Port of Centralia Industrial and Commercial Parks Master Plan

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PORT OF CENTRALIA

Port of Centralia Industrial and Commercial Parks Master Plan

Prepared for the

Port of Centralia Commission

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Commissioner

Commissioner

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PORT OF CENTRALIA

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Introduction

PURPOSE OF THE MASTER PLAN

This Park Master Plan represents the Port of Centralia's attempt to comprehensively plan and design the future of the Port's Industrial and Commercial Parks. The Plan sets forth a series of goals and objectives that the Port Commission expects its Parks to achieve. It also sets about describing in some detail just how the Port intends to achieve them. The Port Commission and staff acknowledge that it is an ambitious plan.

This plan is also intended to serve as the Port's Comprehensive Master Plan of Development (also known as a Comprehensive Scheme of Harbor Improvements, as the same is defined in Chapter 53.20, Revised Code of Washington).

The Plan should not be considered as a rigid blueprint for the future, but rather a document that can be revised by the Port Commission to meet the changing needs of the market, surrounding neighborhoods and the overall community.

Plan Organization

The Master Plan is organized in a manner that provides increasing levels of detail as it progresses through the document.

Chapter 1: "Master Plan Principles" paints an overall picture of what the Port is working to accomplish with its Park properties. This chapter contains the vision, goals, objectives, and policies that guide development in the Port's Parks.

Chapter 2: "Design Guidelines;" Chapter 3: "Development Standards;" and Chapter 4: "Procedures" provide direction on how the principles of **Chapter 1: "Master Plan Principles"** are implemented.

Finally, **Chapter 5: "Action Plan"** describes actions the Port will take to implement the vision and policies of the Master Plan.

Chapter 1
Master Plan Principles

PART I: VISION

The Port of Centralia's Industrial Parks are the premier industrial sites in Centralia and the entire county. The Industrial Parks provide sites for industrial, warehousing, distribution, commercial and small business incubator uses, as appropriate. The Parks act as a major focal point for enhancement and diversification of the county's economy and employment base. Businesses looking to locate in a quality environment are enticed by the Park's attractive appearance and location convenient to various transportation modes and markets.

The Port of Centralia's Commercial Park is a multi-use development envisioned to include: large businesses including major retailers; community college facilities in partnership with Centralia College; retail spaces for local small businesses; office spaces and medical facilities; restaurants; tech warehouse space; and adjoining sports fields. The Park is themed to connect to Centralia's rich railroad history.

The relationship between the Port of Centralia's Parks and the greater community is of primary importance. The periphery of the Parks will be developed in a manner that protects the value of surrounding properties and enhances the visual appearance of the Parks. The Port of Centralia's Parks will provide a stimulus for the economic, environmental, and social advancement of Ford's Prairie and the greater Centralia area.

PART II: MASTER PLAN OBJECTIVES

The "Vision" of the Port of Centralia's Parks will be impacted by public and private decisions and actions. All decisions and actions of the Port of Centralia related to the Parks should be consistent with, and further the intent of, the following Master Plan Objectives:

A. Attract new, and retain existing, industrial businesses in the Industrial Parks.

B. Attract new major retailers, retail for small business, restaurants and technology warehouse space, and partner with other for community facilities in the Commercial Park.

C. Develop the Parks in an efficient manner and enhance property values.

D. Ensure compatibility between different uses within the Parks and between the Parks and their surroundings.

E. Develop all aspects of the Parks in manner consistent with the Port of Centralia's vision.

PART III: MASTER PLAN GOALS AND POLICIES

GOAL 1: To attract new, and retain existing, industrial businesses and other compatible uses in the Industrial Parks.

POLICY 1.1: Encourage a wide range of industrial businesses including, but not limited to, those engaged in manufacturing, processing, warehousing, and distribution.

POLICY 1.2: Permit office and commercial uses that support or serve the industrial businesses located within the Industrial Parks or the employees of those businesses.

POLICY 1.3: Prohibit residential uses within the Industrial Parks.

POLICY 1.4: Encourage uses that generate high levels of employment and contribute to the diversification of the greater Centralia area economy.

GOAL 2: To attract new major retailers, retail for small business, restaurants and technology warehouse space, and partner with others for community facilities in the Commercial Park.

POLICY 2.1: Encourage a wide range of commercial and office uses and compatible uses, including hotels and motels.

POLICY 2.2: Encourage uses that generate high levels of employment and contribute to the diversification of the greater Centralia area economy.

POLICY 2.3: Prohibit residential uses within the Commercial Parks.

GOAL 3: To contribute to the efficient development of the Parks and enhance the value of land within those Parks.

POLICY 3.1: Encourage uses that do not create excessive burdens upon area- wide utility systems (e.g. business that do not produce excessive sewage effluent).

POLICY 3.2: Encourage uses with clean production process and little or no handling of hazardous materials.

POLICY3.3: Apply environmental performance standards to all businesses in the Parks.

GOAL 4: To ensure compatibility between uses within the Parks as well as compatibility with planned uses surrounding the Parks.

POLICY 4.1: Implement design guidelines and development standards to minimize the likelihood of land use incompatibility.

POLICY 4.2: Locate uses that are compatible with existing and planned uses outside the Parks near the periphery of the Parks; provide additional protection in the form of visual buffers, building setbacks, and/or landscaping where appropriate.

POLICY 4.3: Ensure the appearance and scale of businesses is designed in a manner that contributes to the visual continuity of the Parks.

GOAL5: Design all improvements in the Parks in a manner that furthers the Port of Centralia's vision.

POLICY 5.1: Design roadway systems in the Parks to provide safe and efficient access for truck, rail, automobile, transit, bicycle, and pedestrian travel.

POLICY 5.2: Implement maintenance standards to ensure buildings and landscaping are maintained in a manner consistent with the Port's vision.

Chapter 2

Design Guidelines

A. PARK 1 AND PARK 2

PART I: INTRODUCTION AND PURPOSE

These Design Guidelines implement the objectives, goals and policies for the Port of Centralia's Industrial Parks. Implementation of these guidelines will improve the efficiency and visual amenities of the parks while providing flexibility to serve a wide range of industrial and other compatible uses. These Design Guidelines are intended to guide the general character of development through performance-based standards. The Port establishes these guidelines as a minimum, assuming that firms locating in the Industrial Parks will provide the best possible development in their own self-interest.

Any specific conflicts between Design Guidelines, Development Standards and governmental codes, and regulations should be brought to the attention of the Port of Centralia for resolution. In the event of any such conflicts, the priority of compliance is first with governmental codes and regulations, second with the Development Standards, and third with the Design Guidelines.

PART II: DEFINITION OF TERMS

BUILDING SETBACK LINE: The distance from a property line to a building as measured by a line drawn perpendicular to the property line.

COMMERCIAL USES: Land uses that directly serve the consumer, including but not limited to, retail merchandising, personal and professional services, offices, and restaurants.

FRONT YARD: Any yard abutting a public street.

INDUSTRIAL PARKS: All land contained within the Port of Centralia's Industrial Development Districts.

INDUSTRIAL USES: Land uses that generally serve other businesses rather than the ultimate consumer, including but not limited to manufacturing, processing, storage, distribution, fabrication, and warehousing.

PROPERTY LINE: The boundary that defines the extent of a particular parcel of land as described in a leasing document or deed. The term "property line" may be used interchangeably with the term "lease line."

PORT OF CENTRALIA (PORT): A municipal corporation organized under the laws of the State of Washington and governed by a three-member board, which establishes and controls its

policies and activities.

TENANT: An individual or organization that leases or owns property subject to this Master Plan or has a contractual obligation to follow the guidelines and standards within this document.

PART III: LOCATION OF USES WITHIN THE INDUSTRIAL PARKS

A. INDUSTRIAL USES: The Port's Industrial Park boundaries are dynamic and subject to change, making it unreasonable to assign specific land uses to particular locations based on the current Industrial Park boundaries. Generally, lower intensity industrial land uses should be located around the periphery of the Industrial Parks and higher intensity industrial uses should be located in the interior of the parks or be adequately buffered from surrounding land uses, in order to minimize conflicts with surrounding uses outside the Parks.

1. Low impact industrial uses are generally considered to be uses with limited or no external impacts such as noise or odor. This category of uses includes uses such as, but not limited to, light manufacturing, light processing, warehouse and distribution.

2. High impact industrial uses are generally considered to be uses with significant external impacts such as noise or odor. This category of uses includes uses such as, but not limited to, heavy manufacturing and raw materials processing.

B. COMMERCIAL USES: Commercial uses may be mixed throughout the site, as appropriate to serve the industrial businesses and benefit the overall function of the Parks.

1. Commercial uses are generally considered to be uses that directly serve the consumer.

This category of uses includes uses such as, but not limited to, personal and professional services, offices, restaurants and small-scale retail merchandisers.

C. PROHIBITED USES: Land uses related to the production, processing and/or retail sale of recreational marijuana and marijuana-infused substances by state-licensed individuals or businesses.

PART IV: SITE PLANNING

A. BUILDING LOCATION ON SITE

1. Buildings should generally be located near the main access road with parking located either in the side or rear of the lot where feasible.

2. Buildings should be located in a manner that allows safe ingress and egress to properties.

3. Buildings should be setback from the street a similar distance as buildings on adjoining property to encourage continuity of appearance; buildings should be setback from buildings on the same site or adjacent properties in a manner that provides a distinct physical and visual separation between buildings.

B. PARKING

1. Sufficient on-site parking should be provided to accommodate all vehicles associated with the use of each lot.

2. Planting areas within parking lots should be provided to avoid large paved areas uninterrupted by landscaping.

3. Consideration should be given to designating reserved parking spaces for car pools and bicycles. Designated "car pool" and "cycle parking" areas should be given preferential locations in close proximity to primary building entrances.

C. ACCESS AND CIRCULATION

1. Lot access should be coordinated with adjacent lots so as not to impede the efficient flow of peak period traffic. Consideration should be given to adequate separation of adjacent access drives or the development of common access drives.

2. No parking or internal circulation drives should be permitted within the landscape easements except access drives crossing the easement from the street to property interior.

3. A safe, efficient, and aesthetically pleasing pedestrian circulation system should serve each site and provide connections between streets and parking areas, parking areas and building entries, and between buildings, as appropriate for the function and use of the site.

D. STORAGE, SERVICE AND LOADING AREAS

1. Service and loading areas should be minimally visible from streets, pedestrian circulation ways, and adjacent lots.

2. Service and loading areas should be designed and located so that service vehicle activities and movements do not disrupt the efficient flow of on-site and off-site traffic.

3. Refuse and refuse containers should be located and/or screened so they are minimally visible from streets, pedestrian areas, and adjacent lots.

4. Refuse collection areas should be sized adequately to contain all refuse generated on site and deposited between collections.

E. FENCES AND WALLS

1. Installation of fences and walls for the purpose of site security, sound attenuation, separation of functional activities, and screening of unsightly functions and activities is appropriate, provided fences and walls are an integrated part of the overall architectural and site design.

2. The height, location, or design of fences and walls should not decrease the safety or efficiency of traffic flows within the Industrial Parks.

3. Wails and fences between buildings and fronting streets are discouraged.

PART V: LANDSCAPING

A. STREET FRONTAGES

1. Landscaping should be used to enhance street frontages and provide a unified appearance along internal access roads.

2. Street trees and landscaping along street frontages should be approved by the Port to ensure visual consistency throughout the Industrial Parks.

3. Landscaping along street frontages should not interfere with the safety or efficiency of vehicular or pedestrian travel.

B. PARKING LOTS

1. Screening of parking, when feasible, shall be accomplished through the use of plant material and berming.

2. Landscaping should be used on the interior of parking lots to provide shade and reduce the visual impact of large paved areas.

C. ADJACENT TO PLANNED RESIDENTIAL USES

1. Landscaping should be used to provide a visual buffer between the industrial parks and planned residential uses.

PART VI: ARCHITECTURE

A. GENERAL

1. High-quality architectural design and a compatible architectural theme for all facilities within the Port of Centralia Industrial Parks should be encouraged to strengthen the image of the Parks as unique employment centers.

2. A strong relationship between the buildings and the landscaping should be provided, with emphasis on landscape features as focal points for development.

