity, enjoyment and commerce, while minimizing adverse impacts of lighting such as light trespass, glare, skyglow, and obtrusive light;
- (2) Help protect the natural environment and inhabitants from the adverse effects of artificial night lighting;
- (3) Make destinations appealing by highlighting streetscape elements and gathering places; and
- (4) Conserve energy and resources to the extent possible. [Ord. 2019-20 § 2 (Exh. A), 2019.]

18.282.020 Applicability.

- (1) New Development. All new nonresidential land uses and multifamily dwelling units with a common outdoor area that require a permit shall meet the requirements of this chapter.
- (2) Newly Constructed Residential Dwellings. All newly constructed single-family detached or attached dwelling units and multifamily dwelling units without a common outdoor area shall meet the requirements of this chapter prior to issuance of the certificate of occupancy.
- (3) Major Additions or Modifications. All additions or modifications to nonresidential buildings or multifamily dwelling units having a common outdoor area that increase the gross floor area or parking spaces by 25 percent or more, either with a single addition or with cumulative additions, shall comply with the requirements of this chapter for the entire property, including previously installed and any new outdoor lighting. Cumulative modification or replacement of outdoor lighting over a three-year period in a single phase or multiple phases constituting 25 percent or more of the permitted lumens for the parcel, no matter the actual amount of lighting already on a non-conforming site, shall constitute a major addition for purposes of this section.
- (4) Minor Additions. Additions or modifications to existing nonresidential buildings or multifamily dwelling units having a common outdoor area of less than 25 percent of gross floor area or parking spaces and that require a building permit shall require the submission of a complete inventory and site plan detailing all existing and any proposed new outdoor luminaires. Any new outdoor luminaires on the site shall meet the requirements of this chapter with regard to shielding and lamp type; the total initial lumens after the modifications are complete shall not exceed that on the site before the modification, or that permitted by this chapter, whichever is less.
- (5) Resumption of use after discontinuance. If a use with nonconforming lighting is discontinued for more than six months, all outdoor lighting shall be brought into compliance with this chapter before the use is resumed.
- (6) Exemptions. All outdoor lighting shall comply with this chapter except the following:

- (a) Any modification to single-family detached or attached dwelling units and multifamily dwelling units without a common outdoor area;
- (b) Lighting within public right-of-way or easement for the principal purpose of illuminating streets, roads or sidewalks is regulated by the La Center Engineering Standards. No exemption shall apply to any lighting within the public right-of-way or easement when the purpose of the luminaire is to illuminate areas outside the public right-of-way or easement;
- (c) Lighting solely for signs which are regulated by Chapter 8.60 LCMC, Sign Regulations;
- (d) Repairs to existing luminaires on a property not exceeding 25 percent of total installed luminaires;
- (e) Temporary lighting for theatrical, television, performance areas and construction sites lasting no longer than 10 calendar days within any 12 calendar month period, except as allowed by permit at the discretion of the review authority;
- (f) Temporary exterior lighting intended as holiday/seasonal decorations displayed between October 15th and the following January 15th; provided, that individual lamps do not exceed 70 lumens and neither cause light trespass nor interfere with the reasonable use and enjoyment of any other property;
- (g) Lighting that is only used under emergency conditions by emergency response personnel;
- (h) Underwater lighting in swimming pools;
- (i) Lighting required by federal, state, or county laws or regulations; or
- (j) Lighting specified or identified in a specific use permit as described in LCMC 18.282.090, Lighting allowed by special permit. [Ord. 2019-20 § 2 (Exh. A), 2019.]

18.282.030 General requirements.

(1) Lighting Control Requirements.

- (a) Controls shall be provided that automatically extinguish all outdoor lighting when sufficient daylight is available using a control device or system such as a photoelectric switch, astronomic time switch or equivalent functions from a programmable lighting controller, building automation system or lighting energy management system, all with battery or similar backup power or device.
- (b) The above lighting control requirements do not apply to the following:
 - (i) Single-family detached or attached dwelling units and multifamily dwelling units without a common area;
 - (ii) Lighting for steps, stairs, walkways, and building entrances required by the building code;
 - (iii) Lighting for tunnels, parking garages, garage entrances, and similar conditions;
 - (iv) When, in the opinion of the review authority, a specific public safety hazard exists that can only be mitigated through the use of outdoor light;
 - (v) Motion-activated lighting that automatically reduces illumination intensity by at least 50 percent, or extinguishes entirely, within 15 minutes of activation due to inactivity;
 - (vi) Lighting governed by a special use permit in which times of operation are specifically identified; or
 - (vii) Businesses that operate and are continuously staffed on a 24-hour basis.
- (c) One hour after a nonresidential use is closed for business or is not occupied, outdoor lighting lumens shall be reduced consistent with safety, security, and the usage needs of the illuminated space.

(2) Lighting Spectrum Requirement.

(a) All lighting shall use LED lamps whose correlated color temperature (CCT) does not exceed 3,000 Kelvin.

(b) The CCT of lighting may exceed 3,000 Kelvin in situations where the review authority determines that accurate color rendition is crucial to public safety, to law enforcement activities or commerce. In no case shall the CCT of such critical lighting exceed 5,000 Kelvin.

(3) Lighting Zones. Lighting limitations and standards are established for specifically defined lighting zones. The following are the three lighting zones established by this chapter:

(a) Lighting zone 0 (LZ-0) includes areas where the natural environment will be adversely affected by lighting. Impacts include disturbing the biological cycles of flora and fauna and/or detracting from human enjoyment and appreciation of the natural environment. Human activity is subordinate in importance to nature. The vision of human residents and users is adapted to the darkness, and they expect to see little or no lighting. When not needed, lighting should be extinguished. This lighting zone includes the La Center Bottoms, critical areas and critical area buffers.

(b) Lighting zone 1 (LZ-1) includes predominantly residential areas, including small neighborhood commercial areas. This lighting zone includes the city zoning districts of LDR 7.5, MDR-16, [HDR, DMX](#), RP, and JP (TRx).

(c) Lighting zone 2 (LZ-2) includes urban areas with primary land uses for commercial, business and industrial activity. This lighting zone includes the city zoning districts of C-1, ~~C-3~~, JP (TC, TG and TE), and UP/[OS](#). [Ord. 2019-20 § 2 (Exh. A), 2019.]

18.282.040 Critical area lighting.

Exterior lighting luminaires and accent luminaires regardless of the lighting zone in which they are installed shall not directly illuminate the La Center Bottoms, critical areas and critical area buffers, even if these areas are privately owned. [Ord. 2019-20 § 2 (Exh. A), 2019.]

18.282.050 Nonresidential and multifamily residential lighting.

All nonresidential uses including commercial, industrial, institutional and public uses, and multifamily residential uses with a common outdoor area shall comply with the lighting standards of this subsection.

(1) The total maximum allowed installed initial lumens of all outdoor lighting shall be specified by either the parking space method or the hardscape area method. Only one method shall be used per permit application. Any existing lighting shall be included in the calculation of total installed initial lumens. The total installed initial lumens is the sum of the initial lumens for all luminaires installed at a given site.

(a) Parking Space Method. The parking space method may be used for properties with up to 10 parking spaces, including handicap spaces. The total site initial lumens per parking space for each lighting zone are specified in Table 18.282-1.

Table 18.282-1. Parking Space Method

LZ-0	LZ-1	LZ-2
350 lumens per space	490 lumens per space	630 lumens per space

(b) Hardscape Area Method. The hardscape area method may be used for uses defined in this section. The hardscape area is the area measured in square feet of all site hardscape. The site allowance consists of a base allowance plus an additional allowance for specific situations. The base and additional allowances are specified in Table 18.282-2. The additional allowances provide increased illumination for specific situations and are added to the base allowance as appropriate. No more than two additional allowances may be applied to a site.

Table 18.282-2. Hardscape Area Method

	LZ-0	LZ-1	LZ-2
Base Allowance of lumens per square foot of hardscape	0.5	1	2
Additional Illumination Allowances			
Pedestrian-Oriented Streets as defined in this title. ¹ This additional allowance shall apply to each side of a street individually.	0	50.0 lumens per linear foot of pedestrian-oriented street	75.0 lumens per linear foot of pedestrian-oriented street
Pedestrian-Oriented Space as defined in this title. ¹	0	2 lumens per square foot of pedestrian-oriented space	3 lumens per square foot of pedestrian-oriented space
Vehicle Service Station. Allowance is lumens per installed fuel pump (for the purposes of this chapter a fuel pump is a single integrated structure that may have multiple dispensing hoses on one or two sides).	0	0	8,000 lumens per pump
Outdoor Sales Lots. This allowance is lumens per square foot of uncovered sales lots used exclusively for the display of vehicles or other merchandise for sale, and shall not include driveways, parking or other nonsales areas. To use this allowance, luminaires must be within two mounting heights of sales lot area.	0	0	8 lumens per square foot
Outdoor Sales Frontage. This allowance is for linear feet of sales frontage immediately adjacent to the principal viewing location(s) and unobstructed for its viewing length. A corner sales lot may include two adjacent sides; provided, that a different principal viewing location exists for each side. In order to use this allowance, luminaires must be located between the principal viewing location and the frontage outdoor sales area.	0	0	800 lumens per linear foot
Drive-Up Windows. In order to use this allowance, luminaires must be within 20 feet horizontal distance of the center of the window.	0	2,000 lumens per window	4,000 lumens per window

Note 1. The additional illumination allowance for pedestrian-oriented streets and spaces shall only be used for streets or spaces specifically designated as pedestrian-oriented by the review authority.

[Ord. 2019-20 § 2 (Exh. A), 2019.]

18.282.060 Residential lighting for new construction.

All newly constructed single-family detached or attached dwellings units and multiple family residences not having a common outdoor area shall not exceed the initial lumens specified in Table 18.282-3 at the time of the certificate of occupancy is issued.

Table 18.282-3. Residential Lighting

	LZ-0	LZ-1	LZ-2
Total maximum allowed lumens for each full cutoff shielded luminaire	630	1260	1260
Maximum allowed lumens for each accent luminaire	0	800	1,050
Maximum allowed lumens for each full cutoff shielded area lighting	0	0	1260

[Ord. 2019-20 § 2 (Exh. A), 2019.]

18.282.070 Luminaire shielding.

Luminaires shall meet the IES BUG ratings as specified in Table 18.282-4. Full cutoff shielded luminaires shall be used in canopies or for residential dwellings when BUG-rated luminaires are not available. Luminaires shall be installed to direct the light downward to prevent light trespass.

Table 18.282-4. Luminaire Shielding – BUG Rating

	LZ-0	LZ-1	LZ-2
Maximum allowed backlight rating for luminaires mounted greater than two mounting heights from adjacent property line	B1	B3	B4
Maximum allowed backlight rating for luminaires mounted greater than one and less than two mounting heights from adjacent property line	B1	B2	B3
Maximum allowed backlight rating for luminaires mounted less than one mounting height from adjacent property line	B0	B0	B1
Maximum allowed uplight rating	U0	U0 ¹	U1
Maximum allowed uplight rating on pedestrian-oriented streets and pedestrian-oriented spaces	U0	U3	U3
Maximum allowed uplight rating for street, parking lots or area lighting	U0	U0	U0
Maximum allowed glare rating	G0	G1	G2

Note 1. Accent lighting with newly constructed residential dwellings is allowed if the accent luminaire is aimed and shielded so the light-emitting element is not visible from another property.

[Ord. 2019-20 § 2 (Exh. A), 2019.]

18.282.080 Submittal of plans and evidence of compliance.

(1) Submittal Content. A development proposal subject to this title that includes outdoor lighting subject to LCMC 18.282.020, Applicability, shall submit, as part of the application for land use and building permit, evidence that the proposed outdoor lighting complies with the applicable provisions of this chapter. The installation or modification of any outdoor lighting subject to LCMC 18.282.020, Applicability, (except for routine servicing and same-type lamp replacement) shall provide the information required under this section. The evidence provided shall contain, at a minimum, the following information:

- (a) Plans demonstrating compliance with the requirements of this chapter including the total number and location on the premises of all outdoor luminaires, both proposed and any already existing on the site;
- (b) Analysis demonstrating nonresidential compliance with any applicable photometric standards in this chapter; and
- (c) Description of all outdoor luminaires, both proposed and existing. The description may include, but is not limited to, catalog cuts and illustrations by manufacturers (including sections where required); lamp types, BUG rating, wattages, and initial lumen outputs;

(2) The above required plans, descriptions and data shall be sufficiently complete to enable the review authority to readily determine whether compliance with the requirements of this chapter will be secured. If the review authority finds that the required plans, descriptions and data are not sufficient, the review authority may request additional evidence including but not limited to reports of tests performed by a certified testing laboratory. [Ord. 2019-20 § 2 (Exh. A), 2019.]

18.282.090 Lighting allowed by special permit.

(1) High Intensity and Special Purpose Lighting. The following are prohibited from being installed or used except by special use permit:

- (a) Temporary lighting in which any single luminaire exceeds 20,000 lumens or the total quantity of light exceeds 160,000 lumens;
- (b) Lasers;
- (c) Searchlights; or
- (d) Other very intense lighting, defined as having a light source of a luminous flux exceeding 200,000 initial lumens or a radiant intensity in any direction of more than 2,000,000 candelas.

(2) Complex and Nonconforming Uses.

(a) The review authority may issue a special permit for lighting not in compliance with the technical requirements of this chapter but consistent with its intent for the following or similar lighting needs:

- (i) Outdoor sports facilities, including but not limited to outdoor rinks, open courts, fields, and stadiums. Such lighting must be fully extinguished by 10:00 p.m. or one hour after the end of play, whichever is later, and must be fitted with automatic timers to prevent lighting from operating inadvertently after this time;
- (ii) Urban parks;
- (iii) Lighting for industrial sites having unique security lighting requirements;
- (iv) Parking Structures. Uncovered top decks of parking structures shall be regulated according to this section; or
- (v) Theme and amusement parks, during normal operating hours and when otherwise occupied.

(b) An application for a complex or non-conforming use permit shall provide written evidence that:

- (i) Every reasonable effort has been undertaken to mitigate the effects of light on both the environment and surrounding properties; and
- (ii) The use employs lighting controls to reduce lighting at a project specific curfew time to be established in the permit.

(c) The applicant shall furnish documentation describing the nature and scope of all mitigation efforts undertaken.

(d) The review authority shall review each such application and may issue a Complex or nonconforming use permit if the review authority finds that the proposed lighting will not create excessive glare, skyglow, or light trespass. [Ord. 2019-20 § 2 (Exh. A), 2019.]

Chapter 18.300 CRITICAL AREAS

Section: 18.300.130 Residential density transfer.

18.300.130 Residential density transfer.

The city may permit density transfer from critical areas (sending lands) to designated noncritical areas (receiving areas) only in the city's low density residential (LDR-7.5), medium density residential (MDR-16), high density residential (HDR), residential professional (R/P), and downtown mixed use (DMX) districts.

(1) Residential Density Transfer. A property owner may transfer residential density to a receiving area.

(a) A receiving area shall be on the same parcel or same property, within the same zoning classification, owned by the property owner sending the density.

(b) Density may be transferred from a sending area only one time.

(c) The value of the transfer in the MDR-16, HDR, R/P, and DMX districts shall be calculated as follows:

(i) Density transfer credits shall be calculated by multiplying the minimum net density allowed in the zone by the total acres of critical areas protected. For example, in an MDR-16 zone, if two acres of critical areas are completely avoided and protected and the minimum density allowed is eight units per net acre, the maximum allowable density transfer would be 16 units (two acres of protected critical areas multiplied by minimum net density of eight units per net acre equals 16 units).

(ii) Notwithstanding the density available for transfer under subsection (1)(c)(i) of this section, the transfer of density to a receiving area shall not result in an increase in density throughout the developable portion of the project greater than the maximum allowed densities by product type as set forth in Table 18.300.130(1)(c)(ii):

Table 18.300.130(1)(c)(ii) – ~~MDR-16~~ Maximum Allowed Net Density for Density Transfer by Zone

<u>Zone</u>	<u>MDR-16</u> Product Type	Maximum Allowed Net Density With a Critical Areas Density Transfer
<u>MDR-16</u>	Multifamily	18 units/acre
	Single-family attached	16 units/acre
	Single-family detached	14 units/acre
	Manufactured home park/subdivision	14 units/acre
<u>HDR, DMX</u>	<u>N/A</u>	<u>24 units/acre</u>

(d) The value of the transfer in the LDR-7.5 district shall be calculated as set forth in subsection (1)(c)(i) of this section to determine the number of dwelling units that can be transferred. A maximum of up to 20 percent of the total lots in the development may be transferred dwelling units on a minimum lot size of no less than 6,000 square feet. The transfer shall not result in a net density of greater than six and one-half units/acre. The density transfer provisions only applies to single-family detached dwellings in this zone.

(2) Transfer Criteria. The density transfer request shall be approved through a preliminary plat or site plan review and be subject to the following criteria:

(a) Adverse impacts to natural resources on the receiving areas shall be mitigated consistent with the mitigation section of this chapter.

- (b) The building height standards of the receiving district shall be met.
- (c) The transfer of density to a receiving area shall not result in the construction of a housing type not otherwise allowed in the receiving area.
- (d) Sending areas shall be:
 - (i) Dedicated to the city for public use; or
 - (ii) Protected as an unbuildable area by means of deed restriction, conservation easement, or other mechanism approved by the city council. [Ord. 2023-13 § 10 (Exh. D), 2023; Ord. 2021-04 § 16 (Exh. M), 2021; Ord. 2019-26 § 2 (Exh. A), 2019; Ord. 2012-01 § 1 (Exh. A), 2012; Ord. 2007-2 § 1, 2007]

La Center Comprehensive Plan 2016-2035

City of La Center

March 23, 2016, as amended October 25, 2023





CITY OF LA CENTER

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Introduction

Who We Are

The City of La Center is located in southwest Washington approximately 20 miles north of the Vancouver/Portland metropolitan area. Although La Center is only a 20-minute drive from the regional employment centers, attractions, and services of the major metropolitan area, it enjoys the feel of a small-town community.

La Center rises from the north bank of the East Fork of the Lewis River, where the town had its beginnings, upward through the old town area towards the hilltops overlooking the river and surrounding mountains. From the hills and plateaus above the river, residents and visitors enjoy sweeping views of the river, the Cascade foothills, and major volcanic peaks. There is a sense of open vistas here not found in other river towns.

As it enters town, the East Fork slows from its earlier cascade and forms a broad river basin known as the La Center Bottoms that includes a wildlife sanctuary teeming with aquatic birds and animals. A challenge for the community is to preserve the bottomlands and to help restore the water quality of the river, a critical habitat for birds, sea-running fish, and other aquatic species.



Community Vision

La Center citizens take great pride in the small town atmosphere. Future residents should have the opportunity to know their neighbors and to be able to safely walk to each other's houses, or to parks, schools, or commercial stores. Sidewalks, trails, paths, and the river, as well as safe and good quality streets, should tie the city together.

La Center will continue to strive to meet the housing needs of all residents in all age and economic levels. The community recognizes that there is a need for a variety of housing types and will strive to satisfy the need for a variety of housing lifestyles and family patterns ranging from low density dwellings to medium density dwellings and group care facilities. East of the river housing lot patterns will be smaller and more urban. South of La Center Road, the recently annexed area will support larger lot development in the short term.

In the year 2036, La Center residents will enjoy a greater degree of economic independence than exists today. La Center will have a small, but active downtown commercial node with increased opportunities for dining, shopping for goods and services, or simply strolling and visiting with others. A few new neighborhood commercial areas might serve the needs of an expanding population and residential area. Home offices may become more prevalent, particularly in the old town area. The entertainment and casino industry may continue to play a large role in La Center's economic future.

Development of the Timmen Road mixed-use area will provide a new base for job opportunities for La Center residents and create a visual gateway into the city.

The La Center [Interstate 5 \(I-5\) Interchange](#) will become the economic and visual gateway to the community. The Cowlitz Tribe Reservation is developing 156 acres west of the I-5 interchange; the eCity worked with the Tribe to ensure responsible growth will occur at the interchange. The creation of a large casino complex has had significant impacts on the I-5 Interchange. The Cowlitz Tribe and the Washington State Department of Transportation (WSDOT) constructed a new [Interchange](#), including roundabout intersections and surface roads on either side of the [Interchange](#). The development of the Tribal Casino also has had significant impacts on La Center services and facilities, including utilities, housing demand, schools, city roads, and the La Center economy. Clark Public Utilities recently enhanced electrical power and potable water capacity at the Junction.

The city's capital facilities plans are updated to handle anticipated future burdens on La Center capital facilities and services, such as [roads](#), sanitary sewer, and parks. However, if future city revenues are not capable of meeting projected city and county land use goals, consistent with state law, the eCity will evaluate alternative land use strategies, including [expansion of the Urban Growth Area \(UGA\)](#), rezoning property, and reducing capital expenditures.

In the year 2036, La Center will continue to strive to live in harmony with its unique natural setting. Critical lands and valued natural resources should be protected where the law requires or the community desires protection. Family-oriented recreational opportunities will be created and adequately maintained, such as trails, developed parks, open space buffers, and access to the East Fork ~~of the~~ Lewis River. With proper planning and hard work by the whole community, in the year 2036, our 7,642 residents will be proud to call La Center home.



What is a Comprehensive Plan?

This document is the [La Center Urban Area Comprehensive Plan \(Comprehensive Plan\)](#) for the City of La Center. It contains the community's vision and goals for how land use and development should occur in the future. The policies contained within the Comprehensive Plan are the controlling document for guiding land use decisions. RCW 36.70A.

The Comprehensive Plan contains descriptions and analysis of what is happening in La Center today, as well as maps, policies, and recommendations for La Center's future. The focus of the ~~La Center Urban Area Comprehensive Plan (Comprehensive Plan)~~ is on land use and related issues. The Comprehensive Plan, along with the city's Capital Facilities Plan (CFP), addresses basic questions, such as how large the city should be, what types of development should be situated in different parts of the city, and what types of roads, utilities, and other public facilities and services are needed to serve development within and around the city.

The ~~e~~Comprehensive ~~p~~Plan is implemented by the City's other plans and its municipal code, which ensure that growth occurs in a responsible manner and public facilities are provided concurrent with development. Supporting plans and regulations include:

- The Development Code (~~La Center Municipal Code (LCMC)~~ Title 18) establishes residential, commercial, open space, and industrial zones with a hierarchy of permitted uses and regulates the design of sites and buildings and protects critical areas. The I-5 Junction Subarea Plan creates a roadmap for current infrastructure needs, potential development, and economic opportunities at the interchange and is codified in LCMC Chapter 18.158.
- The Shoreline Master Program (amended 2021) establishes goals, policies, and regulations for development of the City's shoreline jurisdiction located along the East Fork ~~of the~~ Lewis River.
- The La Center Downtown Design Plan and Guidelines (May, 2005) includes design guidelines to be used in working with the development community to encourage and guide new downtown investment. The plan is implemented by the Downtown Overlay District in LCMC Chapter 18.155.
- The Parks, Recreation, and Open Space Master Plan (May, 2017) identifies goals, objectives existing conditions, and future recreational needs for La Center. Chapter 18.147 of the ~~La Center Municipal Code LCMC~~ requires that new development is consistent with and implements the plan.
- The Transportation ~~Capital Facilities Plan (CFP)~~ prepares La Center to accommodate pedestrian, bicycle, and vehicular traffic within its ~~Urban Growth Area (UGA)~~ by looking at the city's expected growth and travel trends over the next 20 years. The Comprehensive Plan outlines La Center's general goals to address these diverse infrastructure and mobility needs in one unified vision.

What's in the Comprehensive Plan?

Introduction and Vision, describes a ~~20-year~~20-year vision for the community and describes how the Comprehensive Plan is structured and how it works.

Chapter 1, Land Use, describes the vision for land use and development of the built environment.

Chapter 2, Transportation, describes the vision for transportation and transportation facilities within La Center and its ~~Urban Growth Area (UGA)~~.

Chapter 3, Housing, describes what will be done to ensure that adequate housing will be available for all economic segments of the community.

Chapter 4, Capital Facilities and Utilities, describes how roads, water, sewer, parks, and other public facilities and services will be provided.

Chapter 5, Economic Development, describes what will be done to enhance job growth and retention.

Chapter 6, Parks, Recreation and Open Space, describes community-wide goals and standards for parks and recreation facilities.

Chapter 7, Historic, Archaeological, and Cultural Preservation, describes the community goals for enhancing and marketing the historic, archaeological, and cultural assets found within La Center.

