

**FINAL  
ENVIRONMENTAL IMPACT STATEMENT**

FOR THE  
**CITY OF LACEY AND LACEY  
URBAN GROWTH AREA  
COMPREHENSIVE PLAN  
2016-2035**

**JUNE 2016**

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June 20, 2016

Dear Affected Agencies, Organizations, and Interest Parties:

The City of Lacey is notifying you that a Final Environmental Impact Statement (FEIS) for the City's proposed update of *The City of Lacey and the Lacey Urban Growth Area Comprehensive Plan 2016-2035* and accompanying development regulations has been issued. The City received no comments on the Draft Environmental Impact Statement. The City of Lacey has worked to accomplish the updates to the Plan with *Envision Lacey*, a substantial citizen participation and public involvement process.

The updated Plan includes a Land Use Element, Economic Development Element, Environmental Element (including Strategy for Carbon Reduction and Resiliency Plan), Housing Element, and Utilities Element. The Plan incorporates the updates other elements of the Plan that have been previously adopted such as the Transportation Plan, Capital Facilities Plan, Plan for Outdoor Recreation, and the policies of the Shoreline Master Plan. Updates to development regulations are also necessary to realize the goals, policies and implementation strategies contained in the Plan.

The Final EIS is issued pursuant to Washington Administrative Code Chapter 197-11 and addresses proposed substantive revisions to the Plan related to the community's natural and built environment and is based on GMA principals for urban growth under higher densities and mixed-use concepts. The goals, policies, and implementation strategies promote the intensification, densification, and evolution of Lacey's land use distribution and form with a coordinated multi-modal transportation system; with all areas within Lacey and the Urban Growth Area adequately served with water and sewer as growth occurs.

The Final EIS can be viewed at [www.ci.lacey.wa.us/Envisionlacey](http://www.ci.lacey.wa.us/Envisionlacey) as well as all draft Comprehensive Plan materials. Thank you for your interest in the Comprehensive Plan and the Final EIS. The City anticipates the adoption of updates to the Comprehensive Plan and accompanying development regulations this summer. The proposal will also be subject to review by Thurston County prior to adoption as a joint plan of the two jurisdictions.

Sincerely,



Rick Walk, AICP  
Director of Community Development

# FACT SHEET

## Project Title

City of Lacey and Lacey Urban Growth Area Comprehensive Plan  
2016 - 2035

## Proposed Action

The proposed action is the update and adoption of the City of Lacey and Lacey Urban Growth Area Comprehensive Plan 2016-2035 as required by the state Growth Management Act (GMA). The Plan elements include land use, environment, housing, utilities, and economic development. These Plan elements are coordinated and consistent with other plans and plan elements including the Comprehensive Transportation Plan, Comprehensive Plan for Outdoor Recreation, Water Comprehensive Plan, Wastewater Comprehensive Plan, Stormwater Comprehensive Plan, Capital Facilities Plan, Carbon Reduction and Resiliency Plan, and the policies of the Shoreline Master Program.

There were no comments received on the Draft EIS. A Final EIS was issued on June 20, 2016. Alternative 2 was selected as the preferred alternative.

## Location

The Lacey planning area includes lands inside the city limits of Lacey and its designated Urban Growth Area.

## Proponent/Lead Agency

City of Lacey, Community Development Department. Project contacts Christy Osborn, Associate Planner, at [cosborn@ci.lacey.wa.us](mailto:cosborn@ci.lacey.wa.us) or Ryan Andrews, Planning Manager, via email at [randrews@ci.lacey.wa.us](mailto:randrews@ci.lacey.wa.us).

## Responsible Official/SEPA Official

Rick Walk, AICP, Community Development Director

## Licenses or Permits Required

The Comprehensive Plan and changes to development regulations must be considered and approved by the City Council after the Planning Commission recommendation is made. The Thurston County Board of Commissioners has jurisdictional approval

authority for adopting the Lacey Comprehensive Plan/Joint Plan for portions that effect unincorporated Thurston County lands within the Urban Growth Area.

## **Authors & Principal Contributors to the DEIS & FEIS**

The Draft and Final EIS were prepared under the direction of the City of Lacey Community Development Department, in consultation with other City departments.

## **Date of Issue of Draft EIS**

April 29, 2016

## **DEIS Comment Due Date**

May 30, 2016. There were no public comments received on the Draft EIS during the comment period.

## **Date of Issue of Final EIS**

June 20, 2016

## **Availability of the Final EIS**

This document is posted on the City's website at [www.ci.lacey.wa.us/Envisionlacey](http://www.ci.lacey.wa.us/Envisionlacey)

Compact disks are available at Lacey City Hall. Copies of the document may be obtained at Lacey City Hall, Community Development Department, 420 College Street, Lacey, WA 98503.

# CHAPTER 1 - SUMMARY

## 1.1 PURPOSE

The City of Lacey is considering policies and implementation strategies in the update and review of the City of Lacey and Lacey Urban Growth Area Comprehensive Plan 2016-2035 to accommodate an additional 27,490 people, 12,220 additional housing units, and 13,700 new jobs. The update to the Plan will extend the planning period through 2035 based on new population projections and employment growth targets. The update to the Comprehensive Plan provides the community with the opportunity to evaluate where the City is after over 20 years of planning under the Growth Management Act (GMA) and to clearly state Lacey's vision for its future. In addition, the update to the Plan has helped the community define and identify implementation strategies to achieve the City's vision for the next twenty years. Revisions to the plan include the following:

- Land Use Element
- Environmental Protection and Resource Conservation Element (including Carbon Reduction & Resiliency Plan-CR2 )
- Utilities Element
- Economic Development Element
- Housing Element
- Incorporation of all other Comprehensive Plan elements

The Plan update also includes revisions to the Comprehensive Plan's Introduction, Community Vision, Profile, and to each of the eight Planning Areas. The Comprehensive Plan is also comprised of a Transportation Element, Comprehensive Plan for Outdoor Recreation, and Capital Facilities Plan, which incorporates the Water System Comprehensive Plan, Wastewater Comprehensive Plan, and the Stormwater Comprehensive Plan. The Comprehensive Plan also adopts by reference the policies contained in the Shoreline Master Program. The proposed elements have been amended to be balanced, coordinated and consistent with the other elements of the plan.

The Plan also incorporates regional planning efforts for the regional sustainability plan, *Creating Places, Preserving Spaces, A Sustainable Development Plan for the Thurston*

*Region*, and the *Joint Base Lewis-McChord Joint Land Use Study (JBLM/JLUS)*. The study is intended to create a regional dialogue around complex issues of balancing military operational demands and mission with local communities land use plans, economic development and infrastructure needs, and goals for environmental sustainability.

## 1.2 Legislative Authority

### 1.2.1 The Growth Management Act

The city is required to periodically review, evaluate and if needed, revise its Comprehensive Plan to ensure compliance with the Growth Management Act (GMA). This periodic update aids the city in planning for anticipated population and employment growth over the next 20 years and address changes in the GMA. The Act provides guidance to local governments developing comprehensive plans and regulations to provide for growth while balancing the future livability and quality of life for Lacey residents. The Plan applies to both the area within the city limits and to the adjoining Urban Growth Area (UGA).

Consistent with the GMA, the City adopted its first GMA Plan in 1994, and has subsequently amended and revised the Plan, and prepared a major update to the Plan in 2003. Major elements of the Plan including transportation, Parks and Outdoor Recreation, and Capital Facilities have undergone more recent updates. These updates have to done to ensure that the City complies with the stated goals under the GMA:

- ❖ **Urban Growth** – Encourage development in urban areas where adequate services exist or can be provided in an efficient manner.
- ❖ **Reduce Sprawl** – Reduce the inappropriate conversion of undeveloped land into sprawling low density development.
- ❖ **Transportation** – Encourage efficient multi-modal transportation systems based on regional priorities and coordinated with County and City Comprehensive Plans.
- ❖ **Housing** – Encourage the availability of affordable housing to all economic segments. Promote a variety of residential densities and housing types.
- ❖ **Economic Development** – Encourage economic development consistent with adopted plans including retention and expansion of existing businesses; and opportunities for unemployed and disadvantaged persons;
- ❖ **Property Rights** – Protect private property rights.
- ❖ **Permits** – Process permits in a timely and fair manner.

- ❖ **Natural Resource Industries** – Maintain and enhance resource based industries and discourage incompatible uses.
- ❖ **Open Space and Recreation** – Encourage the retention of open space and development of recreational opportunities, conserve habitat, increase access to natural resource lands, water, and develop parks.
- ❖ **Environment** – Protect the environment and enhance the quality of life, air and water quality, and the availability of water.
- ❖ **Citizen and Participation** – Encourage citizen participation and ensure coordination between communities.
- ❖ **Public Facilities and Services** – Ensure adequate public services and facilities.
- ❖ **Historic Preservation** – Identify and encourage preservation of lands, sites, and structures that have historical and archaeological significance.
- ❖ **Shoreline Management** – The goals and policies of the Shoreline Management Act.

The City of Lacey and the Lacey Urban Growth Area Comprehensive Plan will be considered by the City Council following a recommendation by the Lacey Planning Commission. Following action by the City Council, the Plan will be presented to Thurston County for consideration and adoption for purposes of joint planning for the unincorporated portions of the UGA per joint planning agreements.

### **1.2.2 The State Environmental Policy Act**

The State Environmental Policy Act (SEPA) requires government consideration of the environmental consequences of actions they are about to take and whether there are better or less damaging ways to accomplish those proposed actions. The City of Lacey staff was responsible for preparing the DEIS. The adoption of comprehensive plans, or other long range planning activities are classified by SEPA as non-project (i.e., programmatic) actions. A non-project action is defined as an action that is broader than a single site-specific project, and involves decisions on policies, plans, or programs. An Environmental Impact Statement (EIS) for a non-project proposal does not require site-specific analysis; instead, the EIS discusses impacts and alternatives appropriate to the scope of the non-project proposal and to the level of planning for the proposal (WAC 197-11-442).

The City of Lacey is using phased review, as authorized by SEPA in its environmental review of GMA planning actions. SEPA allows local environmental review to be phased in over time as the projects become more specific and detailed. Phased review is

allowed when the sequence of actions is from a broad non-project environmental impact statement to subsequent site specific proposals.

The analysis within the EIS will be used to review the environmental impacts of other actions, implementation of development regulations and, where applicable, individual projects. In addition to the EIS, the City will conduct environmental review of such actions as they are drafted or proposed in a phased process. This assessment will permit incremental review when subsequent implementing actions require a more detailed evaluation or as additional information becomes available.

Projects described within the Plan, which require local environmental review, will be reviewed when a project is proposed or when a development permit is required. The form of the subsequent environmental review will be determined at the time of the specific project submittal.

## **1.3 Public Involvement**

### **1.3.1 Envision Lacey**

The public participation and outreach process for the update to the Comprehensive Plan began in 2013 and was identified as *Envision Lacey: Shaping Our Future Together*. The development of the draft elements was done in conjunction with public outreach efforts to engage the community under the Envision Lacey public participation plan.

Public outreach was done in two phases. In the first phase, outreach at a number of community events and open houses was conducted to foster interest and receive community input about land use topics and issues for the Comprehensive Plan update with a questionnaire. The purpose of the questionnaire was intended to be reviewed for overall thoughts and perspectives of the community while trying to reach the broadest demographic in Lacey.

At the conclusion of the outreach done for phase 1, the Plan was re-drafted to incorporate community feedback received at the various events and to focus and hone concepts including refinement of goals and policies and inclusion of specific implementation strategies. The draft elements were reviewed by the Planning Commission and were circulated as part of phase 2 of the outreach program.

Phase 2 included educating the public about the Plan update and gathering input at multiple community events and meetings. Presentations on Envision Lacey were done with numerous community and professional organizations including the Rotaries, Lions,

Kiwanis, chambers of commerce, homeowners associations, Panorama, and the Olympia Master Builders. These presentations coincided with “on-the-road” Planning Commission meetings in different areas of the City that were specific to the area they were conducted in. Separate meetings were held that covered the Central and Horizons Planning Areas; the Hawks Prairie and Pleasant Glade Planning Areas; and one specific to the UGA east of the city limits.

### **1.3.2 Environmental Review**

The City issued a combined Determination of Significance and Scoping Notice on January 28, 2016 soliciting comments on the scope of the EIS. The comment period for project scoping ran until February 25, 2016. During the scoping period, the Planning Commission held a public meeting for the purpose of receiving public comment on the proposed scope of the EIS on February 16, 2016. There were no written or oral public comments received regarding project scoping.

The 30-day public comment period for the Draft Environmental Impact Statement (DEIS) was from April 29, 2016 to May 30, 2016. There were no comments received on the DEIS and the Final Environmental Impact Statement was issued on June 20, 2016.

## **1.4 Organization of Draft Environmental Impact Statement**

The Draft EIS is organized as follows:

**Pages 1, 2, and 3** – The first three pages of the document include the Review Letter, Fact Sheet, and Acronyms and Glossary.

**Chapter 1 Summary** – This chapter includes a description of the purpose of the Comprehensive Plan update; the legislative authority of the Growth Management Act and the State Environmental Policy Act; the public involvement and review process; the organization of the Draft, and a summary of impacts identified in the SEPA review.

**Chapter 2 The Lacey Planning Area** – Includes the objectives of the Comprehensive Plan update; existing conditions; proposed updates to the Comprehensive Plan; and is intended to outline the affected environment including existing conditions, landscapes and elements, character and infrastructure needs. The information contained in Chapter 2 will form the basis for the issues assessment in Chapter 3.

**Chapter 3 Impacts, Mitigation Measures & Recommended Actions** – This chapter includes descriptions of the components of the natural environment that are addressed in the EIS; earth, water, plants, animals, energy and natural resources, and environmental health. Descriptions of components of the built environment are also addressed, including land and shoreline use; housing, light and glare, recreation, historic and cultural preservation, transportation, public services, and utilities.