B. MATERIALS AND COLORS

1. Building materials harmonious with the landscaping and surrounding buildings should be encouraged. Preferred materials include concrete, exposed aggregate concrete, glass, brick, natural stone, concrete block, and wood.

2. The selective use of mirrored glass is encouraged to create geometric masses integrated with the greater concrete or brick building.

C. BUILDING FORM

1. Building modulation should be encouraged, especially on long blank walls visible from adjacent streets and residential properties.

2. Foundation berms should be used with large buildings, where appropriate, to reduce

the apparent height and soften the visual impact of the buildings.

3. The use of courtyards, skylights, and atriums to bring natural light into the interior of large buildings is encouraged.

4. The use of projecting or recessed courtyard entries, having a strong sense of shelter and more intimate scale in contrast to the large mass of the building, is encouraged.

PART VII: SIGNAGE

A. APPEARANCE

1. Signs should be kept in good condition and promptly removed when a building is vacated.

2. Signs should be incorporated into the architectural character of the parks and be compatible with the architectural design of the building with which they are associated.

3. The Port may dictate the size and appearance of signage and provide signage to ensure consistency throughout the Parks.

B. LOCATION AND NUMBER

1. Signs should be located in a manner that maintains the safety and efficiency of vehicular and pedestrian circulation within the Industrial Parks.

2. The number of signs permitted within the park should be limited to reduce the impact of "visual clutter."

PART VIII: ENERGY, LIGHTING AND UTILITIES

A. ENERGY GUIDELINES

1. The integration into the architectural design of shading devices (such as sunscreens, awnings, trellises) is strongly encouraged.

2. Building designs that maximize the use of natural light are encouraged.

B. LIGHTING

1. Lighting should not dominate the buildings or landscape but blend as an integral part of the total development.

2. Architectural lighting should articulate and animate the building design as well as provide the required functional lighting for safety and clarity of pedestrian movement.

3. Lighting should be planned to minimize spill-over on adjacent properties.

C. UTILITIES AND COMMUNICATION DEVICES

1. All on-site utilities including, but not limited to, drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communications wires and equipment should be installed and maintained underground when feasible.

2. Antennas for the transmission or reception of telephone, television, microwave, radio, or other data signals should be located and screened so as to have minimal visual impact on surrounding streets and open spaces.

D. SCREENING OF EXTERIOR MECHANICAL AND ELECTRICAL EQUIPMENT

1. Roof mounted mechanical equipment and screening devices for mechanical equipment, should appear as an integrated part of the architectural design.

2. Exterior components of plumbing, processing, heating, cooling, and ventilating systems should not be mounted on any building wall unless they are an integrated architectural design feature and in any case should be permitted only with the written approval of the Port of Centralia.

3. Electrical equipment should be mounted on the interior of a building wherever possible. When interior mounting is not practical, electrical equipment should be mounted in a location where it is substantially screened from public view and painted to blend with its mounting background.

B. PARK 3

PART I: INTRODUCTION AND PURPOSE

These Design Guidelines implement the objectives, goals and policies for the Port of Centralia's Commercial Park. Implementation of these guidelines will improve the efficiency and visual amenities of the Park while providing flexibility to serve a wide range of industrial and other compatible uses. These Design Guidelines are intended to guide the general character of development through performance-based standards. The Port establishes these guidelines as a minimum, assuming that firms and businesses locating in the Park will provide the best possible development in their own self-interest.

Any specific conflicts between Design Guidelines, Development Standards and governmental codes, and regulations should be brought to the attention of the Port of Centralia for resolution. In the event of any such conflicts, the priority of compliance is first with governmental codes and regulations, second with the Development Standards, and third with the Design Guidelines.

PART II: DEFINITION OF TERMS

BUILDING SETBACK LINE: The distance from a property line to a building as measured by a line drawn perpendicular to the property line.

COMMERCIAL USES: Land uses that directly serve the consumer, including but not limited to, retail merchandising, personal and professional services, offices, and restaurants. Other related

uses for Park 3 include hotel/motel and community college.

FRONT YARD: Any yard abutting a public street.

LOW IMPACT INDUSTRIAL USES: Land uses with limited or no external impacts such as noise or odor, including but not limited to, light manufacturing, light processing, warehouse and distribution.

PROPERTY LINE: The boundary that defines the extent of a particular parcel of land as described in a leasing document or deed. The term "property line" may be used interchangeably with the term "lease line."

PORT OF CENTRALIA (PORT): A municipal corporation organized under the laws of the State of Washington and governed by a three-member board, which establishes and controls its policies and activities.

TENANT: An individual or organization that leases or owns property subject to this Master Plan or has a contractual obligation to follow the guidelines and standards within this document.

PART III: LOCATION OF USES WITHIN THE COMMERCIAL PARK

A. COMMERCIAL USES: Commercial uses should be mixed throughout the site, as appropriate to serve the regional and local businesses and residents and benefit the overall function of the Park.

1. Commercial uses are generally considered to be uses that directly serve the consumer.

   This category of uses includes uses such as, but not limited to, personal and professional services, offices, restaurants and retail merchandisers.

2. Other uses, including hotel/motel and community college, should be limited to certain areas of the Park.

B. INDUSTRIAL USES: Low impact industrial uses may be mixed throughout the site, as appropriate to serve the commercial businesses and benefit the overall function of the Park.

1. Low impact industrial uses are generally considered to be uses with limited or no external impacts such as noise or odor. This category of uses includes uses such as, but not limited to, light manufacturing, light processing, warehouse and distribution.

C. PROHIBITED USES: Land uses related to the production, processing and/or retail sale of recreational marijuana and marijuana-infused substances by state-licensed individuals or businesses.

PART IV: SITE PLANNING

A. BUILDING LOCATION ON SITE

1. Buildings should generally be located near the main access road with parking located either in the side or rear of the lot where feasible.

2. Buildings should be located in a manner that allows safe ingress and egress to properties.

3. Buildings should be setback from the street a similar distance as buildings on adjoining property to encourage continuity of appearance; buildings should be setback from buildings on the same site or adjacent properties in a manner that provides a distinct physical and visual separation between buildings.

B. PARKING

1. Sufficient on-site parking should be provided to accommodate all vehicles associated with the use of each lot.

2. Planting areas within parking lots should be provided to avoid large paved areas uninterrupted by landscaping.

3. Consideration should be given to designating reserved parking spaces for car pools and bicycles. Designated "car pool" and "cycle parking" areas should be given preferential locations in close proximity to primary building entrances.

C. ACCESS AND CIRCULATION

1. Lot access should be coordinated with adjacent lots so as not to impede the efficient flow of peak period traffic. Consideration should be given to adequate separation of adjacent access drives or the development of common access drives.

2. No parking or internal circulation drives should be permitted within the landscape easements except access drives crossing the easement from the street to property interior.

3. A safe, efficient, and aesthetically pleasing pedestrian circulation system should serve each site and provide connections between streets and parking areas, parking areas and building entries, and between buildings, as appropriate for the function and use of the site.

D. STORAGE, SERVICE AND LOADING AREAS

1. Service and loading areas should be minimally visible from streets, pedestrian circulation ways, and adjacent lots.

2. Service and loading areas should be designed and located so that service vehicle activities and movements do not disrupt the efficient flow of on-site and off-site traffic.

3. Refuse and refuse containers should be located and/or screened so they are minimally visible from streets, pedestrian areas, and adjacent lots.

4. Refuse collection areas should be sized adequately to contain all refuse generated on site and deposited between collections.

E. FENCES AND WALLS

1. Installation of fences and walls for the purpose of site security, sound attenuation,

separation of functional activities, and screening of unsightly functions and activities is appropriate, provided fences and walls are an integrated part of the overall architectural and site design.

2. The height, location, or design of fences and walls should not decrease the safety or efficiency of traffic flows within the Park.

3. Walls and fences between buildings and fronting streets are discouraged.

PART V: LANDSCAPING

A. STREET FRONTAGES

1. Landscaping should be used to enhance street frontages and provide a unified appearance along internal access roads.

2. Street trees and landscaping along street frontages should be approved by the Port to ensure visual consistency throughout the Park.

3. Landscaping along street frontages should not interfere with the safety or efficiency of vehicular or pedestrian travel.

B. PARKING LOTS

1. Screening of parking, when feasible, shall be accomplished through the use of plant material and berming.

2. Landscaping should be used on the interior of parking lots to provide shade and reduce the visual impact of large paved areas.

C. ADJACENT TO MOBILE HOME PARK USES

1. Landscaping or screening should be used to provide a visual buffer between the Park and the adjacent mobile home park uses.

PART VI: ARCHITECTURE

A. GENERAL

1. High-quality architectural design and a compatible architectural theme for all facilities within the Park should be encouraged to strengthen the image of the Park as a unique commercial and employment center.

2. A strong relationship between the buildings and the landscaping should be provided, with emphasis on landscape features as focal points for development.

B. MATERIALS AND COLORS

1. Building materials harmonious with the landscaping and surrounding buildings should be encouraged. Preferred materials include concrete, exposed aggregate concrete, glass, brick, natural stone, concrete block, and wood.

2. The selective use of mirrored glass is encouraged to create geometric masses integrated with the greater concrete or brick building.

C. BUILDING FORM

1. Building modulation should be encouraged, especially on long blank walls visible from adjacent streets.

2. Foundation berms should be used with large buildings, where appropriate, to reduce the apparent height and soften the visual impact of the buildings.

3. The use of courtyards, skylights, and atriums to bring natural light into the interior of large buildings is encouraged.

4. The use of projecting or recessed courtyard entries, having a strong sense of shelter and more intimate scale in contrast to the large mass of the building, is encouraged.

PART VII: SIGNAGE

A. APPEARANCE

1. Signs should be kept in good condition and promptly removed when a building is vacated.

2. Signs should be incorporated into the architectural character of the Park and be compatible with the architectural design of the building with which they are associated.

3. The Port may dictate the size and appearance of signage and provide signage to ensure consistency throughout the Park.

B. LOCATION AND NUMBER

1. Signs should be located in a manner that maintains the safety and efficiency of vehicular and pedestrian circulation within the Park.

2. The number of signs permitted within the Park should be limited to reduce the impact of "visual clutter."

C. RAILROAD HISTORY

1. To connect to Centralia's rich railroad history, interpretative signs which include historical railroad photographs and heirlooms should be provided throughout the Park.

PART VIII: ENERGY, LIGHTING AND UTILITIES

A. ENERGY GUIDELINES

1. The integration into the architectural design of shading devices (such as sunscreens, awnings, trellises) is strongly encouraged.

2. Building designs that maximize the use of natural light are encouraged.

B. LIGHTING

1. Lighting should not dominate the buildings or landscape but blend as an integral part of the total development.

2. Architectural lighting should articulate and animate the building design as well as provide the required functional lighting for safety and clarity of pedestrian movement.

3. Lighting should be planned to minimize spill-over on adjacent properties.

C. UTILITIES AND COMMUNICATION DEVICES

1. All on-site utilities including, but not limited to, drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communications wires and equipment should be installed and maintained underground when feasible.

2. Antennas for the transmission or reception of telephone, television, microwave, radio, or other data signals should be located and screened so as to have minimal visual impact on surrounding streets and open spaces.

D. SCREENING OF EXTERIOR MECHANICAL AND ELECTRICAL EQUIPMENT

1. Roof mounted mechanical equipment and screening devices for mechanical equipment, should appear as an integrated part of the architectural design.

2. Exterior components of plumbing, processing, heating, cooling, and ventilating systems should not be mounted on any building wall unless they are an integrated architectural design feature and in any case should be permitted only with the written approval of the Port of Centralia.

3. Electrical equipment should be mounted on the interior of a building wherever possible. When interior mounting is not practical, electrical equipment should be mounted in a location where it is substantially screened from public view and painted to blend with its mounting background.

Chapter 3
Development Standards

A. PARK 1 AND PARK 2

PART I: INTRODUCTION

These Development Standards will implement the objectives, goals, and policies for the Port of Centralia's Industrial Parks. These Development Standards serve as the minimum standard necessary to implement the Design Guidelines in Chapter 2. The Port establishes these standards as a minimum, assuming that firms locating in the Industrial Parks will provide the best possible development in their own self-interest.

Any specific conflicts between Design Guidelines, Development Standards and governmental codes, and regulations should be brought to the attention of the Port of Centralia for resolution. In the event of any such conflicts, the priority of compliance is first with governmental codes andregulations, second with the Development Standards, and third with the Design Guidelines.