Chapter 8, Urban Growth and Annexation, guides growth of the [Citycity](#).

Chapter 9, Environment, describes how critical environmental resources will be protected.

Chapter 10, Government, establishes policies for open and effective land use administration, and describes how La Center will work cooperatively with other government agencies.

Why Plan Now?

La Center residents recognize growth will continue over the next 20 years, but at the same time, they are concerned with some of the impacts that growth may generate. Through the growth management planning process, the community developed a consensus about where growth should occur and what it should look like. Growth management is generally defined as the combined use of a wide range of techniques to determine the amount, type, and rate of development the community desires and the mechanisms to channel that growth into designated areas.

Given the trends and changes coming to La Center, maintaining and/or enhancing [ourthe community's](#) quality of life will require considerable foresight, ongoing cooperative and broad--based planning, consistent monitoring of the Comprehensive Plan implementation, and revisions to the plan where necessary. The results of the decisions the community makes or fails to make now will be with [usthe community](#) for generations to come.

Through the planning process, we have learned that most [of us](#) desire a high quality of life.

That vision is comprised of:

- Healthy, safe, and productive neighborhoods and communities;
- Friendly, cooperative, and engaged residents who celebrate diverse backgrounds, ethnicities, and cultures;
- A variety of housing options;
- A thriving, sustainable economy with private and public workplaces and business centers that act responsibly toward their employees and the communities that foster their success;
- Quality schools meeting the educational and training needs of all residents;
- Public and private institutions working in true partnership with the community to deliver high-quality services; and
- Open, responsive, and accountable local government that works to create a true sense of community within democratic processes on all levels.

What Geographic Area Does the Comprehensive Plan Cover?

The La Center Comprehensive Plan covers the present corporate limits of the City of La Center and the surrounding region in which the city is anticipated to grow in the next 20 years, the Urban Growth Area (UGA). The La Center UGA is under the planning jurisdiction of Clark County, and will remain so until the City annexes UGA land.

Because the Comprehensive Plan encompasses areas within both La Center and Clark County, both governmental bodies have collaborated to produce this Plan. The policies of the La Center Comprehensive Plan apply to lands inside city limits, and Clark County plans and policies apply to lands outside city limits. Similarly, the City will review land use applications inside the city limits, and Clark County will review land use applications within the UGA but outside the corporate limits of La Center.



Either jurisdiction will have the opportunity to [review and](#) comment on land use actions within the other's jurisdictional area.

Community Involvement Process

The La Center Comprehensive Plan is the result of a two-year process involving a series of workshops and hearings before the La Center Planning Commission, the La Center City Council, and the Clark County Board of Commissioners. The City sought and received input from citizens throughout the La Center area.

Goals and Policies

The La Center Comprehensive Plan includes the essential elements of an inventory of existing conditions and a forecast of future needs. Each chapter contains one or more goals and multiple policies designed to implement the goals. The Comprehensive Plan does not prioritize goals and it does not prioritize policies in support of a goal.

The [Growth Management Act \(GMA\)](#) requires cities and counties to conduct public outreach to ensure “early and continuous public participation” when developing and amending comprehensive plans and development regulations (RCW 36.70A.140). The GMA also requires that local programs clearly identify schedules and procedures for public participation.

in the periodic update process (RCW 36.70.A.130(2)(a)). At the beginning of the Comprehensive Plan update process, the Planning Commission developed a Public Participation Plan (PPP) to ensure early and continuous opportunities for the public to engage in the plan review and amendment process. The [eCity](#) sent a draft of the PPP to the Washington Department of Commerce 60 days prior to Council's final action on the ~~participation plan~~ [PPP](#).

The Goals of the ~~Public Participation Plan~~ [PPP](#) were to:

1. Ensure broad participation by identifying key interest groups, soliciting input from the public at large, and responding to the issues raised.
2. Maintain effective communication and coordination.
3. Focus resources on issues most likely to be of interest to the public.
4. Distribute information and public notices early and efficiently.

The Scope of Work for the PPP was divided into three ~~(3)~~ phases of activity:

Phase I: Review Comprehensive Plan and Development Code for compliance with state law; identify plan areas to be amended; [and](#) scope the breadth of the update publicly.

Phase II: Address the issues identified in Phase I.

Phase III: Conduct public hearings and take legislative action.

The Planning Commission conducted a public hearing on the PPP and sent the recommended PPP to the City Council in April 2014. The City Council reviewed the Planning Commission's recommendations and adopted the PPP after conducting an independent public hearing in June 2014. (See Appendix A – Public Participation Plan.)

Elements of the Public Participation Program included:

- Posting meeting notices online, in print, and by mail for all Planning Commission and City Council meetings and hearings.
- Posting all planning documents related to the update on the eCity web pages.
- Using eCity interactive and mailed community surveys related to the economy, housing, and parks.
- Using the eCity reader board to announce meetings.
- Maintaining an email distribution list and database to disseminate public information and notices of meetings.
- Conducting an Open House to solicit public feedback.
- Maintaining active coordination with Clark County in terms of topics and timelines.

Public Participation Policies

The City of La Center values citizen participation in all aspects of the land use process, including the eComprehensive Plan, development regulations, sub-subarea plans, and development review. The eCity's public involvement plan is based on several policies.

Policies

PP.1 Public Opportunity. Provide opportunities for meaningful public comment during the long-range planning process including, work sessions, special meetings, and public hearings.

PP.2 Communications. Provide public notice of workshops, meetings, special meetings and hearings through a variety of communication venues, including, newspaper of record, reader board, email lists, eCity website, mailings, and/or other electronic means available to the City.

PP.3 General Information. Strive to keep its website current to the best of its ability.

The website will include current information about long range planning activity at the Planning Commission and City Council level, public hearings, pending development review, a calendar of upcoming events and meetings, and may use the website for interactive surveys and feedback.

PP.4 Consideration and Response. Compile responses to surveys and polls and to general questions or comments and will post them on the website at regular intervals.

PP.5 Adaptability. Proactively adopt new means and forums for communication and will actively seek public advice on how to best communicate.

PP.6 Electronic Media. Allocate resources, as available, to assist in providing information to the public via electronic media, including the [eCity's website](#).

I Land Use

The Comprehensive Plan provides overall direction but it intentionally lacks many of the finer details. Other plans and documents, such as the La Center Municipal Code (LCMC) and the [Capital Facilities Plan \(CFP\)](#), which provide greater detail, must be consistent with and implement the Comprehensive Plan.

The Land Use chapter guides how land will be developed in La Center during the next 20 years; establishing the urban pattern for the city by directing the location of residential, commercial, [mixed use](#), and industrial growth. The goal of the Land Use chapter is to ensure that as growth occurs, the new and existing uses are compatible, that together the new and the old create attractive neighborhoods and vibrant commercial areas.

If future land uses are well planned, provision of capital facilities will be more cost effective. Central to the land use chapter and the comprehensive plan as a whole is the comprehensive plan map, which establishes a policy framework for regulating the locations and intensities of future land uses. (Figure 1). The [eCity's](#) municipal code and other development regulations must be consistent with the comprehensive plan map, the accompanying narrative contained within this land use chapter, and the other comprehensive plan chapters.

Population and Demographics¹

La Center adopted its first Growth Management Act comprehensive plan in 1994. At that time, the population of the city was 759 persons. In April 2015, the



¹ Data sources consulted include: www.data.wa.gov; www.ofm.wa.gov; www.census.gov; and www.factfinder.census.gov.

U.S. Census Bureau estimated that the population of the city was 3,100 persons. From 1994 through 2015, the city's population increased ~~four~~ four fold. Between 2004 and 2014, the Washington Office of Financial Management reported that La Center witnessed annual growth rates as low as 1% percent and as high as 10% percent. The average growth rate over the ~~ten~~ 10-year period was 4.3% percent. The eCity anticipates that the population will double over the next 20-years to 7,642.

In 2014, the La Center population mix was roughly 51% percent female and 49% percent male. Approximately 46% percent of the population was between the ages of 20 to 54. Approximately 9.3% percent of the population is age 65 or older. The median age is 35.3 years.

In 2010, there were 942 households in La Center and 2.97 persons on average per household. Clark County and all jurisdictions in the county use 2.66 persons per household as a basic planning assumption for forecasting new growth. The county average reflects the lower number of persons per household in the Vancouver area and the higher number of persons per household in northern and rural Clark County. The La Center UGA is sized using the 2.66 persons per household.

Employment data is difficult to obtain for the city of La Center because of its smaller population total. The employment data provided in the Comprehensive Plan was gleaned from U.S. Census data, Clark County sources, and eCity records. In 2014, there were 1,366 people in La Center in the regional workforce.² However, La Center accounted for only 825 of those jobs.

Approximately ninety 90 percent (~~89.8%~~) of those employed drive to work with a mean travel time of 28 minutes. Sixty-seven percent (~~67%~~) are employed in the private sector, 27% percent are employed in government sector (of which 27% percent are employed by schools, health care, or social services), and only 7% percent are self-employed.²

²www.factfinder.census.gov

The underlying population and employment projections are detailed in Table 1.

Table 1 – Population & Employment Projection

Year	Projected Population	Projected Households (2.66p/hh)	Projected Employment	Projected Jobs/Household
2010	2,800**	942**	800+	0.85
2015	3,100*	1,166	825+	0.71
2036	7,642***	2,659	2,876***	0.92

+ Estimated

* Washington State Office of Financial Management intercensal estimate, April 1, 2015

** 2010 US Census Data – actual

*** Clark County Projection, March 2016

Description of Land Use Designations/Overlays

The La Center Urban Area Comprehensive Plan has four basic land use designations:

- Urban Residential,
- Commercial/Mixed Use,
- Industrial, and
- Public Facilities/Open Space.

These designations correspond to and guide the application of more discrete zoning districts detailed within the La Center Municipal Code. For example, if the Comprehensive Plan Designation is 'Urban Residential' the ~~two-three~~ zones, which implement the plan designation, include Low Density Residential (LDR), ~~and~~ Medium Density Residential (MDR), ~~and~~ High Density Residential (HDR). In the Commercial/Mixed Use (C/MX) plan designation, there are four types of commercial and mixed-use zones to implement that Plan designation: C-1, ~~C-3~~, Downtown Mixed Use (DMX), Residential Professional (R/P), and the Junction Plan (JP) Zoning District. Urban Public zones, for example schools and parks, are allowed in all Plan designation areas.

Changing zones within a plan designation, for example from LDR to MDR, requires a zone change. Changing from one plan designation to another, for example, C/MX to UR, requires a comprehensive plan amendment. The eCity, by law, may only amend the comprehensive plan once a year and must consider all proposed plan amendments concurrently. Zone changes may be requested at any time. Table 2 lists the allowable zoning districts within each of the land use designations.

Table 2 – Comprehensive Plan Designation and Overlay Districts

Plan Designation	Urban Residential (UR)	Commercial Mixed Use (C/MX)	Industrial (I)	Public Facilities/ Open Space (PF/OS)
Implementing Zone	Low Density (LDR-7.5) Medium Density (MDR-16) <u>High Density (HDR)</u>	Commercial (C1, C3) <u>Downtown</u> Mixed Use (<u>DMX</u>) Residential Professional (RP) Junction Plan Zoning District (JP)	Employment Campus (EC) Light Industrial (LI) Junction Plan Zoning District (JP)	Urban Public/ <u>Open Space (UP/OS)</u> Parks- & Open Space (P/OS)
LDR-7.5				
MDR-16				
<u>HDR</u>				
C-1				
C-3				
RP				
<u>DMX</u>				
EC				
LI				
JP				
<u>P/OS</u>				
<u>UP/OS</u>				
UH-10				

Urban Residential

All residential lands have an Urban Residential (UR) Comprehensive Plan Designation. The Urban Residential designation includes ~~three~~ implementing zones: Low Density Residential (LDR-7.5), ~~and~~ Medium Density Residential (MDR-16), and High Density Residential (HDR).

The designation allows for a broad range of residential living, including attached and detached units, ~~duplexes~~, apartments, cottage housing, and accessory dwelling units (ADUs) scaled in density by zoning type., ~~and other low and medium density residential developments~~. The designation assures residential developments maximize public services and that medium and high density housing will be located near employment centers, schools, and major transportation facilities.

If modifying a residential zone from ~~low density to medium density, or vice versa one to another~~, the process requires a zone amendment change rather than a comprehensive plan amendment.

Commercial/Mixed Use (C/MX)

All commercial and mixed-use lands have a C/MX Comprehensive Plan Designation. Zoning districts which implement this designation include Commercial 1-~~& 3~~, ~~(R/P)~~, DMXixed Use, and the JP Zoning District. Changing from one zone to another within the C/MX plan designation requires a zone change rather than a plan amendment.

The C/MX designation provides land for small to medium-scale commercial retail and services, offices, and residential uses compatible with the existing character of downtown as implemented by the C-1 and R/P zones. The designation also provides for mixed use development opportunities at the junction and west downtown that will diversify La Center's commercial, residential, and office economy where compatible commercial office, retail, and medium density residential uses can locate in close proximity including in the same buildings. ~~The Cardroom Commercial (C-3) zoning overlay is only applied to land within downtown and is intended to control the location and expansion of cardrooms. The C/MX designation also allows for horizontal mixed use development south of the Timmen Road and La Center Road junction.~~

The C/MX designation ~~strongly~~ discourages strip commercial development, as ~~Strip commercial developments they tend to~~ attract excessive vehicular traffic, which greatly reduces the traffic capacity of the abutting publicly funded streets while increasing the potential for traffic accidents. The linear nature of these developments, the number of driveways crossing sidewalks, and the lack of alternative cross-traffic, or pedestrian circulation, make these areas convenient and accessible solely to automobile traffic.

Industrial

The primary goal of the industrial designation is to promote more intensive job-related land uses that pay higher wages, such as professional offices, and research and technology related industries located in a campus-like setting. These areas may also be targeted by special public and/or private incentive programs that provide up front public service improvements or other inducements to attract family-wage employment where higher job densities are encouraged. ~~These areas are specifically~~

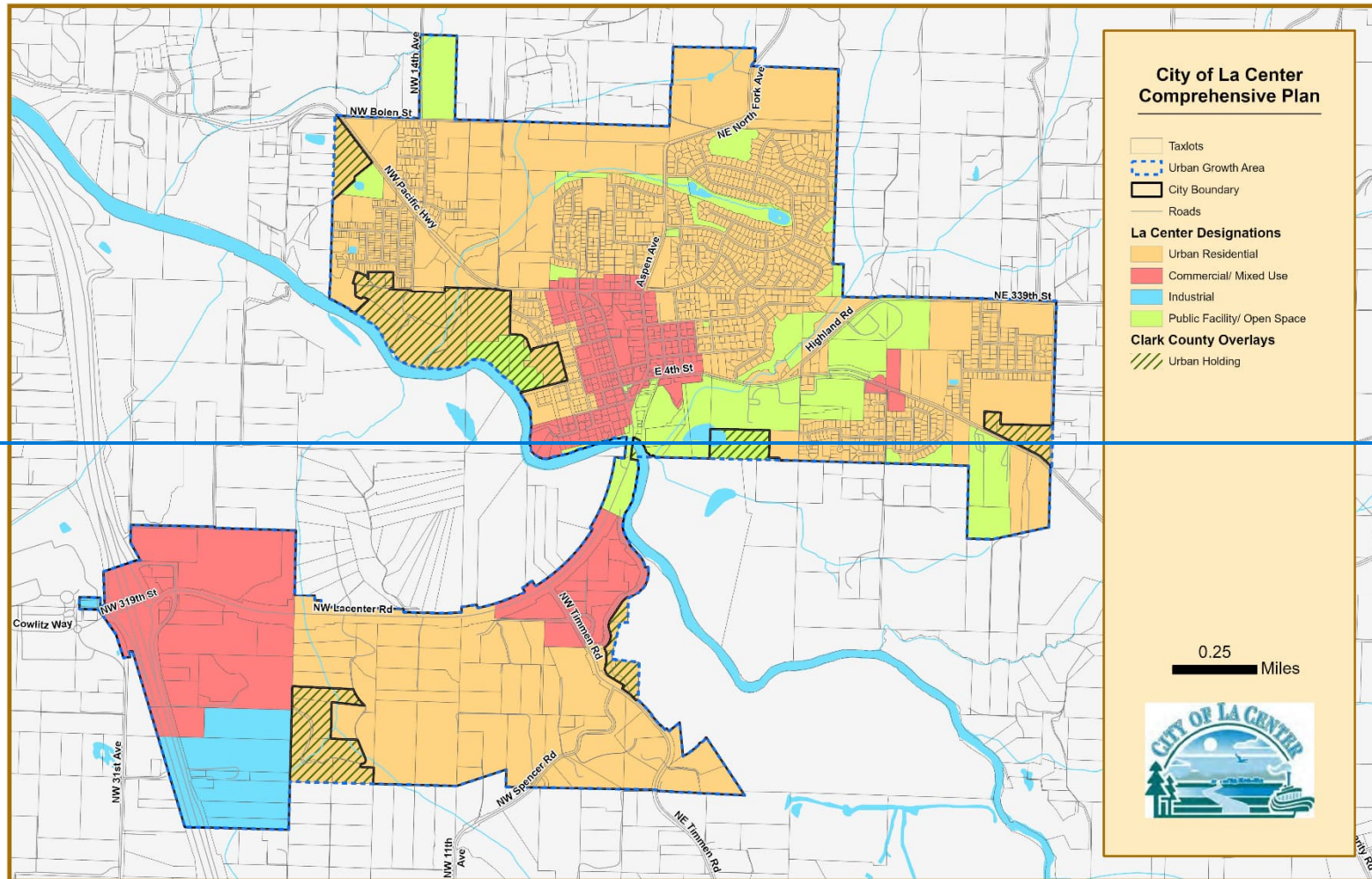
~~intended by local government and private sector job development organizations for s~~Special incentives, ~~to attract large scale businesses~~ including public improvements, tax incentives, expedited development review or other considerations are tools for local government and private sector job development organizations to use to attract large-scale businesses. Changes between zones within the industrial plan designation require a zone change, not a comprehensive plan amendment.

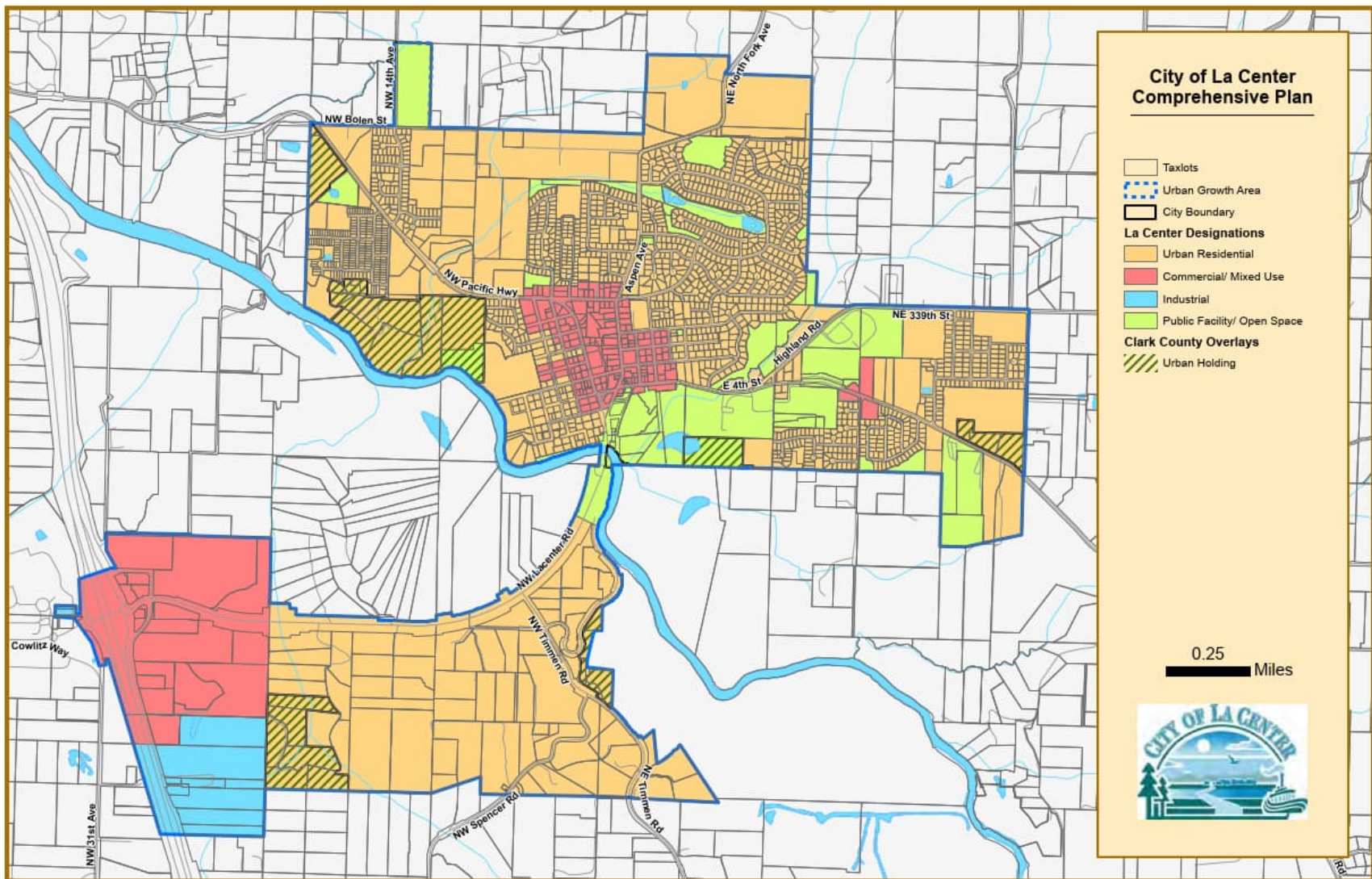
Consistent with these goals, the Industrial plan designation allows for light industrial and business park developments as implemented by the Junction Plan zoning district. This designation promotes light manufacturing and limited services that support industrial uses. The designation also supports job-related land uses that pay higher wages, such as professional offices and research and technology related industries. Industrial lands are located in areas of compatible land uses and in areas with arterial access to the regional transportation network.

Public Facilities-/Open Space

This designation provides for public park and open spaces to serve the recreational needs of the community and land for public facilities such as schools, community centers, and government buildings, and public and private utility uses including water towers and sewer treatment plants. The implementing zones ~~is are the Parks and Open Spaces (P/OS) and~~ Urban Public District and Open Space(UP/OS).

Map 1 – La Center Comprehensive Plan Map





Land Use Planning Assumptions

La Center is an 'Urban' area, as defined by the Growth Management Act. Because County and eCity plans must be consistent with each other, La Center planning assumptions mirror Clark County's 'Urban' planning assumptions. Because La Center does not have planning jurisdiction over 'Rural' lands, it does not adopt Clark County's 'Rural' planning assumptions. Table 3 identifies the planning assumptions underlying the La Center Comprehensive Plan.

Table 3 – La Center Planning Assumptions and Targets

	2016
12/31/15 Population	3,163
20-Year Population Projection	7,642
Planned Population Growth (new)	4,433
Assumed Annual Population Growth Rate	1.12%
Minimum Density Target Overall	4 units per net acre
Housing Type Ratio	75% low density, 25% medium density
Persons per Household	2.66
2015 Jobs	825
New Jobs	2,051
Industrial Jobs	9 per acre
Commercial Jobs	10 per acre
Jobs to Household	1:0.92
Infrastructure Deduction (Residential)	27.7%
Non-residential Infrastructure Deduction	25%
VBLM (definition of vacant)	\$13,000 residential, \$67,500 commercial & industrial
Market Factor	15% residential, 15% commercial, business park, industrial

Vacant Buildable Lands

Clark County produces an assessment of vacant buildable lands (VBL) ~~county-~~
~~county~~wide and for each city and urban growth area. Table 4 represents the available vacant and buildable land within the 2016 La Center Urban Growth Boundary. The La Center VBL is based upon ~~four~~ units per net acre overall.