**Appendices** – Materials and documents have been included at the end of the EIS to provide supplementary documentation.

## **1.5 Summary Description of Alternatives**

The following three alternatives were identified by the SEPA Lead Agency, the City of Lacey Community Development Department for discussion in the EIS: Alternative 3 is intended to be used as a baseline where no changes to existing land use designations or development regulations would occur.

### **Alternative 1: GMA Principals for Urban Growth Under Existing Trends**

Alternative 1 would continue to provide for land use densities generally allowed under existing land use policies, land use designations, and regulations. Most population growth would be directed into currently undeveloped areas in the urban growth area with limited high density in the Woodland District and urban corridor areas. Multimodal transportation opportunities would remain at present levels of service.

### **Alternative 2: GMA Principals for Urban Growth Under Higher Densities and Mixed Use Concepts**

Alternative 2 would require the adoption of goals, policies, and zoning strategies that will promote the intensification, densification, and evolution of Lacey's land use distribution and form into a sustainable pattern of high quality urban development. Land use patterns would concentrate growth in urban centers and high density corridors. Diverse urban and neighborhood centers would be provided that contain a mixture of uses, a variety of housing types, convenient commercial destinations, employment opportunities, schools, parks and open spaces. A coordinated transportation system would encourage all modes of transportation including transit, pedestrians, bicyclist, and automobiles. Areas within Lacey and the Urban Growth Area would be adequately served with water and sewer as growth occurs while preserving and enhancing the natural environment to reflect the quality of life associated with the Pacific Northwest.

### **Alternative 3: No Action Alternative**

This alternative would retain existing land use plan designations and policies. This action alternative would not make changes to existing land use designations or zoning to plan for or accommodate forecasted population increases required under the Growth Management Act.

## **1.6 Benefits and Disadvantage of Delaying the Proposed Action**

SEPA requires a discussion of the benefits and disadvantages of reserving, for some future time, the implementation of a proposal compared to possible approval at this time. In other words, the City must consider the possibility of foreclosing future options by implementing the Proposal.

From the perspective of the natural environment, delaying implementation of Alternative 1 would result in minor adverse impacts to earth, water resources, and plants and animals in the City's UGA. Delaying implementation of Alternative 2, as well as the no action Alternative 3 would have moderate adverse impacts to earth, water resources, and plants and animals in the City's UGA. Many land use implementation strategies identified in Alternative 2 rely on timely implementation to mitigate long-term impacts. Alternative 3 would continue to delay appropriate changes that need to be made to address future environmental impacts.

From the perspective of the built environment, reserving implementation of Alternative 2 for some future time could result in the delay of the City's ability to focus future development and resources to identified priority areas and measures. Such delays include continued construction with on-site septic tanks and drain fields in the unincorporated portions of the urban growth area; fewer infill and redevelopment opportunities and incentives; and existing growth trends and patterns of development would likely continue. Delay of Alternatives 1 and 3 would not result in the same implications because they do not involve changes to land use and development regulation.

# **CHAPTER 2 – THE LACEY PLANNING AREA**

## **2.1 Introduction**

The City of Lacey is considering policy amendments to the City of Lacey that would influence the manner and distribution of growth targets of 32,176 additional people, 13,406 additional housing units, and 13,700 jobs within the Lacey UGA through 2035. These amendments would influence City operations to promote and achieve goals related to public health, safety, welfare, and service delivery. In addition, the amendments are also intended to meet the stated vision and objectives identified as part of the Envision Lacey outreach efforts.

The City has initiated this EIS to study the proposal in three alternative means of planning for the anticipated growth of the community and accomplishing the stated objectives of the Comprehensive Plan update and the requirements of the GMA. The three alternatives include a “no action alternative” that serves as a baseline and assumes no changes in policy, with growth following a similar pattern as has occurred in the last twenty years. This chapter describes the planning context for the Plan, objectives outlined for the update of the Plan, and proposed policy and regulatory amendments.

## **2.2 Planning Context**

### **2.2.1 Lacey Comprehensive Plan**

The City of Lacey and Lacey Urban Growth Area Comprehensive Plan is a 20-year vision and roadmap for Lacey’s future. The Comprehensive Plan establishes the desirable character, quality, and pattern of physical development of the City and its Urban Growth Area. The Plan also specifies the appropriate amount and location of various land uses, densities, and timing of land uses in various locations. By reviewing the use of land and timing of development, the Plan coordinates how Lacey and its UGA develop and the necessary infrastructure needs such as roads, utilities, and capital facilities to serve and support the expected growth.

Lacey adopted its first Land Use Element under the Growth Management Act in 1994. The 1994 Plan focused on establishing the desired character, quality, and pattern of physical development of the City and its UGA. The Plan also coordinated necessary infrastructure and capital improvements. The focus of the Plan included:

- Establishing joint planning with Thurston County and the designation of the Urban Growth Area.

- Designating Neighborhood Commercial zones throughout the UGA to provide for day-to-day commercial opportunities within walking distance of residential areas.
- Designation of mixed-use corridors.
- Providing a range of residential zones within each planning area and a mix of development types.

In 2003, the Land Use Element was reviewed and updated at the ten year mark to verify growth projections and land capacity analysis from the 1994 Plan. The 2003 Plan focused on:

- Maintaining a variety of residential districts to accommodate higher densities.
- Affirming commercial and residential design policies.
- Clarifying policies related to economic development; including analysis of Community Commercial Districts and diversification of employment opportunities.
- Promoting active and passive recreational opportunities through a network of parks and open spaces.

The City implements the Plan through City programs and regulations, including the City's zoning map, other chapters of the Lacey Municipal Code, specific plans related to transportation, utilities, parks and recreation, and the Shoreline Master Program.

The Comprehensive Plan also identifies property within the unincorporated portions of the UGA that could be annexed into the city limits with the designation of an urban growth boundary. The boundary establishes where future growth is to occur at urban densities and be served with public utilities and services. Areas located outside of the Urban Growth Boundary are to be conserved as rural areas for other purposes, such as resource conservation, agriculture, or timber production. The City and County work together to establish UGA boundaries and appropriate land use designations in the unincorporated portions of the UGA.

Elements of the Comprehensive Plan that will be adopted by Thurston County for joint planning purposes include the land use element, housing element, and the utilities element. The City and the County are to ensure that the Comprehensive Plan is consistent with the goals and policies of the County-Wide Planning Policies. These policies are agreed to by local jurisdictions and are adopted by the County.

### **2.2.2 County Wide Planning Policies**

The County Wide Planning Policies are required of all counties planning under the Growth Management Act. The County Wide Planning Policies establish a county wide framework for developing and adopting county and city comprehensive plans. The county wide planning policies coordinate plans for regional issues that affect common borders and across jurisdictional boundaries.

The Thurston County Wide Planning Policies were originally adopted in the early 1990's. All of the items listed as mandatory requirements of the Growth Management Act were included in the policies. Two additional sections were added including Environmental Quality and Process. The Process section outlines procedures to develop population projections and procedures for updating and amending the county wide planning policies.

In 2015, the County Wide Planning Policies were amended to reflect the vision and principles adopted from the Sustainable Thurston project.

### **2.2.3 Sustainable Thurston**

In the spring of 2001, the City of Lacey together with 29 other jurisdictional, agency and nonprofit partners within Thurston County signed a memorandum of understanding to participate in the development of a regional plan for sustainability. A task force comprised of representatives of the inter-jurisdictional partners was formed to act as an advisory body to Thurston Regional Planning Council, who was overseeing the process and writing of a draft sustainability plan.

Subcommittees worked on subtopics of sustainability such as Economic Development, Housing, Waster Infrastructure, Schools and Transportation, Local Food Systems, Land Use, Transportation, and Climate Change, Energy, and a number of others. Sustainability goals and policies, analysis and data developed by the task force were made available to local jurisdictions to consider for implementation according to need and individual circumstances.

In December, 2013, Thurston Regional Planning Council adopted *Creating Places – Preserving Spaces: A Sustainable Development Plan for the Thurston Region*. On February 27, 2014, the Lacey City Council passed Resolution 1007 which stated that the recommendations of the Plan would be integrated into City plans, regulations, and programs.

### **2.2.4 Urban Corridors Taskforce**

The Urban Corridors Task Force, a joint subcommittee of Thurston Regional Planning Council and the Thurston Regional Planning Council Transportation worked to establish an objective understanding of conditions along the region’s key urban corridors, identify barriers to achieving adopted land use visions, and identify opportunities for addressing identified barriers. The relationship between transportation and land use in the corridors as well as market factors influence the viability of infill and redevelopment projects in the region. The Task Force recommended measures to help jurisdictions transform transit corridors, and to shape its form and location in priority districts. The work related to urban corridors in Lacey will be used to shape the Moderate and High Density Corridor zones including zoning and development standards. The analysis of these zones will need to be done in conjunction with Thurston County since much of the Martin Way corridor is within County jurisdiction.

### **2.2.5 Buildable Lands Report & Population and Employment Forecast**

To allocate future population for the upcoming twenty year planning period, the City utilized reports prepared by the Thurston Regional Planning Council (TRPC). TRPC reviewed vacant land resources both in and out of the Urban Growth Area. The *2014 Buildable Lands Report for Thurston County* was used to chart potential growth areas over the next twenty year planning period to allocate population increases in five year increments.

Estimates for population growth was prepared for the City of Lacey and broken down by Lacey’s individual planning areas. The eight planning areas are loosely based on transportation analysis zones, which derive information from census blocks. Lacey and its UGA are expected to grow by 27,490 additional people in the twenty year planning period. The 2015 population within the city limits of Lacey is 42,390 people, and 33,170 people in the unincorporated portions of the Urban Growth Boundary. The total projected population for the Lacey Urban Growth Area in 2035 is 103,050.

Although over 9,000 more people currently reside within city limits, future growth in the unincorporated areas of the growth boundary are expected to eclipse the growth within the City. Growth has been generally allocated to areas outside the City and within Lacey’s UGA that hold the majority of Lacey’s buildable land resources. The allocations were developed to reflect expected outcomes and to reflect existing zoning and market conditions. These allocations would result in a land use form and distribution that is different than the alternative that would focus density into the urban core and along urban corridors in a compact, mixed-use development form. The preferred outcome as

expressed in Alternative 2 is based on the vision, goals, policies, and implementation strategies contained in the Comprehensive Plan. According to the *Population and Employment Forecast (2012)* prepared by Thurston Regional Planning Council, the projected average annual growth rate will be 1.72 percent over the planning period.

### **2.2.6 Land Use Designations/Zoning**

The City of Lacey has many land use designations/zoning districts within the City and unincorporated portions of the Urban Growth Area that establish allowed land uses, and standards on residential density, building height, impervious surface limits, lot coverage limits, and other use standards. These districts are:

- McAllister Springs Geologically Sensitive Area Residential District
- Low-Density Residential District (0-4)
- Low-Density Residential District (3-6)
- Lacey Historical Neighborhood
- Moderate Density Residential
- High-Density Residential
- Shoreline Zoning
- Mixed Use Moderate Density Corridor
- Mixed Use High Density Corridor
- Woodland District
- Central Business District 4-7 and St. Martin’s University
- General Commercial District
- Office Commercial District
- Community Commercial District
- Neighborhood Commercial District
- Hawks Prairie Business District
- Light Industrial/Commercial District
- Light Industrial District
- Business Park District
- Mineral Extraction District
- Open Space/Institutional District
- Village (Urban) Center
- Cemetery

Thurston County establishes zoning districts for the unincorporated portions of the UGA based on joint-planning efforts between the jurisdictions. In some cases, the standards for the land use designations have been slightly modified by the County prior to their

adoption. In addition, changes to the zoning and development standards adopted by the City have not been adopted by the County since the adoption of the joint planning efforts in 2003. Development and zoning standards can significantly vary within the incorporated and unincorporated portions of Lacey's Urban Growth Boundary.

## **2.3 Planning Area Description-Affected Environment**

### **2.3.1 Location**

Lacey is currently 16.86 square miles in area with a 2015 population of 42,390. The City is located on the southern end of Puget Sound. The City is situated east of Olympia, the Washington State capital and county seat for Thurston County. Major natural landmarks include the Nisqually River and Nisqually National Wildlife Refuge east of the City, and several lakes and streams.

### **2.3.2 History**

The area now known as Lacey was first settled by non-Indian inhabitant's David and Elizabeth Chambers. Their donation land claim is now located in the modern-day retirement community of Panorama. Other settlers followed in the mid-1850s in the Old Lacey Historic area. Farming and logging were the primary occupations in the community. The first school was established in 1886 at the northwest corner of Carpenter Road and Pacific Avenue. The late 1890s saw the construction of St. Martin's College.

Railroads helped define Lacey's character and growth. The construction of the Northern Pacific Railroad was completed in our area in 1891. The right-of-way ran through the center of Lacey and Lacey's UGA from east to west and along its southern boundaries northeast to southwest. Pacific Avenue was constructed to parallel the railroad. A portion of the railroad right-of-way was purchased by the City and is now the Lacey Woodland \trail. The Chehalis Western Railroad right-of-way ran north to south, along the western boundary of the City. In the 1990's the former rail line was converted to the Chehalis Western Trail, a regional trail system.

The Lacey Historic neighborhood was the primary residential neighborhood in Lacey until after World War II, when Lacey experienced a housing boom. A major contributing factor to this growth was the community's proximity to Olympia and Fort Lewis, as well as a decline in jobs associated with natural resource based industries. The installation of a private water system as well as low cost land made Lacey a prime area for development.

An important feature in Lacey's development pattern is the number of lakes and associated wetlands in the urban area that include Chambers Lake, Lake Lois, Hicks Lake, Long Lake, Southwick Lake, and Pattison Lake. Woodland Creek also runs through the City's watershed area to the Sound. At the far east end of Lacey's UGA is the Nisqually Valley, and at the north boundary is Puget Sound.