PART II: LAND USES

A. PRIMARY USES: Industrial uses shall be the primary uses in the Industrial Parks.

B. SECONDARY USES: Commercial uses that serve the businesses and employees within the Industrial Parks and contribute to the overall function of the Parks are permitted.

C. TEMPORARY USES: Trailers, mobile offices, and other temporary structures are prohibited except for use during construction or with specific authorization from the Port. Such structures must be removed within 30 days after an occupancy permit is issued for the permanent building.

D. PROHIBITED USES: Land uses related to the production, processing and/or retail sale of recreational marijuana and marijuana-infused substances by state-licensed individuals or businesses.

PART III: BUILDINGS AND FENCES

A. DESIGN

1. All buildings shall be designed by a registered architect or engineer, unless otherwise approved by the Port.

B. BUILDING SETBACKS

1. Front: 20 feet. All yards abutting a public street are designated front yards.

2. Side and rear: 0 feet for rail-dependent structures; 20 feet for all other structures.

C. BUILDING HEIGHT

No building shall be erected that exceeds the following:

1. Within 100 feet of Industrial Park periphery: 50 feet.
2. Greater than 100 feet from periphery: 100 feet.

D. FENCES AND WALLS

1. All walls and fences must be approved by the Port."
2. Standards: Unless otherwise authorized by the Port:
   a. Height: Walls and fences shall not exceed 8 feet in height and shall meet Port Design Guidelines for walls and fences.
   b. Materials: All wall and fence materials shall be durable and finished in textures and colors complimentary to the architectural design.
   c. Location: Fences shall be prohibited between the front of buildings and the street, unless specifically authorized by the Port.

PART IV: PARKING AND LOADING

A. SETBACKS

1. Front yard: Parking or loading facilities may be located within the setback, but no less than 10 feet from the front property line. Rail loading activities are not subject to setback requirements.
2. Side or rear yard: Parking or loading facilities may be located within the setback, but shall be no closer to a side or rear property line than 10 feet. Rail loading activities are not subject to setback requirements.

B. ON-STREET PARKING AND LOADING

1. No on-street parking or loading is permitted.

C. PARKING REQUIREMENTS

1. Number of spaces: One space shall be provided for each employee on the major shift, plus sufficient parking for customers and visitors. Handicap parking must be provided in accordance with state regulations.
2. Minimum aisle width:
   a. 90-degree parking: 25 feet.
   b. 60-degree and 45-degree parking: 20 feet.

c. Parallel parking: 12 feet.

3. Minimum parking space dimensions:

   a. Angle and 90-degree parking: 9 feet by 19 feet.

   b. Parallel parking: 9 ½ feet by 23 feet.

   c. "Compact" parking spaces (not to exceed 20% of the total number of spaces provided): 9 feet by 15 feet.

D. SURFACING AND STRIPING

All parking areas shall be paved with a dust-free, all-weather surface such as asphalt paving and be graded and drained to provide for disposal of all surface water on the site. All parking stalls and direction of traffic shall be clearly marked, and approved parking bumpers installed to prevent damage to buildings, pavement edges or structures.

PART V: ACCESS AND CIRCULATION

A. CURBCUTS

1. Number: There shall be no more than two curb cuts per lot from any one street.
2. Setbacks:

   a. Standard lot: Curb cuts shall be a minimum of 10 feet from the adjacent property lines.

   b. Comer lot: Curb cuts shall be a minimum of 50 feet from the end of the intersection curb radius.

   c. Joint-use driveways: No setback is required if abutting properties share a joint access and have agreed to this provision by easement or appropriate contractual arrangement.

3. Separation between curb cuts: All curb cuts shall be a minimum of 100 feet apart, as measured from the center line of one curb cut to the center line of another curb.
4. Widths:

   a. One-way traffic: Minimum unobstructed driveway width of not less than 12 feet.

   b. Two-way traffic: Minimum unobstructed driveway width of not less than 24 feet.

   c. The maximum curb cut for any driveway shall not exceed 50 feet.

B. DESIGN

1. All road and access improvements must conform to the Port's adopted Road Standards. The Port will determine the classification of individual roads and required profiles.

Refer to cross sections in Maps and Figures section of this Master Plan.

C. PORT CONSULTATION

1. All road and access improvements must be reviewed and approved by the Port prior to commencing construction.

PART VI: LANDSCAPING

A. MINIMUM LANDSCAPING REQUIRED

1. Along public streets: 10 feet.
2. Within parking lots: 10 feet of landscaping around parking lot perimeter, even where not adjacent to a public street. For parking lots planned for more than 50 cars, a minimum of 5% of the parking area shall be landscaped.
3. Adjacent to residentially zoned properties: 30 feet along common property line.

B. PLANT TYPES

1. Along streets: A mix of street trees, shrubs, turf, and groundcover approved by the Port.
2. Within parking lots: A mix of trees and groundcover approved by the Port.
3. Adjacent to residentially zoned properties: A combination of sight-obscuring trees and shrubs that will achieve a minimum height of 10 feet within a five-year period from the date of planting.

C. SPACING

1. Trees shall be planted a minimum of 30 feet on center.
2. Shrubs shall be planted a minimum of 4 feet on center.
3. Groundcover shall be planted a maximum of 2 feet on center in staggered rows to provide the best coverage.

D. IRRIGATION

1. Planting areas shall have a fully automatic irrigation system that conform to the standards of the American Association of Nurserymen, the American Landscape Contractors Association, or the irrigation industry and be approved by the Port.

E. ONE-YEAR GUARANTEE

1. The tenant shall provide a one-year guarantee against defects of materials and workmanship for all planting and irrigation.
2. The tenant shall replace, or pay for replacement of, any plants not in a normal, healthy growing condition at the end of the guarantee period.
3. The guarantee period shall begin when the tenant and the Port have accepted the work as 100 percent complete.

F. PORT REVIEW REQUIRED

The Port shall review a landscape plan for all proposed development and determine the adequacy of all proposed landscaping.

PART VII: STORAGE, UTILITIES AND LIGHTING

A. STORAGE

1. No materials, supplies, or products shall be stored or displayed on the property outside an enclosed storage area without written approval of the Port.
2. Standards: When approved by the Port:
   a. Setbacks: Outside storage shall not occur within required setbacks.
   b. Screening: All storage shall be screened from view of residential properties and adjacent streets. The adequacy of screening will be determined by the Port.
   c. Surfacing: All storage areas shall be surfaced with an all-weather surface that provides ground and surface water protection.

B. UTILITIES

1. Location: All utilities shall be brought into the site and to the buildings underground, unless it can be demonstrated to the Port that to do so is economically unfeasible.
2. Screening: Buried or pad-mounted electrical transformers shall be located and screened so as to prevent viewing from any public street.
3. Water: All requests for connection, connection charges and user fees will be approved and levied by the City of Centralia.
4. Sewer: All requests for connection, connection charges and user fees will be approved and levied by the City of Centralia.
5. Stormwater: All stormwater shall be handled in approved on-site detention or infiltration facilities or connected to a Port-owned stormwater facility.

C. LIGHTING

1. All lighting shall be shielded from adjoining properties or roads when it would create glare or in any way pose an annoyance.
2. All lighting potentially visible from an adjacent street, except pedestrian lighting less than 42 inches in height, shall be indirect or incorporate a full cut-off shield fixture.

PART VIII: SIGNS

A. PROHIBITED SIGNS

1. Flashing or rotating signs.

2. Signs on roofs or fences.

3. All signs painted on or affixed to exterior faces of buildings, provided that in Port Industrial Development District 1 (hereafter "IDD 1") signs 2 square feet or less in size are allowed, and in Port Industrial Development District 2 (hereafter "IDD 2") signs 180 square feet or less in size are allowed.

4. Off-premise commercial signs.

5. Off-premise signs, other than Port-approved directory signs.

B. PERMITTED SIGNS

1. Building identification signs: Detached signs that are mounted on a detached, "ground hugging" monument structure provided and approved by the Port; and/or painted or affixed signs on the exterior faces of buildings (permitted only in IDD 2), provided the total allowable square footage for painted or affixed signs may not exceed 180 square feet per building face.

2. Entrance directory signs: Off-premise signs located at the main entrances to the Industrial Park that identify tenants within the Parks.

3. Informational and vehicular control signs: Signs that provide general circulation and directional information.

   a. Height: No informational or vehicular control sign should exceed a height of 4 feet above the underlying grade.

   b. Size: Maximum of 5 square feet in area per face with a maximum of two faces.

   c. Design: Posts and panels should have a durable finish. All lettering should be white in color, red and yellow may be used for stop and yield signs respectively. No business name, symbol or advertising of any sort should be permitted on any informational or vehicular control sign.

4. Temporary development signs: Signs that identify the project developer and/or business developing a particular site.

   a. Height: Maximum of 6 feet.

   b. Size: Maximum of 32 square feet.

   c. Number: One temporary development sign plus one financing sign permitted per development parcel.

   d. Permitted information: In addition to identifying the project developer and/or business developing a particular site, temporary development signs may contain the following information:

      i. Identification of the nature of the development and/or photograph of architectural rendering.

ii. Projected date of completion; and/or

iii. Relevant parties, such as the construction lender, real estate brokerage firm, general contractor, architect, structural engineer, civil engineer, mechanical engineer, electrical engineer, and/or landscape architect.

e. Location: No temporary development sign should be located so as to reduce the safe flow of vehicles and pedestrians.

f. Duration: All temporary development signs should be removed at occupancy or after 12 months, whichever comes first. An extension may be granted by the Port for up to an additional 12 months if extension request is received in writing by Port staff at least 30 days prior to expiration.

C. NUMBER OF SIGNS

1. Unless otherwise provided and consistent with sections A and B above, each tenant may install one identification sign per building face with a maximum total of two signs per building. Such signs may either be integrated with the building or be a detached, free-standing part of the landscape. If free-standing, the sign shall be associated with the building face to which it is generally parallel.

D. LIGHTING OF SIGNS

1. Signs shall not be placed or externally illuminated in a manner which is detrimental to neighboring occupancies or to the safe movement of traffic.

2. No informational or vehicular control sign should be internally illuminated.

C. REPORTING DISCOVERIES OF CULTURAL RESOURCES

1. The following condition shall be placed on all developments subject to Port Master Plan consistency review:

a. If any archaeological artifacts are found during construction activities, the developer shall halt work in the area and immediately contact the Washington State Department of Archaeology and Historic Preservation, the Chehalis Tribe and the Cowlitz Tribe.

PART IX: CULTURAL RESOURCES PROTOCOL

A. PURPOSE

The following protocol shall be adhered to by those proposing development within a Port Park in order to protect any cultural resources that may exist within the Port Master Plan area.

B. RESEARCH PRIOR TO GROUND DISTURBANCE

1. At the time of detailed site plan review, a project proponent shall conduct background

research to ascertain whether the proposed development may impact cultural resources.

2. Information shall be submitted in the form of a written narrative describing whether any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site.

3. The following is a partial list of organizations that may be consulted for information on cultural resources:

   a. National Parks Service National Register of Historic Places

   b. Washington State Department of Archaeology and Historic Preservation

   c. Cowlitz Tribe

   d. Chehalis Tribe

   e. City of Centralia

B. PARK 3

PART I: INTRODUCTION

These Development Standards will implement the objectives, goals, and policies for the Port of Centralia's Commercial Park. These Development Standards serve as the minimum standard necessary to implement the Design Guidelines in Chapter 2. The Port establishes these standards as a minimum, assuming that firms and businesses locating in the Park will provide the best possible development in their own self-interest.

Any specific conflicts between Design Guidelines, Development Standards and governmental codes, and regulations should be brought to the attention of the Port of Centralia for resolution. In the event of any such conflicts, the priority of compliance is first with governmental codes and regulations, second with the Development Standards, and third with the Design Guidelines.