Table 4 – 2015 Vacant Buildable Lands Model – La Center

Residential	Gross Acres	Will not convert Acres	Infrastructure Acres	Net Developable Acres	Housing units	Persons
	888	373.1	142.2	373.2	1492	3971.3
Commercial	Gross Acres	Will not convert Acres	Infrastructure Acres	Net Developable Acres	Jobs	
	63.6	4.6	14.7	44.3	884.4	
Industrial	Gross Acres	Will not convert Acres	Infrastructure Acres	Net Developable Acres	Jobs	
	84.4	19.3	16.3	48.8	439.6	

The ~~e~~City projects a population growth of 4,433 new persons and the County VBL model projects only enough capacity to accommodate 3,971 ~~additional new-~~ persons. The city anticipates that these additional 462 people can be accommodated by a combination of up-zoning land from low density to medium density and by allocating some of the population to the Mixed Use and (R/P) zoning districts, both of which allow up to 16 units per net acre.³ These steps will help ensure that the city has an adequate supply of residential land and ample housing ~~im~~opportunities. See page 38 for discussion of VBL allocation of population to low density, medium density, mixed use and residential professional areas.

The County projects that La Center will see a net increase of 2,051 new jobs and the VBL projects that the city has capacity to accommodate only 1,324 new jobs. The city anticipates that the additional 727 new jobs can be accommodated by a combination of adding 56.55 gross acres of land to the Urban Growth Area at the La Center Junction and by allocating additional jobs to the Mixed Use and R/P zoning districts.

³ Maximum net densities may exceed maximum densities specified for the City's Medium Density Residential (MDR-16), ~~High Density Residential (HDR)~~, Residential Professional (R/P), and ~~Downtown~~ Mixed-Use (~~DMX~~) zoning districts if a development uses the critical areas density transfer process in the La Center Municipal Code.

The vacant buildable land in the (R/P) zone has the potential to accommodate 38 new ~~low-density~~ low-density units, 98 medium density units and 190 new commercial jobs. The addition of 56.55 gross acres of employment land at the La Center Junction has the potential to accommodate 350 industrial jobs or 850 commercial jobs.

Land Use Goal

La Center shall provide an adequate supply of land zoned for commercial, industrial, residential and other purposes to meet the needs of the community for the next 20 years.

Land Use Policies

General Development

- 1.1.1. Construct commercial, industrial, residential and other developments in a manner which generally fosters community identity and continuity, through the use of materials, architectural design, or other means consistent with La Center's heritage and character.
- 1.1.2. Locate and construct commercial, industrial, residential and other development in a manner which allows for and facilitates travel to and between other uses in the city, through automobile, bicycle or pedestrian means.
- 1.1.3. Plan for development within the city limits of La Center to occur in a logical manner which allows for orderly and efficient provision of roads, sewer and water, and other services.
- 1.1.4. Require development to make provisions for adequate road dedication and improvements, sewer and water improvements, and other capital improvements as needed to directly serve such development.
- 1.1.5. Consider standards or guidelines to foster greater compatibility in cases where adjacent uses differ. Standards might include beveling lot size, building scale, landscape buffers, or public trails or parks, and other effective means to create separation between uses.
- 1.1.6. Adopt mandatory impact fees, to be collected consistent with state statute in an amount proportionate to the capital services and facilities required by those developments. Funds collected through impact fees shall be allocated towards the cost of providing such capital services and facilities.
- 1.1.7. Base land use designations on City and County comprehensive land inventories which shall consider the need for land used for public purposes, such as, utilities, transportation corridors, sanitary treatment facilities, stormwater management facilities, recreational areas, schools, open space, wildlife habitat and critical areas, and other public purposes the City deems important to the health, safety and welfare of the community.

- 1.1.8. During Clark County's vacant buildable lands and periodic Growth Management updates, the City shall consider and provide input to the County on population and employment projections, land capacity analysis, and comprehensive plan map designations.
- 1.1.9. Partner with Clark County and the city of Ridgefield to define the scope of an open space corridor between the two cities.
- 1.1.10. Coordinate with local agencies to anticipate the long-term opportunities for urban growth in the area between La Center and Woodland.
- 1.1.11. Work with the U.S. Post Office to ensure that all land within the city limits has a La Center U.S. mail address.
- 1.1.12. Zone changes within a Comprehensive Plan district, for example changing from low density to a higher density zone within an Urban Residential Plan District, shall be reviewed by the Planning Commission and City Council.

Residential Development

- 1.2.1. Provide an adequate supply of land zoned for residential purposes in order to meet the residential needs of the city. Developments shall emphasize low density residential uses, but also allow for, and encourage, medium density development in certain areas.
- 1.2.2. Encourage residential development to use opportunities provided through infill development and redevelopment of existing housing stock, in addition to new construction on larger undeveloped lands.
- 1.2.3. Provide at least three (3) land use designations in which residential uses are allowed. They include:
 - a) "Urban Residential District" designation, in which low density residential uses with minimum 7,500 square foot lot sizes, ~~and~~ medium density residential uses with a minimum density of 8 units per acre and a maximum density of 16 units per acre; and high density residential uses with a maximum density of 24 units per acre are permitted.
 - b) "Residential/Professional District" designation in which low density residential uses (minimum of 4 units per net acre), medium density residential uses (range of 8 to 16 units per net acre), high density

[residential uses \(maximum of 24 units per acre\)](#) and commercial (maximum 22 units per net acre) are permitted.⁴

- c) “[Downtown](#) Mixed Use” designation in which residential uses, primarily in upper stories, may be permitted in conjunction with commercial or office uses.

1.2.4. Allow “Urban Residential” lot size for newly created lots to reach 11,000-square feet where the lot abuts the Urban Growth Boundary, particularly if there are no roads at the boundary.

1.2.5. Monitor overall population density and annually report findings to the City Council. Provide a variety of housing products citywide and ensure that no single type of housing product, for example single family detached dwellings, comprises more than 75% [percent](#) of all housing stock overall. The city may accomplish this by allowing detached and attached housing and manufactured homes.



[1.3](#) Commercial and Industrial Development

1.3.1. Cooperate with Clark County to maintain an adequate supply of commercial and industrial lands within the present and future urban growth area.

1.3.2. Provide zoning districts [and overlays](#) designed to encourage commercial development. Commercial use districts include:

⁴ Maximum net densities may exceed maximum densities specified for the City's Medium Density Residential (MDR-16), [High Density Residential \(HDR\)](#), Residential Professional (R/P), and [Downtown](#) Mixed-Use (MX) zoning districts if a development uses the critical areas density transfer process in the La Center Municipal Code.

- a) "Downtown Commercial", provides for convenience shopping needs in the downtown core. Typical allowed uses include convenience food markets, beauty and barber shops, bakeries and limited service industries.
 - b) "Residential/Professional", provides opportunities for light retail and office uses as well as medium density and low density uses surrounding the downtown commercial core.
 - ~~c) "Card Room" overlay provides for card rooms within the "Downtown Commercial" zone.~~
 - c) "Downtown Mixed Use", provides an opportunity to create a planned development of office, retail, commercial and upper story residential uses in a compact area, such as the intersection of La Center Road and Timmen Road the new west downtown along West Sixth Street.
 - d) "Downtown Gateway Overlay," provides opportunities to allow supporting hotels, motels, and other hospitality uses, and commercial recreational to attract visitors with its proximity to the historic cardrooms and downtown, the newly expanded downtown, and the East Fork Lewis River.
 - e) "Timmen Landing Neighborhood Commercial Overlay," provides and supports the development of small, community-oriented commercial areas with the Timmen Landing Subarea and in close proximity to high and medium density residential development areas.
- 1.3.3. Encourage downtown commercial development which fosters La Center's small town, "Main Street" ambiance. The following aspects of this ambiance should be consistent with Chapter 18.150 LCMC and the La Center Downtown Design Plan and Guidelines.
- a) Store fronts should be located on the street along right-of-way lines. Business activity should be oriented towards the streets, through use of sidewalk cafes, tastefully designed awnings or similar features.
 - b) Parking areas should be located behind, or at the sides of buildings.
 - c) Commercial activities should use original building facades and appropriately sized and designed signs. New construction should be compatible with surrounding buildings in terms of scale, massing, materials, height and color.

- d) With the exception of gas stations, financial institutions and temporary coffee carts, the city discourages new drive through facilities in the downtown commercial area.
 - e) Support public and private efforts to create tourism related businesses and activities.
- 1.3.4. Evaluate opportunities to create public parking areas downtown and to reduce the burden of on-site parking on smaller lots.
- 1.3.5. Encourage commercial and industrial development in areas which directly benefit the La Center School District.

1.4 Development at the Interstate-5 Junction

- 1.4.1. Plan for the La Center Junction, the intersection of the La Center Road and Interstate-5 (I-5), to become an employment area for the benefit of the citizens of La Center and north Clark County.
- 1.4.2. Consult all affected agencies, interested property owners, and parties when planning for and constructing capital facilities for the Junction.
- 1.4.3. Planning for the I-5 Interchange area should address the following objectives:
- a) Adopt a regional vision and long-term planning horizon by encompassing lands on both sides of I-5 south to NE 299th Street and north to the Lewis River.
 - b) Dedicate industrial activity at the La Center Junction to Employment Campus and/or Light Industrial use and supporting commercial activity. Heavy industrial uses are disfavored.
 - c) Encourage development within city limits which provides jobs, goods or services primarily for the local area.
 - d) Pay for transportation, utility, or other improvements required for initial development at the Junction with public and private funds to the extent such funds are available. The city shall use development agreements, contribution or latecomers' agreements, or other tools to ensure the orderly and cost-effective construction of infrastructure improvements.
 - e) Encourage development within city limits at the Junction that complements the development and uses in downtown La Center.
 - f) Discourage development within city limits at the junction which provides low levels of employment (fewer than 9 employees per acre).

- g) Development within city limits at the Junction should be consistent with minimum design standards, including limiting signage height; outdoor storage areas, if any, shall be fully screened from surrounding uses and rights-of-way; and installing landscaping along commercial and industrial property lines, as necessary, to provide a visual buffer of structures from public rights-of-way, including the I-5 freeway.
- h) The plan should consider the effects of federal authority over land or resource use within the planning area, including jurisdiction on land owned or held in trust by the federal government as provided in WAC 365-196- 730(1)(b).

1.5. Downtown Subarea

Goal: Concentrate mixed-density development in the downtown core to support access to diverse housing opportunities, local shops, and town history.

1.5.1. Encourage a compact, active “heart” for the city that thrives through new mixed-use development, multi-family residential, office, retail, restaurants, public facilities and historic sites.

1.5.2. Promote transitioning development patterns where higher-density residential and commercial areas are centralized while lower-density residential uses develop on the outer edges of downtown.

1.5.3. Promote placemaking and local identity by creating a pedestrian plaza that connects historic sites between West Sixth Street and recreational opportunities on the East Fork Lewis River.

1.6. Timmen Landing Subarea

Goal: Create a residential community that supports future population growth by forming higher density housing in the core and lower density on the Timmen Landing subarea edges.

1.6.1. Encourage high-density housing and neighborhood commercial along the NW Timmen Road corridor and a “view corridor” near NW Pollock Road with medium-density residential such as townhomes and small multi-unit apartment buildings.

II Transportation

The transportation chapter establishes the city's goals and policies for developing the transportation system within the La Center urban growth area. It is a guide for making long-term and short-term transportation decisions. The transportation chapter discusses roadway mobility and accessibility needs, improvements needed to enhance safety, non-motorized travel (bicycles and pedestrians), and public transit, and addresses the impacts of future land development activity. The transportation chapter summarizes the city's transportation system plan.



Growth Management Act

The GMA transportation goal requires a comprehensive look at the local transportation system, including:

- Encouraging efficient multi-modal transportation systems that are based on regional priorities coordinated with county and city comprehensive plans;
- Establishing consistency with countywide policies and city and county land use plans;
- Estimating traffic impacts on state-owned facilities;
- Providing an inventory of existing transportation services; [and](#)
- Providing a financing plan for new improvements.

The GMA also establishes a “concurrency” requirement. Concurrency requires adequate and necessary public services and facilities at the time of new development to accommodate the impacts of the development. Alternatively

public services or facilities must be programmed and available within a specified time or when a particular impact threshold is met.

Regional Coordination

The city's transportation chapter is consistent and coordinated with regional transportation plans. Regional partnerships are maintained with the Southwest Washington Regional Transportation Council, Clark County, C-TRAN, Washington State Department of Transportation, and other cities in Clark County. The city participates in the Regional Transportation Council, which serves as the area's federally designated Metropolitan Planning Organization and state-designated Regional Transportation Planning Organization. The Regional Transportation Council maintains and runs traffic models for all jurisdictions within Clark County based on Clark County's comprehensive plan map. As a result, each jurisdiction's land use and transportation plans are consistent with other jurisdictions.

Existing Conditions

Inventory

Pedestrian and Bicycle Facilities

The city adopted standard specifications to accommodate pedestrian and bicycle use of streets. The city adopted the Standard Specifications for Road, Bridge and Municipal Construction published or adopted by the Washington Department of Transportation and the American Public Works Association (APWA) and all subsequent revisions thereto. The design criteria set forth in LCMC 12.10.050 and drawings of typical sections for roadway construction are on file with the city.

To further support multi-modal travelers, the city also adopted a complete streets ordinance in 2019. The ordinance requires every construction project within the city limits to implement safe roads for drivers, bicyclists, transit vehicles and riders, and pedestrians of all ages and abilities in accordance with LCMC 12.30. The policy creates an equitable transportation system for all people using the public road system regardless of how they choose to travel.

Striped shoulders exist along La Center Road. On other roadways within the city, bicycle users currently share the roadway with motorized traffic. Sidewalks exist in much of the downtown area and throughout most of the newer residential areas. In the older sections of town, sidewalks exist only sporadically. The city requires construction of sidewalks in all new residential developments.

Transit

C-TRAN, Clark County's public transit provider, currently provides limited transit service in the plan area via the La Center connector, with regular service to Vancouver's Rose Village neighborhood and the cities of Camas and Ridgefield.

Streets

The existing street network is made up entirely of two-lane roadways. Turn lanes exist at several intersections. Roundabouts are located at Pacific Highway and [Fourth](#) Street and at the interchange with [I-5](#). Traffic control is provided by posted stop sign controls at many intersections. No traffic signals currently exist but one is planned at the intersection of [Fourth](#) Street and Highland Road as part of the [Fourth](#) Street widening project. The highest traffic volumes occur along La Center Road between I-5 and downtown. The Regional Transportation Council, as part of the Metropolitan Transportation Planning process, classifies streets according to their functional classification system:

- Arterials (principal and minor arterials) consist of a connected network of rural routes with appropriate extensions into and through urban areas, which serves regional and subregional trips. Direct access from abutting properties is typically prohibited or restricted.
- Collectors provide connections through and between neighborhoods and [subregions](#) of the county, and serve as the principal means of land access to residential neighborhoods, commercial centers, and into and through industrial and business parks. Access is provided to adjacent land uses, but is often managed to occur at appropriately spaced locations and is often shared between adjacent land uses.
- Local [access](#) streets lack essential arterial characteristics and are designated as local or neighborhood access roadways.

The existing physical roadway characteristics and traffic control for the city's urban growth area. La Center developed a functional classification system for its street facilities. Functional classifications and corresponding design standards are compatible between the city and county (see Table 5). This coordination allows the facilities to blend and function well (i.e., the sidewalks align; lanes are of similar width and configuration, etc.).

Table 5 – Functional Street Classifications

Street	City Classification	Federal/County Classification*
La Center Road	Principal Arterial	Major Collector
Pacific Highway	Minor Arterial	Rural Major Collector
E. Fourth Street	Minor Arterial	Major Collector
NW Timmen Road	Minor Arterial	Major Collector
NE Lockwood Road	Minor Arterial	Major Collector
NE Highland Road	Major Collector	Minor Collector
Aspen Avenue	Major Collector	Major Collector
North Fork Avenue	Major Collector	Not Classified
NE 339th Street	Major Collector	Minor Collector
NW Spencer Road	Major Collector	Minor Collector
NW 324th S	Minor Collector	Not Classified
NW Paradise Park Road	Major Collector	Not Classified

* Inside City/Outside City Limits

Future Demand

The city relies on the regional transportation planning model, developed and maintained by the Southwest Washington Regional Transportation Council, to analyze the La Center transportation network. This computer model is based upon existing road conditions and known travel demand. Where projected demand exceeds current or proposed capacity, new capital facilities projects are identified to correct the problem.

Bicycle/Pedestrian

La Center has adopted and periodically revised its standard street specifications (Chapter 12.10 LCMC) that accommodate non-motorized uses within public rights-of-way.



Bicycles – The City of La Center should plan for bike lanes to be provided on all arterials and collectors within the next 20 years. In addition, bike lanes should be striped on arterial and collector streets where existing pavement widths allow. These improvements could be gained at a relatively low cost. On neighborhood connectors and local streets, traffic volumes and speeds are expected to be relatively low and bike lanes are not appropriate.

Striped shoulders – On other roadways within the city, bicycle users share the roadway with motorized traffic. Future bicycle improvements identified in conjunction with street improvements will provide bicyclists with full accessibility on the city's major streets.

Pedestrians

Several streets in La Center have either no sidewalks or sidewalks on only one side of the street. The City's development codes require all new roads to include sidewalks on both sides.

Transit

C-TRAN, Clark County's public transit provider, currently provides limited transit service. The tribal casino, Ilani, is served by the C-TRAN La Center Connector dial-a-ride service and the casino's private bus service. Additional service is not expected in the near term.

Streets

Local conditions are expected to be exacerbated by rural traffic traversing the city to cross the East Fork Lewis River, estimated at 45% to 53% percent of the total bridge traffic.

The bottle neck effect currently caused by rural and card room traffic coupled with additional residential development and the tribal casino at the Junction could exceed bridge design capacity within the planning horizon (2036). Consequently, the city intends to relieve bridge pressure by encouraging residential and mixed-use development on the southwestern side of the river to balance commute and home--to-school travel patterns. Addressing the issues and constructing improvements noted below could help provide a more complete circulation system in the city and increase network capacity:

- Interstate 5 at NW 319th Street. The development of the ~~t~~[T](#)ribal ~~e~~[C](#)asino at the interchange resulted in rebuilding and ~~re~~[re](#)-aligning streets at the interchange in 2017, including Paradise Park Road.
- NW Bolen Street (NW ~~9~~[N](#)inth Avenue to NE Aspen Avenue). Construct a new roadway with sidewalks.
- NW La Center Road at NW Timmen Road. This intersection is expected to exceed [Level of Service \(LOS\)](#) F without signalization. Roundabout construction was added to the ~~6~~[s](#)ix-year TIP in the CFP costing \$1.5 million.
- NW ~~4~~[F](#)ourth Street at [North](#) Aspen Avenue. The southbound to eastbound left turn movement is expected to exceed LOS D without improvements.
- NW ~~4~~[F](#)ourth Street from Cedar Avenue to Highland Avenue – Widen the road corridor to accommodate bicycle lanes and sidewalks on both sides of the roadway to comply with the City's Complete Streets Ordinance. The improvements will also include a new traffic signal at Highland Avenue and NW ~~4~~[F](#)ourth Street. Funding has been appropriated for design from the Department of Commerce and this project is currently under design.
- Second Bridge across the East Fork Lewis River. Although expensive, a second crossing of the East Fork Lewis River (extending from the interchange area to NW 14th Avenue) could relieve the downtown area of considerable congestion and provide secondary access for emergency medical services currently located southwest of La Center. The need for such a crossing is beyond the 20-year planning horizon, but should be evaluated in a future update.

Transportation Goal

La Center shall provide a multi-modal transportation system, which safely, attractively and efficiently serves existing and proposed uses within the Urban Growth Area.

Transportation Policies

- 2.1.1. Coordinate with the Regional Transportation Council, Clark County, Washington State Department of Transportation, C-TRAN and other carriers to ensure that La Center transportation facilities, services and policies function as part of a cohesive regional system.

- 2.1.2. Adopt specific level-of-service standards for roads and intersections within the urban growth area.
- 2.1.3. Analyze development projects for potential significant impacts to the La Center transportation system. The city shall impose mitigation measures when development proposals would result in safety hazards, or a decline of level of services below adopted city level-of-service standards.
- 2.1.4. Direct residential driveway access onto arterial streets shall be prohibited with access to local streets encouraged.
- 2.1.5. Direct commercial/industrial driveway access onto arterial streets shall be encouraged where practical with access to local streets prohibited to avoid impacting residential neighborhoods.
- 2.1.6. Require street improvements (roadbed, curbs, gutter, sidewalk, planting strips and lighting) concurrent with new commercial, industrial and residential development.
- 2.1.7. Require sidewalks for new residential, industrial and commercial developments.
- 2.1.8. Coordinate with C-TRAN or other service providers to provide bus stops and park-and-ride facilities as needed. La Center shall encourage the use of public transportation, car-pooling, and other strategies to reduce traffic congestion.
- 2.1.9. Promote local street patterns which inherently control speeding while providing adequate connectivity for emergency services and local traffic.
- 2.1.10. Develop and implement transportation impact fees within the city consistent with state law.
- 2.1.11. Consider the feasibility of a second east-west traffic and or pedestrian corridor within the city limits.
- 2.1.12. Develop transportation concurrency regulations consistent with RCW 36.70A.070(6)(b) and shall evaluate the need for transportation demand management strategies as a chapter of its [Transportation capital facilities planCFP](#).
- 2.1.13. Require new development to provide bike lanes, proportionate to the development's impacts, on all major roadways, such as arterials, and collectors. The city may provide bike lanes when feasible and when resources are allocated to such improvements.

- 2.1.14. Promote pedestrian and bicycle trails which provide transportation utility as well as recreational opportunities. Where practical, trail design should accommodate emergency vehicles.
- 2.1.15. Require new development to provide LED street lighting and full cutoff acorn lights, which minimizes glare and light pollution, to comply with the 'Dark Sky' design guidelines.
- 2.1.16. Develop an arterial-/collector arterial network that facilitates emergency services access.
- 2.1.17. Promote park-and-ride facilities on the arterial and collector street network.
- 2.1.18. The single crossing of the East Fork ~~of the~~ Lewis River presents significant emergency access and public safety concerns. At the next update to the La Center Comprehensive Plan, the city shall study opportunities for creating an additional river crossing, such as, upgrading or replacing the existing East Fork bridge, a second river crossing, or other alternatives.
- 2.1.19. The City, in coordination with private developers, Clark County, and funding partners such as WSDOT should construct an uninterrupted pedestrian connection along NW Pacific Highway from the northwestern City limits to downtown so that pedestrians, including children walking to school, can walk safely.

Downtown Subarea

Goal: Expand the existing road network to support future residential, commercial, and mixed-use development by improving pedestrian, transit, and recreational access between downtown and outlying neighborhoods.

2.2.1 Enhance commercial and residential access by expanding the existing local road network and creating new streets such as West Sixth Street and West Seventh Street.

2.2.2 Encourage walkable, bikeable, and non-motorized access between the downtown pedestrian plaza and the East Fork Lewis River.

2.2.3 Promote multi-modal access to the C-TRAN transit center to expand equitable connections between downtown and outlying neighborhoods.

2.2.4 Proactively plan for and mitigate the impacts of new development on the downtown transportation system, particularly to roads.

3. Timmen Landing Subareas

Goal: Expand the existing road network to support future residential development by creating a pedestrian-oriented community while enhancing motorized vehicle access to regional job opportunities.

2.3.1 Enhance vehicle access between the community and regional job opportunities by constructing new roundabouts at NW Timmen Road.

2.3.2 Promote sidewalks throughout Timmen Landing with a regional sidewalk network on NW La Center Road that connects the new residential to commercial businesses downtown and nearby parks.

2.3.3 Coordinate with C-TRAN to support the siting of a transit stop at Timmen Landing and La Center Road to promote multi-modal access to downtown.

III Housing

La Center's residential neighborhoods are a defining chapter of this community.

La Center is committed to maintaining and enhancing our existing neighborhoods while accommodating future growth in new quality neighborhoods. New neighborhoods must be consistent with the city's small town feel, and residential infill development that is compatible with existing neighborhoods. The housing chapter provides the tools to accomplish this goal.

The housing chapter and the land use chapter contain the essential; goals and policies which will guide the residential growth of La Center over the next 20 years. The land use goals and policies ensure that the city maintains an adequate supply of residential land. The housing goals and policies emphasize preserving existing residential neighborhoods, creating infill opportunities and identifying zones where new medium and low density housing will develop.



Housing Inventory and Analysis⁵

In 2015, there were 1,176 dwelling units in La Center, an increase of 320 units above the 856 units available in 2006. All of the new housing developments occurred north of the East Fork of the Lewis River because sanitary sewer service was not available in the newly annexed areas. (See Map 2 – Approved Subdivisions.)

⁵ Data sources consulted include: www.data.wa.gov; www.census.gov; www.factfinder.census.gov; and La Center building permit data.

In 2015, approximately 97% [percent](#) of the housing units in La Center were low density detached units. On average, each unit contains approximately 2.97 [persons](#) per household. The targeted persons-per-household ratio, as established by the Board of Clark County Commissioners, is 2.66.