New industries came in the 1950's with Lacey Plywood and Continental Can. By the early 1960s, Lacey had its own Chamber of Commerce and Panorama City (now Panorama) was constructed on 50 acres. The Lacey Village Shopping Center opened in 1966. About this time, the pressures of urbanization became so great that a change in the status of the Lacey area became inevitable, and the City was incorporated in 1966. The incorporation of Lacey was due in part to intergovernmental challenges and turf struggles. After incorporation, the City was met with an annexation by Olympia of a significant portion of the business area along Martin Way and accompanying residential property to the west. The City of Olympia still holds a long narrow finger of high revenue commercial property that extends into the heart of the Lacey business community.

During the 1950's and 1960's, residential development spread south of Lacey Boulevard and also began moving south along Ruddell Road and College Street in the same pattern. Suburban sized parcels were developed to facilitate the placement of individual septic tanks and drain fields. This resulted in Lacey having a dispersed land use pattern typical of suburban communities throughout the country. This dispersed land pattern has been dependent upon the automobile as its primary mode of transportation.

Commercial development began to develop in the Woodland District and Central Business District Area along Sleater Kinney, Pacific Avenue, and Lacey Boulevard although the City was left without a designated downtown core area. Since the 1960's, commercial development spread along the major arterials of Martin Way, College Street, Lacey Boulevard and Pacific Avenue. As increased residential development has occurred in other areas of the City and UGA such as Hawks Prairie, commercial development followed.

Since the incorporation of the City of Lacey in 1966, the land area within the city limits has grown from 4,300 acres to 10,790 acres. The population of the City has grown from an initial population of 7,650 people to a 2015 population of 42,390 and an additional 33,170 people in the unincorporated portions of the UGA.

### 2.3.3 Land Use

Lacey has a long legacy as a suburban community. Land use patterns in the City reflect this land form with a series of arterials that pass through Lacey’s core and extend through the length of the existing incorporated limits and the unincorporated UGA. People have moved to the Lacey area and generally commuted to work by single occupancy vehicles, primarily to the Olympia area or Joint Base Lewis McCord (JBLM).

Urban Growth Areas were initially established in 1988 by the Thurston County Board of Commissioners with both “short” and “long” term growth boundaries. These boundaries were primarily based on what areas were already urbanized, developed and vested residential development sites, existing land use designations, and areas that needed additional environmental protection such as Woodland Creek and the McAllister Springs Geological Sensitive Area. The 1988 boundaries were used for the adoption of the UGA in 1993 as required by the adoption of the GMA. The primary emphasis for establishing UGAs under the Act was to protect rural resource lands such as agricultural and forest lands from sprawling low-density development. Another key emphasis was to consider properties already developed at urban densities and vested projects which were served by septic tanks and drainfields. Many of these areas were included in the UGA so they could be ultimately be served by public sewer. This is of particular concern because the Lacey area is considered sensitive for aquifer protection and is considered high risk for contamination of groundwater resources that provide 100% of the area’s potable water.

Although started out as a city with little commercial retail tax base and a limited employment base. Commercial development followed residential development and was slow to move beyond the Woodland District for a number of years. Due to the incorporation of Lacey in the 1960s, a lack of a grid street pattern in many areas of the City, and a suburban, large lot development style, Lacey has lacked a core “downtown” commercial area. Commercial development has occurred at a steady pace over the last several years and portions of Yelm Highway and Marvin Road have seen the development of commercial uses.

Economic development policies and activities need to continue to evolve to ensure that Lacey remains economically viable in the marketplace and to expand job opportunities for Lacey residents to both live and work in the community. Most of the job growth that is expected to occur is forecasted to be concentrated in personal and repair services; food services and accommodations, and retail trade. Jobs associated with these industries often provide lower wages and fewer benefits to employees.

The majority of industrial areas within the City are located north of Interstate-5. Additional Light Industrial/Commercial properties are located adjacent to Pacific Avenue. There are also two areas of designated industrial lands located within the unincorporated UGA. Development standards and uses for commercial, industrial, and mixed-use zones should be examined to consider the findings contained in the *City of Lacey Market Study*, prepared in 2015, changing demographics, and economic trends.

The last twenty years has brought significant changes within the City of Lacey and the unincorporated portions of the UGA. Since the adoption of the initial GMA Comprehensive Plan and zoning and development regulations, residential development and densities have steadily increased, although the primary type of residential development has been the construction of detached single-family homes.

The 1994 Comprehensive Plan and implementing regulations met the density objectives for single-family development in the last planning period. Lacey's code was designed to be market friendly by providing options for density and housing choice. The development code included a range of innovative and progressive techniques for increasing density for single-family detached development. Although this strategy met the residential needs of the previous planning period, Lacey needs to ensure development regulations are meeting the current vision, goals, intent, and best practices contained on the updated Plan. If development were to continue to occur at the lowest densities currently permitted in the development code, the City would not be able to provide an adequate capacity of housing units.

The unincorporated UGA is 16.41 square miles in size which is almost equal to the size of the current city limits. The 2015 population for the unincorporated UGA was 33,170. With a City population of 42,390, the total population in the UGA of 75,560 people.

It is anticipated that within the next twenty year planning horizon, approximately two-thirds of Lacey's projected population will locate in the unincorporated portion of the UGA and one-third in the within the city limits of Lacey due to available land resources. Most larger greenfield development sites in the City have been developed or will be developed in the next planning horizon. Within the City, development will shift from greenfield to an infill development pattern. The unincorporated UGA has had available land resources and contains many large, vested residential developments. Although there has been substantial residential development, there have been limited commercial and economic development opportunities.

For the purposes of analysis, Lacey and its growth area has been divided into eight planning areas. These areas are identified Hawks Prairie, Horizons, Lakes, Meadows, Pleasant Glade, Seasons, and Tanglewilde/Thompson Place.

### **Hawks Prairie Planning Area**

The Hawks Prairie Planning Area is comprised of 4,635 acres and includes the northeast portion of Lacey. The majority of the planning area is within the Lacey city limits. This area has the most potential for economic development and has extensive vacant land resources. Large planned residential communities have been constructed in the area and warehousing and light industrial land uses. Development in this area has been guided by the *Northeast Area Planning Element*, a subarea plan completed in 1992.

As of 2015, the population of the planning area was 9,490 and a total of 3,820 dwelling units, of which 93% are single-family residential. An additional 13,170 people and 1,680 residential units are projected to be added to this area within the next 20 years. Single family residential use may be reduced with the completion of the Lacey gateway Town Center project.

Over 4.8 million square feet of commercial buildings have been constructed in the planning area, with the majority of square footage related to distribution and warehousing. According to the City's market analysis, this planning area will continue to see more non-residential construction over the next twenty years.

Most all of the single family development pre-dating the 1990's was developed on large lots approximately  $\frac{1}{4}$  acre in area on septic and drain field. In the 1990's, the City provided sewer to this area through a major Local Improvement District. With sewer, more intensive development has taken place with residential lots ranging from 3,000 to 7,500 square feet. Multifamily development is designated to occur on parcels in Meridian Campus and the Hawks Prairie Business Park.

There are two dedicated City Parks, a 24 acre and a 5 acre neighborhood park site. In 2011, the City purchased 407 acres of pastoral and forested land adjacent to Pleasant Glade Park. The property was purchased for future active and passive community park; open space preservation; water rights mitigation, natural storm water filtration; protection of water quality and wildlife habitat corridors; and the potential for fisheries enhancement. Approximately half of the property is located in the unincorporated UGA and is currently designated as residential. The City should consider re-designating the property for long term park and open space purposes.

North Thurston Public Schools has one school in the planning area, Salish Middle School. Additional schools planned for this area include two elementary schools and a middle/high school complex.

Marvin, Hogum bay, and Meridian Roads are the primary north-south transportation corridors. Britton Parkway, Willamette Drive, 31<sup>st</sup> Avenue, and 41<sup>st</sup> Avenue are the primary east-west corridors. Interstate-5 runs east/west through the southern portion of the planning area. Transportation planning in the planning area has become a focus because development in this area has warranted the redevelopment of the existing street systems and connection of street corridors. The continued upgrading of older substandard streets will need to be a priority. The Williams Ives Trail a yet unnamed trail serve the area as a wildlife corridor and recreational trail.

There are gravel mining and processing activities in this area and the Thurston County solid waste recovery and transfer facility in the planning area. The planning area has a number of environmentally sensitive areas, primarily wetlands and environmentally sensitive bluffs along the Puget Sound waterfront. These areas are designated as environmentally sensitive and have specific protection requirement in the *City of Lacey Environmental Protection and Resource Conservation Plan*.

Implementation strategies identified to address the goals and policies for this area include updating the Northeast Areas Plan; amending density standards in the Moderate and High Density Residential Districts to identify minimum density standards and distinguish density intensities; encourage the extension of regular bus service to serve and connect growing residential, commercial, and industrial development; and consider re-designating Cuoio Park property for long tern park and open space use.

### **Horizons Planning Area**

The Horizons Planning area is located in the southwestern portion of the City and its Urban Growth Area and is 1,767 acres in size. This area is characterized by newer growth and development. A number of projects were master planned with a range of development densities and uses. With the exception of approximately 80 acres, all of the planning area is located in the incorporated limits of the City. An annexation study is planned to study the 80 acre property for annexation into the City.

The 2015 population for this planning area was estimated to be 14,510 persons with an increase of 950 people in the 20 year planning period. An additional 930 housing units are projected to be built during this same period.

Commercial land use is limited to a large community commercial node located on Yelm Highway and College. The Community Commercial designation of the Summerwalk development has also recently been developed. The Lacey Corporate Center includes property designated for Business Park, commercial, and residential use. Zoning provisions for business park development currently call for campus type development style that is no longer desired by the business and development community. The development regulations for the Business Park District are recommended to be reviewed to determine what changes need to be made that are more appropriate for these areas.

The character of the planning area has evolved over the last twenty years so there is a variety of housing types and land uses. The area has an ample supply of apartments and several townhouse developments. The northern portion of the planning area was developed in the 1980's and 1990's with single family lot sizes consisting of 5,000 square feet or larger. The adoption of the 1994 Comprehensive Plan provided for higher densities so lot sizes in the southern portions of the planning area have been developed at 3,700 to 5,000 square feet in size.

The Horizons Planning Area contains Rainier Vista Community Park and William A. Bush and Horizons Pointe Park. A portion of the Chehalis Western Trail runs parallel along the western boundary of the planning area.

There are three schools in the planning area; Komachin Middle School, Chambers Prairie Elementary and Horizons Elementary School. Currently, there are no plans to build additional schools in the area.

Yelm Highway SE and 37<sup>th</sup> Avenue are the primary east-west transportation corridors and College Street is the primary north-south corridor serving the area. All of these roadways are designated as arterials in the City's *2030 Transportation Plan*. Identified future street widening and improvement projects in the City's *Transportation Improvement Plan* are 37<sup>th</sup> Avenue from College Street west to the city limits and portions of Yelm Highway.

There is no agricultural or mineral extraction sites designated in the planning area. Environmentally sensitive areas include wetlands adjacent to Chambers Lake and Southwick Lake. A number of localized sites have been identified with geologically sensitive slopes. Most of the Planning area is designated as sensitive for aquifer protection. There are some major well sites with wellhead protection zones.

Implementation strategies identified include reviewing the Business Park District designation to determine changes that need to be made to development standards; assessing the viability of annexing Capitol Golf Club Estates and Chambers Estates; encouraging the development of a citywide bike and trails plan to ensure linkages to commercial centers and transit opportunities; update implementation codes to ensure blending of different types of land uses; support commercial development of the remaining commercial properties in the College Street/Yelm Highway area; and support infill development in the 37<sup>th</sup>/College and 45<sup>th</sup>/College areas by preparing conceptual master planning of these areas.

### **Lakes Planning Area**

The Lakes Planning Area is characterized as Lacey's most environmentally sensitive area containing those immediate environs influenced by Hicks Lake, Long Lake, Pattison Lake, and Southwick Lake. The primary function of the Lakes Planning Area is residential with only a very small portion of land developed and allocated for commercial use. The planning area consists of approximately 4,317 acres with approximately 1,950 acres within city limits.

In 2015, the estimated population of this area was 17,360. This area is expected to grow by approximately 2,600 people and 1,170 residential units in the next twenty years. Approximately 80% of the 6,806 existing dwelling units are single family with 20% being multifamily. Much of the housing stock was developed with septic tank and drain fields. Several newer subdivisions have been developed on smaller lots and are served by STEP or grinder pump sewage systems. Higher density residential has occurred in area where gravity sewer is provided. .Approximately 300,000 square feet of commercial space is located in the Lakes Planning Area.

This area contains little provisions for commercial uses; however this is appropriate due to environmental restrictions and land use patterns which currently exist in the planning area. The area does have two small neighborhood commercial areas that can serve the southern portions of the planning area. Proximity to the Central Business District provides services to the north end of the planning area. Economic development opportunities are limited; however, the International Paper facility is located at the north end of Long Lake and is an important job provider in the Lacey area.

Recreational opportunities in the Lakes area include four designated public park sites owned by the City, and a number of private open space areas within residential developments, three public boat launch areas, and the County fairgrounds. The City

has obtained several properties through dedication or other means for open space purposes and protection of area lakes and wetland complexes. The City should continue the policy of property dedication as a condition of development approval along lakes and wetland complexes in this area.

There are five public elementary schools in this planning area including Lakes, Woodland, Evergreen Forest, Seven Oaks, and Lacey Elementary. There is one magnet middle school, Aspire Middle School for the Performing Arts. Timberland High School is also located in the planning area.

Ruddell Road, Carpenter Road, and Marvin Road are the primary north-south transportation corridors and Yelm Highway and Mullen Road are the primary east-west corridors. There are no regional trails in the area but there are several walking paths and neighborhood connections. Many of the primary corridors within the planning area are converted county roads.