PART II: LAND USES

A. PRIMARY USES: Commercial uses that provide direct retail sales and services to consumers and serve the businesses and employees within the region and locally, shall be the primary uses in the Park. These uses include but are not limited to:

   1. Restaurants and cocktail lounges as part of a restaurant or other eating establishment, including drive-ins;

   2. General merchandising and retailing;

   3. Personal and professional services;

   4. Entertainment uses such as theaters, museums, and health clubs;

   5. Automotive sales and truck sales;

6. Motor vehicle service stations, including minor vehicle repair and/or self-service fueling stations, provided adequate provisions are made to ensure that such use does not create a nuisance or unreasonably interfere with nearby or adjacent residential areas;

7. Commercial recreation, such as personal amusement or recreation establishments such as those featuring mechanical or electronic games; games of skill such as billiards, bowling, table tennis, and the like.

8. Municipal facilities required for local service;

9. Hotels and motels

10. Parks and open space.

B. SECONDARY USES: Low impact industrial uses that contribute to the overall function of the Park are permitted. These include distributive business establishments such as wholesaling or warehousing, including, for example:

1. Mail-order warehouses;

2. Automotive parts wholesaler;

C. OTHER USES: Other unlisted, similar or related uses, and criteria for determination of similarity or relatedness, as follows:

1. Uses similar to, or related to, those listed in subsection (A) of this section are permitted upon a finding by the Port that a particular unlisted use does not conflict with the goals and policies of the Port Master Plan;

2. The criteria for such finding of similarity shall include, but not be limited to, the following:

a. That the proposed use is appropriate in this Park;

b. That the development standards for permitted uses can be met by the proposed use; and

c. That the public need is served by the proposed user.

D. TEMPORARY USES: Trailers, mobile offices, and other temporary structures are prohibited except for use during construction or with specific authorization from the Port. Such structures must be removed within 30 days after an occupancy permit is issued for the permanent building.

E. PROHIBITED USES: Land uses related to the production, processing and/or retail sale of recreational marijuana and marijuana-infused substances by state-licensed individuals or businesses.

PART III: BUILDINGS AND FENCES

A. DESIGN

1. All buildings shall be designed by a registered architect or engineer, unless otherwise

approved by the Port.

B. BUILDING SETBACKS

1. Front: 20 feet. All yards abutting a public street are designated front yards.

2. Side and rear: 0 feet for rail-dependent structures; 20 feet for all other structures.

C. BUILDING HEIGHT

No building shall be erected that exceeds the following:

1. Within 100 feet of Park periphery: 50 feet.

2. Greater than 100 feet from periphery: 80 feet or 8 stories.

D. FENCES AND WALLS

1. All walls and fences must be approved by the Port.

2. Standards: Unless otherwise authorized by the Port:

   a. Height: Walls and fences shall not exceed 8 feet in height and shall meet Port Design Guidelines for walls and fences.

   b. Materials: All wall and fence materials shall be durable and finished in textures and colors complimentary to the architectural design.

   c. Location: Fences shall be prohibited between the front of buildings and the street, unless specifically authorized by the Port.

PART IV: PARKING AND LOADING

A. SETBACKS

1. Front yard: Parking or loading facilities may be located within the setback, but no less than 10 feet from the front property line.

2. Side or rear yard: Parking or loading facilities may be located within the setback, but shall be no closer to a side or rear property line than 10 feet.

B. ON-STREET PARKING AND LOADING

1. No on-street parking or loading is permitted.

C. PARKING REQUIREMENTS

1. Number of spaces: Space shall be provided in accordance with the Commercial, Industrial and Nonresidential Uses of Section 20.72.030 of the Centralia Municipal Code. A modification of the minimum required number of parking spaces may be approved by the Port by providing that parking demand can be met with a reduced parking requirement. In such cases, the reduction shall be no greater than fifty percent of the minimum required number of spaces. Handicap parking must be provided in accordance with state regulations.

2. Minimum aisle width:

   a. 90-degree parking: 25 feet.

   b. 60-degree and 45-degree parking: 20 feet.

   c. Parallel parking: 12 feet.

3. Minimum parking space dimensions:

   a. Angle and 90-degree parking: 9 feet by 19 feet.

   b. Parallel parking: 9 ½ feet by 23 feet.

   c. "Compact" parking spaces (not to exceed 20% of the total number of spaces provided): 9 feet by 15 feet.

D. SURFACING AND STRIPING

All parking areas shall be paved with a dust-free, all-weather surface such as asphalt paving and be graded and drained to provide for disposal of all surface water on the site. All parking stalls and direction of traffic shall be clearly marked, and approved parking bumpers installed to prevent damage to buildings, pavement edges or structures.

PART V: ACCESS AND CIRCULATION

A. CURB CUTS

1. Number: There shall be no more than two curb cuts per lot from any one street when the street ftronage is 500 feet or less. .

2. Setbacks:

   a. Standard lot: Curb cuts shall be a minimum of 10 feet from the adjacent property lines.

   b. Comer lot: Curb cuts shall be a minimum of 50 feet from the end of the intersection curb radius.

   c. Joint-use driveways: No setback is required if abutting properties share a joint access and have agreed to this provision by easement or appropriate contractual arrangement.

3. Separation between curb cuts: All curb cuts shall be a minimum of 100 feet apart, as measured from the center line of one curb cut to the center line of another curb.

4. Widths:

   a. One-way traffic: Minimum unobstructed driveway width of not less than 12 feet.

   b. Two-way traffic: Minimum unobstructed driveway width of not less than 24 feet.

   c. The maximum curb cut for any driveway shall not exceed 50 feet.

B. DESIGN

1. All road and access improvements must conform to the Port's adopted Road Standards. The Port will determine the classification of individual roads and required profiles. Refer to cross sections in Maps and Figures section of this Master Plan.

C. PORT CONSULTATION

1. All road and access improvements must be reviewed and approved by the Port prior to commencing construction.

PART VI: LANDSCAPING

A. MINIMUM LANDSCAPING REQUIRED

1. Along public streets: 10 feet.
2. Within parking lots: 10 feet of landscaping around parking lot perimeter, even where not adjacent to a public street. For parking lots planned for more than 50 cars, a minimum of 5% of the parking area shall be landscaped.
3. Adjacent to residentially zoned properties: 30 feet along common property line.

B. PLANT TYPES

1. Along streets: A mix of street trees, shrubs, turf, and groundcover approved by the Port.
2. Within parking lots: A mix of trees and groundcover approved by the Port.
3. Adjacent to residentially zoned properties: A combination of sight-obscuring trees and shrubs that will achieve a minimum height of 10 feet within a five-year period from the date of planting.

C. SPACING

1. Trees shall be planted a minimum of 30 feet on center.
2. Shrubs shall be planted a minimum of 4 feet on center.
3. Groundcover shall be planted a maximum of 2 feet on center in staggered rows to provide the best coverage.

D. IRRIGATION

1. Planting areas shall have a fully automatic irrigation system that conform to the standards of the American Association of Nurserymen, the American Landscape Contractors Association, or the irrigation industry and be approved by the Port.

E. ONE-YEAR GUARANTEE

1. The tenant shall provide a one-year guarantee against defects of materials and workmanship for all planting and irrigation.

2. The tenant shall replace, or pay for replacement of, any plants not in a normal, healthy growing condition at the end of the guarantee period.

3. The guarantee period shall begin when the tenant and the Port have accepted the work as 100 percent complete.

F. PORT REVIEW REQUIRED

The Port shall review a landscape plan for all proposed development and determine the adequacy of all proposed landscaping.

PART VII: STORAGE, UTILITIES AND LIGHTING

A. STORAGE

1. No materials, supplies, or products shall be stored or displayed on the property outside an enclosed storage area without written approval of the Port.

2. Standards: When approved by the Port:

   a. Setbacks: Outside storage shall not occur within required setbacks.

   b. Screening: All storage shall be screened from view of residential properties and adjacent streets. The adequacy of screening will be determined by the Port.

   c. Surfacing: All storage areas shall be surfaced with an all-weather surface that provides ground and surface water protection.

B. UTILITIES

1. Location: All utilities shall be brought into the site and to the buildings underground, unless it can be demonstrated to the Port that to do so is economically unfeasible.

2. Screening: Buried or pad-mounted electrical transformers shall be located and screened so as to prevent viewing from any public street.

3. Water: All requests for connection, connection charges and user fees will be approved and levied by the City of Centralia.

4. Sewer: All requests for connection, connection charges and user fees will be approved and levied by the City of Centralia.

5. Stormwater: All stormwater shall be handled in approved on-site detention or infiltration facilities or connected to a Port-owned stormwater facility.

C. LIGHTING

1. All lighting shall be shielded from adjoining properties or roads when it would create glare or in any way pose an annoyance.

2. All lighting potentially visible from an adjacent street, except pedestrian lighting less than 42 inches in height, shall be indirect or incorporate a full cut-off shield fixture.

PART VIII: SIGNS

A. PROHIBITED SIGNS

1. Flashing or rotating signs.
2. Signs on roofs or fences.
3. Off-premise commercial signs.
4. Off-premise signs, other than Port-approved directory signs.

B. PERMITTED SIGNS

1. Building identification signs: Detached signs that are mounted on a detached, "ground hugging" monument structure provided and approved by the Port; and/or painted or affixed signs on the exterior faces of buildings, provided the total allowable square footage for painted or affixed signs may not exceed an area more than 15 percent of the building facade on which they are located.
2. Entrance directory signs: Off-premise signs located at the main entrances to the Park that identify tenants within the Park.
3. Informational and vehicular control signs: Signs that provide general circulation and directional information.
   a. Height: No informational or vehicular control sign should exceed a height of 4 feet above the underlying grade.
   b. Size: Maximum of 5 square feet in area per face with a maximum of two faces.
   c. Design: Posts and panels should have a durable finish. All lettering should be white in color, red and yellow may be used for stop and yield signs respectively.
   d. No business name, symbol or advertising of any sort should be permitted on any informational or vehicular control sign.
4. Temporary development signs: Signs that identify the project developer and/or business developing a particular site.
   a. Height: Maximum of 6 feet.
   b. Size: Maximum of 32 square feet.
   c. Number: One temporary development sign plus one financing sign permitted per development parcel.
   d. Permitted information: In addition to identifying the project developer and/or business developing a particular site, temporary development signs may contain the following information:
      i. Identification of the nature of the development and/or photograph of architectural rendering.
      ii. Projected date of completion; and/or

iii. Relevant parties, such as the construction lender, real estate brokerage firm, general contractor, architect, structural engineer, civil engineer, mechanical engineer, electrical engineer, and/or landscape architect.

e. Location: No temporary development sign should be located so as to reduce the safe flow of vehicles and pedestrians.

f. Duration: All temporary development signs should be removed at occupancy or after 12 months, whichever comes first. An extension may be granted by the Port for up to an additional 12 months if extension request is received in writing by Port staff at least 30 days prior to expiration.

C. NUMBER OF SIGNS

1. Unless otherwise provided and consistent with sections A and B above, each tenant may install one identification sign per building face. Such signs may either be integrated with the building or be a detached, free-standing part of the landscape. If free-standing, the signs shall be associated with the building face to which it is generally parallel.

D. LIGHTING OF SIGNS

1. Signs shall not be placed or externally illuminated in a manner which is detrimental to neighboring occupancies or to the safe movement of traffic.

2. No informational or vehicular control sign should be internally illuminated.

C. ALL PARKS

PART I: ENVIRONMENTAL PERFORMANCE STANDARDS

A. PURPOSE

The following standards shall be adhered to by Park tenants at all times to avoid creation of environmental degradation, nuisances or unsanitary conditions.

B. AIR

1. Open burning: No open burning shall be permitted.

2. Odors: Tenants shall use best management practices to minimize emission of noxious odors.

3. Particulate matter: All facilities shall be designed and operated with emission control meeting applicable federal, state, and local standards.

C. NOISE AND VIBRATION

1. Noise standards: Industrial and commercial noise sources shall conform to the codes and ordinances of the appropriate federal, state, and/or local governmental agency having jurisdiction.

2. Monitoring: The Port Commission may require a business, at the business' expense, to monitor noise emissions for compliance with these standards if complaints are received from the surrounding residential area or other Park firms or businesses.

D. WASTE AND LITTER

1. Storage: All materials, including wastes, shall be stored and all properties maintained in a manner which will not attract or aid the propagation of insects or rodents or in any way create a health hazard or in the opinion of the Port a visual unsightliness. Trash collection centers shall be kept from public view by a screening fence or wall constructed in an approved manner.