The 2015 year-end population was 3,163 and the projected 2036 population is 7,642. To accommodate the additional population of 4,433 persons the city will need an additional 1,667 dwelling units. By 2036 the total number of dwelling units in La Center may be 1,767.

The 2015 Clark County Vacant Buildable Land (VBL) analysis indicates that the La Center UGA contains approximately 258 net buildable acres of low density residential land. At [4four](#) units per net acre, the VBL projects that these lands can accommodate 1,032 new single family homes. On the medium density side, the VBL indicates that the La Center UGA contains about 33.4 net buildable acres (75 [gross](#) acres). Medium density zoning districts should generate between 8 to 14 [housing](#) units per net acre. These lands could generate between 267 and 468 [new](#) medium density units. Finally, the Mixed Use (MX) land use zones contain about 16.7 net acres and are planned to build between 8 and 16 units per net acre⁶. MX zones have the capacity to generate 134 to 267 new medium density units.

Consequently, the Comprehensive Plan anticipates that the La Center UGA has sufficient residential land capacity to accommodate the projected 2036 population.

Demographic trends⁷ provide a snapshot of the current growth patterns and provide evidence of future activity:

- In 2010 the U.S. Census reported a total of 158 rental units in La Center.
- Over ~~forty five~~ [45](#) percent (45.3% [percent](#)) of the housing stock was built after 2000 while 85.4% [percent](#) of the housing units were built after 1985.
- Estimated median household income in 2014 was \$71,948, significantly higher than the ~~state~~ [state](#)wide median (\$58,686) and the Clark County median income (\$59,341).

⁶ Maximum net densities may exceed maximum densities specified for the City's Medium Density Residential (MDR-16), [High Density Residential \(HDR\)](#), Residential Professional (R/P), and [Downtown](#) Mixed-Use ([DMX](#)) zoning districts if a development uses the critical areas density transfer process in the La Center Municipal Code.

⁷ Source: 2010-2014 American Community Survey 5-Year Estimates

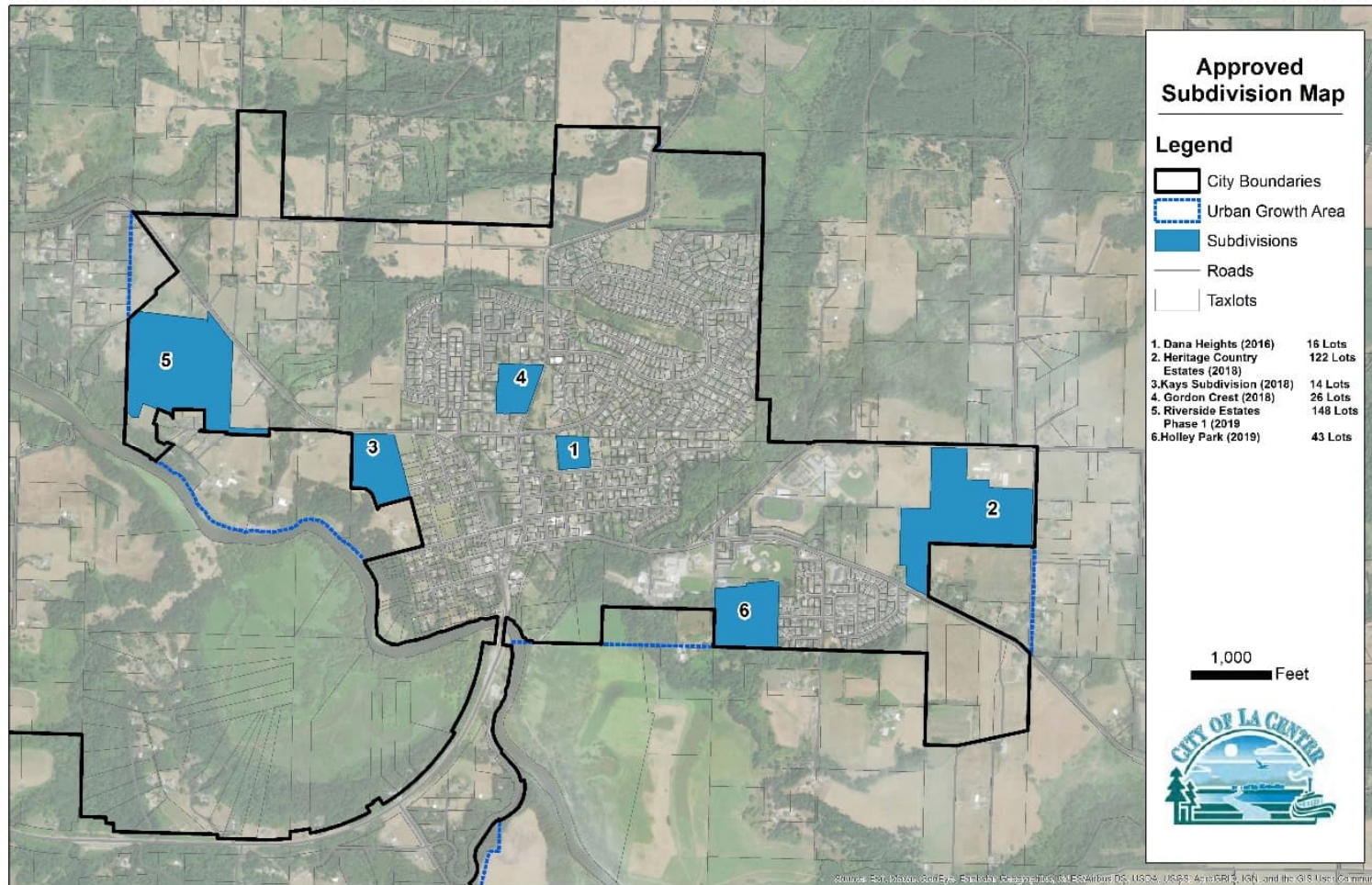
- The estimated median La Center house value in 2015 was \$339,800, higher than the Washington median house value (\$268,400).⁸
- About 5.2% [percent](#) of La Center residents live below the federal poverty line.

Statement of Policies that Encourage Affordable Housing

- The city residential and mixed use zoning districts establish minimum densities.
- The Comprehensive Plan provides for a wide variety of housing options, such as, townhomes, condominiums, manufactured homes, accessory dwelling units (ADUs), cottage housing, and 'patio' homes (detached housing on lots as small as 3,000 [square feet](#)).
- The Residential-Professional zoning district surrounding downtown is effectively a 'horizontal' mixed use district. Low density residential, medium density residential, commercial and office uses are all allowed individually or as a vertical mix of uses.
- The development regulations require lot size 'beveling' to help blend the transition between low density and medium density zoning districts.
- Consistent with state law, 'stick-built' and manufactured housing are allowed in all residential districts.
- The introduction of a variety of medium density housing products, and renewed emphasis on mixed use, should provide a more diverse housing stock and a greater range of housing choices and prices for people seeking home ownership.

⁸ www.zillow.com

Map 2 – Approved Subdivisions



Growth Management Act

The GMA requires that a housing chapter be included in the comprehensive plan. Advanced planning for housing ensures that adequate and affordable housing is available to the community, and helps to plan for needed infrastructure improvements such as parks, schools, roads, water systems, etc. The GMA established the following housing goal:

- Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing.
- The "*Procedural Criteria For Adopting Comprehensive Plans and Development Regulations for the Act*" further specifies that the Housing Chapter of the 20-Year Plan (WAC 365-195-310) shall, at a minimum, contain:
 - An inventory and analysis of existing and projected housing needs;
 - A statement of goals, policies, and objectives for the preservation, improvement and development of housing; An identification of sufficient land for housing, including government-assisted housing, housing for low-income families, manufactured housing, medium density housing and group homes and foster care facilities;
 - Adequate provisions for existing and projected needs of all economic segments of the community.

The Act further requires inter-jurisdictional coordination and development of county- wide policies considering affordable housing and its distribution regionally.

A 1993 legislative amendment requires that all cities and public agencies develop an inventory of public properties no longer needed for public use and which may be available for affordable housing. The inventory identifies individual property locations, size, and current zoning category. Public agencies include all school districts and state departments of natural resources, transportation, social and health services, correction, and general administration. The inventory is provided by the city to the Washington State Office of Community Trade and Economic Development and is to be updated annually by November 1. The city is required by the State Housing Act of 1993 to adopt provisions for accessory housing. (RCW A.63.230).

Housing Goal

La Center will provide a sufficient supply of land and allowances for variety of housing types, including, but not limited to, low density detached and attached housing, manufactured housing, and medium density housing.

Housing Policies

- 3.1.1. Work to ensure that medium density housing accounts for 25% [percent](#) of new residential construction overall during the life of this Plan.
- 3.1.2. Encourage flexible and cost efficient land use regulations that allow for the creation of creative housing types which will meet the needs of an economically diverse population.
- 3.1.3. Adopt implementation measures to assure that new residential development shall occur at an average density of four ~~(4)~~ units per net acre.
- 3.1.4. Reevaluate the status of local medium density housing opportunities at the time of updates to the Comprehensive Plan or Urban Growth Boundary and adjust policies accordingly, if the goals of providing an average of four ~~(4)~~ units per net acre in the low density zones and [eight](#) units an acre in the medium density zones are not met.⁹
- 3.1.5. Encourage, where practical, the preservation and improvement of existing housing stock.
- 3.1.6. Allow special needs housing, as necessary. Special needs housing may include emergency shelters, transitional housing, nursing homes, congregate care facilities, or housing for the elderly or disabled, consistent with state and federal law.
- 3.1.7. Support programs that assist individual homeowners and property owners in upgrading and rehabilitating historical and other housing units in need of repair.
- 3.1.8. Integrate public safety into the design of neighborhoods.
- 3.1.9. Enhance neighborhood attractiveness by linking neighborhoods to public amenities such as greenbelts, open spaces, parks, downtown.

⁹ Maximum net densities may exceed maximum densities specified for the City's Medium Density Residential (MDR-16), [High Density Residential \(HDR\)](#), Residential Professional (R/P), and [Downtown Mixed-Use \(DMX\)](#) zoning districts if a development uses the critical areas density transfer process in the La Center Municipal Code.

- 3.1.10. Work to buffer neighborhood edges adjacent to major streets and areas of commercial development,
- 3.1.11. Encourage the blending of new and existing neighborhoods,
- 3.1.12. Identify mature neighborhoods that may benefit from revitalization and/or redevelopment and, to the extent that resources are allocated, pursue reinvestment through public projects, private and individual initiatives, and other incentives.
- 3.1.13. Study the need for, and opportunity to create, senior housing facilities to meet the needs of our aging population.
- 3.1.14. Develop regulations to allow gated residential subdivisions and housing complexes and ensure that gated developments do not impede emergency services or safe and direct walking to school or essential public facilities.
- 3.1.15. Consider how a Planned Unit Development (PUD) ordinance might enhance opportunities for a variety of housing types and develop regulations to implement a PUD ordinance.

IV Capital Facilities & Utilities

The capital facilities [and utilities](#) chapter addresses the infrastructure the city envisions necessary to meet the needs of its citizens. This chapter coordinates and provides consistency among the many city plans for capital and service improvements.

It ensures the timely and efficient provision of adequate public facilities that support planned growth and existing uses. Future services and facilities, and levels of service, are coordinated with the planned population and growth patterns established by the comprehensive plan's land use and growth management chapters. Proposed major capital expenditures planned throughout the city are identified, and six-year financing strategies and requirements are addressed for all major city capital programs.

The capital facilities Chapter emphasizes services the city provides, in particular, storm drainage and sewer services. School and fire services information is also presented this chapter. This Chapter relies heavily on the 2019 La Center Urban Area [Capital Facilities Plan \(CFP\)](#), which the City updates periodically. The CFP ensures the timely and efficient provision of public facilities needed to support planned growth and existing uses. Future services and facilities, and levels of service, are coordinated with the planned population and growth patterns established in the Land Use and Growth Management chapters.



Capital facilities plans for transportation services, also mandated by the GMA, are provided separately within the transportation chapter. City park facilities are summarized in the parks chapter of this Comprehensive Plan.

Existing Conditions – City Services

Sanitary Sewer

In 2006, the city reacquired the wastewater conveyance and treatment systems from Clark Public Utilities' (CPU) who had owned and operated the facilities since 1992.

The City measures sewer waste capacity in terms of Equivalent Residential Units (ERUs). One ERU is equal to approximately 300 gallons of waste per day. In 1994, CPU provided service to approximately 240 ~~Equivalent Residential Units~~ (ERUs). The present capacity is 5,558 ERUs.

Future Demand

To accommodate La Center's 2036 population growth, the city expanded its wastewater treatment plant. The expanded plant consists of:

- Two ~~(2)~~ fine screens
- One grit removal system
- Two ~~(2)~~ Membrane Biological Reactors ~~(MBRs)~~
- Three ~~(3)~~ ultraviolet sterilization unit
- Two ~~(2)~~ ~~B~~iosolids dryers
- Two ~~(2)~~ ~~B~~iosolids ~~D~~ewatering units ~~and~~
- Handling equipment

The expanded plant has the potential treatment capacity of 5,558 ERUs, which is in excess of capacity needed to serve the projected 20-year demand. The city is planning for future commercial and industrial development at the La Center I-5 Junction. The city has the treatment capacity to serve the Junction but does not have the collection system in place.

Law Enforcement

La Center maintains its own police department. Washington State Patrol has concurrent jurisdiction on all state routes within the County, including the I-5 freeway. La Center shares use of the main Clark County Jail, Municipal Court facilities in Battle Ground, the 911 Clark Regional Emergency Services Agency, and the Child Abuse Intervention Center. All law enforcement personnel are required to pass annual training by the Washington State Criminal Justice Commission.



La Center maintains 24-hour law enforcement service.

Inventory

Staff – The La Center Police Department is authorized 5five officers, 2two police sergeants, 1one police chief, and 1one support position.

Vehicles – The Department operates an automobile fleet of five vehicles (4four patrol, and 1one dedicated vehicle for the chief ~~which that~~ can be placed on patrol duties).

Facilities – The Department 's current office facilities, consisting of approximately 1,890 square feet, are located at 105 West 5Fifth Street in La Center, Washington.

Future Demand

Staff – The City of La Center is planning for a population of 7,642 in the year 2036. The Department will provide staff support as necessity demands and resources are available.

Vehicles – The La Center Police Department replaces aging cruisers every ~~forty-eight~~ 48 months or 100,000 miles traveled.

Facilities – Over the ensuing ~~twenty~~20-year period, the ~~e~~Department may need to add additional office, ~~and~~ holding and storage space.

Existing Conditions – Services Provided by Others

Potable Water

Clark Public Utilities (CPU) provides public water service to La Center and the surrounding area. The system currently provides water to approximately 1,600 homes, businesses, and schools in the La Center area. The system is hydraulically connected to the CPU water network, which extends throughout much of the Clark County rural area. The source for the full system is approximately thirty-four production wells and the storage need for the La Center system is provided by reservoir in the northern portion of the city.

The CPU La Center water system consists of:

- Three reservoirs (0.52 ~~M~~million ~~G~~gallons, 0.44 MG, 1.1 MG)
- Two Boosters
- Pumping Stations
- Approximately 28.5 ~~m~~Miles of ~~p~~Pipe

Future Demand

Improvements to the public water system are needed to accommodate the city's projected population growth for the year 2036. To the north, a 1,000 gallons per minute (GPM) booster station and a back-up generator station will be needed.

To serve the ~~t~~Iribal ~~e~~Casino and the projected future commercial and industrial development at the La Center I-5 Junction, CPU has developed a new well field west of I-5 and north of the East Fork ~~of the~~ Lewis River. The well field has a total capacity of 14.4 million gallons per day (MGD) over the planning period This well field is anticipated to supply a good portion of the water needed to meet the projected peak day demands for the City of La Center.

Recommended capital improvements for the Clark Public Utilities-CPU water system that will serve the La Center UGA include improvements to the following:

- Source of supply and treatment facilities,
- Distribution storage facilities and booster pumping stations, and
- Distribution piping and appurtenances.

Booster pump improvements will include new pumping stations and upgrades to increase capacity at existing pumping stations as well as several emergency generator installations. These improvements will increase fire flow and peak hour pressure to existing pressure zones in the northeast and northwest of La Center. CPU will also reconstruct the existing flow control/pressure regulating station at NE Timmen Road to improve capacity and reliability.

Fire Protection

Clark County Fire and Rescue (CCF&R) serves the city of La Center. CCF&R is a combination district serving 155 square miles in northern Clark County, including the cities of Ridgefield, La Center, Woodland, and unincorporated areas. It operates one fire station within the La Center city limits. The district responded to over 5,000 calls across its service area in 2014, the last year data were available. The District also protects the major north-south rail line and interstate. The District provides various services to the citizens within its service area including:

- Responding to all fire related emergencies.
- Providing BLS (Basic Life Support) at the EMT (Emergency Medical Technical) level including semi-automatic defibrillation.
- Providing ALS (Advanced Life Support) at the paramedic level.
- Responding to hazardous material emergencies with the ability to mitigate most emergencies and a contract with a regional hazardous materials team to handle extraordinary emergencies.
- An active public education program that targets the elderly and young children.
- Providing education aimed at the general population.
- Working closely with the County Fire Marshal to enforce the fire code.
- Responding on many non-emergency type calls.
- Offering home safety surveys, address identification, and smoke detector checks.

~~Clark County Fire & Rescue~~ CCF&R is regularly assessed by the Washington Surveying and Ratings Bureau (WSRB). WSRB evaluates all Washington communities for their fire protection/suppression capability using a schedule approved by the Washington State Office of the Insurance Commissioner. WSRB assigns each community a Protection Class of 1 through 10, where 1 indicates

exemplary fire protection capabilities, and 10 indicates the capabilities, if any, are insufficient for insurance credit. As of 2015, La Center and the surrounding areas scored a 4. The benefits of these ratings are passed down to residents by having low insurance premiums and quality emergency services.

Future Demand

CCF&R has identified priorities for future equipment and staffing to maintain emergency response times as the city grows. As the city grows, the number and type of calls will be influenced by several factors: increases in population and density, number of aging structures that have not had ongoing maintenance, lower income levels that restrict the ability of residents and owners to maintain and repair their homes and businesses, number of senior, nursing and skilled care facilities, and increasing age of the baby boomer generation. The need for additional response units (engines, trucks, etc.) is based on the many of these factors and on the number of emergency calls per response.

Solid Waste Facilities and Services

All cities and towns in Clark County have delegated responsibility for solid waste transfer and disposal planning to the County through 2021. The adopted Clark County Solid Waste Management Plan (CSWMP) of 2015 is updated regularly and reviewed by the County Solid Waste Advisory Commission. Agreements between Clark County and its cities commit each to the plan and to the plan's waste disposal system. Counties and cities in the State of Washington are required by RCW 70.95 to:

- Prepare and maintain coordinated solid waste management plans
- Determine the nature and extent of various solid waste streams (for example, from households, industries, offices, etc.)
- Establish management strategies for the handling, utilization, and disposal of solid waste
- Identify waste reduction, source-separated recycling, and waste separation programs as priority management tools

Waste Connections of Washington is responsible for collecting both garbage and recyclable materials. There are no permanent solid waste facilities within the city of La Center. Over half of the waste generated in the county is recycled or recovered,

with the remainder disposed of in landfills. The city of La Center helps sponsor and manage an annual solid waste and recycling day which is very well attended.

Future Demand

Total waste generation is expected to continue to increase across the county as the population grows. The county has projected a 1.3% [percent](#) increase in total waste per year, including a 1.6% [percent](#) increase in landfill tonnage and a 2% [percent](#) increase in residential recycling tonnage. Clark County evaluated the capacity of its transfer stations and landfills and concluded that they can accommodate the projected waste increase through 2034.

The CSWMP establishes several overall goals for waste management over the 2015--2020 timeframe including:

- Increase recycling rate to 55% [percent](#) and the total diversion rate to 70% [percent](#).
- Reduce per person per day landfilled volumes by 5% [percent](#).
- Reduce total amount of waste generated per person per day by 5% [percent](#).

Public Schools

Existing Conditions

The La Center School District (LCSD) is comprised of approximately 31 square miles. The district is bordered by the Woodland School District to the north, the Green Mountain School District to the northeast, the Battle Ground School District to the southeast and the Ridgefield School District to the west. The district offers one elementary school (grades K-5), one middle school (grades 6-8), and one high school (9-12).

In 2020, student enrollment was 1,488. Grades K-5 enrolled 629 students grades 6-8, 366 students; and grades 9-12, 493 students. The average class size for grades K-5 was 22, for grades 6-8 was 21, and grades 9-12 was 14. On average, teachers have 16 years of classroom experience and 72.7% [percent](#) of [LCSD-LCSD](#) teachers have [Master's Degrees](#).¹⁰ The School District supports a high school, middle school, elementary school, and home school academy.

La Center schools are a hub for community activity. During the daytime the school facilities are used for classroom education and at night for both student instruction

¹⁰ <https://washingtonstatereportcard.ospi.k12.wa.us/>

and community events and activities. Parents and community members actively support the mission of the La Center School District through their involvement in school programs, fundraising and volunteerism.

Future Demand

The city of La Center regularly adopts the LCSD capital facility plans as a mechanism to collect school impact fees for all new residential development. Through the development review process the city ensures that new subdivisions provide safe walking routes to local schools. The LCSD secured a contractor in December 2019 and began constructing a new middle school in May 2020 on property located at the [SW/southwest](#) portion of the city. The new middle school will open to students in the 2021-2022 school year.

Library Services

La Center is part of the Fort Vancouver Regional Library District (FVRL or District) provides library services in four counties in southwestern Washington (Clark, Skamania, Klickitat, Cowlitz). FVRL serves a total population of 464,240 and an area of 4,200 square miles, with a collection of 751,470 volumes. The District has 15 libraries across four counties, anchored by the 83,000-square-foot Vancouver Community Library recently completed in 2011.



The La Center Community Library is located in the historic Old Hospital Building at 1411 NE Lockwood Creek Road and is an integral part of the community.

Mrs. Margaret Colf Hepola and other prominent citizens spearheaded the drive to relocate the Old Hospital and reuse it as a community library. The restoration and reuse retains historic elements while allowing the building to serve as a 3,380-

square-foot modern library on three floors. In 2014, the La Center Library had a circulation of 64,747 items.

It recorded 37,973 visits and offered 202 programs attended by 6,002 people. There are no plans to expand or relocate the library.

Private Utilities

Electricity

Clark Public Utilities (CPU), a customer-owned public utility district, provides electric service throughout Clark County. About half of the power the utility sells its customers is purchased from the Bonneville Power Administration, a federal agency that markets power generated at federal dams in the Pacific Northwest. Additional power is provided from renewable energy purchases and power generated at the River Road Generating Plant, a combined-cycle combustion turbine that uses natural gas to produce electricity.

The CPU system consists of more than 130 miles of high-voltage transmission lines (69,000 and 115,000 volts), 54 substations/switching stations, about 7,400 miles of overhead and underground distribution lines, and 57,500 utility poles. The facilities serve about 211,000 customers. CPU routinely reviews the county's growth plans and coordinates the construction of new electrical facilities with those plans. State law requires utilities to provide electricity to all who request it.

The utility believes it has adequate supplies of electricity to meet anticipated customer demands. Utility officials routinely prepare projections of future demand for electricity and review available supplies. CPU Enterprise power substation at the La Center Junction to serve development on the Cowlitz Indian Reservation as well as future demand in North Clark County. CPU also completed new and upgraded transmission and distribution lines between the substation at Union Ridge in Ridgefield and Enterprise substation at the La Center Junction.

Natural Gas

NW Natural Gas is the sole purveyor of natural gas in Clark County. The company serves over 50,000 residential, commercial and industrial gas customers in the county. Its customer base has grown rapidly over the past 10 years, reflecting a strong preference by builders for natural gas heating in new homes as the county's residential population increases.

Despite historic fluctuations in energy prices, as the local distribution company of natural gas, NW Natural anticipates continued strong growth in customer additions in Clark County and is planning for future infrastructure construction and maintenance to serve the expected need. Additional distribution lines will be constructed on an

as-needed basis in accordance with local, state and federal regulations and codes covering land use and safety issues.