There is no resource lands designated in the planning area; however, the area is centered on the lakes and wetland areas. Uses along these areas are regulated by the applicable Shoreline Master Program. A major issue with the affecting the lakes is the proliferation of septic systems around them. Gravity sewer serves only scattered areas and most of the developed areas around the lakes are on individual septic systems. When these systems leech into adjacent water bodies it creates water quality issues resulting in blue/green algae blooms. The City should make these areas a priority for sewer services to prevent septic system related water quality issues. Portions of this area are also located within the McAllister Springs Geologically Sensitive Areas.

Implementation strategies include studying and analyzing the cost-benefit of designating “urban holding areas” within the McAllister Geologically Sensitive Area, which would not be developed until sewer is available to the area, or consider removing this area from the urban growth boundary if development is not anticipated within the next twenty years. Complete and annexation study for the unincorporated portion of the planning area around Long Lake and the northern portion of Pattison Lake.

### **Meadows Planning Area**

The Meadows Planning Area is bordered by Interstate-5 to the north, the Nisqually Bluffs on the east, the Burlington Northern Santa Fe Railroad right-of-way on the south, and Marvin Road on the west. The planning area consists of 2,256 acres. Most of the planning area is within unincorporated Thurston County with the exception commercial areas adjacent to and east of Marvin Road, a portion of the Martin Way Mixed Use

Corridor, and River Ridge High School. The 2015 population for this area was estimated to be 11,610 with an anticipated population of 15,140 people by 2035. Approximately 1,460 residential units are projected to be added to the planning area over the next twenty years.

The planning area is characterized by residential uses with a suburban development pattern. Residential use encompasses approximately 87% of the developed land use. Most of the residential development that has occurred in this area was sized to accommodate on-site septic tank and drainfield systems. Residential housing is a mix of mobile home parks, single-family structures, and a small portion of duplex and multifamily development. The historic absence of sewer along with market conditions accounts for the absence of significant multifamily areas. Considering the current residential balance, emphasis should be placed on multifamily and duplex opportunities.

A small portion of the planning area is included in the Northwest Planning Area Element Subarea Plan. These properties are adjacent to and east of Marvin Road from I-5 to the north to the northern boundary of the Hawksridge subdivision. The plan identified the area adjacent to Marvin Road as commercial with moderate density residential densities to the east of these commercial areas.

The Martin Way corridor contains a Mixed Use High Density Corridor designation. Many of the properties have been developed in the incorporated areas of the City have been developed or are in the development process. There is some opportunity for further development and redevelopment along this corridor to higher intensities over the next planning period.

Recreational opportunities include two public school facilities and the Regional Athletic Complex (RAC). The RAC is a regional park with community park elements and is 97.4 acres in size. There are no neighborhood parks in the planning area so the school facilities are currently utilized to assist in serving those needs.

The North Thurston School District operates two schools in the planning area; Meadows Elementary and River Ridge High School. The district also owns a ten acre piece of property that is envisioned for a future elementary school site.

Marvin Road is the primary north-south corridor in the planning area. Most of Marvin Road is part of the state highway system (Highway 510). Martin Way, Pacific Avenue, and Steilacoom Road are the primary east-west corridors. Interstate-5 forms the

northern boundary of the planning area and provides access to Marvin Road via Exit 111.

There are two properties that have been designated as agricultural and a mushroom farm that is currently designated for residential use. The two agricultural properties along Marvin Road have been actively farmed for years but are currently surrounded by residential subdivisions. The mushroom farm has been in operation for a number of years, predating the subdivision development around it. Issues with odor from composting on the site have increased as residential development has occurred around the site. A gravel pit on Steilacoom Road is considered of long term commercial significance for mineral resources.

The planning area has some significant wetland areas in the southern portion along the BNSF Railroad right-of-way. There is also important White Oak habitat in the southwestern portion of the planning area, riparian stream habitat, and geologically sensitive areas along the Nisqually Bluffs.

Implementation strategies for this area include re-examination of the Mixed Use High Density Corridor designation to ensure that the vision is consistent with the Urban Corridor Task Force recommendations and the community vision. Provide for development incentives to promote mixed-use residential development along the Martin Way transit corridor is necessary to increase densities for effective multi-modal opportunities. Study and analyze designating “urban reserve areas” or “urban holding areas” for designated Agricultural districts until adequate public utilities and services are available, and consider an annexation and land use study for properties at the intersection of Marvin Road to address long term land use compatibility issues and highest and best uses for these properties.

### **Pleasant Glade Planning Area**

The Pleasant Glade Planning Area is located in the northwestern portion of the City and its UGA and is largely unincorporated with approximately one-third of the area within the City. This area is located north of Interstate-5, west of Carpenter Road and east of Sleater Kinney Road. The planning area is approximately 1,373 acres with a 2015 population of 2,620. Population growth allocations project 7,300 more people within the area by 2035.

Historically, the Pleasant Glade area has been residential in nature, with the exception of approximately 102 acres designated as Central Business District in the southeast corner of the planning area. Properties located east of Sleater Kinney Road were

designated Mixed Use Moderate Density to provide opportunities for local commercial services and retail functions. Commercial services located along Martin Way and the Central Business District are the closest commercial services for residents in the planning area. There are projected to be over 2,000 additional housing units within the planning area. Currently, there are 980 dwelling units in the planning area.

There are some additional areas for the development of single-family, multifamily, and commercial development. Some of these areas are encumbered by environmentally sensitive areas or have been purchased for future park land.

The extension of sewer into parts of the planning area will be necessary to realize the highest best usage of the land resources. Older residential developments were completed with septic tank and drain field systems. Some newer developments have been completed with sewer provided by the City of Olympia and the City of Lacey. Some developments have been converted to STEP (Septic Tank Effluent Pumping) sewer systems.

The Planning area has two parks owned by the City, Pleasant Glade and Cuoio Community Park. Cuoio Park is over 400 acres in size and is designated for low density and some moderate density development. Re-designation of this property should be considered due to its intended use as park and open space.

There are four schools in the Pleasant Glade planning area, North Thurston High School, South Sound High School, Chinook Middle School, and Pleasant Glade Elementary School. The planning area also includes two private educational institutions, Northwest Christian High School and Community Christian Academy.

Sleater Kinney Road, College Street NE, and Carpenter Road NE provide the primary north-south transportation corridors. 15<sup>th</sup> Avenue NE is the primary east-west roadway.

There is no agricultural or mineral resource sites designated in this area. The area does have significant wetland areas and contains the Woodland Creek corridor, which has associated wetlands. These areas have protection requirements delineated in the City's Critical Areas Ordinance. Properties located adjacent to Woodland Creek and its associated wetlands are also within the jurisdiction of the Shoreline Master Program.

Implementation strategies include re-designation of Cuoio Park property for its intended long term use for park and open space purposes and work with Thurston County to rezone it appropriately. Study and analyze designating the northwest portion of the

planning area are an “urban reserve area” which would not be developed until sewer service is available to the area., and extend the required 200 foot buffer area to all portions of Woodland Creek for additional protection.

### **Seasons Planning Area**

The Seasons Planning Area is bounded on the north by Tacoma Rails Capital Line, Old Pacific Highway (510) and Meridian Road on the east, Yelm Highway to the south, and Marvin Road to the west. All of the Seasons Planning Areas is currently in the unincorporated Urban Growth Area and is 2,371 acres in size. The 2015 population of the area is approximately 3,800 with an anticipated population of 11,990 people by the year 2035.

The Seasons Planning Area is primarily residential in nature with varying densities. Parcel sizes currently range from 80 acres to residential lots in suburban style plats. The area south of the Burlington Northern Santa Fe railroad right-of-way is primarily in the McAllister Springs Geologically Sensitive Area. Development in this area has been limited in this area due to the requirement for sewer for lot sizes less than five acres and increased water quality standards for the protection of aquifer sensitive areas.

Of all the planning areas it is probably the least balanced. It is composed almost entirely of single family residential structures and limited agricultural use. There are limited examples of affordable housing in the planning area but most of the housing in this area has middle to upper income values.

There are no commercial or industrial uses in the planning area. There are four properties designated for Neighborhood Commercial use that have yet to developed. Residents in this area rely on commercial services outside the planning area.

In 2015, there were a total of 1,339 dwelling units in the planning area, with over 3,300 more units anticipated for the next twenty-year planning period. Over 88% of land in this planning area is zoned for residential use. There is also a Department of Natural Resource’s tree farm on the southeastern edge of the planning area. This area has been designated as Agricultural. Discussion of areas currently designated as Agriculture has been recommended for possible inclusion as an urban reserve area that precludes development until they are rezoned and sewer becomes available. There are properties designated as Open Space/Institutional and two areas designated for Moderate Density development.

There are no school facilities in the planning area, although there two elementary schools in close proximity; Evergreen Forest Elementary School and Woodland Elementary School. The North Thurston School District currently owns three separate parcels that are proposed for future school sites.

Marvin Road is the primary north-south transportation corridor and Mullen Road and Yelm Highway are the primary east-west corridors. There are no regional trails; however, there are neighborhood trails and connections that have been developed. There are two rail lines, the BNSF that is used for freight and passenger service and the Tacoma Rails Capital Division that provides freight service for Union Mills to St. Clair.

The McAllister Springs Geologically Sensitive Area includes approximately 500 acres of land in this planning area. Groundwater protection is of critical concern and this area requires a density of one unit per five acres without the provision for sewer. Unless sewer can be reasonably accommodated in the next planning period, this area should be included in an urban reserve area.

Implementation strategies identified include designating an urban reserve area within the McAllister Springs Geologically Sensitive Area and designated Agriculture areas, which would not be developed until sewer service is available. Consider providing for increased development densities in areas along Marvin, Mullen, 58<sup>th</sup> and Yelm Highway once full utilities and services can be provided.

### **Tanglewilde/Thompson Place Planning Area**

The Tanglewilde/Thompson Place Planning Area is comprised principally of two older neighborhoods developed in the late 1950's and early 1960's. These developments built out at suburban densities with lot sizes of approximately 10,000 square feet to accommodate on-site septic systems and drain fields. This area includes approximately 1,918 acres and is bordered by Interstate-5 on the north, Marvin Road on the east, Burlington Northern Railroad and Union Mills Road on the south and Carpenter Road on the west.

The planning area includes approximately 250 acres of commercial property. In the last ten years, a majority of the General Commercial property located around Martin Way/Marvin Road has been developed. Significant commercial capacity still exists along Martin Way, mostly as redevelopment opportunities.

Most of the undeveloped property is located near the intersections of Pacific, Steilacoom and Marvin Road and are designated as Moderate or High Density

Residential. Some of this property contains known occurrence of Mazama pocket gopher, which may limit development potential.

The estimated 2015 population of the planning area was 9,100 people and is projected to increase to 11,900 people and 1,320 residential units within the next twenty years. Of the current 3,747 dwelling units in the planning area, 71% are single family and 29% are multifamily. Two thirds of the housing that will be added in the next twenty years is anticipated to be multifamily located primarily along the Martin Way Corridor and in the Moderate and High Density zoning districts. The remainder will be single family added through infill development.

As part of the regional Septic Summit, both Tanglewilde and Thompson Place have been identified as areas that have a high proportion of groundwater contamination potential due to a high number of septic systems within close proximity. These neighborhoods have some of the highest groundwater contamination risk in north Thurston County. Programs need to be put in place to ensure that these neighborhoods are converted to City sewer.

Over 1.4 million square feet of commercial building space has been constructed in the planning area. The commercial property serves as a local hub for retail and other services. Most of the commercial property has been developed so development associated with commercial properties will be in the form of redevelopment to higher intensities.

A future subarea plan for the Martin Way corridor is a priority for development in the short term. The recommendation from the Urban Corridor Task Force was to further refine the corridor district to focus on innovative development strategies, encourage private investment opportunities where transit, walking, and biking are viable alternatives to driving. Since much of this area is within Thurston County, this would need to be a partnership between the County and the City.

Recreational opportunities include the Woodland Creek Community Park, Lois Lake and Bucknell Field. The planning area also has three private parks associated with the Tanglewilde/Thompson Place neighborhoods.

North Thurston School District operates three schools in the planning area including Lydia Hawk Elementary, Olympic View Elementary, and Nisqually Middle School.

Carpenter Road and Marvin Road are the primary north-south transportation corridors in the planning area. Most of Marvin Road is within the state highway system (Highway 510). Martin Way, Pacific Avenue, and Steilacoom Road are the primary east-west corridors. Interstate-5 runs east to east to west through the northern portion of the planning area and access is provided via exit 111 off of Marvin Road. Additional future improvements at Exit 111 will improve access to the area. A portion of the City's trail system connects to the Tanglewilde/Thompson Place Planning Area. The Lacey Woodland Trail runs along the southern edge of the planning area and connects to the Woodland Creek Community Park

There are no agricultural or mineral extraction sites designated of long-term commercial significance in the area, however, there is approximately 40 acres located along Marvin Road that is actively farmed as is currently designated as Agriculture.

Implementation strategies include completion of a subarea plan for the Martin Way corridor between Carpenter Road and Galaxy Drive. Re-examination of the Mixed Use High Density Corridor designation for consistency with the recommendation of the Urban Corridor Task Force and community vision. Complete and annexation study for the unincorporated portion of Martin Way between Carpenter Road and Galaxy Drive; and provide assistance with developing a septic conversion program for the Tanglewilde and Thompson Place Subdivisions.

### **2.3.4 Housing**

Economic forecasts predict an increase in 13,700 new jobs in Lacey within the next planning period. With economic and population growth comes the need of accommodating 30,000 additional people within the Lacey Urban Growth Area. Housing goes beyond the projection of housing needed to meet population growth. Land use regulations, transportation, capital improvements, and environmental issues are important considerations when planning to provide housing at affordable costs, both to the consumer and the long-term fiscal costs to the City.