2. Disposal and discharge of water and solid waste: No liquid or solid waste disposal will be allowed on the site or into adjacent drainage ditches, storm sewers, sloughs, or groundwater. The discharge of treated or untreated sewage or wastes into the sanitary sewer systems shall conform to the codes and ordinances of the municipality or agency with jurisdiction.

3. Litter: Litter control on premises will be constantly maintained by the tenant.

E. HANDLING OF DANGEROUS MATERIALS

The storage, handling, and use of dangerous materials such as flammable liquids, incendiary devices, compressed gases, corrosive materials and explosive shall be in accordance with the regulation and codes of the governing municipality and the State Fire Marshall. Tenants using or storing hazardous or toxic materials must submit a spill response plan meeting applicable local, state, and federal regulations.

PART II: MAINTENANCE STANDARDS

A. BUILDINGS

Damaged or deteriorated exterior portions of structures shall be replaced or repaired promptly. Structures that are not in use shall be maintained to the established standards for buildings in use or be removed from the premises.

B. LANDSCAPED AREAS

The Port will generally be responsible for all landscape maintenance within the Parks, with the full cost of such maintenance paid at the sole expense of the tenants. Where the Port and Tenant have reached an agreement that assigns responsibility for maintenance to the Tenant, the following maintenance requirements must be met:

1. All plants shall be maintained in a healthy, disease-free condition. All landscaping and plantings in the original approved landscape plan shall be maintained. Dead plants shall be replaced as required. The Port reserves the right to inspect and require such replacement. Water and fertilizer shall be applied as necessary to maintain normal color and rate of growth. Weak or broken branches shall be removed by pruning. Old flowers, seed pods, dead foliage, and leaves shall not be allowed to accumulate. Plant beds shall be maintained in a weed- and litter-free condition. Weed control shall be maintained on all on-site road shoulders and in areas surfaced with gravel, crushed

rock or bark.

2. All landscape features including pools, fountains, flag poles, etc., shall be maintained in an attractive manner at all times. Sculpture or other types of art shall be maintained as intended by the artist.

3. Fencing and other architectural screens shall have damaged, broken, or deteriorated members repaired or replaced. Materials that have paint or other chemical treatment subject to weathering shall not become cracked, chipped, faded, or in any way seriously deteriorated. Materials that have been treated to age naturally shall be allowed to do so.

C. PAVED AREAS

Paved areas shall be repaired if they are cracked, settled, weed or grass-infested, or otherwise in need of repair. Dirt and litter shall not be allowed to accumulate on paved surfaces. Areas covered with soft paving such as gravel, bark mulch, or wood chips shall be maintained in a weed-free condition and shall be kept reasonably smooth and litter free. All markings painted on paved surfaces shall be maintained in such a manner that they are clearly visible.

D. SIGNAGE

Signs shall not be allowed to become faded or deteriorated. Lighting for signs shall be maintained in working order; non-operating lights or fixtures shall be replaced promptly. Signs which are no longer appropriate due to a change of service, product line, or tenancy, shall be promptly removed.

E. LIGHTING

All exterior lighting shall be maintained at its designed level of illumination. Broken or non-operating parts shall be removed and/or promptly replaced. All lighting fixtures shall be "full cutoff' styles that minimize glare and direct light only onto the subject property.

F. UTILITIES

On-site storm drainage systems, grease traps, sewer services and on-site pump stations shall be maintained in good operating condition at all times. Fire sprinkler systems will be tested and inspected at regular intervals in accordance with State Fire Marshal and Lewis County or City of Centralia requirements, as applicable.

G. PORT REVIEW AND ENFORCEMENT

The Port reserves the right to take all reasonable steps to enforce provisions of this Part.

Chapter 4

Site Plan Review and Development Procedures

PART I: PORT SITE PLAN REVIEW AND APPROVAL

A. PORT SITE PLAN APPROVAL

1. The Port of Centralia will review all site plans for projects in the Port Master Plan area to ensure consistency with the Port Master Plan, and compliance with RCW Chapter 53.20 and RCW Chapter 53.25, as further provided herein.

2. Port approval of project site plans for Port Master Plan compliance may include Concept Site Plan Approval, as set forth in Section I.B and shall include Detailed Site Plan Approval, as provided in Section I.C.

3. The relationship of Port Master Plan Approvals to local, state and federal development and construction permits is addressed in Section I.D. and Port review and comment on plans for local government development and construction permits is addressed in Section II below.

4. Revisions to Site Plan Approvals are addressed in Section I.E.

5. Departures from the Port Master Plan development standards and design guidelines are addressed in Section IV below.

B. PORT CONCEPT SITE PLAN APPROVAL

1. Concept Site Plan Approval is approval by the Port Commission of general plans and specifications for consistency with the goals and policies of the Port Master Plan. Concept Site Plan Approval is required for sale of Port property in its Master Plan area. For purposes of Park 1 and Park 2, the Port Commission's grant of Concept Site Plan approval is deemed to satisfy the requirements for written Port approval of plans and specifications consistent with the requirements of RCW 53.25.120 so long as the procedural requirements of RCW 53.25.120 are met.

2. Concept Site Plan approval must be followed by Detailed Site Plan Approval, as further described below. Detailed Site Plan Approval may occur after sale of Port property but is required prior to development permits in order to assure consistency with the Concept Site Plan approval. The minimum submittal requirements for a Concept Site Plan Approval are set forth in Section III.A.

C. PORT DETAILED SITE PLAN APPROVAL

1. Detailed Site Plan Approval is a pre-requisite for development in the Port Master Plan area, where development is proposed by parties or entities other than the Port of

Centralia.

2. Upon receipt of a complete application for Detailed Site Plan Approval that meets the submittal requirements of Part III.B herein, the Port of Centralia's Executive Director will review the application for conformance with the Port's Master Plan Development Standards and Design Guidelines, and conformance with the Concept Site Plan Approval for the property, where applicable. The Port Executive Director will issue a written decision either granting or denying the Detailed Site Plan Approval based on consistency with the Port Master Plan provisions and Concept Site Plan where applicable, or may issue a conditional approval, specifying conditions required for consistency.

D. RELATIONSHIP OF PORT SITE PLAN APPROVALS TO LOCAL DEVELOPMENT AND CONSTRUCTION PERMITS

1. Detailed Site Plan Approval is required for development in the Port Master Plan area; however, the Port is not the local government permitting authority and Port Site Plan Approvals shall not relieve the owner, tenant or user of its obligation to obtain the necessary development and/or construction permits (including clearing, grading or other permits) from the local government agencies with jurisdiction, or from the obligation to obtain any required state or federal permits.

2. Applications to the local government with jurisdiction for development or construction permits must be submitted to the Port for review and comment regarding the consistency of the permit plans with the Port Master Plan and Detailed Site Plan Approval as further provided in Part II below.

E. REVISIONS TO DEVELOPMENT AFTER SITE PLAN APPROVAL

This section sets forth the review and approval process for changes to Concept Site Plan Approvals and Detailed Site Plan Approvals (both known as "Site Plan Approvals"):

1. Request for approval of changes: Prior to making a change in any site plan that has been approved by the Port, the site owner or user shall submit documentation regarding the proposed changes for Port Executive Director review and the Executive Director will determine whether the proposed change is within the scope of the existing Site Plan Approval, or whether it qualifies as a Minor or Major Site Plan revision, as further provided below.

2. Changes within the scope of the approval or minor site plan revision: The Port Executive Director will determine whether the proposed changes are within the scope and intent of the existing Site Plan Approval and if so, no revision is required. If the change is not within the scope of the existing Site Plan Approval but is found to be minor, the Port Executive Director will review and approve or deny the changes as a "Minor Site Plan Revision," including any additional conditions that are required for compliance with the Port Master Plan.

3. Major site plan revision: If the Port Executive Director determines that the proposed changes are beyond the scope and intent of the existing Site Plan Approval and are not minor, or that the change is of a nature that requires Port Commission input, the Executive Director may find the change to be "Major Site Plan Revision" which shall

require Port Commission review and approval.

PART II: DEVELOPMENT AND CONSTRUCTION PERMITS

A. DEVELOPMENT AND CONSTRUCTION PERMITS FROM LOCAL JURISDICTION

As provided above, a Detailed Site Plan Approval from the Port is required for projects located in the Port Master Plan area; however, development and construction permits (including but not limited to building, foundation, clearing and grading permits) are issued by the local government with jurisdiction.

B. PORT REVIEW AND COMMENT ON DEVELOPMENT AND CONSTRUCTION PLANS

The permit applicant or the local permitting jurisdiction shall provide the Port with a copy of the proposed construction or development permit plans for review and comment regarding Master Plan consistency. Upon receipt of complete plans complying with the requirements of Section III C below, the Port shall respond to the applicant or local jurisdiction within 30 business days of the date it receives these plans with comments on the consistency of these plans with the Port's Detailed Site Plan Approval, the Port Master Plan, and other Port considerations, or the Port may determine that no comment is required. The Port is not responsible for determining compliance with the applicable building codes, fire codes, utility construction standards, stormwater drainage standards, transportation standards, all engineering requirements or any state or federal requirements.

C. LOCAL JURISDICTION DEVELOPMENT AND CONSTRUCTION PERMIT REVIEW

1. Development and construction permit applications to comply with Port Site Plan Approval Decision: All development and construction permit applications must comply with the terms and conditions of the Port's Site Plan Approval.

2. Compliance with construction, utility and transportation code standards: The local jurisdiction's development and construction permit review will determine and ensure consistency with the applicable building codes, fire codes, utility construction standards, stormwater drainage standards, transportation standards and all engineering requirements.

3. State or Federal permits or licenses: It shall be the responsibility of the applicant to obtain any state or federal permits or licenses required for construction or operation.

D. COMMENCEMENT OF CONSTRUCTION / CONSTRUCTION PLAN SUBMITTAL

1. Construction plan submittal: Prior to commencement of clearing, grading, or construction, the project developer shall submit to the Port a copy of the approved construction permit and a construction staging and transportation plan ("Construction Plan"). At the Port's option, the project developer shall meet with the Port for a pre-construction conference.

2. Evidence of required permits and easements: Prior to commencement of construction, the project developer must provide the Port with evidence of any required road improvement and road access permits, road and utility easements and other similar required permits and licenses as further set forth in Part V below.

PART III: SUBMITTAL REQUIREMENTS

A. CONCEPT SITE PLAN SUBMITTAL REQUIREMENTS

The following information is required for a Concept Site Plan submittal:

1. A brief narrative describing the types of proposed uses, compliance with the goals and policies of the Port Master Plan, including benefits the project will bring to the community, potential hazards involved in proposed development, and project development timeline.

2. Three (3) copies of the to-scale site plan. Site plans shall use a minimum scale of 1 inch equals 30 feet (print size 24 inches by 36 inches) to show:

   a. Location of buildings, including square footage, height and proposed building use.

   b. Site access and vehicle circulation including proposed driveways, accesses and parking areas.

   c. Location of any hazardous materials handling or storage. d. Vicinity map showing general project location.

B. DETAILED SITE PLAN SUBMITTAL REQUIREMENTS.

The following information is required for a complete Detailed Site Plan submittal. Plans shall be prepared by a registered architect or professional engineer, unless otherwise authorized by the Port, and submitted to Port Staff.

1. Six (6) copies of a to-scale detailed site plan. Site plans shall use a minimum scale of 1 inch equals 30 feet (print size 24 inches by 36 inches) to show:

   a. Existing conditions, including streets, property lines and dimensions, location and description of existing street lights, power poles, curb cuts, vegetation, exceptional topographic conditions, and any other site features or conditions.

   b. The location, size, height and setback dimensions of all improvements proposed for the site.

   c. Access, including location and width of access points and proposed driveways with an arrow indicating vehicular traffic patterns into and out of the site and to and from all loading areas and parking areas.

   d. The layout of vehicle parking with areas designated for employee cars, visitors' cars, company trucks, delivery trucks, etc., and the dimensions of parking stalls. Parking areas for both initial and full development shall be indicated.

   e. The location and identification of utilities which cross Port-owned property to serve the building and the site; easement locations, drainage facilities, public utility connections, including gas, electricity, telephone, water, sewers, etc.

   f. The location of all storage areas, type of commodities stored, height, screening and paving of storage areas.

g. Potential size and location of special appurtenances, including: transformers, incinerators, gas pumps, wash racks, weighing scales, storage racks, loading docks, storage tanks, etc.

h. Location and general type of proposed lighting fixtures.

i. Location and size of proposed signage.