Telecommunications

The telecommunications industry is currently in the midst of tremendous advances in technology. Cellular and optical fiber technologies are transforming the way service is delivered. In addition, the physical barriers that separate data, video, and voice technologies are rapidly disappearing. Lewis River Telephone Company was the historic provider of telephone service in La Center, Lewis River Telephone Company is a subsidiary of TDS Telecom, headquartered in Madison, Wisconsin. TDS Telecom is a wholly owned subsidiary of Telephone and Data Systems Inc, and is the seventh-largest local exchange carrier in the U.S. Many telecommunication companies provide landline and cellular service to the La Center area. These include CenturyLink, Frontier Communications, AT&T, Sprint, and Verizon. Comcast provides cable television and internet access.

Essential Public Facilities

RCW 36.70A.200 states that essential public facilities (EPFs) are facilities that are typically difficult to site but that provide a broader state or local benefit. Essential public facilities can be government owned and operated facilities, or privately owned facilities that are regulated by public entities. EPFs include:

- airports
- state education facilities
- state or regional transportation facilities
- state and local correctional facilities
- solid waste handling facilities
- regional parks/trails
- in-patient facilities, including substance abuse facilities, mental health facilities, and group homes

- transportation facilities of state-wide significance defined according to RCW 47.06.140
- secure community transition facilities
- hospitals and medical clinics

EPFs are typically difficult to locate because of perceived or real environmental, economic, or social costs. However, RCW 36.70A.200(2)(5) states that “No local comprehensive plan or development regulation may preclude the siting of essential public facilities.” Interstate 5 is the only EPF currently in the La Center UGA.

Future Demand

The process for siting essential public facilities (EPFs) depends on whether the facility is a [state-state](#)wide EPF (like a university or prison), a local, or a regional EPF. The state-wide process is managed by a board or council comprised of representatives from state and local agencies. Local or regional facilities are reviewed by local governments using the existing GMA process and local land use regulations.

Other City Facilities

[In order for the City to complete its day-to-day functions of maintaining and growing with the community, it also must maintain, upgrade, or add new public works, parks, and community facilities. The City's Public Works Department has outlined improvement projects for City facilities that are to be funded as shown in Table 2.](#)

[Table 2: Future Capital Facility Projects in La Center](#)

Capital Project	Description	Est. Cost	Est. Date of Comp
Public Works Building 413 E Ivy Ave.	Public Works has outgrown its operations building and does not have adequate space to house existing equipment or work on equipment/vehicles for maintenance.	\$1M	2025
La Center Wheel Club Community Center 940 E 4th St.	The community center is dated aesthetically and does not have adequate room for functions. The heating and cooling do not work adequately. The building needs updating and to be enlarged with HVAC upgrades. Cost for remodel in 2025 and expansion by 2027.	\$1M	2025 \$250K 2027 \$750K

City Hall Garage 210 E 4th St.	The garage is currently being used by Public Works (PW) to house equipment and for storage. PW needs to remove this equipment and add onto the PW operations center and remodel this garage space for office space to produce income for city.	\$265K	2026
City Bank Building 305 NW Pacific Hwy	The building is currently being leased. There are future plans for a remodel to house a restaurant facility for rental income. The City is responsible for the building envelope and HVAC system and roofing.	\$75K	2030
Old City Hall 214 E 4th St	The building is currently being leased. CCFR has plans to vacate. An aesthetic remodel is needed for producing adequate fair market income. The City is responsible for the building envelope and HVAC system and roofing.	\$75K	2027
Sternwheeler Restroom	There are three options for restrooms along East Fork Lewis River in three separate locations. Each poses their own challenges with sewer connection.	\$250K	2027
Sternwheeler ADA Kayak or Canoe Launch	Allow Kayak and Canoe accessibility to the East Fork Lewis River for Disabled Veterans.	\$32K	2026
Pollock Park Kayak Launch Restroom 32399 NE Pollock Road	There are three options for restrooms along East Fork Lewis River in three separate locations. Each poses their own challenges with sewer connection.	\$250K	2027
La Center Lewis River Beach Side 200 NW La Center Road	There are three options for restrooms along East Fork Lewis River in three separate locations. Each poses their own challenges with sewer connection. This location poses a traffic impact to NW La Center Road with turning movements onto the main road. Install adequate turn lanes with the cost at \$178K.	\$250K (restroom) ± \$178K (turn lanes) = \$428K	2027
Downtown Civic Plaza	Plaza Downtown 2.0 70ft X 330 ft western point of Property and Viewpoint to water	\$297,000	2026
Farmers Market And/or Food Court Complex	Park for dedicated Farmers Market in Downtown 2.0 or Temporary location until constructed. This portion is for the cost of a park or plaza for hosting the location and not land costs.	Construction \$25,000 - \$375,000	2026
Museum	Downtown 2.0	\$310,000	2027

	Move and reconstruct historical home for plaza museum		
Boardwalk	Downtown 2.0 From Plaza end viewpoint to water to host stopping points of business locations based on storage container concept	\$807,500	2027
Parking Garage	Downtown 2.0 Allow off street parking for events and businesses. 1 or 2 stories	\$750,000-\$1.5M	2027
Public Art	Downtown 2.0 & Junction. Entrance to City from Junction Archway and water feature sculpture in plaza	\$625,000 – \$1.4M	2027
Park Playground	Downtown 2.0	\$350,000	2027
Sewer	Downtown 2.0 for all. Sewer facility improvements to support increased development infrastructure.	\$463,000	2026
Storm	Downtown 2.0 for all. Stormwater facility improvements to support increased development infrastructure.	\$348,000	2026
Water	Downtown 2.0 for all. Potable water facility improvements to support increased development infrastructure.	\$504,000	2026
5th Street	Downtown 2.0 W Golden Eagle Ave to Pacific Hwy. Complete street width improvements.	\$375,000	2026
7th Street	Downtown 2.0 W Golden Eagle Ave to Pacific Hwy. Complete street width improvements.	\$456,000	2026
6th Street	Downtown 2.0 W Golden Eagle Ave to Pacific Hwy. Complete street width improvements.	\$201,500	2026
E Ave	Downtown 2.0 from 5th St to W. 7th Street. Complete street width improvements.	\$234,000	2026
Golden Eagle	Downtown 2.0 dead-end to 5th St. Complete street width improvements.	\$172,000	2026

Capital Facilities & Utilities Goal

La Center shall provide adequate capital facilities and utilities to serve city residents living within the Urban Growth Area.

Capital Facilities & Utilities Policies

- 4.1.1. Adopt and annually update a Six-Year Capital Facility Program. The Six-Year Program shall include all capital improvements necessary to correct existing deficiencies, replace worn out or obsolete facilities, or accommodate desired growth.
- 4.1.2. Pursue grants and other forms of financial assistance as a means of funding or partially funding identified capital projects.
- 4.1.3. Ensure that public utilities, facilities and such services necessary to support proposed development are adequate to serve such developments at the time the development is available for occupancy or use without decreasing current service levels below locally established minimum standards.
- 4.1.4. Adopt and review Level of Service (LOS) standards for certain public facilities and services, such as streets, water, sewer, and parks and recreation. The city shall reassess the land use chapter of this plan if probable funding falls short of meeting existing needs and shall evaluate reasonable measures to ensure that the land use chapter, capital facilities chapter, and financing plan within the [capital facilities plan CFP](#) are coordinated and consistent.
- 4.1.5. Coordinate with Clark County, affected tribal governments and special districts to ensure that the provision of public facilities and services are consistent and designed to implement the adopted Comprehensive Plan.
- 4.1.6. Establish a process to re-evaluate the land use chapter of the Comprehensive Plan if a determination is made that adequate financial resources do not exist to provide necessary public facilities and services to implement the plan.
- 4.1.7. Use impact fees or system development fees as a method of financing public facilities required to support new development.
- 4.1.8. Coordinate with the County and special districts to develop financial tools and techniques that will enable the City to secure funds to achieve concurrency.
- 4.1.9. Attempt to maintain an inventory of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, natural gas lines and water and sewer lines.
- 4.1.10. Support La Center School District efforts expand its tax base by moving the school district boundary to include the La Center I-5 Junction.

Regarding Sanitary Sewer, Water, and Storm Drainage

- 4.2.1. Develop and adopt levels of service standards for sanitary sewer, domestic water and stormwater facilities serving new development within the UGA. In order to receive permit approvals, proposed developments shall demonstrate that these levels of service standards will be met prior to occupancy or that improvements needed to ensure compliance are planned for or constructed within six years.
- 4.2.2. Clark Public Utilities (CPU) is the designated water service provider for the City of La Center.
- 4.2.3. The City of La Center should not allow extension of sewer service outside its urban growth area except in those limited circumstances shown to be necessary to protect basic public health and safety and the environment and when such services are financially supportable at rural densities and do not permit urban development.
- 4.2.4. Require all new construction and land divisions within the city limits to connect to public sewer and water if the facilities are available.
- 4.2.5. Allow on-site water provisions and sewage treatment on legal lots within the UGA that predate the adoption of this Comprehensive Plan (December 31, 2003) if the following conditions are met:
 - a) The proposed on-site sewer and water systems are approved by the Clark County Health Department, with provisions for future maintenance established.
 - b) The city may require connection to public sewer or water at the owner's expense when public sewer or water service becomes available within 200 feet. Property owners shall provide a signed agreement to this effect.
- 4.2.6. The City should update its Stormwater Management Manual periodically.
- 4.2.7. In exchange for receiving extra-territorial sewer service outside the city limits but inside the city's UGA, owners of private land shall execute an annexation agreement with the city, which shall provide for annexation at the time of connection or upon demand by the city. Land owned or held in trust by the federal government is not subject to the Growth Management Act, and annexation shall not be required in connection with extension of sewer service to such federal property or trust land either inside or outside the La Center UGA. In lieu of annexation, the city shall execute a development agreement or inter-governmental agreement that provides for payment of infrastructure costs to serve the federal property or trust land, and any other

matter that the city deems necessary or appropriate to address in such an agreement.

V Economic Development

For a city of its size, La Center delivers a high level of service to its residents. Historically, this has been possible, in large part, because of the disproportionately large portion of the city revenues that come from the La Center card room industry. The challenge is one of economic diversification. The City is actively working to attract new job and development opportunities to increase employment diversification by seeking funding for essential public infrastructure that will decrease development costs for the private sector at the Interstate 5 junction, a natural location for such diversification. Our challenge now is to overcome these recent setbacks and to continue to plan for and encourage economic diversification.

We have done the following:

- Rezoned the remaining area at Interstate 5 to allow for mixed use, and light industrial land uses;
- Rezoned the Timmen Road area as a Mixed Use district to encourage commercial activity and medium density housing; and
- Created a (R/P) zoning district which allows a mix of residential, commercial and office uses close to downtown.



La Center's ability to grow at Timmen Road and the [Interstate-5](#) junction is dependent upon its ability to build essential capital facilities such as wastewater, internet, water, and roads to serve these areas. This effort requires partnerships with utility providers and funding from public and private entities to contribute to the cost of such essential services. The City will continue to search for and

encourage such partnerships. La Center's ability to grow at Timmen Road and the [Interstate I-5](#) junction is more attainable with the recent construction of the La Center Road sewer and water lines.

In 2013, the U.S. Census calculated 690 primary jobs (one person holding one job and excluding part time employees) in La Center. Approximately [80% percent](#) of all jobs in La Center come from three industries: Arts & Entertainment, Education, & Retail Trade. The largest employer in La Center in 2013, more than [47% percent](#) of the employment sector, is the gaming industry. (See Table 6 – La Center Jobs by NAICS Industry Sector.)

Educational service, the La Center School District, is the second largest employment sector. The tribal casino opened at the La Center Interchange in 2017, which adversely affected the downtown card room industry. -Consequently, this Plan advocates that the city work diligently towards creating alternative forms of employment in our community.

Table 6 – La Center Jobs by NAICS Industry Sector (2013)

	Count	Share
Transportation and Warehousing	2	0.3%
Administration & Support, Waste Management and Remediation	3	0.4%
Accommodation and Food Services	6	0.9%
Professional, Scientific, and Technical Services	10	1.4%
Health Care and Social Assistance	10	1.4%
Other Services (excluding Public Administration)	14	2.0%
Wholesale Trade	15	2.2%
Information	19	2.8%
Manufacturing	30	4.3%
Public Administration	30	4.3%
Retail Trade	72	10.4%
Educational Services	154	22.3%
Arts, Entertainment, and Recreation	325	47.1%

The majority of jobs currently in La Center enable the worker to rise above the federal poverty level. Only [15% percent](#) of the 690 jobs in La Center pay \$15,000 or less per year.

These workers make \$7.50 per hour or less. Thirty--nine percent (~~39%~~) of the workers earn between [\\$15,000](#) and \$39,996 per year and [45% percent](#) of the work force earns more than \$40,000 per year. The work force is relatively young, approximately [59% percent](#) of the employees working in La Center are between

the ages of 30 and 54. The U.S. Census classifies the work force as 83% [percent](#) White, 11.5% [percent](#) Asian, and all others under 2% [percent](#).

In 2013, the 961 primary workers lived in La Center but only 54 workers, less than 8% [percent](#) of the in-town workers, live and work in La Center.

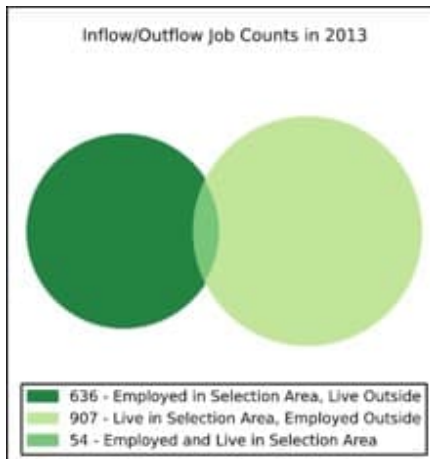


Figure 1 – Inflow and Outflow of Jobs (2013)

The largest employment sector for this out-migration of jobs is Manufacturing, presenting 13.8% [percent](#) of the jobs people travel

for. Health Care and Social Assistance is the second largest sector as 12.3% [percent](#). (See Table 7 – Outflow Jobs by NAICS Industry Sector.) More than half (53.4 percent) of these workers earn more than \$39,960 per year.

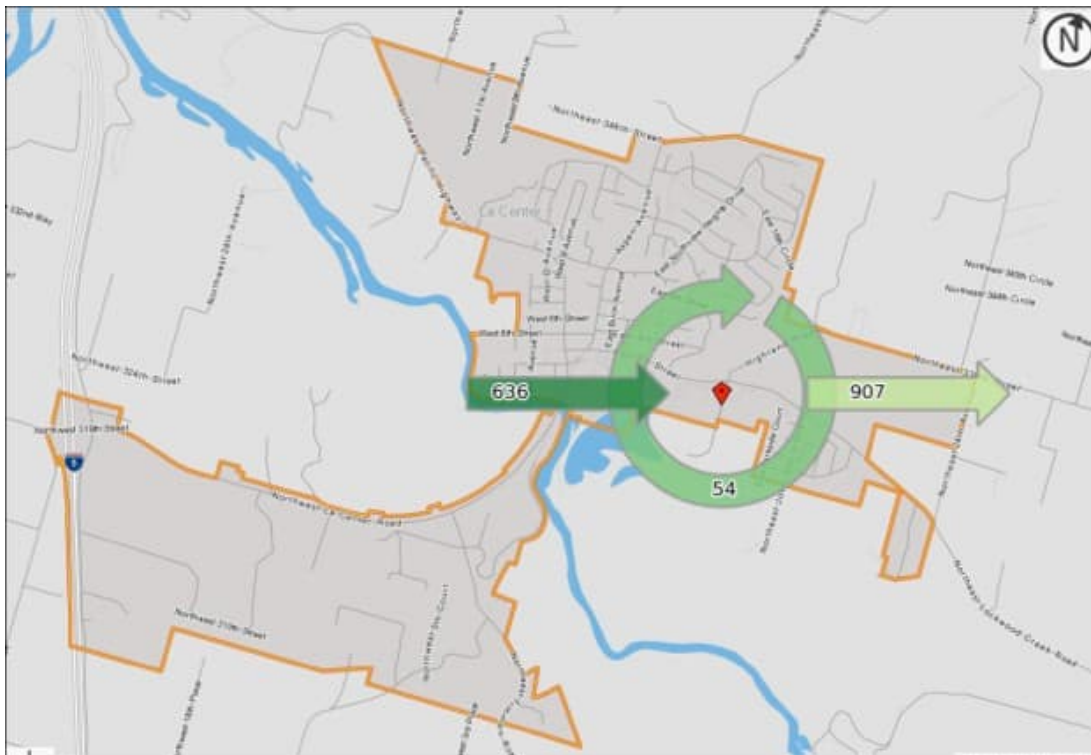
Table 7 – Outflow Jobs by NAICS Industry Sector (2013)

	Count	Share
Manufacturing	133	13.8%
Health Care and Social Assistance	118	12.3%
Educational Services	81	8.4%
Construction	78	8.1%
Retail Trade	78	8.1%
Accommodation and Food Services	58	6.0%
Arts, Entertainment, and Recreation	56	5.8%
Public Administration	51	5.3%
Wholesale Trade	48	5.0%
Professional, Scientific, and Technical Services	45	4.7%
Transportation and Warehousing	40	4.2%
Administration & Support, Waste Management and Remediation	39	4.1%
Other Services (excluding Public Administration)	33	3.4%
Management of Companies and Enterprises	22	2.3%
Finance and Insurance	19	2.0%
Utilities	17	1.8%
Information	17	1.8%
Agriculture, Forestry, Fishing and Hunting	15	1.6%
Real Estate and Rental and Leasing	12	1.2%
Mining, Quarrying, and Oil and Gas Extraction	1	0.1%

Every [work-work](#)day in 2013, 54 people lived and worked in La Center at one of the 690 local jobs. However, 907 La Center residents commuted to jobs outside of La Center. A challenge for La Center is to slow the leakage of better paid workers leaving La Center every day by creating opportunities for job creation in the UGA. The expanded UGA at the I-5 Junction has the potential to generate higher paying jobs. The MX and RP zoning districts have the potential to generate office and retail jobs. Map 3 is a graphic representation of the inflow and outflow of jobs in La Center.

The challenge for the city is create the opportunity for job growth within the city limits. The city's goals and policies and the zoning districts established for job creating enterprises are a step towards addressing this issue.

Map 3 – Inflow and Outflow of Jobs (2013)



Economic Development Goal

Provide for, encourage, and actively market to industrial and commercial businesses of various sizes in order to attract them to locate within La Center's Urban Growth Area.

Economic Development Policies

- 5.1.1. Strive toward economic diversity by providing for orderly long-term commercial and industrial growth and an adequate supply of land suitable for compatible commercial and industrial development.
- 5.1.2. Encourage long-term growth of business.
- 5.1.3. Support and promote local education programs as a means of improving the quality of high school graduates and the skills of the labor force.
- 5.1.4. Support and participate in activities of the local business organizations to facilitate economic development and diversity in the La Center area.
- 5.1.5. Actively explore means of attracting additional locally oriented commercial activity to the downtown area through incentives, marketing programs, or other methods.
- 5.1.6. Establish benchmarks to measure economic development that has taken place within the city's Urban Growth Boundary.
 - a) The city shall make reasonable efforts to develop an inventory of local economic indicators, such as population, employment, sectors of employment, types and location of business, and sales.
 - b) Economic development planning should include an acknowledgment of the strengths and weaknesses of the local economy, including such factors as land use, transportation, utilities, education, work force, housing, natural and cultural resources, competition and cooperation.
 - c) The City shall consider developing a comprehensive economic development strategy.
 - d) The City shall engage in cooperative relationships with its sister jurisdictions.
- 5.1.7. The city's long term goal is for the La Center Junction to provide an employment area for the benefit of the citizens of La Center and north Clark County.
- 5.1.8. Develop a strategic action plan to help the city prepare for and adjust to potential seismic changes in the city economy at the I-5 Interchange and in the downtown core.

6. Downtown and Timmen Landing Subareas

Goal: Encourage a range of neighborhood retail, gateway hospitality, and office spaces in the downtown mixed use, commercial, and select overlay zones that support nearby residential development.

5.2.1 Promote neighborhood retail that supports people living in residential areas, along West Seventh Street, south of West Third Street, and along Northwest Timmen Road.

5.2.2 Promote downtown commercial retail shops to develop wide-ranging locally owned businesses that diversify the economy.

5.2.3 Maintain the quaint, historic downtown character by retaining and remodeling existing vacant commercial buildings.

5.2.4 Encourage small retail businesses in Timmen Landing such as restaurants and convenience stores that serve the neighboring mixed-density residential.

VI Parks, Recreation and Open Space

La Center adopted its first parks master plan in 1991 and has since made great progress in making parks, trails and recreational facilities a priority. In 2008 the City adopted the “Parks Recreation and Open Space Master Plan. The previous parks



master plans created a vision that resulted in major improvements, such as, non-motorized trails connecting community centers and parks, accessibility for special needs, securing land with level topography for formal sports, historic preservation, and expanding greenways. The establishment of Sternwheeler Park on the waterfront is a prime example, combining cultural and recreational opportunities, wetland preservation, and a connection to the City’s history as a riverboat hub. Not only does the park provide open space for

residents, it underscores the community’s identity. The city updated the Master Plan in 2016.

The parks, recreation, and open space chapter of the Comprehensive Plan establishes a long-term direction for the city’s parks infrastructure, while the “Parks, Recreation & Open Space Master Plan” is the city’s short term blueprint for acquiring and improving parks, trail and recreation areas. In 2015 and 2016 the city surveyed the community via mailings, the city’s web site and an open house to gauge the community’s appetite for park, trails and open space. The city used the survey responses to help establish the goals and policies of this Chapter.



Existing Conditions

The parks and recreation planning area includes the city limits of La Center (approximately 574.4 acres) plus 314.4 acres of unincorporated lands within the city's urban growth area. Totaled, the planning area encompasses approximately 888.50 acres. Generally, the boundaries of the planning area extend from the Pacific Highway and [Interstate I-5](#) to the west, NW Bolen Street to the north, the East Fork [of the](#) Lewis River to the south and 309th Street, and NE 24th Avenue to the east. (See Map 4 – Existing Parks and Facilities.)

Community Parks



Pollock Park Boat Launch – The park was constructed in 2018 at the north end of Pollock Road, on the western banks of the Lewis River, west of the La Center Bottoms. This 1.6-acre park is the newest city-owned facility and contains a gravel parking area, ADA accessible parking spaces, picnic tables, and a small boat launch for non-motorized watercraft such as kayaks and canoes. The park is popular with both locals and visitors.



La Center Holley Park – This 11.14--acre community park situated on the south side of [4Four](#)th Street and Lockwood Road is maintained by the city of La Center. Located near the commercial center of the city, it provides a meeting place for community events and activities. Park facilities include a community

center building (which has standing capacity for 245 persons and seated capacity for 114 persons), three baseball fields, one tennis court, swings, slides, covered picnic structure, picnic tables, basketball court, skate area, splash pad, landscaping, walking path, 147 parking spaces, including one ADA parking space, and restroom facilities.



Sternwheeler Park – A 7.44-acre community park located on Bottom Lands between ~~4~~[Fourth](#) Street and the East Fork ~~of the~~ Lewis River, Sternwheeler Park is a newly developed natural preservation area maintained by the city of La Center. Improvements in this park include play equipment, unique wooden sculptures, restrooms, multi-use trails, wetland preservation, interpretive signs, and public seating for concerts and picnic areas.

Neighborhood Parks



Heritage Park – This 2.05-acre neighborhood park is located north of E. Heritage Loop in Southview Heights, a residential neighborhood just north of downtown. Maintained by the city of La Center, the park facilities include a play structure, swings, walking path, restrooms, picnic tables, benches, a gazebo, and significant landscaped and natural open spaces.



Elmer Soehl Park – This small 0.21-acre neighborhood park is located northeast of the City center at the intersection of ~~7~~[Seventh](#) ~~Street~~ and Elm Avenue. The ~~e~~[City](#) of La Center maintains this park, which includes a bench, play structure, on-street parking, and a chain link fence surrounding the play area.

Open Space Inventory

The primary open space corridors in La Center Planning Area include the McCormick Creek drainage way corridor just outside of the existing western City limits. The East Fork ~~of the~~ Lewis River generally to the west and south of the City limits. The Legacy Lands in the La Center Bottoms. Heritage Trails open space and wetlands in South View Heights. Then finally, the Brezee Creek corridor that bisects La Center, just east of downtown, extending to the Bottoms area and in a northeast direction beyond the La Center High School.