In 2015, there were a total of 19,420 housing units in Lacey, with an additional 13,640 units within the unincorporated UGA. Statistics show an average household size of 2.44 persons, which is down slightly from 2.47 persons in 2000. Historical information indicates that household size has been steadily declining, displaying a trend toward fewer children.

The vast majority of housing units in the City and UGA, a total of 68%, are single-family detached homes; 8,400 units, or 23% of the total, are multifamily units; and the remaining 2,270 are manufactured homes, accounting for 8% of the housing units. From 2000 to 2009, Lacey's incorporated and unincorporated UGA exceeded all other cities and Thurston County for the number of new residential lots and housing units constructed. With increased demand, housing prices began to escalate until the decline in 2008 due to the economic recession. Beginning in 2000, residential units permitted in the unincorporated UGA began to exceed or equal the number of permits issued by the City. This trend reversed in the mid 2000's but is expected to change in the upcoming planning period now that available land in Lacey is nearing build-out.

Lacey has a higher ratio of home ownership, 57.3% then either Olympia or Tumwater, although the number of households that live in rental housing has incrementally increased since the 1960's.

Demographic information identified the importance of providing for the needs of changing household types and supporting policies that encourage a mix of housing types and sizes. The necessity to accommodate the diverse needs of Lacey residents through changes in age, family size and various income levels is warranted.

### **2.3.5 Capital Facilities/Utilities**

The *Capital Facilities Plan* is considered an element of the City's Comprehensive Plan and is a product of a separate but coordinated comprehensive planning document, each focusing on a specific facility. The Capital Facilities Plan is essential to consider financing improvements that the Land Use Element has envisions for the community. Without the means of financing capital improvements, implementation cannot happen.

To cover coordination between the elements of the Comprehensive Plan, the FFP includes the following sections:

- General Government
- Parks
- Transportation
- Sewer
- Stormwater
- Wastewater
- Water

The CFP describes the improvements needed in each of these elements, costs, funding mechanisms, and timing. The twenty-year plan was adopted in 2015 to address general government facilities in which the City is either the primary provider or a significant provider. Facilities must be of sufficient capacity to serve the service area population or new development without decreasing service levels below locally established minimum standards., known as levels-of-service.

Components of the Capital Facilities Element include:

- An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
- A forecast of the future needs for such capital facilities;
- The proposed locations and capacities of expanded or new capital facilities; and
- A six-year plan that will finance capital facilities within projected funding capacities with funding sources of public money for such purposes clearly identified.

### **General Government**

Police service is provided by the Lacey Police Department, fire protection is provided by Lacey Fire District 3. The Lacey library is part of the Timberland Library network. The current library is located next to City Hall and the City is responsible for providing and maintaining the library building and grounds.

Public Schools within Lacey and its Urban Growth Area are operated by the North Thurston School District. The district educates over 14,000 students each year and enrollment is expected to increase over 19,000 students by 3034. The district coordinates planning for current and future school facilities with regional planning efforts and the City.

### **Parks**

The *Comprehensive Plan for Outdoor Recreation* serves as a framework for providing park and recreational facilities to residents and visitors of Lacey and its UGA. The plan is updated every five-years in order to assess the goals and objectives contained in the plan.

The City's Park Plan established a level of service (LOS) standard of five development acres of parkland per one thousand people. The LOS is considered the most accurate way to assess need for additional land and park development.

Since 1990, the City has been collecting a 1% utility tax for the acquisition of prioritized sites. The City currently has 1,061.3 acres of public parks, trails, and open space. The North Thurston School District provides 659 acres of land for park and recreational facilities, and there are currently 1,870 acres of open space land in private ownership. As future population increases, the demand for, and use of existing parks and open space will occur.

### **Wastewater**

The City's existing wastewater system is approximately 13,800 acres in size. The Budd Inlet Treatment Plant and the Martin Way Reclaimed Water Plant collection systems are owned and operated by the Lacey-Olympia-Tumwater-Thurston County Clean Water Alliance (LOTT). Reclaimed water produced by LOTT is available for use by the City and may be used for irrigation, dual pumped buildings, environmental enhancement projects, and other non-potable uses. The policies in the Lacey Wastewater Comprehensive Plan are intended to prepare for wastewater needs until 2032. Lacey's sewer service area is expected to grow to approximately 21,200 to serve the projected growth over the next twenty years.

### **Stormwater**

The first Stormwater Comprehensive Plan for the City was completed in 2013 with the intent to guide the City's stormwater utility programs and projects. The primary purpose of the plan is to maintain consistency with local, state, and federal regulations, charge equitable stormwater utility rates, and support goals and policies in the Land Use Element. The City of Lacey became the first city in the state to adopt a "zero effect drainage discharge" ordinance to allow modified standards for projects with no increase in effective impervious surfaces and the use of low impact development (LID) standards.

The City is currently working to incorporate mandatory LID best management practices by reviewing and revisiting its development related codes, rules, and standards. By the end of 2016, The City's National Pollutant Discharge Elimination System Phase II permit will require mandatory integration of LID techniques into City regulations and design standards. These standards are used to protect ground and surface water resources. These revisions are currently in process and are intended to be adopted prior to the end of 2016.

### **Water**

Because of water's importance to the community and growth, it is a component critical to planning under GMA. The *City of Lacey Water System Comprehensive Plan* provides a

long term planning strategy for providing water to accommodate land use strategies identified in the Land Use Element to coordinate future population growth.

Expected demand on Lacey's water system is based upon forecasted population growth. Lacey is obligated to service under the GMA. The plan uses information developed in the Land Use Element, considering population growth within planning areas and transportation analysis zones (TAZ"s) to prepare a plan that supports and implements the land use planning objectives.

The City's water system provides for the transmission, distribution, and storage of domestic water. The City also coordinates services and planning with the cities of Olympia, Tumwater, and Thurston PUD. As of the end of 2011, Lacey provided water for over 22,849 retail water connections.

The City secured new water rights that will allow the development of additional sources of supply to meet system demands as the number of customers grows within the service area.

### **Utilities**

The Utilities Element of the Comprehensive Plan addresses utilities supplied by the private sector, including electrical, telecommunications, cable and natural gas. Utilities provided by the City are included in the Capital Facilities Element of the Plan.

Puget Sound Energy builds, operates, and maintains natural gas facilities serving the City as well as electrical services. Standard telephone service is provided by Century Link Communications, and cable service is provided by Comcast of Washington IV, Inc. Providers offering telecommunication services are continuously changing and entering the market.

The Utilities Element provides a basic summary of the City's utility systems; drinking water, wastewater, and stormwater. The City is planning for a fourth utility system for reclaimed water.

### **2.3.6 Transportation**

Transportation planning is intricately tied to land use and the pattern of development that evolves as the urban growth area grows. The transportation system includes various travel modes, such as pedestrian, bicycle, bus, automobile, freight truck, marine

vessels, railroads, and airplanes. A multi-modal transportation network includes and connects all of these modes of travel in an effective and efficient manner.

Lacey's status as a primarily residential community means that a well-connected pedestrian and bicycle network, combined with convenient high frequency transit service, is vital to connect residents with jobs, shopping, schools and other daily activities. For this reason, Lacey is striving to employ land use policies that support higher density residential areas located close to employment, shopping, and entertainment opportunities to provide more opportunities to walk, bicycle, or ride high frequency public transit. The goal is not to eliminate private automobiles, but to encourage the use of other transportation modes and ensure that land use policies support this.

The current transportation patterns put a strain on City transportation infrastructure, particularly at morning and evening peak commute times. Connecting Lacey residents with destination sites and jobs closer to home would improve these conditions. Regulations need to be developed and implemented to require street connectivity.

InterCity Transit provides options for commuting including standard bus service, van share, ride share, and commuter bus services. Regular service includes 15-minute headway service along Martin Way, regular 30 or 60-minute service to some of Lacey's neighborhood areas; however, northeast Lacey has seen a tremendous amount of commercial, industrial, and residential growth but transportation options are limited as transit does not yet serve this area. Transit is also necessary to connect employment providers with transit services.

### **2.3.7 Economic Development**

While the City of Lacey has enjoyed strong growth for residential development, Lacey has had a relatively weak economic base to support the services that the community needs.

Most of the Lacey work force commutes out of town for employment. While local retail services have expanded significantly over the last two decades, improving the retail tax base is a very high priority. Lacey is currently the 24<sup>th</sup> largest city in the state but has one of the lowest retail tax base. Every effort to improve retail opportunities in Lacey are being made to reduce this leakage.

Job creation and retention, and the resources to provide adequate services is a focus of the City's economic development strategy. The Economic Development Element is one of three documents that address economic effort. The other two documents are the *Economic Development Strategy* and the *Economic Development Program Work Plan*.

The Economic Element identifies many strategies for strengthening the economic base based on identifying strengths, weaknesses, opportunities, and threats; and the preparation of a Market Study in 2015. The market Study took an in depth look at Lacey's economy in 2015, and a look ahead for the next twenty years. Nearly 40% of the new jobs forecast to be created in Lacey are concentrated in three sectors that are often lower paying, and offer few fringe benefits to employees. These sectors include personal and repair services; food service, and retail trade

## **2.4 Project Objectives**

The Lacey Comprehensive Plan is a 20-year vision and roadmap for Lacey's future. If the City does not make informed conscious decisions about our limited land resources, decisions will be made for us. If we use our limited resources wisely, we do more than react to land use and environmental issues; we take positive action to direct our community's future land use and character.

The Comprehensive Plan is intended to provide predictability for future development and establishes the desired character, quality, and pattern of physical development of the City and its Urban Growth Area while striving to maintain a high quality of life. The Plan specifies the amount and location of various land uses, appropriate densities and intensities, and the timing of land uses in locations throughout the Urban Growth Area in coordination with provisions to provide necessary infrastructure and services.

The City has undergone many changes since the last major update to the Comprehensive Plan in 2003. The current review and update has allowed the city to assess the latest conditions and information, comply with changes in the law, as well as new policies from functional plans; including an updated Comprehensive Plan for Outdoor Recreation, Transportation Element, Water System Comprehensive Plan, Wastewater Comprehensive Plan, Stormwater Comprehensive Plan, and Capital Facilities Plan.

The City's objectives for this proposal are based on the Comprehensive Plan vision and framework policies developed as part of the public involvement process and detailed

input and review by the Lacey Planning Commission; as well as compliance with the Growth Management Act.

## **Community Vision**

Provide a balance of land use activities that promote the overall quality of life and protect environmentally sensitive areas to make Lacey a great place to live, work, learn, shop, and play.

## **Neighborhoods**

Provide a community of diverse and vibrant neighborhoods that contain a mixture of uses, a variety of housing types, convenient commercial opportunities, schools, parks, and open spaces.

1. Amend density and height standards in the Moderate and High Density Residential zoning districts to ensure a mixture of housing types in these zones.
2. Require sewer to all new development in the city limits and within the Urban Growth Boundary (UGA) to increase density, protect groundwater resources, and ensure available land supply is developed to its highest and best use.
3. Encourage higher density residential development near commercial nodes and corridors so that day-to-day needs of residents can be met without need for an automobile.

## **Environment**

To preserve and enhance the natural environment to reflect the quality of life associated with the Pacific Northwest.

1. Adopt and implement the Carbon Reduction and Resiliency (CR2) Plan to reduce the estimated 380,520 tons of CO<sub>2</sub> emissions the community generated in 2005.
2. Amend applicable development regulations to reflect updated goals and policies contained in the Lacey Urban Forest Management Plan.
3. Amend the development code to require a two-hundred foot buffer on all properties abutting Woodland Creek.
4. Re-examine designated Agricultural Lands for compatibility and intensity of nearby land uses, land values, and availability of public facilities to determine if more appropriate zoning should be put in place.
5. Review criteria for the designation of new mineral resource lands in the urban growth boundary to access potential conflicts and impacts to adjacent urbanized areas, critical areas, and redevelopment opportunities.

## **Transportation**

Ensure a coordinated street system that encourages all modes of transportation including transit, pedestrians, bicyclists, and automobiles.

1. Support land use policies and plans to allow densities and a mix of uses that reduce the number and length of vehicle trips and increase the opportunity to use public transportation and non-motorized modes of travel.
2. Develop a pedestrian and bicycle plan to identify existing travel patterns, linkages, and future capital improvements.
3. Encourage Intercity Transit to extend regular bus service to the Hawks Prairie planning area and reassess service routes to serve growing employment centers and residential neighborhoods.
4. Develop and ensure the enforcement of agreements between Thurston County ensuring that development occurring within the unincorporated urban growth area is consistent with development standards and road/street level of service standards of the City.

## **Place-Making**

Create vibrant urban and neighborhood centers that support a broad range of commercial destinations, housing options, and employment opportunities.

1. Continue to support the existing sub-area plans for the Woodland District and Northeast Area Planning Element while also supporting future efforts to develop sub-area plans for the Depot District, Martin Way Corridor, and Golf Club Road neighborhood.
2. Provide a mix of uses in close proximity to neighborhoods to enhance their character, desirability, functionality, and reduce the dependency on the automobile. Encourage, where feasible, mixed-use concepts that integrate ground-floor commercial uses within the same building as residential uses. Examine zoning regulations to encourage a range of densities and land use types within the same zone to provide opportunities to enhance the character, functionality, and desirability of areas and promote multi-modal transportation options.

## **Utilities & Services**

Ensure that areas within Lacey and Urban Growth Area are adequately served with public water and sewer as growth occurs.

1. All new development in the Urban Growth Area shall be served by sewer. Require septic systems that have failed to connect to city sewer within a specific distance of an existing sewer line.
2. Priority areas for annexation would be those that are contiguous to the existing city limits and are developed consistent with city standards and are connected to sewer.
3. Explore designating “urban holding areas” specifically within the Pleasant Glade and McAllister Geologically Sensitive Area, which would not be developed until such time that sewer service is available. Should development in this area not be anticipated during the next 20-year planning horizon, the city should consider removing the property from the urban growth area in conjunction with a robust public participation campaign.