2. Landscape plan, showing location of all areas to be landscaped and general type of and quantity of landscape materials.

3. SEPA Checklist (or if EIS required, Draft EIS), including traffic study and other required impact studies unless SEPA compliance has already been achieved, in which case evidence of SEPA approval shall be provided.

4. Preliminary grading and drainage plan, including directional arrows and storm drain structures.

5. Basic floor plans, elevations, and sections indicating the type of construction, materials, and colors.

6. A written description of the proposed use and number of employees.

7. Hazardous materials – if applicable:

a. A copy of any hazardous materials investigative reports for the site, including Phase I and Phase II environmental studies and any measures proposed to deal with any contamination found on the site.

b. Material Safety Data Sheets as required by Federal Occupational Safety and Health Admimstration (OSHA) SARA Title 111, Sections 311 and 312 (Also known as Community Right-To-Know Requirements), or as hereafter amended, and an estimate of the peak volume of all such materials on site at any one time.

c. Hazardous materials handling, storage and emergency response plans and any required local, state or federal approvals.

C. DEVELOPMENT AND CONSTRUCTION PERMIT SUBMITTAL REQUIREMENTS FOR PORT SITE PLAN CONSISTENCY REVIEW

Development and construction permit plans shall meet the requirements of the local jurisdiction issuing the permit, but the following minimum requirements apply for Port review and comment on building plans:

1. Complete architectural and engineering working drawings, for all on-site improvements, including complete construction specifications, materials and colors.

2. Detailed landscape plans showing the names of all ground covers and plants, their dimensions, locations, quantities, spacing, irrigation facilities, and other landscape construction details.

3. Detailed signage plans, including location, size, and type of materials, color, language, and lighting of all signs.

4. Detailed exterior lighting plan, including type and height of luminaries, wattage, designed level of lighting and type of pole.

5. Conceptual grading and stormwater drainage plans.

6. Spill response plan. Tenants using or storing hazardous or toxic materials must submit a spill response plan for review and approval by the Port to demonstrate how hazardous or toxic materials will be contained and/or treated before entering infiltration areas.

PART IV: DEPARTURE REQUESTS AND VARIANCES

A. DEPARTURES FROM MASTER PLAN STANDARDS

The Port recognizes that there will be instances when the strict application of the development and design standards of this Master Plan will pose practical difficulties or that there may be a better way to achieve the intent of the Master Plan standards. In these instances, the applicant may request a departure from the standards of the Master Plan ("Departure").

B. DEPARTURE PROCESS

To obtain a Departure, a written request shall be submitted to the Port Executive Director, along with submittal of the Site Plan, stating the applicable section of the Master Plan standards that Departure is sought from, the proposed variation from the standards, and the rationale for the Departure. The Port Executive Director shall determine, based on the magnitude of the proposed variation from the Master Plan standards, whether the requested Departure is major or minor. The Port Commission shall review major Departure requests and Port Executive Director shall review minor Departure Requests. The Port Commission and Executive Director shall approve or deny requested Departures in accordance with the criteria in Section C below.

C. DEPARTURE CRITERIA

The Port Commission for major Departures and the Port Executive Director for minor Departures will evaluate the merits of each Departure request based on whether the proposed variation from the Master Plan standards will further the intent of the Master Plan and produce the same or better result as the standards being departed from. The Port reserves the right to modify or deny the request based on its reading of its Master Plan and its assessment of the public interests protected by the Master Plan standards.

D. BUILDING CODE OR ENGINEERING STANDARD VARIANCES

Variances from building or engineering standards must be sought from the local permitting jurisdiction or relevant licensing authority.

PART V: WORKING PORT RIGHTS-OF-WAY, EASEMENTS, ETC.

A. WRITTEN APPROVAL

Written approval from the Port of Centralia is required for all work within Port, owned or controlled, rights-of-way or easements or for connection to Port sewer lines or utilities. The project developer or its contractor must provide the Port with evidence of any required permits prior to construction or installation of utilities in these areas.

B. GUARANTEES

1. General: Performance and Warranty Guarantees will be required for all improvements or installation of utilities in Port rights of way or easements, and for work which impacts those rights of way or easements. Acceptable methods of guarantees will be as follows:

   a. Bond

   b. Assignment of saving account

   c. Letter-of-credit

   d. Cash deposit

2. Performance bond amount: The amount of the guarantee shall be prepared by the applicant's engineer and approved by the Port. The dollar value of the work to be accomplished under the guarantee shall be increased by 25% for administration and overhead expenses.

3. Warranty: All work performed by the Contractor shall have a warranty to assure acceptable workmanship and installation. The warranty shall be for a duration of one year from the date of acceptance and be transferable to the utility and/or public agency to which ownership of the improvement is transferred.

4. Pre-Construction conference: Prior to any installation of sewerage or water works facilities a pre-construction conference shall be scheduled with the Port. Such a conference shall establish a timeline for completion of work and penalties for failure to comply with the adopted schedule.

5. Construction staking: The contractor shall be responsible for providing construction staking.

6. Approved plan: The contractor shall have a copy of the approved plans at the project site at all times during construction.

C. INDEMNITY AND HOLD HARMLESS

The project developer or contractor must enter into an indemnity and hold harmless agreement in favor of the Port prior to commencing work in Port rights-of-way or easements and before undertaking connection to Port utilities.

D. INSPECTIONS

Work performed within a Port right-of-way, whether by or for a private developer, by public forces, or by a public contractor, shall be done to the satisfaction of the Port. The Port must approve any revisions to previously approved plans.

It is the responsibility of the Contractor or their agent to notify the Port in advance of the commencement of any authorized work and to have all work inspected as appropriate as construction progresses. Advance notification is required for scheduling of inspections of tests. A pre-construction conference and/or field review shall be required before the start of any work on significant projects.

E. INSPECTION AND REVIEW FEES

A plan check and inspection fee shall be charged by the Port of Centralia for the utility to be installed. Said fees shall be paid prior to the approval by the Port. The fee amounts are available from the Port. Fees may also be required for the mandatory review by the City of Centralia Water or Wastewater Utility. Two sets of plans must be submitted directly to both utilities.

F. RECORDING DOCUMENTS

Upon completion of construction, the "Original" approved plan shall be "as-built" by the Contractor's engineer and submitted to the permitting agency for permanent records. The submission of Record Documents shall be considered part of the performance required to complete a project. The Certificate of Occupancy and the Performance Guarantee will be retained by the Port until this requirement is met. "As-builts" for active water main extensions are required within 14 days of completion.

As-constructed reproducible maps must be prepared for the utility and received prior to transfer of ownership. Two copies of the "as-built" drawings shall be submitted to the Port.

PART VI: INSPECTION OF FACILITIES AND ENFORCEMENT

A. INSPECTION

The Port of Centralia may conduct inspections of sites during the construction period to determine conformance with approved plans. No alteration to plans shall be made unless such alterations are first approved in writing by the Port, pursuant to the process in Part I of this chapter.

B. ENFORCEMENT

The standards and requirements of this Port Master Plan, and any plans authorized by the Port hereunder, shall operate as covenants running with the land in the Port Master Plan areas, and a breach of any of them or a continuance of such breach may be enjoined, abated or remedied as appropriate by the Port. The Port, or other impacted Industrial Tenants, and their successors or assigns may initiate a proceeding at law or in equity against any person or persons violating or attempting to violate any requirement of this Master Plan, to restrain such violation or to recover damages. Court of venue for enforcement proceeding shall be Lewis County, Washington.

Chapter 5

Action Plan

PART I: SUBDIVISION APPROVAL

The Master Plan for the Parks includes a conceptual lot layout and circulation system for the Parks and should be used as a reference when applying for and receiving subdivision or Binding Site Plan approval from the City of Centralia.

PART II: CAPITAL FACILITIES PROJECTS

The Port of Centralia should keep an updated list of Capital Facilities projects. Port projects may include full roadway section improvements, including future access locations, utility installation, roadway stormwater systems, and streetscape landscaping. Tenants should generally be responsible for all on-site development and any off-site development or mitigation required by the Port.

Full build-out of the Industrial Parks is not expected for five to ten or more years, depending on market demand. Full build-out of the Commercial Park is expected to be completed by 2020, depending on market demand. Park boundaries may expand to accommodate more growth than feasible within the current boundaries.

PART III: INTERGOVERNMENTAL RELATIONS

The Port should send the City and County updates of its Master Plan for incorporation in local plans and regulations as appropriate.

PART IV: PLAN REVIEW FEE SCHEDULE

To adequately review development proposals for compliance with the policies and standards in this Master Plan it may be necessary for the Port to seek technical assistance, either through contract consultations or staff. To compensate for the cost of such review it is appropriate to set plan review and inspection fees. These fees should be reasonable and based on the actual cost of conducting the review.

The Port should review its adopted fee schedule on a regular basis, and revise it as needed to cover increased costs of review. At minimum, the fee schedule can be based on a simple cost per hour basis, or it can be based on unit costs such as price per square foot or price per lineal foot.

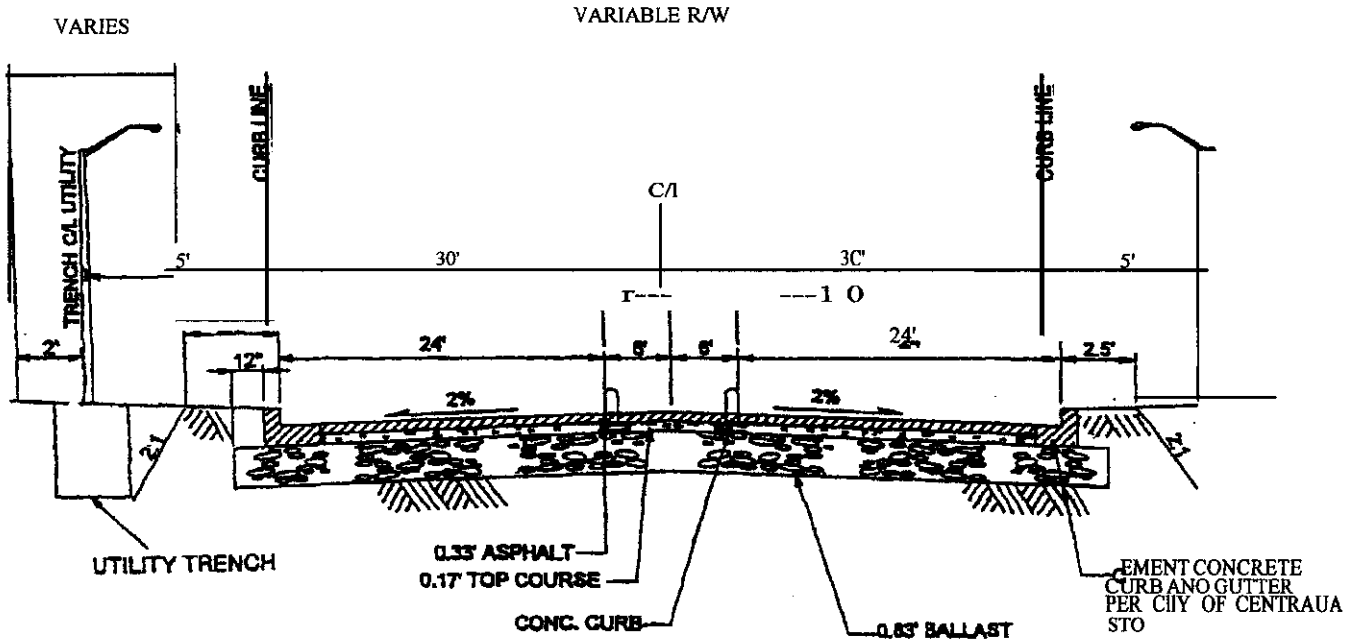
PART V: WATER WELL MONITORING

The Port, in conjunctions with the City, should conduct an annual well monitoring program to provide baseline data on water quality and identify potential groundwater contamination.