Trail Inventory



Currently, there are four trails in the city of La Center. The Sternwheeler Park Trail is approximately 4,500 linear feet (0.85 miles) and stretches from the park to the La Center Holley Park. The Heritage Park Trail is approximately 2,052 linear feet (0.39 miles) and runs throughout that park and open wetland spaces. The Heritage Trail Extension is approximately 2,055 linear feet (0.39 miles) and connects three subdivisions to the Heritage Park trail system, park and neighborhood. The fourth trail, Brezee Creek Trail, connects to the historical downtown area. It is approximately 2,860 linear feet (0.54 miles) and features wildlife viewing shelters. Combined, La Center has 11,467 linear feet of trails or approximately 2.17 miles.

La Center School Facilities



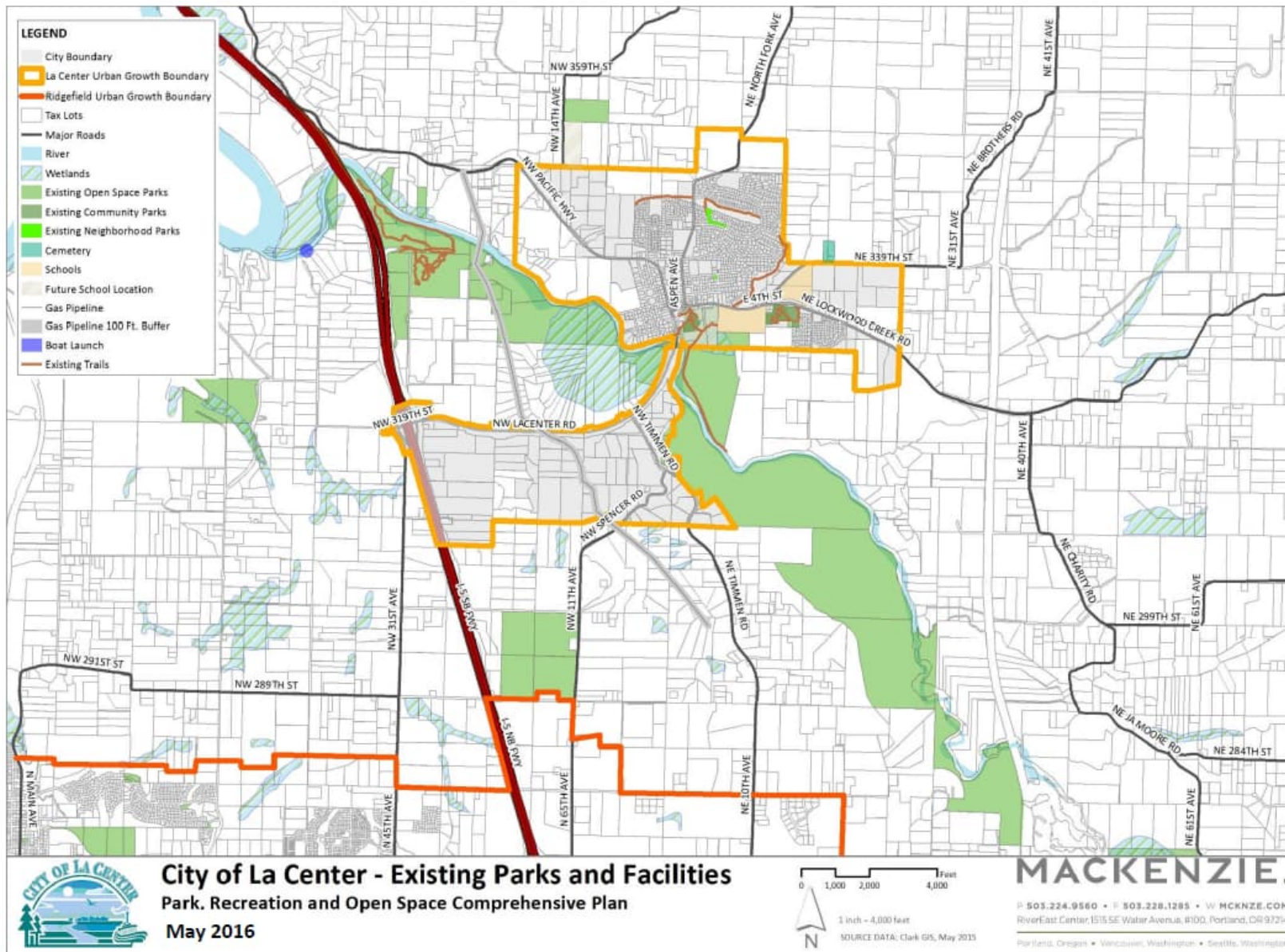
The La Center comprehensive and capital facilities plans encourage the city to form an interagency agreement with the La Center School District. The agreement would help facilitate and formalize the existing practice of the school district allowing the community at large to make use of school district recreational facilities and property. Both the La Center park system and school district mutually benefit from each other's facilities. The majority of the athletic playing fields within the urban growth area are owned and operated by the La Center School District. These facilities are generally open for public recreational use at no charge. However, the school district charges a small fee for use of the playing fields by profit making ventures. Following is a list of the facilities that exist in the La Center School District:

La Center High School – The public school facility, located at 1780 Highland Road, encompasses about 12 acres and includes football, baseball, softball and soccer fields, and a full-size track.

La Center Elementary School – Located at 700 East [4Fourth](#) Street, the facility totals about 20 acres and includes playgrounds, basketball courts, and baseball and football fields.

La Center Middle School – A new middle school is being built on a 77-acre site at the east end of the [City](#) just south of Lockwood Creek Road. The school is being constructed to facilitate approximately 550 students and 41 employees, and includes parking and pedestrian access. The school will have playgrounds and sports courts.

Map 4 – Existing Parks and Facilities



Needs Assessment

The 2016 Parks, Recreation and Open Space Master Plan surveyed existing conditions, identified the city park and recreation service area 4) and forecasted future needs based upon the National Parks and Recreation Association (NPRA) level of service standards (LOS) used throughout America. The NPRA standards are provided in Table 8.

Table 8 – NPRA National Standards

Park/Facility Type	Population Ratio (acres/population)
Neighborhood Park	1-2 acres per 1,000 people
Community Park	5-8 acres per 1,000 people
Baseball/Softball	1 field per 5,000 people
Soccer	1 soccer field per 10,000 people
Football	1 football field per 20,000 people
Tennis	1 court per 2,000 people
Basketball	1 court per 5,000 people
Swimming Facilities	1 indoor pool per 20,000 people
Trails	0.5 miles per 1,000 people

The 2016 Parks, Recreation and Open Space Master Plan projects the La Center park and recreation needs over the 20-year planning horizon and forecasts that the city will need to invest in new land and facilities as follows ([see Map 5 – Proposed Parks and Recreation Service Area](#)).

Regional Boat Launch Trail Head

Improvements would include parking and storm water, a restroom, group picnic shelter, picnic tables, boat launch, benches, interpretive and way finding information and lighting. The boat launch provides access to the East Fork of the Lewis River for small boats, kayaks, canoes and would be a regional launching or unloading point for the planned water trail. The trail head would provide access to the county trail system for multiple user groups, such as biking and equestrian.

Neighborhood Park (NP-1)

A neighborhood park, in the vicinity of Jenny Creek, could serve residents in the northwest area of the city. Task: Acquire a suitable site in the general vicinity on the parks plan in accordance with the design guidelines. If possible the park should connect to the proposed West Side Connector Trail (T-2) or Bolen Creek Trail (T-4).

Neighborhood Park (NP-2)

A neighborhood park in the vicinity of Bolen Creek at NW "E" Avenue could serve residents in the north central portion of the city. Task: Acquire a suitable site in the general vicinity on the parks plan in accordance with the design guidelines. If possible, the park should connect to the Bolen Creek Trail (T-4) or the Heritage Trail Extension (T-6).

Neighborhood Park (NP-3)

A neighborhood park west of the downtown core just outside the city limits could serve residents in the south west corner of the city. Task: Acquire a suitable site in the general vicinity on the parks plan in accordance with the design guidelines. If possible this trail should connect to the East Fork ~~of the~~ Lewis River Water Front Trail (T-3) and Pacific Highway Pathway (T-5).

Neighborhood Park (NP-4)

A neighborhood park between ~~w~~West 16th Street and West 18th Street west of the Hannas Farm subdivision to serve the future residents in the northwest side of the city. Acquire a suitable site in the general vicinity on the parks plan in accordance with the design guidelines. If possible, the park should connect to Bolen Street Pathway (T-7) and/or the North Fork Avenue Pathway (T-21).

Neighborhood Park (NP-5)

A neighborhood park is recommended in the vicinity of Lockwood Creek Road area. This neighborhood park can serve residents in the east end of the City. Acquire a suitable site in the general vicinity on the parks plan in accordance with the design guidelines. If possible, the park should connect to the Lockwood Creek Road Pathway (T-10), NE Highland Road Pathway (T-9) and La Center Community Park.

Neighborhood Park (NP-6)

A neighborhood park in the vicinity of Pollock Road could serve residents in the southeast corner of the city. Task: Acquire a suitable site in the general vicinity on the parks plan in accordance with the design guidelines. If possible, the park should connect the future County East Fork ~~of the~~ Lewis River Regional trail, planned unit development proposed in the Timmen Landing area, the Timmen Road Pathway (T-14) and/or La Center Road Pathway (T-5).

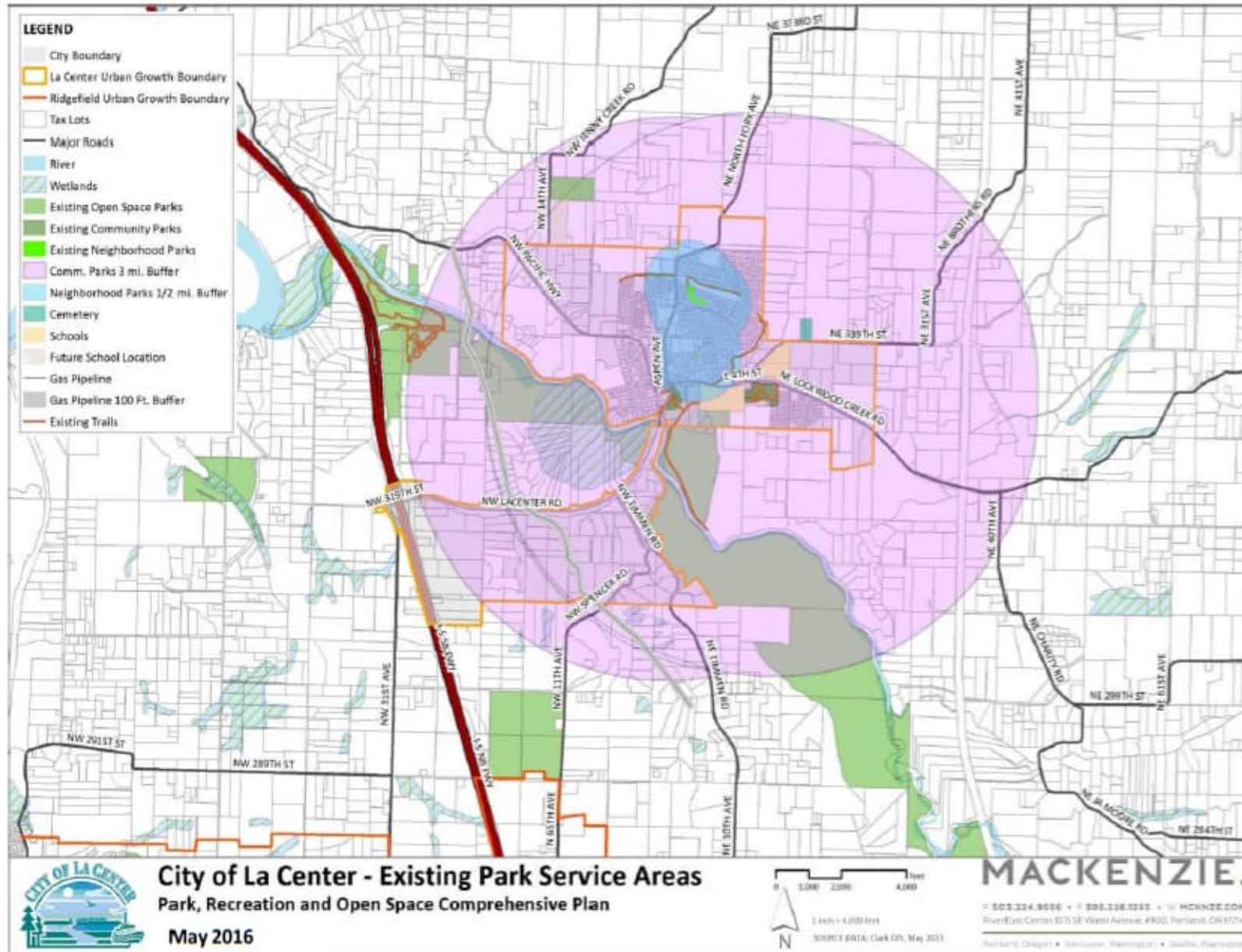
Neighborhood Park (NP-7)

A neighborhood park in the vicinity of NW Timmen Road area could serve residents in the south central end of the city. Task: Acquire a suitable site in the general vicinity on the parks plan in accordance with the design guidelines. If possible, the park should connect to the Timmen Road Pathway (T-14) and/or the NW Spencer Road Pathway (T-15).

Neighborhood Park (NP-8)

A neighborhood park in the vicinity of McCormick Creek could serve residents in the south west corner of the city. Acquire a suitable site in the general vicinity on the parks plan in accordance with the design guidelines. If possible, the park should connect to the McCormick Creek Trail (T-16) and/or the Tri Mountain Trail (T-17).

Map 5 – Proposed Parks and Recreation Service Area



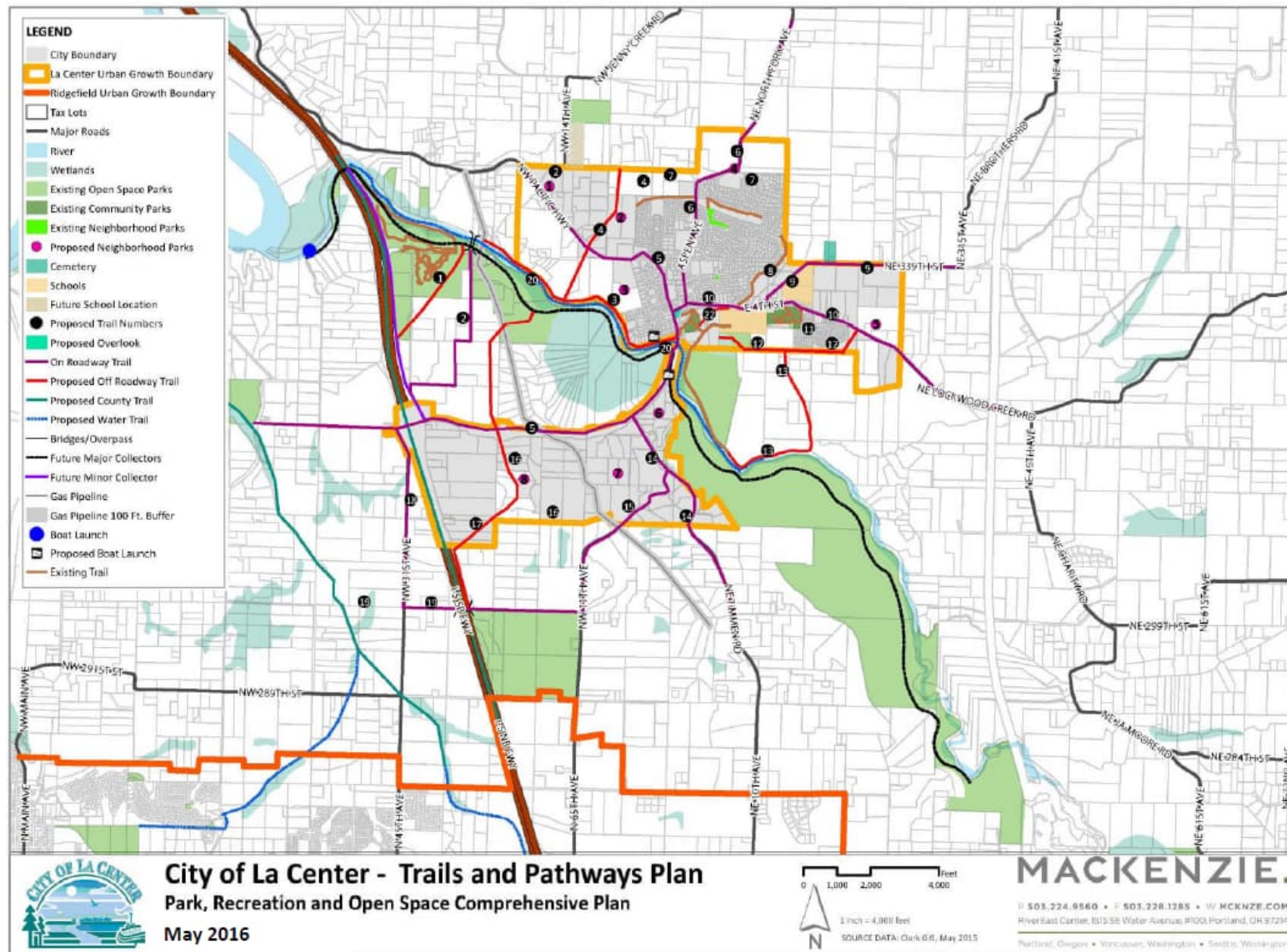
Parks, Recreation & Open Space Goal

The City of La Center shall ensure that park, recreational and open space land is acquired, developed and maintained in an economically efficient way to meet the needs of its residents.

Parks, Recreation & Open Space Policies

- 6.1.1. Provide for the development of parks in order to meet the recreational needs of the City as described in the Parks chapter of the La Center ~~Capital Facilities Plan~~[CFP](#).
- 6.1.2. Continue to coordinate with Clark County, Clark Public Utilities and other agencies to preserve and enhance recreational, educational, wildlife, and wetlands values.
- 6.1.3. Update the La Center Parks and Recreation Master Plan during the comprehensive plan update period or sooner if the need arises.
- 6.1.4. Use park impact fees to partially fund park capital facilities.
- 6.1.5. Accept land dedications, when appropriate, as a partial credit towards impact fees consistent with city park plans and needs.
- 6.1.6. Encourage and promote the acquisition and development of a citywide pedestrian and bicycle trail system to connect schools, parks, neighborhoods, and other features and facilities.
- 6.1.7. Pursue the development of facilities and programs consistent with the 2012 Parks & Recreational Needs Assessment survey results.
- 6.1.8. Develop a stewardship program for open spaces to preserve, enhance, and/or maintain sensitive natural areas and bodies of water within the La Center UGA, as resources are available.
- 6.1.9. Encourage, support, and initiate activities, where possible, to preserve, conserve or improve the natural shorelines of the East Fork Lewis River, Brezee Creek and McCormick Creek.

Map 6 – City of La Center Trails and Pathways Plan





VII Historic, Archaeological and Cultural Preservation

Historic Context

The city of La Center is located within territory historically occupied by native Cowlitz and Chinook peoples of the Lower Columbia River. The term “Chinook” refers to both a linguistic classification as well as a cultural one. Traits common to Chinookan- speaking groups include a reliance on aquatic resources (primarily anadromous fish), woodworking (exemplified by planked houses and dugout canoes), twined basketry, untailored clothing, a distinctive art style, and a social emphasis on rank, including the practice of slavery. Ethnographies place the Lewis River Cowlitz in this area at the time of European contact.

The Multnomah sub-group of the Upper Chinookan speakers occupied the Columbia River from near Deer Island to just east of the Washougal River. William Broughton reported Multnomah villages on Wapato Island (now Sauvie Island) in 1792. Lewis and Clark reported two settlements located along Vancouver Lake, and Cathlapottle, located near the mouths of Lake River and the Lewis River.

Native populations centered their tribal activities along major salmon streams, but they also harvested resources from the productive inland prairies. Lodging consisted of cedar longhouses in the winter and temporary camps in the spring through fall as people traveled to traditional areas to dig wapato and camas and seek game and berries. Rivers, such as the East Fork of the Lewis, were important transportation corridors and sources of food.

By the late ~~18~~eighteenth century, the Native Peoples of the Lower Columbia had come into contact with Euro-American traders who plied the Northwest Coast trading with the natives, primarily in furs. Newcomers carrying disease unknown in the Lower Columbia Basin devastated the native populations, essentially destroying their traditional lifeways within a single generation.

In 1825, the Hudson Bay Company established Fort Vancouver, the first permanent non-native settlement in the Pacific Northwest. Fort Vancouver was an important trade center and provided a strong foothold for Euro-American settlement. In 1848, by an Act of the United States Congress, the La Center area became part of the Oregon Territory. The earliest map of the La Center area is the 1854 General Land Office map of Township 4 North, Range 1 East, W.M. This map depicts unclaimed land along the shores of the East Fork Lewis River, then known as the "South Fork Cattlepootle River".

The earliest Euro-American settlers to stake a claim in the area were John Pollack in 1849 and John H. Timmen and Aurelius Wilkens who staked claim upriver in 1852. The early homesteaders cleared farms and grazed cattle. By 1870, sternwheelers (or lighter boats, when the water was low) plied the East Fork Lewis River trading dry goods and groceries for cash, butter, eggs and honey. In 1872, at the site of present-day La Center, sternwheeler captain William G. Weir built a house and opened a store and a post office. Mr. Timmen filed the town's first plat in 1875, naming the community "Timmen's Landing".

Important events in the town's early history include:

- 1876 – The region's first commercial logging operations were underway.
- Mid-1880s – the town included two hotels, a Methodist church, a grist mill, a brickyard, a post of the Grand American Army of the Republic, and a grange hall.
- 1888 – The town's name changes to "La Center".
- 1907 – The population reaches approximately 300. Eight sawmills operated within five miles of town, and the town accommodated four general stores, one drugstore, two hotels, one restaurant, one livery stable, two blacksmith shops, one saloon, one hospital, one furniture store and one pool room.
- 1909 – La Center incorporates on August 23~~rd~~ and Clark County acknowledges the municipality of La Center. Population growth slows and even dips down to 200 people as the nearby forests are logged-out.

- 1918 – The Pacific Highway, the major north-south highway on the West Coast was routed through La Center.
- 1985 – La Center legalized card-room gambling which provided a significant boost to the local tax base.
- 1994 to present – faces explosive growth, slowed only by the Great Recession of 2007.

La Center residents are proud of their history, their connection to the river, and their small town character. However, there are no local buildings or structures listed on the National Register of Historic Places. La Center area properties listed on the Clark County Register of Historic Places include:



The Francis G Lawton House (1900) 5404 NE Lockwood Creek Road
Summit Grove Lodge (1927) 30810 NE Timmen Road

Other significant buildings and structures in La Center include:

- La Center Cemetery, West of La Center High School
- La Center Community Library (Old Hospital) (Circa 1905 – moved to present location in 2001), 1402 Lockwood Creek Road
- Old Church and Parsonage (pre-1914), NE corner of 4th Street and Birch Avenue
- La Center Grange (No. 48) (1899), 328 West 5th Street
- La Center Tavern (1923) (Former City Council Chambers), 107 East 4th Street.
- John Pollack's Grave, NW Pollack Road

Historic, Archaeological & Cultural Preservation Goal

La Center shall identify and encourage the conservation of federal, state, and local historic, archaeological, and cultural lands, sites, and structures of significance within the City of La Center and its UGA.