### **Quality of Life**

Ensure a full range of employment, housing, education, shopping, and recreational opportunities are available.

1. Develop and implement strategic goals and plans that support and promote diversity of employment opportunities.
2. Work with the providers of higher education to ensure that education programs are matched with in-demand skills.
3. Work with Joint Base Lewis-McChord to ensure that the housing, business, and recreation needs of those who are associated with the base are being met.

### **Annexation**

Strategically pursue annexations that meet the City’s service delivery, health and safety, quality of life, and financial goals and policies.

## **2.5 Proposed Updates**

The Comprehensive Plan is a coordinated development strategy for the City of Lacey. As a whole, the Plan establishes the City’s vision to proactively guide the growth of the community through the implementation of development regulations..

In anticipation of the expected growth and development in the UGA, the Lacey Planning Commission identified the following key policy issues that were considered as part of the Comprehensive Plan update process. The Comprehensive Plan not only contains goals and policies, but also includes implementation strategies. These strategies are intended to hasten and prioritize actions to implement the Plan. A list of all of the

proposed implantation strategies contained in the Comprehensive Plan has been included as part of Appendix C and are identified by topic area.

Key issues identified include:

- Require sewer to all new development to increase density, protect groundwater resources, and ensure land supply is developed to high standards while also requiring those systems that have failed to connect to the city sewer.
- Ensure a mixture of housing types for moderate high density, and infill areas.
- Ensure that transportation infrastructure adequately serves existing residents and are improved when necessary to keep pace with growth projections; and provide for a full range of transportation options.
- Ensure that the Martin Way corridor is developed as a vibrant, mixed-use, dense urban center through future sub-area planning efforts and examination of the Mixed Use High Density Corridor zone.
- Explore creating “urban holding areas” within the Pleasant Glade Planning Area and the McAllister Geologically Sensitive Area, which would not be developed until such time that sewer service is available. If development is not likely during the next 20 years, consider removing the property from the urban growth area in conjunction with a public outreach campaign to property owners in these areas.
- Examine “Agriculture” zones within the Urban Growth Area and determine if more appropriate zoning should be put in place for these zones.

Changes to the development regulations adopted concurrently with the Comprehensive Plan update will include the following:

- Amending density standards in the Moderate and High Density Residential Districts to raise minimum densities.
- Amend height standards in Moderate and High Density Residential Districts to raise maximum permitted height for multifamily uses.
- Repeal LMC 16.20, Transition Area for Multi-family Development
- Update Business Park and Office Commercial zoning standards (192 total acres)

Additional changes to the development code will be done after the adoption of the updated Comprehensive Plan per the direction of the adopted Plan and as prioritized by the City Council.

# **CHAPTER 3 – IMPACTS, MITIGATION MEASURES & RECOMMENDATIONS**

## 3.1 Introduction

A non-project EIS analyze proposals that impact how a particular area or jurisdiction will establish policies and guidelines to assist their comprehensive planning, zoning, or land use planning.

SEPA defines several elements of the natural and built environment, which can potentially be affected by a project or proposal. These elements are:

- Earth
- Air
- Water Resources
- Plants and Animals
- Energy
- Land Use & Housing
- Public Services & Utilities
- Transportation

Impacts of the Comprehensive Plan and subsequent development regulations are included in this EIS. It must be noted that the adoption of the Plan will not in itself have any direct impact on the physical or built environment. The analysis in this chapter will identify the affected environment, relevant plans, policies and regulations; considerations/impacts of alternatives; changes or effects on the natural environment; mitigation measures; and identification of significant unavoidable impacts.

## 3.2 Natural Environment

This section evaluates the proposal and the alternatives potential significant impacts on the natural environment in Lacey and its Urban Growth Area. The analysis includes impacts on earth, air, plants and animals, and water.

### 3.2.1 Earth

#### Affected Environment

Areas that are susceptible to erosion, landslides, earthquakes, and other geological hazards are recognized by the GMA as public health and safety threats.

The City of Lacey and its Urban Growth Boundary contains a wide variety of terrain. Slopes range from relatively flat in many areas of the City and Urban Growth Boundary

to steep slope areas associated with the Nisqually Bluff and areas located adjacent to the Puget Sound.

Soil erosion is a process in which individual soil particles are detached and moved by natural agents such as wind, rain, frost action, or surface water. Erosion poses a potential public health and safety hazard and over time can also undermine improvements such as building foundations, roads, and sidewalks. Eroded sediment entering bodies of water can negatively impact ecosystem functioning.

Erosion can also directly or indirectly damage private property and valuable habitat and natural areas. The City utilizes mapping as a guide to the general location and extent of geologically sensitive areas, including the *Geologically Sensitive Areas Map*; the *Lacey Urban Growth Area Zoning Map*; and the *Soil Survey of Thurston County*. Portions of the City include seismic, liquefaction, and landslide soils and slopes. Physical indicators of unstable soils most commonly found along creek banks and steeper slopes.

Due to localized underlying cemented till layers, some areas of Lacey contain perched water tables. These areas often support small, isolated wetlands and are found in the Hawks Prairie area of the City.

The McAllister Springs area has been designated as a geologically sensitive area. Provisions in the zoning code contain measures to protect this area by requiring the provision for sewer and the application of strong water quality standards for residential uses. Residential densities are determined based on sewer availability. Additional environmental performance standards are required to minimize surface water runoff and diversion, prevent soil erosion, and promote aesthetic character.

The Thurston region frequently experiences damage from natural hazard events such as earthquakes, landslides, severe storms, flooding, wildfires, and to a lesser extent volcanic eruptions.

### **Relevant Plans, Policies, and Regulations**

The City of Lacey regulates land uses and development activities that have a potential to impact earth resources and geologically hazardous areas primarily through the Lacey Municipal Code (LMC) Title 14 – Buildings and Construction. Title 16 includes ground and soil contamination standards and the 2014 Development Guidelines and Public Works Standards Chapter 2- Excavation and Grading.

Clearing and grading standards integrate International Building Code standards to development activity that proposes land clearing and/or grading must be consistent with these provisions.

The City's development regulations include standards for maximum impervious surface cover, site design, tree protection, critical areas protections, and landscaping; all of these standards require consideration of existing soils as new development is proposed. Site design standards including LMC 14.30, Removal of Topsoil, are in addition to clearing and grading requirements. These standards are intended to minimize soil disturbance and integrate new development

Chapter 16.10 of the Lacey Municipal Code applies specific measures to protect the McAllister Springs Sensitive Area to protect vital ground water resources.

The City is a participant in the *Natural Hazards Mitigation Plan*, Sept. 2009. Risk assessments for major natural hazards that threaten the Thurston Region and effective mitigation strategies are contained in the plan. The City of Lacey is responsible for implementing identified mitigation initiatives based on priorities and funding.

### **Impacts of Alternatives**

The magnitude of potential impacts resulting under each of the alternatives would depend on the scale, pace, and location of development. Because development consistent with any Comprehensive Plan alternative will be driven by private entities, and the pace of development is not known. Future development projects can be expected to have earth related impacts associated with clearing and grading. However, existing development regulations are in place to minimize impacts to soils and designated critical areas.

Alternative 2 strives to promote the intensification and increased densities into concentrated growth areas in urban centers and high density corridors. Alternative 1 and Alternative 3 would continue to provide for land use densities generally allowed under existing policies and land use designations. Most population growth would occur in the unincorporated portions of the Urban Growth Area, which would result in increased conversion of undeveloped areas to impervious surfaces.

Densities of one unit per five acres would remain in the designated McAllister Springs area under Alternative 1 and 3. Alternative 2 proposes to explore the designation of the McAllister Springs area as a urban reserve area which could not be developed until public sewer is available to the area.

### **Mitigation Measures**

A number of regulations have been adopted by the City, which can act to mitigate described impacts.

The City's Geologically Sensitive Areas Protections would be implemented for any development on a site that are prone to one or more of the following areas:

- Erosion Hazard Areas
- Landslide Hazard Areas
- Seismic Hazard Areas
- Other geologically hazardous areas not mapped but meet definition of geologically hazardous areas.

The 2014 Development Guidelines and Public Works Standards contain standards for excavation and grading, and code provisions are in place for the protection of topsoil.

Numerous provisions are in place to protect surface water bodies within the basins from erosion and other impacts of urbanization.

Individual SEPA reviews, including identification of impacts to topography or landform would be completed prior to individual development projects.

Lacey's Tree and Vegetation Protection and Preservation regulations contain provisions for land clearing and protection measures for trees.

Buffers are required for wetlands, streams, and lakes, reducing the potential for degradation from erosion and sedimentation.

Implementation strategies proposed with updates to the Comprehensive Plan and development regulations include:

- Amend the development code to require a two-hundred foot buffer on all properties abutting Woodland Creek.
- Reducing parking lot stall and lane standards to decrease impervious surfaces and other Low Impact Development techniques.
- Amend applicable development regulations to reflect updated goals and policies contained in the Lacey Urban Forest Management Plan.

### **Significant Unavoidable Adverse Impacts**

Future development in the Urban Growth Area will have impacts to earth resources even with existing and proposed mitigation measures in place. Erosion could occur during construction increasing sedimentation and landslide events.

### **3.2.2 Air**

#### **Affected Environment**

Air quality is determined by climate, topography, meteorology, and vegetation with human activities. Lacey is located in a marine climate environment influenced by moist air from the Pacific Ocean. Variable winds are frequent and often accompany stable atmospheric conditions that can produce poor air quality. Temperature inversions occur most frequently during fall and winter. These inversions have a potential for negatively affecting air quality, particularly in valleys and in areas with heavily traveled roads and dense development.

Poor air quality has a significant negative impact on both human health and environmental quality. People most sensitive to air pollution are infants and children, adults aged 65 and older, and those who suffer from specific health conditions like respiratory infections and asthma.

Air quality in Lacey is monitored by the Olympic Regional Clean Air Agency (ORCAA), and regulated under state and federal laws. The air quality of the City is based on the type and amount of pollutants being emitted and dispersed. Federal ambient air pollution standards exist for the following pollutants:

- particulate matter
- sulfur dioxide
- nitrogen dioxide
- ozone
- carbon monoxide
- lead

Emissions of these and other pollutants, such as toxic air pollutants and hydrocarbons, are regulated under the Federal Clean Air Act.

The dominant pollutant in Thurston County and statewide is Particulate Matter less than 2.5 microns in size. This form of pollution comes mainly from smoke associated with

home heating devices, field stubble and other outdoor burning. Transportation sources also contribute but much less than smoke. ORCAA measures PM2.5 in Thurston County from a location in Lacey on a monthly basis. Lacey's PM2.5 is currently about 33% of the federal standard.

ORCCA also monitors ozone during the summer months. Other pollutants are monitored at a state level, but not specifically in Thurston County.

Washington State has been a leader in studying the impacts of climate change, taken actions to protect and prepare for impacts, and set a carbon reduction policy to mitigate emissions. In response to global concerns of climate change, Washington State legislature mandated preparation of a comprehensive assessment of the impacts to climate change to the state.

In 2008, the City of Lacey joined ICLEI-Local Governments for Sustainability, Cities for Climate protection Campaign committing to undertake five milestones:

- Conduct a baseline emissions inventory and forecast
- Adopt an emissions reduction target
- Develop a Local Climate Action Plan
- Implement policies and measures, and
- Monitor and verify results

*The Washington Climate Change Impacts Assessment*, report was published in 2009 to analyze potential impacts to the Lacey Community in the “Local Risks” section of the plan and assessed potential impacts to hydrology and water resources, energy, agriculture, salmon, forests, coasts, urban stormwater infrastructure, and human health.

Greenhouse gas emissions are generally reported a carbon dioxide equivalents that cause the same level of damage to the atmosphere as a given type and concentration of greenhouse gas such as methane, nitrous oxide, sulfur hexafluoride, perfluorocarbons, and hydrofluorocarbons.

Greenhouse gas emissions were calculated for a base year of 2005, and for the forecast year 2030. The inventory included emissions from all government operations (e.g., city owned and/or operated buildings, streetlights, water and wastewater utilities) and all community related activities (e.g., residential and commercial buildings energy use, motor vehicles, waste, and industry). This inventory and forecast provide a

benchmark for planning and monitoring progress in government operations and the Lacey community.

In 2005, the City of Lacey's government operations generated approximately 6,879 tons of CO<sub>2</sub>e, and the Lacey community generated approximately 380,520 tons of CO<sub>2</sub>e. In 2030, the City's municipal operations are forecasted to generate approximately 17,899 tons of CO<sub>2</sub>e, and the community of Lacey is forecasted to emit approximately 712,789 tons of CO<sub>2</sub>e if no mitigation actions are taken.

Transportation contributes nearly 50% of the total CO<sub>2</sub>e emissions. According to the Federal Transit Administration, U.S. Department of Transportation, most emissions from transportation are from single occupancy vehicles. Residential, commercial, and industrial sector emissions are primarily from energy used for lighting, heating, and cooling, which combine for 49% of the communities CO<sub>2</sub>e emissions.

### **Relevant Plans, Policies, and Regulations**

Impacts to air quality are regulated in the City's Environmental Performance Standards in section 16.57.040 of the Lacey Municipal Code, Emissions. The Emissions section requires ambient air quality standards to be met in compliance with Regulation 1 of the Olympic Region Clean Air Agency (ORCAA) for air contaminants.

The Carbon Reduction and Resiliency Plan provides a road map for Lacey's energy policy and is a program that will be applied in work toward sustainability. The plan sets benchmarks for carbon reduction and looks at sustainability issues. Lacey began implementing measures to protect air quality and the environment in 2009 based on the plan. The public made recommendations by selecting and prioritizing future measures during the second phase of the Envision Lacey process.