PART VI: MASTER PLAN REVIEW

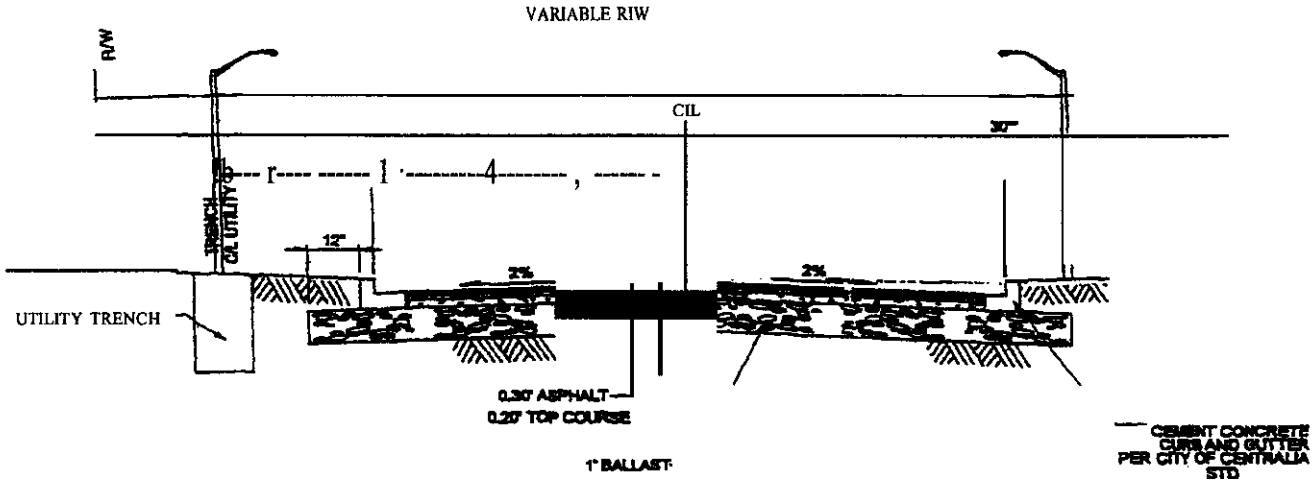
The Port Commission should regularly review this Master Plan and update it as needed. The Port should give public notice of such review and hold a public hearing to discuss proposed change.

Maps & Figures



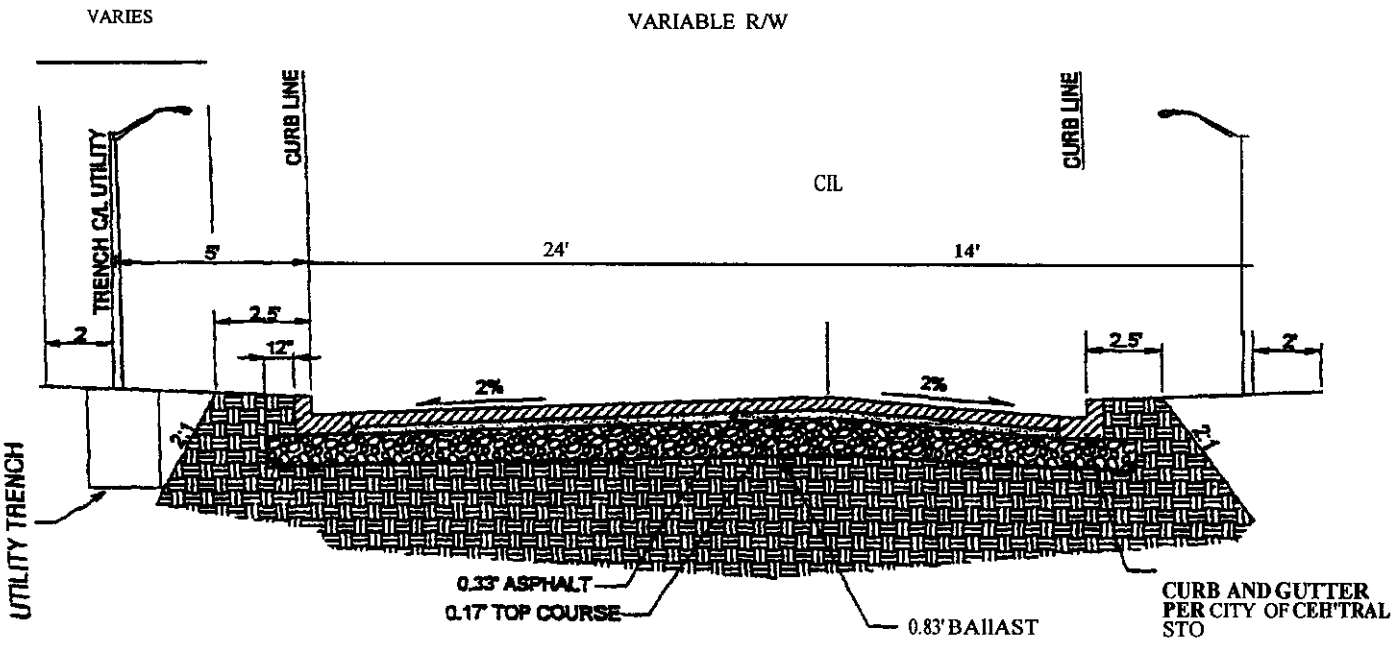
Roadway Improvements & Standards: Industrial Arterial Road

Figure_-_



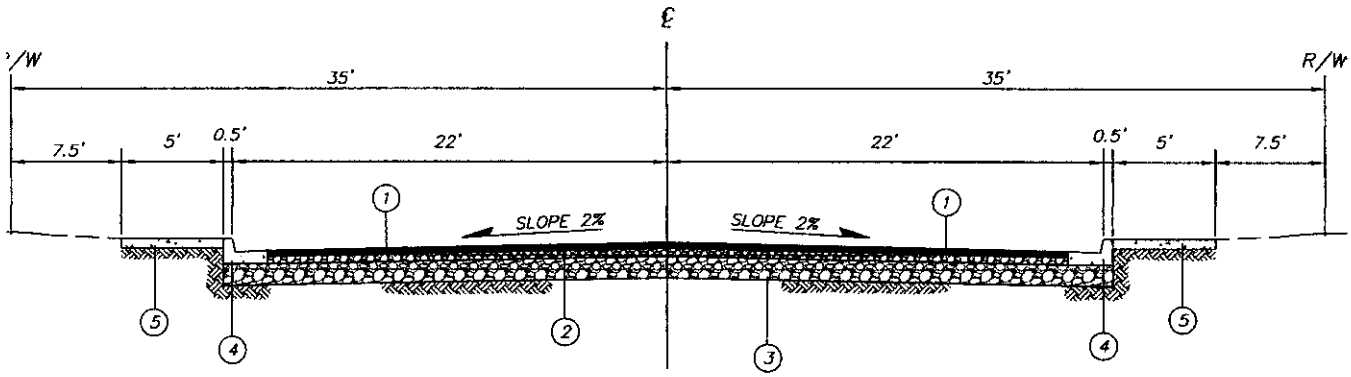
Roadway Improvements & Standards: Industrial Collector Road

Figure __-__



Roadway Improvements & Standards: Industrial Internal Access Road
(Shown with a turn lane. Otherwise a 28 ft. curb to curb width)

Figure_-_



SURFACING LEGEND:

1. SURFACE – 4" DEPTH CLASS B ASPHALT
2. TOP COURSE – 2" DEPTH CRUSHED ROCK (5/8" MINUS)
3. BASE – 2' DEPTH BALLAST
4. CEMENT CONCRETE CURB & GUTTER (SEE CITY STD. PLAN 5–02)
5. CEMENT CONCRETE SIDEWALK (SEE CITY STD. PLAN 5–01)

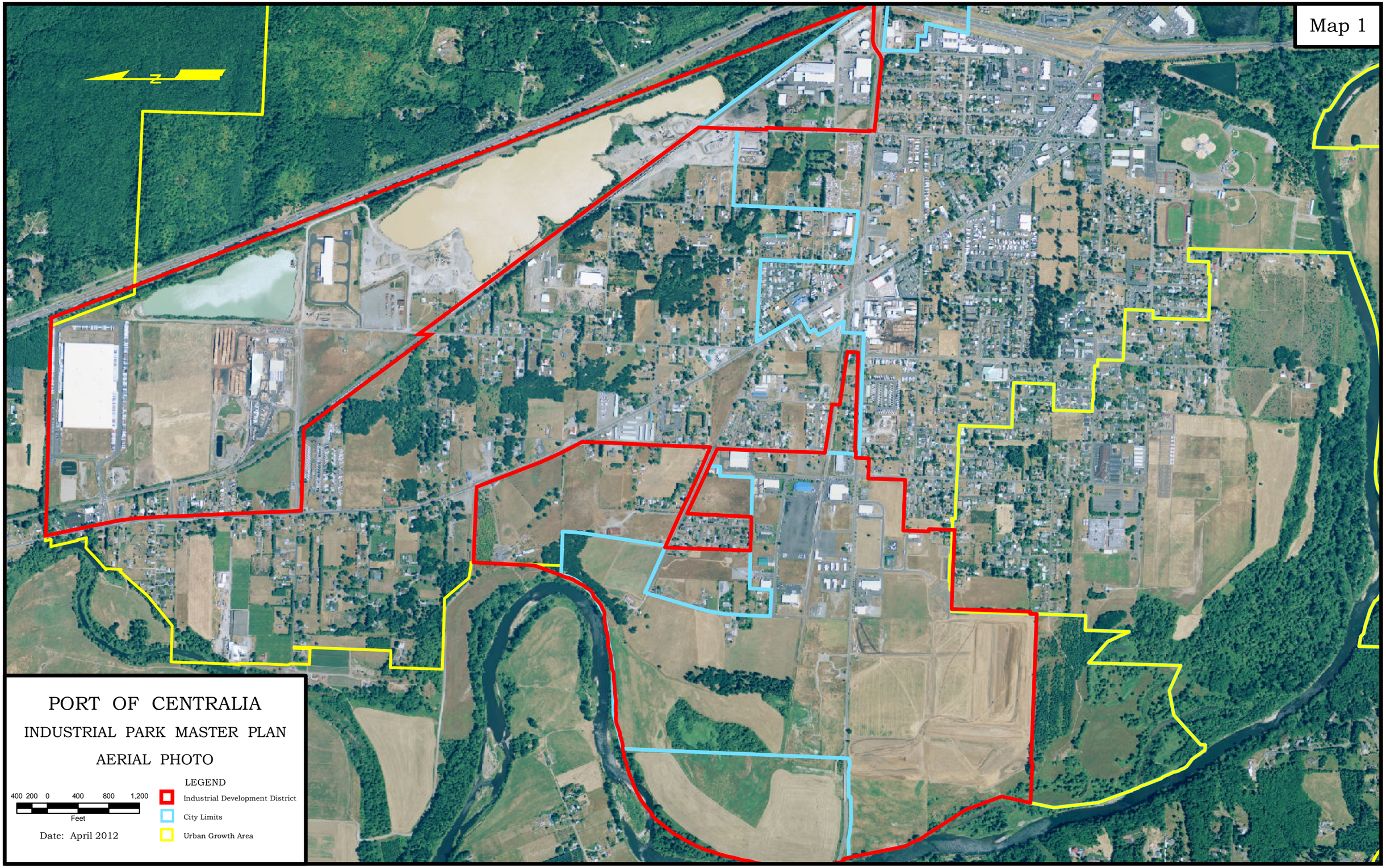
ALTERNATE:

SURFACE – 4" DEPTH CLASS B ASPHALT
TOP COURSE – 7" DEPTH ASPHALT TREATED BASE (ATB)
BASE – 2' DEPTH CRUSHED SURFACING BASE COURSE