Historic, Archaeological & Cultural Preservation Policies

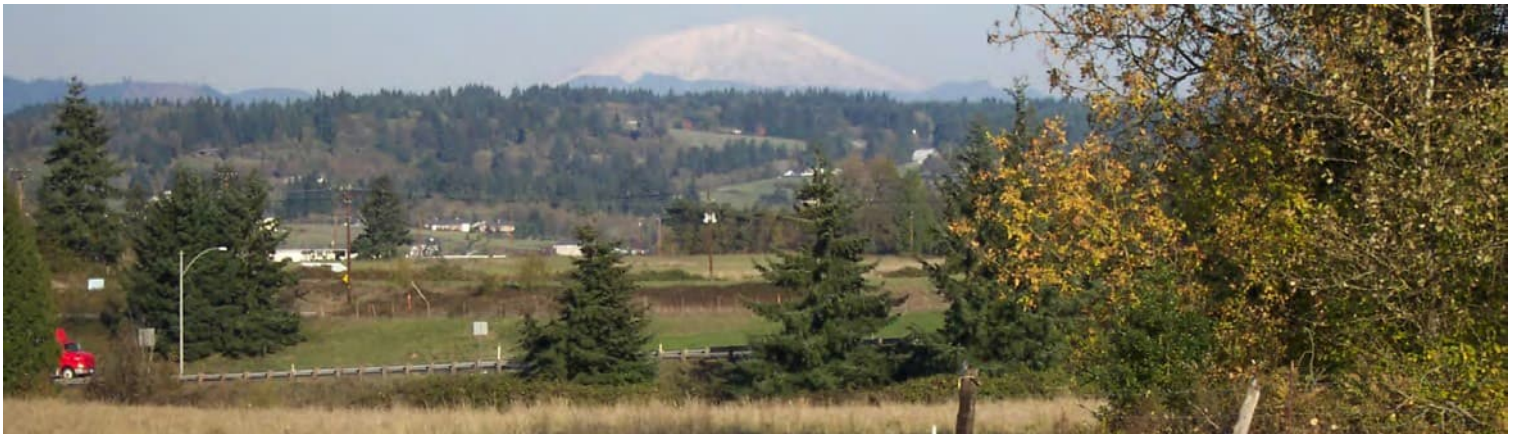
- 7.1.1. Work with Clark County and other interested agencies and organizations to help maintain and update the current inventory of historic, archaeological and cultural resources in La Center.
- 7.1.2. Work to increase recognition and public awareness of historic, archaeological and cultural resources.
- 7.1.3. Protect archaeological resources in accordance with state and federal laws.
- 7.1.4. Provide assistance to developers, landowners, and the construction trade regarding appropriate re-use and rehabilitation of identified historic sites and buildings, when appropriate.
- 7.1.5. Provide assistance to developers, landowners and others interested in obtaining grants and receiving available tax incentives for re-use and rehabilitation of identified historic sites and buildings, when appropriate.

VIII Urban Growth and Annexation

Growth Management Act (GMA)

The GMA, 36.70A et seq., establishes several mandatory goals for all jurisdictions fully- planning under the GMA. The La Center Comprehensive Plan includes the mandatory goals:

- Land Use
- Transportation
- Housing
- Capital Facilities & Utilities
- Economic Development
- Parks, Recreation & Open Space



A central element of the GMA planning process is the Land Use Chapter. The Land Use Chapter establishes Comprehensive Plan land use designations and Zoning Districts with sufficient land capacity to accommodate the city's 20-year population growth. Three statewide planning goals established by the GMA are relevant to the land use chapter:

- Urban Growth – Encourage new development to occur in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- Reduce Sprawl – Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- Property Rights – Private property shall not be taken for public use without just compensation having been made. The property of landowners shall be protected from arbitrary and discriminatory actions.

County ~~W~~Wide Planning Policies

The Clark County Community Framework Plan establishes a regional vision for how growth should occur in unincorporated Clark County and the cities of Battle Ground, Camas, La Center, Vancouver, Washougal, and Yacolt. See Appendix B: Countywide Plan Policies.

The Framework Plan encourages La Center to develop citywide residential densities averaging four units per net residential acre. Higher densities are planned to occur within medium density residential districts.

The Clark County Comprehensive Growth Management Plan policies establish three land use goals that guide development in the county:

- Adopt UGA boundaries to accommodate residential and employment increases projected within the boundaries over the next 20 years.
- Encourage more compact and efficiently served urban forms, and reduce the inappropriate conversion of land to sprawling, low-density development.
- Integrate land uses to reduce sprawl, promote physical activity through active transportation and foster neighborhood and community identity.

Annexation

The GMA requires counties to establish 20-year Urban Growth Area boundaries to accommodate for projected growth, and encourages cities to annex lands within the UGA and provide urban-level services to these areas. Lands outside the UGA cannot be annexed. The Community Framework Plan adopted by Clark County and other local cities also requires annexation of lands in the UGA. La Center's annexation policies are closely aligned with the Clark County Community Framework Plan.

A property owner or the city may initiate an annexation. The 60 percent petition method is the most common annexation process used in La Center. (See RCW 35A.14.120.) The owners of at least 60 percent of the property value in the proposed annexation area, computed according to the assessed valuation of the property for general taxation purposes, must petition the City Council to annex. The City Council will review the proposal to ensure the annexed area has access to public services consistent with city regulations.

Urban Growth & Annexation Goal

La Center shall establish the orderly transition of unincorporated area within the Urban Growth Boundary from county jurisdiction to within the La Center City limits, either through annexation or incorporation.

Urban Growth & Annexation Policies

- 8.1.1. Establish an Urban Growth Area as provided under the Growth Management Act In cooperation with the County, other municipalities, and special districts. Lands held in trust or owned by the federal government are not subject to the Growth Management Act. The city may not allow or facilitate urban development on land that is subject to the GMA and designated as rural.
- 8.1.2. Include within the Urban Growth Area areas and densities sufficient to permit the urban growth that is projected to occur in the City for the succeeding 20-year period.
- 8.1.3. Locate Urban Growth primarily in areas already characterized by urban growth that have existing public facilities and service capacities to adequately serve such development, and secondarily in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services that are provided by either public or private sources. Urban governmental services shall be provided in urban areas. Urban governmental services include those sources historically and typically delivered by cities and towns, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection, and other public utilities not normally associated with non-urban areas.
- 8.1.4. Urban growth is defined as growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production

of food, other agricultural products, fiber, or the extraction of mineral resources.

- 8.1.5. La Center and Clark County, consistent with RCW 36.70A, shall review its designated Urban Growth Area or areas, and the densities permitted within the incorporated and unincorporated portions of each urban growth area.
- 8.1.6. Use base population projections for designation of urban growth areas provided by the Office of Financial Management and appropriate bi-state/regional sources.
- 8.1.7. Work with Clark County and special districts to develop realistic levels of service for urban governmental services.
- 8.1.8. Coordinate plans for providing public facilities and services with plans for designation of urban growth areas, rural uses, and for the transition of rural lands to urban uses.
- 8.1.9. Plan for public facilities and services so that service provision maximizes efficiency and cost-effectiveness and ensures concurrency.
- 8.1.10. Establish La Center's Urban Growth Area to be consistent with the goal of protecting the environment and enhancing the city's high quality of life. Establish urban growth areas in a manner consistent with the preservation of land, sites and structures that have historical or archaeological significance.

Regarding Future Annexation

- 8.2.1. Designate areas to be annexed, adopt criteria for annexation and a plan for providing urban services and facilities within the annexation area. Phase annexation to coincide with the city's ability to provide a full range of urban services to areas to be annexed.
- 8.2.2. Do not annex territory subject to the Growth Management Act beyond the City of La Center's Urban Growth Boundary.
- 8.2.3. Developing areas within the urban growth area that are privately owned and eligible for annexation should annex or commit to annex to the City of La Center before receiving urban services. Annexation shall not be required for lands not subject to the GMA, e.g., lands owned or held in trust by the federal government for a federally-acknowledged Indian Tribe, but such lands shall be subject to a development agreement or inter-governmental agreement in exchange for receiving city services. Unincorporated areas that are already urbanized and legally eligible for annexation are encouraged to annex to the City of La Center in order to receive urban services.

- 8.2.4. Within the Urban Growth Area, the City of La Center shall be the exclusive provider of sewer and any other urban services provided by the city. La Center shall not allow the extension of utilities beyond its corporate limits without a development agreement or inter-governmental agreement (in the case of land owned or held in trust by the federal government) or an annexation agreement (in the case of private land or land otherwise legally eligible for annexation. Exceptions may be made in cases where human health is threatened. La Center, Clark County and Clark Public Utilities should coordinate the provision of urban services for land within the UGA consistent with adopted city development standards, but in all events the city shall be the exclusive provider of sewer service to all lands within its UGA.
- 8.2.5. An inter-jurisdictional analysis and process which assesses the fiscal and other impacts related to annexation on the county, the city, and special purpose districts shall be developed consistent with the policies contained in the annexation chapter.

Regarding La Center's Goals for Growth and Annexation

- 8.3.1. Encourage future growth which balances the need to expand employment and economic opportunities for the people of the La Center area, while maintaining a safe, cohesive, attractive small town atmosphere.
- 8.3.2. Establish an Urban Growth Boundary and annexation policy which encompasses adequate areas for commercial and industrial use in order to enhance the economic and fiscal stability of the city.
- 8.3.3. Encourage urban growth within the city's Urban Growth Area to occur on lands within city limits prior to occurring on lands outside city limits.
- 8.3.4. Urban development within the city's Urban Growth Area may occur on lands outside city limits when the following conditions have been met:
- 8.3.5. All urban services needed to serve the development are in place or will be installed concurrent with the development.
- 8.3.6. Arrangements for capital facilities prior to annexation have been completed.
- 8.3.7. The development can be shown to fulfill a need which cannot be served within the city limits.
- 8.3.8. An interlocal agreement is struck with Clark County for land use development review consistent with the City's adopted comprehensive plan.
- 8.3.9. La Center recognizes that annexation depends on the requests of those non- city property owners who would be annexed. The city will provide impacted parties with access to all information needed to make responsible

decisions regarding annexation and shall encourage an open discussion of all related issues.

- 8.3.10. Coordinate with Clark County and other appropriate jurisdictions and service providers in establishing and implementing policies regarding annexation by the City. The city's annexation policies and practices shall observe all applicable requirements of the Growth Management Act, the County Wide Planning policies, and other applicable State and County laws and standards.
- 8.3.11. Prioritize development of the I-5 Junction, the Timmen Road/La Center Road intersection, and the city center.
- 8.3.12. Work with Clark County to establish an Urban Reserve Area beyond the Urban Growth Boundary. The purpose of the Urban Reserve Area is to provide an indication as to where future urban growth should be directed when the 20-year UGA is expanded.
- 8.3.13. Work with Clark County to establish policies to ensure interim development which would preclude or significantly complicate future urbanization does not take place.

IX Environment

La Center's environmental goals and objectives build upon what we already achieved. We recognize that a healthy environment is essential to creating a livable community. The state-of-the-art wastewater treatment facility is prime indication of our focus on the environment and our willingness to invest in it. The numerous parks and trails also show our focus on the environment, as do less obvious things such as the constant maintenance of wastewater drains and the enactment of rules to deal with tree removal at construction sites and the use of invasive plant species.

Environmental conservation will be important to our long-term economic prosperity, and this Chapter reaffirms our desire for environmental sustainability and support of good development decisions. The Environment Chapter provides information about local natural resources. It is the foundation for developing critical area protections and to help property owners and city decision makers make wise and sustainable decisions about where and under what circumstances development will occur. The natural environment of La Center consists of many interrelated components: geology (earth, soil, minerals); biology (living plants, animals microorganisms); water resources (groundwater, surface water, streams); and air. Critical areas, identified in state statute (RCW 36.70A.050), and protected under city regulations (LCMC 18.300 and the La Center Shoreline Master Program).



Existing Conditions

Surface Water – The East Fork ~~of the~~ Lewis River and its tributaries, such as Brezee Creek, Jenny Creek, and McCormick Creek, form the primary drainage

system in the area and flow west to the Lewis River and Columbia River. Rivers and other surface waters are important means because: they provide habitat for wildlife and marine creatures, of their scenic value, they convey storm waters away from the land, and for the transportation function they played in the development of La Center.

Ground~~Water~~ – ~~Ground~~~~Ground~~water is replenished from precipitation and surface water filtering through the ground to aquifers. The ~~ground-ground~~water system is interconnected, and localized pollution in one area may influence the quality of water used elsewhere. The Critical Areas Ordinance specifies the types of land uses that are acceptable within the aquifer recharge area. All proposed developments in the zone will be required to comply with the Critical Areas Ordinance.

Frequently Flooded Areas – The Federal Emergency Management Agency has defined the extent of the 100-year flood boundary (i.e., areas subject to a ~~one~~
1 percent or greater chance of flooding in any given year) in order to establish actuarial flood insurance rates and assist communities in efforts to promote sound flood plain management.

Development on flood plains retards their ability to absorb water, restricts the flow of water from land areas, and causes hazards downstream. The extent of flood plain areas in La Center is limited to the East Fork ~~of the~~ Lewis River, a short reach of Brezee Creek.

Wetlands – Wetlands are fragile ecosystems that assist in the reduction of erosion, flooding, and ground and surface water pollution. Wetlands also provide an important habitat for wildlife, plants, and fisheries. The city has wetlands inventory information from the National Wetlands Inventory [NWI] maps. The city also has maps showing hydric soils. The NWI and hydric soil maps guide the city in determining where wetlands might exist.

The city's wetlands program includes provisions for acquisition of certain high value wetlands, restoration of degraded wetlands, public education about wetlands values and management, use of innovative land use techniques to minimize impacts of development, and control density around key wetlands. Others include scenic and recreational, agricultural, and water supply recharge. In general, development within delineated wetlands is prohibited.

Air Quality – There is limited information available regarding air quality in the La Center area. This indicates that no chronic problems exist or events have occurred

to warrant investigation by the Southwest Clean Air Agency or the Department of Ecology. There has not been any development in or around the community that causes long-term adverse impacts to the air shed, and we can assume that local residents will continue to enjoy clean air for years to come.

Vegetation and Wildlife – Disturbance of ecological communities and division into isolated habitats are the major cause for the decline in animal and plant species. Conserving viable ecological habitats in an interconnected system is the most effective way of conserving vegetation and wildlife. Many habitats that are conserved for environmental or scenic reasons cannot survive division into small, isolated land parcels.

Species of interest that are known to frequent or inhabit the East Fork ~~of the~~ Lewis River basin and which the city protects through implementation of the Critical Areas Ordinance are listed in Table 9.

Table 9 – Species of Interest¹¹

Common name	Species	Status
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Federal Species of Concern
Coho Salmon	<i>Oncorhynchus kisutch</i>	Federal Threatened
Chinook	<i>Oncorhynchus tshawytscha</i>	Federal Threatened
Fall Chinook Salmon	<i>Oncorhynchus tshawytscha</i>	Federal Threatened
Fall Chum	<i>Oncorhynchus keta</i>	NA
Dolly Varden/Bull Trout	<i>Salvelinus malma</i>	N/A
Cutthroat	<i>Oncorhynchus clarki</i>	Federal Candidate
Steelhead	<i>Oncorhynchus mykiss</i>	Federal Threatened
Sockeye Salmon	<i>Oncorhynchus nerka</i>	N/A

Fish and Wildlife Habitat Conservation Areas: The city relies on the Washington Department of Fish and Wildlife classification system for fish and wildlife habitat conservation areas. The city recognizes that the urban environment is shared with fish and wildlife and that the associated habitats exist within a regional habitat system. Consequently, the city will coordinate the local management program with other jurisdictions in the bioregion. The city protects fish and wildlife areas through application of the Critical Areas Ordinance.

¹¹ Source: <http://apps.wdfw.wa.gov/phsontheweb/>, see also Appendix B, WDFW PHS 2013 Distribution by County

Habitat areas of interest, which the city protects through implementation of the Critical Areas Ordinance, are listed in Table 10.

Table 10 – Habitat Areas of Interest¹²

Common Name	Priority Area
Oak Woodlands	Terrestrial Habitat
Freshwater/Forested Shrub Wetland	Aquatic Habitat
Freshwater Emergent Wetland	Aquatic Habitat
Waterfowl Concentrations	Regular concentrations
Cavity-nesting ducks	Breeding area

Open Space: Open spaces perform important functions, such as, buffering different land uses, increasing property values at the edge of open space, and improving the quality of life in the community. Open space can include parks, trails, utility corridors, critical areas and their buffers. One mechanism the city uses to create open space is by application of the Critical Areas Ordinance during the development review process.

Applicable Legislation

Federal Endangered Species Act

Our area contains critical habitat needed for endangered anadromous fish species. Critical habitat areas include the East Fork ~~of the~~ Lewis River, Brezee and McCormick Creeks. The listing process for endangered anadromous fish species is handled by the National Oceanic and Atmospheric Administration (NOAA), and NOAA is responsible for identifying critical habitat and developing recovery plans. The City of La Center responds to the federal Endangered Species Act mandates through a variety of regulatory and action-based mechanisms.

Federal Clean Water Act (Section 404)

The city contains several federally regulated wetlands areas, protected under Section 404 of the Clean Water Act. Wetlands dredge and fill activities are regulated at the federal level by the U.S. Army Corps (the Corps) of Engineers. A person or agency having a project that impacts wetlands must submit a permit application to the Corps for review, such an application also being reviewed by the Washington [State](#) Department of Ecology.

¹² Source: Id

Shoreline Management Act

Washington's Shoreline Management Act (the Act) governs the use and development of Washington's shorelines and creates a unique partnership between local governments and state government. The goal is to provide responsible shoreline use and development, environmental protection, and public access. Local governments develop programs based on the Act and state guidance. La Center has such a program and participates in its administration.

Growth Management Act

The GMA defines critical areas as wetlands, aquifer recharge areas, fish and wildlife habitat, frequently flooded areas, and geologically hazardous areas. Jurisdiction planning under the GMA must develop programs to protect and manage critical areas based on Best Available Science. RCW 36.70A.060 and 36.70A.172. La Center has developed and administers a critical area review program consistent with Best Available Science.

Environmental Goal

La Center shall ensure the preservation and protection of natural resources, critical areas, open space, and recreational lands within its Urban Growth Area through adequate and compatible policies and regulations.

Environmental Policies

Regarding Critical Areas

- 9.1.1. Adopt Best Available Science guidelines for environmental protection.
- 9.1.2. Ensure that the following areas are adequately protected from development:
- 9.1.3. Wetlands
- 9.1.4. Areas with a critical recharging effect on aquifers used for potable water
- 9.1.5. Fish and wildlife habitat conservation areas
- 9.1.6. Frequently flooded areas
- 9.1.7. Geologically hazardous areas
- 9.1.8. Clearly define, identify and update maps of various types of environmentally critical areas throughout the City, using federal, state or other accepted definitions where appropriate

- 9.1.9. Update, develop and/or maintain regulatory and incentive programs for the protection and conservation of environmentally critical areas, including wildlife habitat areas, wetlands and shorelines, and the underlying watershed processes. Emphasis should be given to policies and standards to protect and conserve critical areas as larger blocks, corridors or interconnected areas, rather than in isolated parcels. Coordinate and cooperate with other agencies to protect environmentally critical lands, particularly ecosystems and watershed processes that are located within the City's UGA.
- 9.1.10. Encourage the use of northwest native plants in landscaping, particularly adjacent to critical areas, and discourage the use of invasive non-natives.
- 9.1.11. Protect and conserve groundwater and surface water as a resource for drinking water, commerce, recreation and for wildlife based on quality and quantity.
- 9.1.12. Reduce risk to life and property from hazards associated with development in geologically hazardous and floodplain areas by:
- a) Prohibiting, discouraging, or mitigating development in areas of steep slopes or other areas with high potential for geological hazards;
 - b) Limiting the removal of vegetation during development in order to reduce storm runoff and erosion;
 - c) Requiring geo-technical studies to determine construction methods and technologies necessary to further public safety in geologically hazardous areas, including landslide areas and steep slopes. Development design and construction technology used shall be appropriate to the soil limitations of the particular site; and
 - d) Continuing to prohibit development in the floodway. In the flood fringe, development impacts shall be mitigated through the use of appropriate construction designs, methods and timing. Floodplain functions will be protected to the extent possible.
- 9.1.13. Encourage habitat protection that will provide a diverse and sustainable population of fish and wildlife.
- 9.1.14. Solicit review assistance from the Department of Fish and Wildlife for development proposals directly affecting state or federal sensitive, threatened, or endangered species.
- 9.1.15. Limit clearing of vegetation from stream banks, and restore the integrity of stream banks where degraded by development.
- 9.1.16. Regarding Endangered Species

9.1.17. Consult with the Washington Department of Fish and Wildlife (WDF&W) when future land uses have a probable impact on listed species and their habitat.

9.1.18. Establish appropriate avoidance, minimization, and mitigation measures that functionally replace or improve affected species habitat.

Regarding Stormwater

9.2.1. Implement stormwater basin planning to effectively address stormwater management in developed and urbanizing areas.

9.2.2. Adopt stormwater standards substantially equivalent to current adopted Washington State standards, and continue to monitor and update the stormwater control ordinance and related policies and standards to implement and enhance stormwater management.

9.2.3. Maintain clear development review standards for the control of the quantity and quality of stormwater discharge from development projects, which emphasize on-site retention, treatment and infiltration of run-off to minimize impacts on the established wastewater system and local streams, rivers, wetlands, and lakes.

9.2.4. Limit the removal of vegetation during development in order to reduce stormwater run-off and erosion.

Regarding Shorelines

9.3.1. Ensure that land use designations and development activities adjacent to shorelines are compatible with the State Shoreline Management Act and consistent with the City of La Center Shoreline Master Program, which is an chapter of the City's Comprehensive Plan.

Regarding Air Quality

9.4.1. Develop and implement policies that help to preserve air quality.

9.4.2. Evaluate potential impacts to local air quality during the development review process.

Regarding Water Quality

9.5.1. Protect the quality and quantity of ~~ground~~-groundwater used for public purposes and, through Critical Area regulations and other mechanisms, shall identify and protect wellhead areas, critical aquifer recharge areas and surface water sources.

Regarding Wastewater

- 9.6.1. Design and develop infrastructure supportive of anadromous species habitat (e.g., effluent purity, temperature, and turbidity) to the extent practicable.

9.7. Downtown and Timmen Landing Subareas

Goal: Protect and manage environmentally sensitive areas within and adjacent to the Downtown and Timmen Landing subareas with practices based on best available science.

9.7.1. Continue to work with agencies and organizations, such as the Lower Columbia Estuary Partnership, East Fork Lewis River Partnership, and Clark County Legacy Lands to identify restoration opportunities for the East Fork Lewis River and other habitat areas.

9.7.2. Consider the effects of new roads on natural resources and, where feasible, incorporate design features to reduce impacts on wildlife movement, fish passage, and water quality.

X Government

Good Government

The goal of the Center city government is to provide open, transparent and accountable public service. In La Center, citizen voices matter. City Council meetings are well attended and people never fail to speak during the public comment period set aside at every meeting of the City Council and Planning Commission.

The five-member City Council is the legislative body and sets policies for the City of La Center by ordinance, resolution and motions decided by a majority vote. Council terms are four years in length. The La Center Planning Commission consists of six citizen volunteers. The role of the Planning Commission is be a positive link between the community and city government by focusing on land use issues and regulations affecting the health, safety and quality of life of residents and businesses.

Procedural Goal

La Center shall plan for the community in an open and objective manner. The city will strive to have maximum citizen input so that its decisions will benefit the community as a whole.



Procedural Policies

- 10.1.1. Strive to the maximum long-term benefit of the community as a whole, rather than any individual or individuals, when developing and implementing the Comprehensive Plan and associated ordinances, and when processing land use applications upon completion of the plan and ordinances.
- 10.1.2. Under no circumstances will any individual or individuals be deprived from obtaining all economic use of their property, as defined by state and federal law, due to governmental action.
- 10.1.3. Conduct the development and implementation of the Comprehensive Plan and associated ordinances and the processing of land use applications in an open and public manner. The city shall make an effort to include as broad a range of citizens and representatives of the La Center community as is reasonably possible.
- 10.1.4. Develop and implement a zoning ordinance and a land use review process which allows for location of uses in a manner consistent with the goals and policies of the Comprehensive Plan and implementing ordinances.
- 10.1.5. Process and render decisions for land use applications in an objective, open, consistent and professional manner, with full opportunity for public comment and input, in accord with the substantive and procedural goals and standards of the Comprehensive Plan and associated ordinances. All land use decisions shall be enforced to the fullest extent possible.
- 10.1.6. Require new development to pay an appropriate share of development costs including extension and improvement of public facilities and, where required, mitigate the adverse impacts of development on neighboring properties and the UGA as a whole.
- 10.1.7. Adopt zoning or other ordinances necessary to implement this Comprehensive Plan.
- 10.1.8. Revise the Comprehensive Plan annually or on an emergency basis, as necessary.

Governmental Coordination Goal

La Center shall maximize governmental efficiencies and minimize duplication of public efforts.