Other relevant regulations are RCW 70.94, the Washington Clean Air Act and the Federal Clean Air Act.

### **Impacts of Alternatives**

Each alternative will increase suspended particulates result from dust during construction activities, increased vehicular traffic, and greater use of fireplaces and woodstoves associated with residential use. Increased development within the City and growth area with increases in population can be expected to increase air pollution from construction activities in the short term, and residential fireplaces and woodstoves, as well as automobile emissions in the long term.

Automobile emissions associated with Alternative 1 and 3 would be consistent with each other due to the majority of development occurring in the unincorporated portions of the Urban Growth Boundary which would have greater commuting times in automobiles due to lack of public transportation opportunities. Alternative 2 would effectively decrease commute times by locating development and redevelopment in core areas of the City and increasing densities in areas where transit services are available. Land use patterns that support transit generally create less pollution than those that do not.

### **Mitigation Measures**

Mitigation has been identified for the implementation of Phase II of the *Carbon Reduction and Resiliency Plan*.

The City's focus on compact, walkable, mixed use nodes and corridors is preferable to expansion of the City's footprint from an emissions standpoint as it allows people to walk, bike, or take transit to jobs and services.

Develop a pedestrian and bicycle plan to inventory existing facilities, identifying deficiencies, and identify capital improvements to decrease reliance on the automobile.

### **Significant Unavoidable Adverse Impacts**

Localized increases in suspended particulates will occur during demolition, grading, or construction activities.

## **3.2.3 Water**

### **Affected Environment**

#### *Surface Water*

Portions of four major drainage basins and their associated sub-basins are located within the City and its Urban Growth Area. These drainage basins include Woodland Creek, Woodard Creek, Chambers Lake, and McAllister Creek.

The streams and lakes that make up these drainage basins include the following:

- Woodland Creek drainage basin is located in the central portion of the City and contains Woodland Creek, which flows south from Hicks Lake to Pattison Lake. The creek then flows north from Pattison Lake to Long Lake. At the northern end of Long Lake the creek flows northeast through Lake Lois and flows out to

Henderson Inlet. Woodland Creek drainage basin is the primary basin within the City of Lacey.

- Woodard Creek drainage basin is located in the northwest portions of the City. Woodard Creek also flows into Henderson Inlet.
- The Chambers Creek drainage basin is located partially within the City of Lacey. Chambers Lake has two main lobes. Chambers Creek flows out of the southern tip of the smaller of the two lobes, and flows south to the Deschutes River.
- A portion of the Hawks Prairie areas is located within the McAllister Creek watershed. McAllister Creek's headwaters are located at McAllister Springs which is the primary source of water for the City of Olympia. McAllister Creek flows through the Nisqually Delta to Puget Sound.

### *Groundwater*

Groundwater is located in aquifers which are underground geologic formations of porous rock or earth that contain saturated permeable material. Water stored in aquifers reaches the surface either through springs or wells, or by seepage into surface water bodies such as lakes and wetlands. Aquifers are recharged by precipitation which percolates through the ground surface or seepage from surface water bodies.

The City of Lacey relies almost exclusively on groundwater to serve the water needs of its residents and the population in the unincorporated Urban Growth Area. As of the end of 2011, Lacey provided water to 22,849 retail water connections. Water is supplied by wells that draw from shallow, intermediate, and deep aquifers. The shallow aquifer consists of outwash sand and gravel that occurs throughout the City. This aquifer is highly susceptible to land use impacts because of its relatively shallow depth. The intermediate depth aquifer is moderately susceptible to land use impacts. The deep aquifer consists of sand and gravel aquifers with inter-bedded clay and silt, and minor peat, wood, and volcanic ash. Due to the depth of these aquifers they are relatively unsusceptible to land use impacts.

Eight wells located in the southwest portion of the City supply approximately 90 percent of the City's total groundwater production. The City also uses waster via an intertie with the City of Olympia's water source at McAllister Springs.

### *Wetlands*

Wetlands fulfill a number of important ecological and hydrologic functions including storage and treatment of wasters during periods of flood or storm discharge to groundwater systems, and provide essential habitat for a wide variety of plant and animal species.

The Lacey city limits and Urban Growth Area contain a large number of wetlands of various sizes and qualities. Many wetlands are located in the Lakes Planning Area due to the large number of surface water bodies located in this area. The Pleasant Glade and Hawks Prairie Planning Areas also contain a large number of wetlands. Wetlands located within Lacey and its growth boundary require classification and delineation by a qualified wetland biologist prior to development on property in which they are located.

#### *Flood Areas*

Flood hazard areas are those areas mapped on Flood Insurance Rate Maps (FIRM) produced by the Federal Emergency Management Agency (FEMA). Lacey has been participating in the flood insurance program since 1980. Flooding poses public safety problems and can result in property damage and loss of life in extreme cases. Flood hazard areas are identified by FIRM maps are generally located adjacent to surface water bodies. Extreme flooding in Lacey is not a significant problem.

#### **Relevant Plans, Policies, and Regulations**

The City of Lacey has adopted plans and regulations that govern how the City manages current development and long term growth while identifying, assessing, and protecting water resources that are critical to providing habitat for fish and wildlife, maintaining watershed processes, and maintaining a healthy environment for the general public.

Multiple local, state, and federal policies and regulations pertain to water resources located within the City limits and its Urban Growth Area. At the local level, various sections of the Lacey Municipal Code play a major role in how water bodies are managed.

The City's critical areas regulations include protections for wetlands, LMC 14.28; Zero Effect Drainage Discharge, LMC 14.31; Flood Hazard Protection, LMC 14.34; Critical Aquifer Recharge Areas Protection, LMC 14.36; Environmentally Sensitive Areas Protected, LMC 16.54; Flood Hazard Prevention, LMC 14.34; Shoreline Zoning, LMC 16.19; and Shoreline Master Program, LMC 14.26.

Due to Lacey's reliance on groundwater, and the fact that nearly all the land in Lacey lies within an aquifer sensitive area, Chapter 14.36, Critical Aquifer Recharge Areas Protection, contained in the Lacey Municipal Code outlines provisions for the protection of critical aquifer recharge areas and wellhead protection areas.

Chapter 16.10 of the municipal code contains measures to protect the McAllister Springs Sensitive Areas by provisions for sewer and strong waster quality standards for residential uses. Residential densities are based on sewer availability. Additional environmental performance standards are also required to minimize surface water runoff and diversion, and prevent soil erosion.

Lacey is a member of the Northern Thurston County Groundwater Advisory Committee, which reports to the Washington State Department of Ecology. The committee oversees the development of technical data, the *Northern Thurston County Groundwater Management Plan*, which manages at total of 232 square miles designated as a groundwater management area.

*The City of Lacey Shoreline Master Program (SMP)*, adopted September, 2011, is the local mechanism for carrying out the Shoreline Management Act. State law has designated a partnership between local jurisdictions and the Department of Ecology as co-regulators of designated shorelines of the state. Shoreline jurisdiction extends two-hundred feet from the Ordinary High Water Mark of “shorelines of the state” which includes Nisqually Reach, Chambers Lake, Hicks Lake, Long Lake, Pattison Lake, Southwick Lake, and Woodland Creek. The SMP contains four different shoreline environment designations that are used to differentiate between objectives and regulations.

State and federal regulations include Hydraulic Project Approval (HPA), Washington Department of Fish & Wildlife; 401 Water Quality Certification, Department of Ecology; Section 404 and Section 10 permit, Army Corp of Engineers (CoE); and the National Pollution Discharge Elimination System Permit, Department of Ecology.

### **Impacts of Alternatives**

All alternatives would allow for development and urbanization within currently vacant and underdeveloped areas of the City, with potential impacts to water resources. Development activities that have detrimental effects on water resources typically include land cover conversion, and increased sediment and pollutant inputs due to changes in land use. The magnitude of potential impacts resulting under each of the alternatives would depend on the scale, pace, required improvements to mitigate impacts, and location of development.

Typically, as impervious surfaces increase, the level of pollutants in stormwater runoff also increases. Urban pollutants such as oil and grease, trace metals, phosphorus, and nitrogen collect on impervious surfaces and are carried to nearby streams and

downstream receiving waters, thereby degrading water quality. Development patterns that limit the amount of impervious surfaces are proposed to be implemented.

Groundwater quality may be impacted by development if not appropriately managed. Groundwater protection is a priority throughout the City due to the reliance on groundwater for drinking water supplies.

At the Comprehensive Plan level, Alternative 1 and 3 would generate the greatest amount of impervious surfaces due to increased street and impervious surface improvements.

Industrial and commercial uses are approximately the same number of acres for each of the alternatives.

The McAllister Springs area would benefit by being placed in an urban reserve area because development could not take place until sewer service was extended to the area.

#### **Mitigation Measures**

Explore designating “urban holding areas” specifically within the Pleasant Glade and McAllister Geologically Sensitive Area, which would not be developed until such time that sewer service should be available.

Amend the development code to require a two-hundred foot buffer on all properties abutting Woodland Creek.

#### **Significant Unavoidable Adverse Impacts**

Under the alternatives, impervious surfaces would increase and may increase the level of pollutants carried to surface water bodies by runoff. The extent of these increases will depend on the mitigation measures chosen for each site.

### **3.2.4 Plants and Animals**

#### **Affected Environment**

The Lacey growth area contains a number of habitat types and natural features that support a variety of plant and animal species. Lacey has a mix of forested areas, prairies, stream corridors, wetlands, and lakes.

### *Plants*

Most of the forested land in Lacey and its Urban Growth Area occurs in undeveloped portions of Hawks Prairie, Seasons, and Lakes planning areas and adjacent to sensitive areas throughout the City. Second growth and coniferous and deciduous tree species are most common. Deciduous trees such as maple and alder are the predominant species in the urban areas and adjacent to lakes and streams. Extensive oak stands are located in the Seasons Planning Area in the unincorporated portion of the Urban Growth Area.

Unforested sections of the growth area include open prairies, fields, vacant lots, and parcels undergoing development. Prairies are characterized by grasses and herbs that provide habitat for small mammals and birds. Vegetation on disturbed unforested areas tends to be weedy colonizing plant species that provide little habitat.

Wetland areas support plant species adapted to live in oxygen deficient soil conditions. Wetland types in Lacey include emergent marshes, scrub/shrub, and forested wetlands. High quality wetlands are characterized by lack of human disturbance and high coverage of native plant species. These wetlands are located to the north and south of Long Lake, south of Hicks Lake, throughout the Pleasant Glade planning area, and along the Woodland Creek corridor.

### *Animals*

Forested areas provide a wide range of habitat for large and small mammals, birds, reptiles, and amphibians. Stream corridors, the shorelines of lakes and wetlands provide crucial feeding, nesting, and breeding areas for many species of fish, birds, reptiles, and mammals. Most species of birds and fish depend on freshwater environments such as streams, lakes, and wetlands at various states in their life cycle. A variety of mammals also rely on freshwater environments for habitat needs.

### *Fish*

Streams located within Lacey and its growth area support a variety of fish species such as Coho and Chinook salmon; Cutthroat, Steelhead, Brown, and Brook trout; Western Brook and Pacific Lamprey; Olympic Mud minnows; Dace; Bullheads; Yellow Perch; and Sculpin.

### *Unique Habitat Areas*

The Washington State Department of Wildlife has identified several sites in Lacey and its growth areas that support bald eagles, wood ducks and osprey. These sites are

primarily located adjacent to lakes in Lacey, as well as along the Woodland Creek corridor.

Listings for state or federal threatened or endangered species identified in Thurston County include bull trout, chum salmon, steelhead, Marbled Murrelet, Oregon spotted frog, spotted owl, streaked horned lark, orca, Mazama pocket gopher, and the Taylor's Checkerspot butterfly. Some of these species, such as the Oregon spotted frog have no known occurrence in the Lacey UGA.

As part of a broader effort to preserve the native prairie ecosystem of the South Puget Sound area, the USFWS recently listed several species as threatened or endangered under the ESA. These listings include four subspecies of the Mazama pocket gopher, the Taylor's Checkerspot butterfly, and the streaked horned lark.

### **Relevant Plans, Policies, and Regulations**

Several plans, policies, and regulations have been adopted by the City of Lacey that pertain to plants and animals and associated habitat. The Lacey Comprehensive Plan policies, critical areas regulations, and tree protection regulations guide development with the City while protecting designated sensitive areas from development pressures. The City's Shoreline Master Program provides additional protections.

The Lacey Municipal Code contains several chapters that regulate sensitive areas including:

- LMC 14.26 – Shoreline Master Program
- LMC 14.28 – Wetlands Protection
- LMC 16.19 – Shoreline Zoning
- LMC 16.54 – Environmentally Sensitive Areas Protected
- LMC 14.33 – Habitat Conservation Areas Protection

Several mapping sources are utilized to determine the approximate location and extent of habitat conservation areas including the Environmental Protection and Resource maps; the Department of Fish & Wildlife Priority Habitat and Species maps; the Department of Natural Resources Official Water Type Reference maps; and Anadromous and Resident Salmonid Distribution maps.

The Washington Department of Fish and Wildlife publication *Management Recommendations of Washington Priority Habitats and Species* is used to apply specific

habitat or species recommendations for the completion of a management plan and critical areas report during the review of development proposals.

### **Impacts of Alternatives**

All alternatives would allow for development and urbanization within currently vacant and underdeveloped areas of the City, with potential impacts to plants and animals. Development activities that have detrimental effects on plants and animals include land cover conversion (pervious, complex vegetative cover converted to impervious surfaces, lawn, and bare ground), increased population densities and associated disturbance within the landscape, and transportation systems that isolate habitats. All of these activities would occur as areas of Lacey develop under any of the alternatives.

The magnitude of potential impacts resulting under each of the alternatives would depend on the scale, pace, and location of development. All alternatives would allow for similar levels of future development but differ on the locations where the development would occur.