Roadway Improvements & Standards:
Commercial Minor Arterial Street

Figure__-__

Map 1



PORT OF CENTRALIA

INDUSTRIAL PARK MASTER PLAN

AERIAL PHOTO

400 200 0 400 800 1,200

Feet

Date: April 2012

LEGEND

- Industrial Development District
- City Limits
- Urban Growth Area

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Map 2

Park 2

Park 1

PORT OF CENTRALIA

INDUSTRIAL PARK MASTER PLAN

VICINITY MAP

400 200 0 400 800 1,200

Feet

Date: April 2012

LEGEND

- Industrial Development District
- City Limits
- Urban Growth Area

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Map 3

PORT OF CENTRALIA

INDUSTRIAL PARK MASTER PLAN

TRUCK ROUTES

Date: April 2012

0 1,000 2,000 3,000 4,000

Feet

TRUCK ROUTES

- T 1
- T 2
- T 3
- T 4
- T 5
- T 5 - 3
- T 6
- Port of Centralia

- Ind. Dev. Dist. No. 1
- Ind. Dev. Dist. No. 2

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Map 4

N

Chehalis River

Lincoln Ave

Union Ave

Gallagher Rd Extension

Sandra Ave

Bailey Ave

Harrison Ave

Foron Rd

Bennett Rd

Horsley Ave

Taylor St

Van Wormer St

Ives Rd

Mardon Pl

Stewart Pl

Kristam Pl

Lemar Ln

Melody Ct

Travera Pl

Washington Way

Edgewood Ln

Northpark Dr

Gallagher Rd

Galvin Rd

Steelhammer Dr

Southworth Ln

Mahoney Dr

Fords Prairie Ave

Rodcin Ave

Russell Rd

Reynolds Rd

Johnson Rd

N Scheuber Rd

Sunnyside

Jaylyn St

River Heights Rd

Dogwood Ln

Eshom Rd

Greenwood Ln

Fieldcrest Ave

Alberta Dr

Mason Ave

Cobra Ln

Karla Ct

Rancho Rd

Mayberry Rd

Prill Rd

PORT OF CENTRALIA

INDUSTRIAL PARK MASTER PLAN

Park 1 Conceptual Plan

Scale: 1 Inch = 800 Feet Date: April 2012

Legend

- Utility Corridor
- Commercial Use Area
- Industrial Use Area

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Map 4-A

N

Chehalis River

Lincoln Ave

Union Ave

Gallagher Rd Extension

Sandra Ave

Bailey Ave

Harrison Ave

Foron Rd

Bennett Rd

Horsley Ave

Taylor St

Van Wormer St

Ives Rd

Mardon Pl

Stewart Pl

Kristam Pl

Lemar Ln

Melody Ct

Travera Pl

Washington Way

Edgewood Ln

Northpark Dr

Gallagher Rd

Galvin Rd

Steelhammer Dr

Southworth Ln

Mahoney Dr

Fords Prairie Ave

Rodcin Ave

Russell Rd

N Scheuber Rd

Reynolds Rd

Johnson Rd

Sunnyside

Jaylyn St

River Heights Rd

Dogwood Ln

Eshom Rd

Greenwood Ln

Fieldcrest Ave

Alberta Dr

Mason Ave

Cobra Ln

Karla Ct

Rancho Rd

Mayberry Rd

Prill Rd

PORT OF CENTRALIA

INDUSTRIAL PARK MASTER PLAN

Park 1 Conceptual Plan

Scale: 1 Inch = 800 Feet Date: April 2012
Revised: February 22, 2021

Legend

- Utility Corridor
- Commercial Use Area
- Industrial Use Area

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Map 5

Hoss Rd
Smith Rd S
Kuper Rd
Interstate 5
N
Sandra Ave
Bailey Ave
Foron Rd
Gallagher Rd Extension
Harrison Ave
Bennett Rd
Horsley Ave
Taylor St
Van Wormer St
Ives Rd
Mardon Pl
Stewart Pl
Kristam Pl
Lemar Ln
Melody Ct
Travera Pl
Washington Way
Northpark Dr
Edgewood Ln
Johnson Rd
Reynolds Rd
Steelhammer Dr
Southworth Ln
Mahoney Dr
Fords Prairie Ave
N Scheuber Rd
Rodcin Ave
Russell Rd
Dogwood Ln
Eshom Rd
Greenwood Ln
Alberta Dr
Sunnyside Dr
Kayu Ln
Jaylyn St
Karla Ct

PORT OF CENTRALIA
INDUSTRIAL PARK MASTER PLAN
Park 2 Conceptual Plan

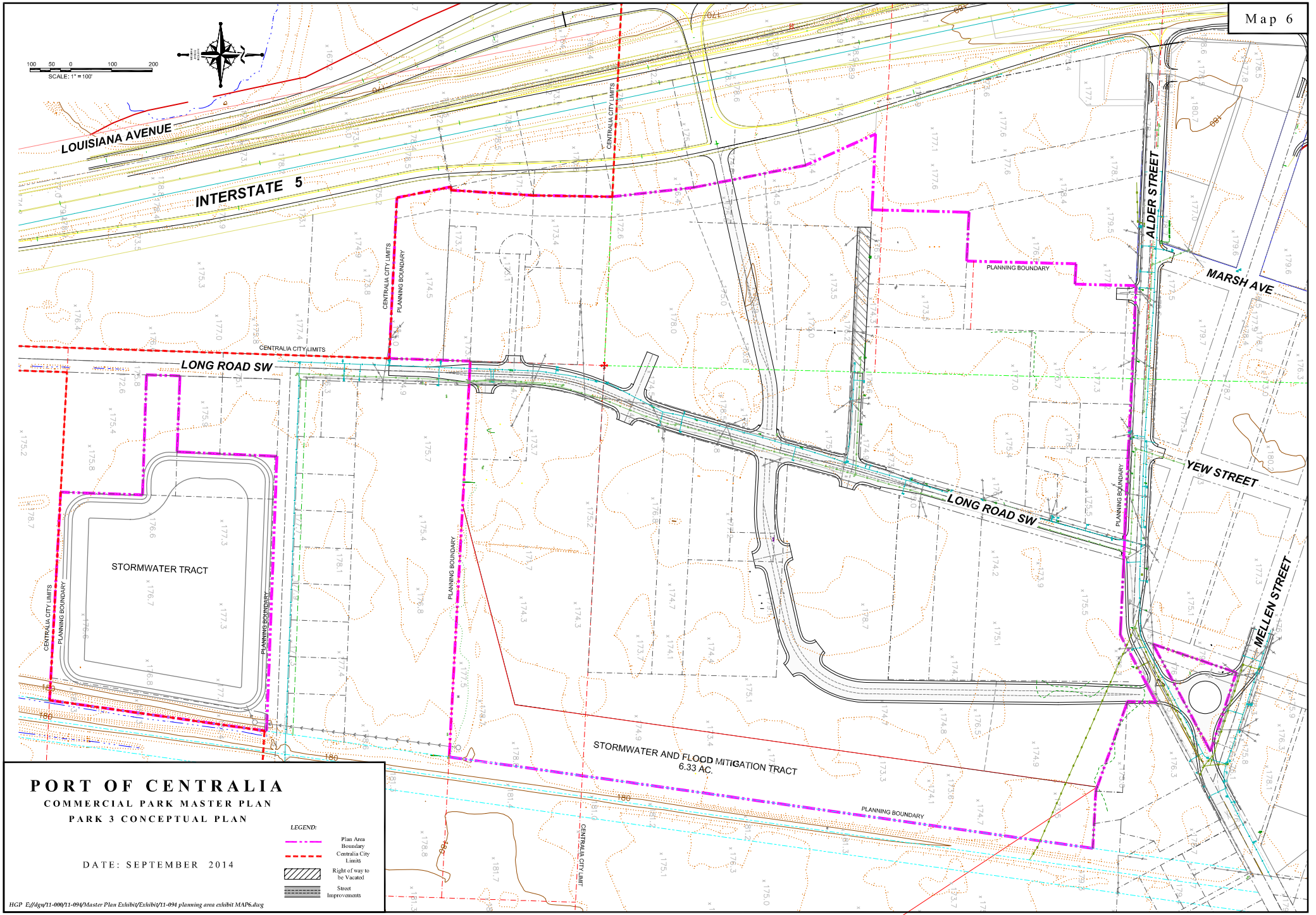
LEGEND

0 100 200 400 600 800 Feet

- Industrial Use Area
- Commercial Use Area
- Existing Railroad
- Proposed Railroad
- Proposed Utility Corridor

April 2012

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PORT OF CENTRALIA

COMMERCIAL PARK MASTER PLAN

PARK 3 CONCEPTUAL PLAN

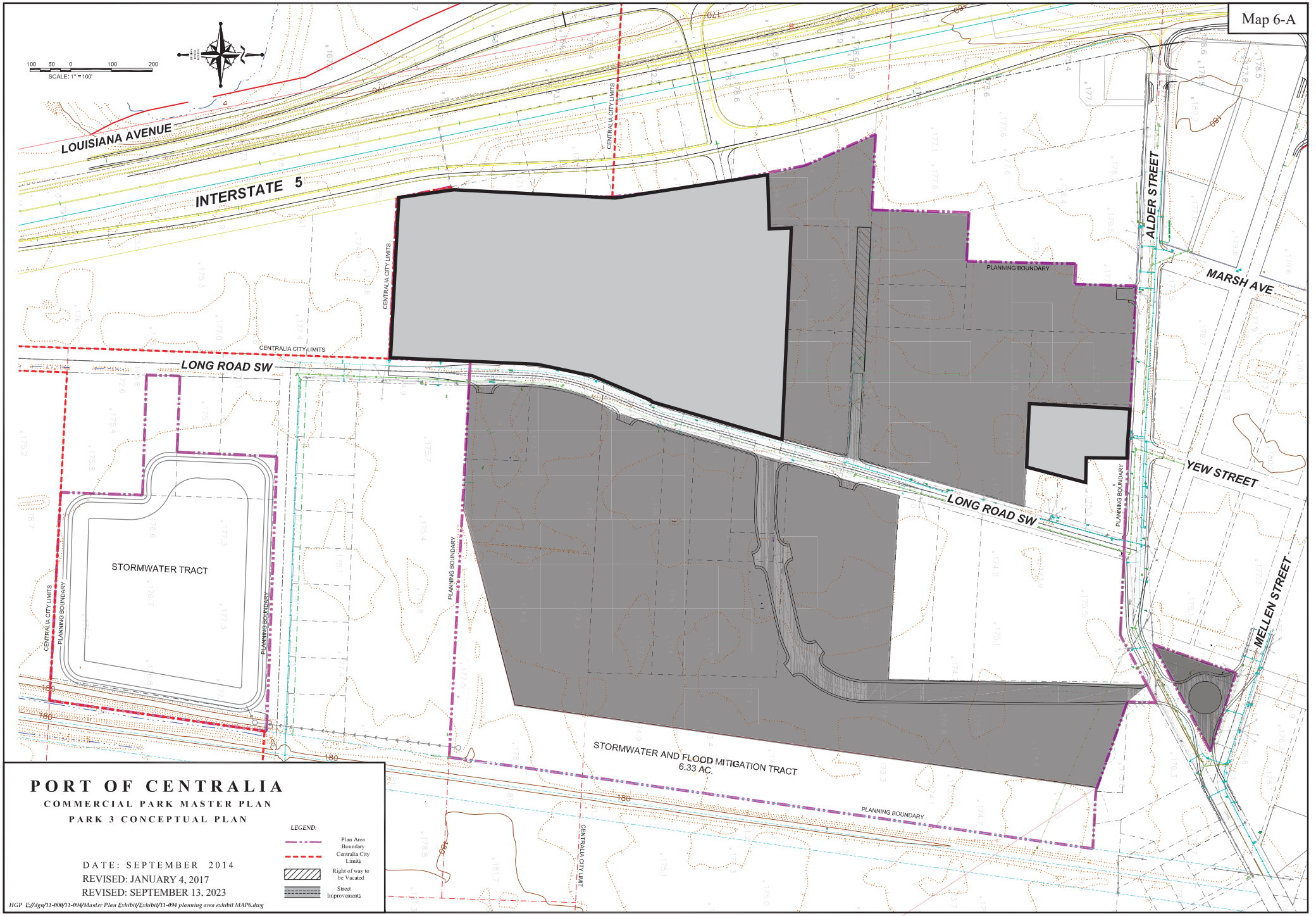
DATE: SEPTEMBER 2014

LEGEND:

- Plan Area Boundary
- Centralia City Limits
- Right of way to be Vacated
- Street Improvements

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Map 6-A



PORT OF CENTRALIA

COMMERCIAL PARK MASTER PLAN

PARK 3 CONCEPTUAL PLAN

LEGEND:

- Plan Area Boundary
- Centralia City Limits
- Right of way to be Vacated
- Street Improvements

DATE: SEPTEMBER 2014
REVISED: JANUARY 4, 2017
REVISED: SEPTEMBER 13, 2023

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