Governmental Coordination Policies

- 10.2.1. Work cooperatively with Clark County in the implementation of the County- wide Plan Policies.
- 10.2.2. Work with the State of Washington and affected local units of government to ensure that all public planning efforts are coordinated.
- 10.2.3. The La Center Urban Area Comprehensive Plan is designed to be consistent with the Clark County Comprehensive Plan and, to the extent reasonable and practicable, should be interpreted consistent with one another.
- 10.2.4. Essential state and regional public facilities are depicted on the La Center [Capital Facilities Plan-CFP](#) maps.
 - a) In the event that additional, essential state or regional facilities are identified, a plan amendment shall be required.
 - b) When siting state and regional public facilities, land use compatibility, economic, social and environmental impacts shall be considered. The siting of these facilities shall be consistent with the La Center [Comprehensive Plan](#), [capital facilities plan-CFP](#), and development regulations. The City shall not construe its planning documents to preclude the siting of essential public facilities as defined by RCW 36.70A.200(1) and (2).
 - c) State or regional facilities which generate substantial travel demand shall be sited along or near major public transit corridors and shall mitigate their adverse impact to the La Center transportation system.
- 10.2.5. Amend the La Center Urban Area Comprehensive Plan and [Capital Facilities Plan-CFP](#) based upon changing circumstances or public need.
 - a) A plan amendment may be initiated by public bodies or private individuals in a manner consistent with Title 18 of the La Center Municipal Code.
 - b) Amendments shall be consistent with the language and intent of applicable state or federal law and the City Council shall make a finding of compliance with such laws prior to adopting a plan amendment.
 - c) Prior to adopting a plan amendment, the City shall notify Clark County of its intent to amend the plan and of the substantive content of the amendment. Prior to adoption of any plan amendment, the City shall make a finding that the plan amendment is consistent with the goals and policies of the La Center Urban Area Comprehensive Plan and

applicable portions of the Clark County Comprehensive Plan and County-wide Plan Policies.

- d) Plan amendments, other than emergency amendments, shall be considered in conjunction with the annual update of the La Center Urban Area Comprehensive Plan.



Appendix F

Analysis of Capital Funding Options for La Center's Downtown and Timmen Landing Development Projects

Date: May 24th, 2025
To: Marty Snell; WSP
From: Will Terry, Chris Blakney; EConorthwest
Subject: Analysis of Capital Funding Options for La Center's Downtown and Timmen Landing Development Projects

Introduction

As the lead, the City of La Center has partnered with WSP and EConorthwest (ECO) to develop a Downtown and Timmen Landing Subarea Report (the "Report") that will inform the future land use, appropriate development intensity, civic amenities, and requisite transportation and utilities infrastructure necessary to develop La Center's Downtown subarea – consisting of roughly 103 acres in the City's historic downtown center – and Timmen Landing – 153 acres located in the western part of the City, along Northwest La Center Road.

This memo summarizes ECO's research and provides a high-level analysis of possible financing mechanisms to fund the construction of the capital projects identified in the Report. To realize the safe and vibrant community the Report envisions – in a manner that is both fiscally sound and resonant with the City's values – this memo evaluates La Center's options along several salient dimensions, to assess their advisability for meeting the City's funding needs. The emphasis in the Downtown area is on public financed infrastructural improvements, whereas the development in Timmen Landing calls for more private investment and public-private partnerships, such as Local Improvement Districts (LIDs). Per the Report, the specific infrastructure projects that require funding are four:

- - Highway 99 Multimodal Pathway
- - Community Plaza (Downtown West)
- - Water Infrastructure (Downtown West)
- - Road and Transportation Infrastructure (Downtown West)

This memo consists of two sections. The first section provides an inventory of potential grant programs and resources that could be candidate programs for different infrastructure projects. The second section provides a detailed overview of local non-grant funding options.

Grant Funding Options

City staff have identified several specific federal and state grants of special interest and asked ECO to summarize them. In addition to these programs, we identified and explored a broader range of grant programs. This section provides the most salient features of each funding source relative to the infrastructure project it most closely pertains to. Links to more information about these programs are provided in the program headers below.

Program Uncertainty

This draft report was completed between April and May 2025. A shift in priorities under a new federal administration has created intermediate-term uncertainty regarding the long-term availability of many federally funded programs. We did not provide an assessment of the risk of program stability, but we note it here as some of these programs may have uncertain future funding outcomes.

Highway 99 Multimodal Pathway

Transportation Alternatives Program

- Federal Highway Administration competitive grants for community-based transportation improvements
- Eligible activities include bicycle and pedestrian trails, signaling and safety related infrastructure and traffic calming features

Safe Routes to Schools Program

- A federally funded, state administered, grant for projects designed to provide improve the ability of students to walk or bike to school
- Can be used for planning, design, and construction of projects such as sidewalk improvements, street crossings, bicycle infrastructure, and traffic diversion efforts
- A portion of funds can also be used on public awareness campaigns, community outreach, and trainings
- Projects must be within two miles of primary, middle, and high schools

Pedestrian & Bicycle Program

- A state funded grant designed to improve the safety and comprehensiveness of active transportation (biking and walking) networks

Multiuse Roadway Safety Account

- A state fund granted to increase the safe and legal use of recreational vehicles on public roads – e.g., for signage indicating that all-terrain vehicles are present

Relight Washington

- Help convert city streetlights to more energy efficient LED sidewalks
- Eligible for cities with fewer than 5,000 people on projects with an assessed value of less than \$2 billion

Community Plaza (Downtown 2.0)

Community Development Block Grant

- Federal block grants from the Department of Housing and Urban Development (HUD) that can be used for an array of community development purposes
- Eligible activities include community facilities, streets and sidewalks, and sewer and water infrastructure
- Activities must principally be targeted for residents who earn no more than 80 percent of the area median income It should be noted that small cities can access this funding through the state.

[USDA Community Facilities Program](#)

- Federal grants and low-interest loans that can be used by public and nonprofit entities for “essential community facilities” in rural areas
- Funds can be used to purchase, construct and improve a wide variety of community-serving facilities, including community centers, health care facilities, civic buildings, museums, libraries, childcare centers, and utility services

[Farmers Market Production Program](#)

- Federal funding from the United States Department of Agriculture for local governments, tribal governments, agricultural businesses and cooperatives, food councils, and other nonprofit and community serving organizations that help develop, coordinate, and expand direct producer-to-consumer markets that increase access to locally and regionally produced agricultural products
- Offers four types of grants: Capacity Building; Community Development Training and Technical Assistance; Turnkey Marketing and Promotion; and Turnkey Recruitment and Training

Water and Infrastructure (Downtown 2.0)

[Clean Water Act Section 319 federal grant](#)

- State administered grant, supported with federal funds, that supports wastewater treatment and certain activities that reduce water pollution

[Source Water Protection Local Assistance Grant](#)

- Washington Department of Health grant that provides financial assistance to local governments for Group A Source Water Protection
- Supports drinking water projects that reduce the risk of contamination within a source water protection area

[Clean Water State Revolving Fund Loans](#)

- Funded through an annual grant from the Environmental Protection Agency, state matching funds, and interest and principal repayments from prior loans, the program provides low-interest and forgivable loans for water infrastructure
- Can go toward wastewater treatment construction projects, nonpoint source pollution control projects, and certain “green” projects

Road and Transportation Infrastructure (Downtown 2.0)

[Surface Transportation Block Grant](#) (also for multimodal pathway)

- Federal funding from the Federal Highway Administration to develop and improve surface transportation infrastructure
- WSDOT allocates the funds to Metropolitan Planning Organizations (MPOs)/Regional Transportation Planning Organizations (RTPOs) and County Lead Agencies to prioritize and select projects that align with their regional goals
- Eligible projects include highway/ bridge construction and repairs, transit capital projects, pedestrian and recreational trails, and ferry boats and terminals
- WSDOT sets annual delivery targets for each MPO/RTPO and County Lead Agency

[Small City Arterial Program](#)

- Competitive grant awarded by the state Transportation Improvement Board (TIB) to cities with fewer than 5,000 residents
- Eligible for projects that preserve, rehabilitate, or reconstruct TIB classified arterials which are paved streets that start and end on roads owned by the city or state routes

- With an assessed value over \$100 million, cities must provide a 5 percent match; for an assessed value over \$500 million, must provide a 10 percent match

Small City Active Transportation Program (also for multimodal transportation)

- Competitive grant awarded by the state Transportation Improvement Board for cities with fewer than 5,000 residents
- Eligible for projects that improve bicyclist safety, enhance mobility, and improve the connectivity of existing programs
- With an assessed value over \$100 million, cities must provide a 5 percent match; for an assessed value over \$500 million, must provide a 10 percent match

Small City Preservation

- Competitive grant awarded by the state Transportation Improvement Board for cities with fewer than 5,000 residents
- Eligible for chip fill and overlay of existing pavement and sidewalk maintenance
- With an assessed value over \$100 million, cities must provide a 5 percent match; for an assessed value over \$500 million, must provide a 10 percent match

Small City Maintenance Program

- Competitive grant awarded by the state Transportation Improvement Board for cities with fewer than 5,000 residents
- For repairs on city streets such as crack sealing, pothole repair, pavement repair, and more
- Cannot go towards engineering costs or repairs on state routes within city limits

Four Alternative Financing Mechanisms

This section profiles the four most used non-grant financing mechanisms that could serve as elements of a prospective capital stack to realize the development objectives identified in the Downtown and Timmen Landing Report.

These profiles summarize the most important characteristics of the funding sources and assesses them along several critical dimensions salient for La Center's decision calculus – these dimensions speak to the funding capacity, timeline, legal, economic and political feasibility of each funding source.

Tax Increment Financing

Description: Cities across the U.S. use Tax Increment Financing (TIF) to spur redevelopment and revitalization in areas of historic disinvestment. TIF revenues are based on increasing assessed value in the focal "increment district." The growing assessed values spurred by local public investments in the increment district lead to increased property tax revenues, which are then used to pay for the infrastructure and development projects within the district. Existing tax authorities have their property taxes frozen in place at the level they were when the TIF was formed – while the "increment," or additional taxes generated by the TIF go to finance the TIF's public improvements (often to repay bonds whose proceeds were used to finance the public improvements that precipitated the increased property values). Once the improvements are complete and any debt is repaid, the increased tax revenues are returned to the general tax rolls. TIF revenue can only be used to pay for capital investments located within the geographic boundary of the plan area.

Note, unlike in several states, a finding of "blight" is not a precondition to forming a TIF district in Washington, however officials must conduct a "but for" tax analysis to demonstrate that the proposed economic development within the TIF district would not occur without ("but for") the TIF investment. This requirement is meant to ensure that the funding is used for projects that would not have happened otherwise.

Rationale: TIF is an attractive revenue option because of its rare ability to generate revenue without increasing or adding new taxes. TIF is one of the few revenue tools that facilitate place-based economic development and redevelopment projects, especially at large scale.

Who pays: Property owners within the designated TIF District pay the full property tax. However, the real cost of TIF is borne by overlapping taxing districts who forego their growth in property tax revenue within the increment district.

Statutory reference: Chapter [39.114 RCW](#).

Additional resources:

- [Municipal Services and Research Center \(MSRC\) Tax Increment Financing](#) (Accessed 2025)
- [TIF State-by-State Map](#) (Council of Development Finance Agencies)

Considerations

TIF is a unique and effective tool for funding capital projects related to economic development and housing. The ability to generate revenues without raising taxes makes it politically attractive. However, the limitations on geography and the limited duration of the tool can be restrictive. Additionally, overlapping taxing districts (e.g., fire districts, cemetery districts, etc.) may oppose the use of TIF, as it impacts their future property tax collections. TIF can also take several years to "ramp up" financial capacity to be able to invest in significant projects. Importantly, TIF or "urban renewal" has a tarnished history of being used to displace vulnerable populations, and care should be used to ensure the tool is used responsibly.

Exhibit 1. Considerations for Tax Increment Financing

Compatibility with Budgeting Needs		
Adequacy	• • •	Can produce substantial revenues for capital projects over time (most districts are established for a period of 20 years or more). Can take at least five years to produce meaningful levels of revenue.
Stability	D	Externally driven and dependent on successful TIF management. With careful planning and implementation, grows progressively more stable.
Versatility	• •	Though limited to the specified district and capital projects, it is a flexible gap funding resource.
Capacity for Growth	D	If demand for services, goods, and property increases in the TIF, so do the values and subsequent tax revenues. Therefore, the TIF districts' managing entity should be careful in selecting catalyst projects that drive interest and demand in the area. If the area has surplus public land, the land can be sold and create windfall to the tax roll, expediting growth.
Fairness		
Horizontal Equity	• •	Properties with similar assessed values pay a similar tax rate, but properties with similar <i>real market values</i> may pay different rates.
Vertical Equity	•	While redevelopment has specific benefits, it can also have unintended outcomes like cultural and physical displacement. Increases to property values and taxes has a greater effect on lower-income households and households with fixed incomes. The TIF governing body and TIF plan need to be aware of at-risk groups and the local cultures and assets that should be preserved or enhanced as they generate increment and direct funds.
Nexus (the relationship between who pays and who benefits)	• • •	Benefits and costs are tied to a specific geographic area. However, the actual nexus can be muddled by poorly selected projects. While costs can be confined to a geographic boundary, benefits can spillover beyond the district, creating an opportunity for skepticism of the nexus between who pays and who benefits. To avoid this, projects are tailored to benefit the immediate community.
Administrative Ease		
Implementation	•	Standing up a TIF district is a technical lift, making it a time intensive endeavor. It requires a TIF Plan adoption process. Some cities have charter provisions that require a public vote to enact a new TIF district. Cities must establish an urban renewal agency to administer TIF districts. These agencies have their own separate requirements for public meetings, budgeting, and annual reporting.
Collection	• • •	Revenues are collected through the existing property tax process.
Enforcement	• • •	Part of property tax enforcement mechanism.
Other Considerations		

Neutrality	• •	TIF related improvements and incentives can attract investment in historically underserved areas.
Political Feasibility	•	Risks political friction from the perception that they benefit developers more than the community, they divert funds from other taxing entities, or they favor future residents more than current residents.

• • • = Key advantages • • = Some limitations or exceptions • = Considerable limitations D. = Depends

Local Improvement Districts

Description: Property owners share the cost of infrastructure improvements in Local Improvement Districts (LIDs) – a feature which may make them particularly attractive for the needs of Timmen Landing development. The properties in the LID are assessed a fee based on their degree of benefit from the improvement using an agreed upon formula that can account for distance from the improvement, property frontage length, and property value, among other factors. LIDs can be initiated either by the property owners themselves or by a municipality in Washington.

Rationale: LIDs help the city finance infrastructure projects without burdening the general taxpayers. With use of an LID, communities can make targeted infrastructure investments that boost property values, where those directly benefiting from improvements pay for them. Property owners may be interested in participating in an LID if they understand the benefits of the improvement and appreciate the benefits of allowing the City to coordinate construction of the project, sharing of costs, and amortizing those costs over a longer timeframe.

Who pays: Property owners in the designated improvement area, according to their LID assessment.

Statutory reference: [Ch. 35.43 RCW](#) through [35.56 RCW](#) addresses the use of LIDs by cities.

Additional resources:

- [Municipal Services and Research Center \(MSRC\)](#) Local Improvement Districts (Accessed 2025)
- [Revenue Guide for Washington Cities and States](#) State Auditor (2024)
- *Seattle Case Study: [Waterfront Seattle Project](#)*: Summary of Final Special Benefit/Proportionate Assessment Study for Waterfront Seattle Project Local Improvement District (LID) Seattle, Washington (2019).
- *Seattle Case Study: [Seattle Central Waterfront Improvement Program Local Improvement District Assessment Hearing](#)*: Hearing Examiner Findings and Recommendation (2020)

Considerations

Summary of Top Considerations: An LID funds a specific need (a stretch of unpaved road shared by property owners, water main replacement, etc.) in a defined area. By design there is a clear nexus, or connection, and sufficient revenue to fund the identified projects. Implementation requires an assessment allocation process to create a fair nexus between who pays more based on who benefits more. Establishing an LID is most often a stakeholder-driven process that requires a majority stakeholder buy-in.

Exhibit 2. Considerations for Local Improvement Districts

Compatibility with Budgeting Needs		
Adequacy	• • •	With tangible and discrete infrastructure needs identified, fees are set to generate sufficient revenue from property owners.
Stability	• •	Stable once LID assessments are made. But LIDs are limited to one-time capital projects rather than ongoing funding.

Versatility	• •	Can be used for a wide range of infrastructure improvements, but within a limited geographic area and not for ongoing operations.
Capacity for Growth	•	The revenue is a set amount, not expected to grow since it is tied to one-time projects.
Fairness		
Horizontal Equity	• • •	In theory, structured so that property owners who benefit similarly pay the same amount. But it can be challenging to determine fair LID payments across a larger geography.
Vertical Equity	•	Cost sharing is typically based on the expected benefit for each property. Does not account for the property owner's ability to pay.
Nexus (the relationship between who pays and who benefits)	• • •	Strong nexus due to clearly defined boundaries for the improvement area. Must show property owners or businesses within the district directly benefit from the improvements.
Administrative Ease		
Implementation	• •	Requires a local ordinance, a public hearing, and majority approval from affected property owners.
Collection	• • •	Payments in a lump sum or installments are usually made through annual property tax payments. Installment payments are made over a set period, such as 10 years in the example above.
Enforcement	• •	Late fees and penalties or, in severe cases, foreclosure.
Other Considerations		
Neutrality	• • •	Typically have a localized effect, raising costs for property owners in specific areas without impacting overall property demand.
Political Feasibility	D	Requires property owner approval. Can be susceptible to contention around the proposed assessments. Many communities require property owners to sign a "waiver of remonstrance," which removes the right to object to the LID. These waivers can make it easier to legally approve LID but may lead to greater opposition of the LID.

• • • = Key advantages • • = Some limitations or exceptions • = Considerable limitations D. = Depends

Impact Fees (or "SDCs")

Description: Impact fees are one-time charges on new development (and, in some cases, redevelopment) to fund capital costs associated with infrastructure. Impact fees may be used for administrative costs associated with compliance with the impact fee statutes and for repayment of debt service, including financing costs). What Washington state calls "impact fees" are also variously referred to as System Development Charges (SDCs), connection fees, or capital facilities fees across the U.S.

Impact fees may consist of a "reimbursement" fee, an "improvement" fee, or both. A reimbursement fee is based on existing facilities and what new development costs the existing network —It's a retrospective assessment. An improvement fee is based on planned capital expenditures —it's a prospective fee, to pay for infrastructure that has not yet been built. Both are used to recover the infrastructure costs needed to serve new growth.

Rationale: Impact fees help pay for the portion of capacity needed to accommodate a development's impact on a municipality's infrastructure system. In Washington, impact fees can be used for road and street networks, parks and recreation facilities and fire services capital facilities.

Who pays: Developers are directly charged impact fees, but, empirically, the final incidence of the fee falls on a mix of landowners, homebuyers, renters, and investors, in proportion to their demand for the new development (tax incidence depends upon elasticity of demand fees)

Statutory references: [RCW 82.02.050-.110](#) and [WAC 365-196-850](#) authorize counties, cities, and towns planning under the [Growth Management Act](#) (GMA) to impose impact fees (limited to transportation, park and open space, school, and fire)

Additional resources:

- [Municipal Services and Research Center \(MSRC\)](#) Impact Fees (Accessed 2025)
- [Revenue Guide for Washington Cities and States](#) State Auditor (2024)

Considerations

Summary of Top Considerations: La Center's code regarding its current impact fees may be found in Chapter 3.3.5 of city code [here](#). Many cities rely on impact fees as a critical source of funding for infrastructure to support growth. Impact fees are set based on a methodology that considers projected growth and new infrastructure capacity needs. Because impact fees are paid when in the permitting and development process, revenue can fluctuate with economic cycles. Impact fees can also increase the overall cost of development — both residential and commercial — which can be a deterrent to development in a city if developers' have particularly thin profit margins.

Exhibit 3. Considerations for Impact Fees

Compatibility with Budgeting Needs		
Adequacy	D	Can be a critical component of local funding for infrastructure needed to support growth, especially in fast growing areas. Cities with less development activity may not bring in substantial revenue.

Stability	D	Highly variable depending on development activity.
Versatility	• •	Restricted to infrastructure projects related to new capacity. But many kinds of projects can be funded within the limitation.
Capacity for Growth	• • •	Can allow communities to build the infrastructure needed to accommodate orderly growth, making them an important part of La Center's growth management system.
Fairness		
Horizontal Equity	• • •	Generally consistent for each type of development in a jurisdiction or service district.
Vertical Equity	• •	Reducing impact fees alone will not improve housing affordability, but impact fees can disproportionately impact middle- and lower-income households by making it more difficult to build lower-cost housing types (e.g., smaller entry-level homes, middle housing, and apartments). Scaling fees by unit size or housing type can mitigate some negative impacts.
Nexus (the relationship between who pays and who benefits)	D	Strong nexus when impact fees pay for infrastructure specifically needed to enable development. Less direct nexus when impact fees fund improvements in areas with less development.
Administrative Ease		
Implementation	• •	Requires some city resources and staffing but relatively easy to administer. Requires developing an SDC/Impact Fee methodology based on an infrastructure plan. Administrative costs may be recovered with impact fees.
Collection	• • •	Collected at building permit issuance, along with permit fees. Offers the greatest certainty of payment with the least administrative effort. Deferrals and financing can increase administrative costs and effort.
Enforcement	• • •	Hard to avoid payment because permit is not issued until fees are paid and few builders will proceed without a permit. Deferrals can make enforcement more challenging.
Other Considerations		
Neutrality	• •	May discourage development in areas with high fees, impacting growth and housing affordability.
Political Feasibility	D	Support for a tax on new development can be at odds with support for removing barriers to housing production, but it can be more popular than increasing costs for existing residents and businesses. Messaging about SDCs/impact fees can be tailored to community values and local circumstances.

• • • = Key advantages • • = Some limitations or exceptions • = Considerable limitations D = Depends

Local Option Levies

Description: A local option levy is a time-limited property tax (often 5 years for operating levies, 10 years for capital levies). It requires voter approval and is charged in addition to permanent property tax rates. Overlapping taxing districts could see reduced revenues if the combined tax rate exceeds constitutional limits because Washington state maximums limit of the levy per \$1,000 property assessed. This is known as “compression.”

Compression is the legal requirement that tax assessments stay within the limitations imposed under state law. If, cumulatively, the layering tax rates of various jurisdictions leads to a tax assessment greater than \$10 per \$1000 of real market value (\$5 per \$1000 for education), the tax rate is “compressed,” i.e., reduced proportionately so that it does not exceed the Washington maximum. Compression calculations are complex and completed annually for every property to determine taxes imposed. Compression risk is generally low when market values (which fluctuate with market cycles) are high relative to assessed values.

Rationale: Local option levies can be a targeted funding solution for specific services. It can bridge budget gaps otherwise imposed by property tax limitations.

Who pays: All property owners within the city limits

Additional resources:

- [Revenue Guide for Washington Cities and States](#) State Auditor (2024)

Considerations

Summary of Top Considerations: Local option levies can generate moderate to high revenues. Their limited duration makes voter approval critical because there is reassurance of a periodic reassessment of the levy’s need and effectiveness. However, the lack of permanent funding can make it risky for cities to fund critical public services.

Exhibit 4. Considerations for Local Option Levies

Compatibility with Budgeting Needs		
Adequacy	• • •	Can generate moderate to high revenues, typically for operating expenses for specific services. Levies have been especially useful for budget shortfalls associated with property tax limitations.
Stability	•	Limited to the levy’s duration (typically five years). Levy renewals depend on voter approval, and non-renewal could create funding gaps for essential services. If compression occurs, local option levies are the first to be reduced. A new levy increases the risk of compression for the new levy and for all other levies.
Versatility	• •	Limited to the voter-approved purposes.
Capacity for Growth	•	Growth over the five-year levy lifespan is probable, but assessed value does not keep pace with the rising costs of public services. Increases to the levy rate at renewal may face voter hesitation.
Fairness		

Horizontal Equity	• •	Properties with similar assessed values pay a similar tax rate, but properties with similar <i>real market values</i> may pay different rates.
Vertical Equity	• •	Higher-income households do not always pay more because the tax is based on property values, not incomes.
Nexus (the relationship between who pays and who benefits)	D	Depends on the public service funded. While emergency and public safety services benefit the broader community, other targeted services (e.g., libraries, transit, etc.) may only directly benefit a subset of taxpayers.
Administrative Ease		
Implementation	• •	Requires periodic voter reassessment every five years.
Collection	• • •	Relatively seamless as it uses the existing property tax collection system, avoiding additional administrative costs.
Enforcement	• • •	Straightforward since the property tax collection mechanisms are already in place, and non-payment issues can be handled in the same manner as other property taxes.
Other Considerations		
Neutrality	• • •	A single levy is unlikely to influence decisions to move. But prolonged property tax increases can discourage home purchases or investments in areas where taxes are perceived as high.
Political Feasibility	D	Public support will depend on the use of the levies, recently voter-approved funding measures, and other issues on the ballot.

• • • = Key advantages • • = Some limitations or exceptions • = Considerable limitations D = Depends