Impacts associated with Alternatives 1 and 3 would largely be the same. For the most part, the majority of development would occur in the unincorporated portions of the growth area in greenfield and underdeveloped properties. Alternative 2 would direct growth and development into existing corridor and node areas by increasing densities and providing incentives to infill or redevelop these areas.

### **Mitigation Measures**

Proposed mitigation measures to address adverse impacts to plant and animal species and habitat include the following:

Amend the provisions in Chapter 14.32 LMC, Tree and Vegetation Protection and Preservation and other applicable development standards as necessary to reflect updated goals and policies contained in the *Lacey Urban Forest Management Plan*.

Amend the development code to require a two-hundred foot buffer on all properties abutting Woodland Creek.

Begin implementation of Phase II of the Carbon Reduction and Resiliency Plan.

### **Significant Unavoidable Adverse Impacts**

Even with the mitigation measures identified above, future development in the UGA would likely result in significant long term impacts to vegetation, wildlife, and wildlife habitat on a cumulative basis.

## **3.3 Built Environment**

### **3.3.1 Land Use and Housing**

#### **Affected Environment**

Land use patterns in the City reflect a suburban land use form with a series of arterials that pass through Lacey's core and extend through the length of the existing incorporated limits and the unincorporated UGA. People have moved to the Lacey area and generally commuted to work by single occupancy vehicles.

Urban Growth Areas were initially established in 1988 by the Thurston County Board of Commissioners. These boundaries were primarily based on what areas were already urbanized, developed and vested residential development sites, existing land use designations, and areas that needed additional environmental protection such as Woodland Creek and the McAllister Springs Geological Sensitive Area. The 1988 boundaries were used for the adoption of the UGA in 1993 as required by the adoption of the GMA. The primary emphasis for establishing UGAs under the Act was to protect rural resource lands such as agricultural and forest lands from sprawling low-density development. Another key emphasis was to consider properties already developed at urban densities and vested projects which were served by septic tanks and drainfields. Many of these areas were included in the UGA so they could be ultimately be served by public sewer. This is of particular concern because the Lacey area is considered sensitive for aquifer protection and is considered high risk for contamination of groundwater resources that provide 100% of the area's potable water.

There was little commercial retail tax base and a limited employment base at the formation of the City. Commercial development followed residential development and was slow to move beyond the Woodland District for a number of years. Due to the incorporation of Lacey in the 1960s, a lack of a grid street pattern in many areas of the City, and a suburban, large lot development style, Lacey has lacked a core "downtown" commercial area. Commercial development has occurred at a steady pace over the last several years.

Economic development policies and activities need to continue to evolve to ensure that Lacey remains economically viable in the marketplace and to expand job opportunities for Lacey residents to both live and work in the community. Most of the job growth that is expected to occur is forecasted to be concentrated in personal and repair services; food services and accommodations, and retail trade. Jobs associated with these industries often provide lower wages and fewer benefits to employees.

The majority of industrial areas within the City are located north of Interstate-5. Additional Light Industrial/Commercial properties are located adjacent to Pacific Avenue. There are also two areas of designated industrial lands located within the unincorporated UGA. Development standards and uses for commercial, industrial, and mixed-use zones should be examined to consider the findings contained in the *City of Lacey Market Study*, prepared in 2015, changing demographics, and economic trends.

The last twenty years has brought significant changes within the City of Lacey and the unincorporated portions of the UGA. Since the adoption of the initial GMA Comprehensive Plan and zoning and development regulations, residential development and densities have steadily increased, although the primary type of residential development has been the construction of detached single-family homes. If development were to continue to occur at the lowest densities currently permitted in the development code, the City would not be able to provide an adequate capacity of housing units.

It is anticipated that within the next twenty year planning horizon, approximately two-thirds of Lacey's projected population will locate in the unincorporated portion of the UGA and one-third in the within the city limits of Lacey due to available land resources. Most larger greenfield development sites in the City have been developed or will be developed in the next planning horizon. Within the City, development will shift from greenfield to an infill development pattern. The unincorporated UGA has had available land resources and contains many large, vested residential developments. Although there has been substantial residential development, there have been limited commercial and economic development opportunities.

In 2015, there were a total of 19,420 housing units in Lacey, with an additional 13,640 units within the unincorporated UGA. Statistics show an average household size of 2.44 persons, which is down slightly from 2.47 persons in 2000. Historical information indicates that household size has been steadily declining, displaying a trend toward fewer children.

The vast majority of housing units in the City and UGA, a total of 68%, are single-family detached homes; 8,400 units, or 23% of the total, are multifamily units; and the remaining 2,270 are manufactured homes, accounting for 8% of the housing units. From 2000 to 2009, Lacey's incorporated and unincorporated UGA exceeded all other cities and Thurston County for the number of new residential lots and housing units constructed. With increased demand, housing prices began to escalate until the decline in 2008 due to the economic recession. Beginning in 2000, residential units permitted in the unincorporated UGA began to exceed or equal the number of permits issued by the City. This trend reversed in the mid 2000's but is expected to change in the upcoming planning period now that available land in Lacey is nearing build-out.

Demographic information identified the importance of providing for the needs of changing household types and supporting policies that encourage a mix of housing types and sizes. The necessity to accommodate the diverse needs of Lacey residents through changes in age, family size and various income levels is warranted.

### **Relevant Plans, Policies, and Regulations**

LMC Title 16 – Residential Zones; LMC 9.48 – Unfair Housing Practices; LMC 16.64 – Homeless Encampments; LMC 14.14 – Manufactured Home Standards; LMC 3.64 – Multifamily Tax Exemption; MMC 15.07.055 – Conversion, Tenant Assistance.

### **Impacts of Alternatives**

The proposed policies for Alternative 2 would be further developed and refined than Alternative 1 and 3 via implementing ordinances, codes and design standards to serve as mitigation measures for impacts of the Comprehensive Plan as well as development under the Plan.

Existing land patterns would be maintained under Alternatives 1 and 3 increasing development in increased low density design.

### **Mitigation Measures**

Priority areas for annexation would be those that are contiguous to the existing city limits and are developed consistent with city standards and are connected to sewer.

Explore designating “urban holding areas” specifically within the Pleasant Glade and McAllister Geologically Sensitive Area, which would not be developed until such time that sewer service is available. Should development in this area not be anticipated during the next 20-year planning horizon, the city should consider removing the property from the urban growth area in conjunction with a robust public participation campaign.

Consider raising minimum density requirements and/or require a mix of housing types for large projects within the Moderate and High Density Residential zoning districts to ensure they are not dominated by one housing type.

Review the Mixed Use High Density Corridor zone along Martin Way in conjunctions with Thurston County.

Consider re-designating the “Agriculture” zoning district to an “urban holding area” so the Agricultural zones are precluded from developing until rezoned and/or sewer is available.

Refine the definition of “multifamily” and development requirements in the development standards.

Examine incentives and provisions in the development code, and amend, where necessary, to increase incentives to achieve increased densities.

Require sewer to new residential development in the unincorporated portions of the UGA to increase densities and further the wise use of the available land supply.

Evaluate existing commercial and industrial land use designations and provide additional areas to meet the land demand projections for the planning period.

Review existing development standards, policies, and uses to address changing demographic and economic needs, including the Business Park District.

Adopt review criteria for proposed conversion of industrial land to residential land. Adopted review criteria shall include safeguards for an adequate supply of industrial land for future uses.

### **Significant Unavoidable Adverse Impacts**

All alternatives will allow for additional residential, commercial, and industrial development above current developed levels and will increase the potential for land use conflicts and impacts within the Lacey Urban Growth Area. Alternative 2 will result in the most intensive use of land and represents the greatest amount of change over existing land use plans and policies.

As additional growth occurs within the Lacey Urban Growth Area, land will become more scarce and most likely more costly.

### 3.3.2 Public Services & Utilities

#### Affected Environment

Public services and utilities encompass the provision of water and sewer, stormwater management, parks and public trails, and public facilities.

As communities grow, new schools, parks, libraries, streets, and additional police and fire services are needed to serve the increasing population. The Capital Facilities Element of the Comprehensive Plan addresses facility needs combined with a Capital Improvement Plan that details when the project will be constructed and financed.

#### *Water*

Drinking water is of critical importance to the community and growth. The *Lacey Water System Comprehensive Plan* is intended to provide a long term strategy for provision of water to accommodate the long term needs of the Lacey and its Urban Growth Area. The plan is based upon, and coordinated with the land use strategies identified in the Land Use Element. As provided by state law, regulations that impact development must be consistent with the Land Use Element and help implement the Growth Management Act strategies and expectations identified.

The City of Lacey provides water service to approximately 76,000 people within its corporate city limits and adjacent growth area. Groundwater is the primary supply source to the system and Olympia's McAllister Springs facility provides additional supply. Lacey's water service area abuts the City of Olympia's service area and a number of smaller privately owned water systems, many of which lie within Lacey city limits.

Goals and objectives are established by Lacey's Comprehensive Water Plan include providing a sufficient supply to meet increasing water system demands and complete water right mitigation projects in order to utilize new water rights; providing a safe, consistent and efficient supply of high quality water to the customers; increasing source reliability; constructing water supply, distribution, transmission and storage improvements to meet demands; upgrade and replace aging water mains and facilities, provide a financing plan for capital improvements to meet water supply needs based on projected growth. While recent growth rates have slowed, the water utility continues to anticipate strong long-term residential and commercial growth which could drive annual daily water demands as high as 11.60 million gallons by the year 2029.

### *Sewer*

The City owns, operates and maintains a wastewater (sewer) system with a service area of approximately 33 square miles. The system consists of approximately 211 miles of interceptor, gravity, force, and septic tank effluent pumping (STEP) lines and 48 pumping stations.

The City's existing service area includes most of incorporated Lacey. Although sewer service is generally available to all homes and businesses within the City limits, a large number of households, and some businesses are currently utilizing on-site septic systems to treat and dispose of their wastewater. It is anticipated that these businesses and households will connect to the City system in the future.

The City's long term service area corresponds to Lacey's Urban Growth Area. The City is required by the state Growth Management Act to provide sewer service to this area as development occurs.

Treatment and disposal of the collected sewage is provided by the Lacey-Olympia-Tumwater-Thurston County (LOTT) Wastewater Treatment Facility located adjacent to Budd Inlet in the City of Olympia. Wastewater generated in the Lacey sewer service area is transported via the Martin Way inceptor line to the Martin Way Satellite Treatment Facility on Martin Way or the Budd Inlet plant for treatment. The City of Lacey 2014 Comprehensive Wastewater Plan directs wastewater planning by evaluating existing system condition and capacity; investigation of various sewer system alternatives; outline of operation, maintenance, and emergency response issues relating to the wastewater system; and establishing a schedule of system repairs, improvements, and expansion necessary to adequately serve existing and long term sewer service areas. System enhancement and expansion projects in the Capital Facilities Plan will assure a continuous level of capacity in the City's wastewater collection system consistent with established LOS standards through the twenty year planning period.

### *Stormwater*

Expanding population and increased land development have increased issues associated with stormwater runoff. Federal, state and local governments have become increasingly aware of the need for improved management of stormwater runoff to protect water resources. Federal and state regulations require cities and counties to develop and implement stormwater management programs to mitigate existing water quality impacts and to lessen impacts from future development.

Stormwater runoff is the leading contributor to water pollution of urban waterways in Washington through widespread, non-point source pollution. Non-point source pollutants include pathogens, sediments, nutrients, metallic elements, and toxins. Urban land uses have increased impervious surface area which produces higher runoff volumes.

Increasing awareness of storm drainage issues lead the state Legislature to create the Puget Sound Water Quality Action Team (PSWQAT). This group published reports addressing stormwater as a key contributor to Puget Sound water quality problems. Recently, Low Impact Development (LID) standards are being put in place as a strategy for restoring the health of the Puget Sound.

Lacey has completed two comprehensive basin planning efforts, one for Woodland and Woodard Creeks and another for the Chambers Creek basin. These basin plans in conjunction with other reports form the basis for the stormwater capital facilities projects. In 2013, the first-ever Stormwater Comprehensive Plan (SCP) was completed. Under the requirements of the 2013-2018 NPDES Phase II Municipal Stormwater permit, Lacey's 2010 Stormwater Design Manual must be updated by December 31, 2016 to integrate "low impact development (LID) principles and practices as the preferred and commonly used approach.

#### *Fire Protection*

Lacey Fire District 3 provides fire protection to the City of Lacey and the Urban Growth Area. The fire district covers 65 square miles. Lacey maintains a contract with the Fire District for the provision of services within the city limits.

#### *Police Protection*

The Lacey Police Department is responsible for public safety within the city limits. The Department also has a reciprocal service agreement with the Thurston County Sheriff's Department. The Police Department's mission is to protect and serve the citizens of Lacey. To ensure this, the Department provides 24 hour emergency response, patrol, and criminal investigation services.

#### *Schools*

The North Thurston School District (NTSD) provides public school services within the City of Lacey and its growth area. The District educates over 14,500 students each year and is expected to reach over 19,000 students by 2035. The district contains 13 elementary schools, 5 middle schools (including a performing arts magnet school), 3

comprehensive high schools, and one high school of choice. The District is the largest in Thurston County and the 23<sup>rd</sup> largest in the state. The NTSD employs over 2,000 people.

The District prepares a Six-Year Capital Facilities Plan that is revised each year to assess the ability of the district facilities to assist in the delivery of the educational programs adopted by the NTSD.

### *Parks*

The Outdoor Recreation Plan divided the City and its Urban Growth Area into ten “park planning sectors” each encompassing a different geographic area. An inventory of all public and private park and recreational facilities, as well as special features , conditions, and limitations has been conducted.

The goals identified in the *2010 Comprehensive Plan for Outdoor Recreation* is to develop high quality; diversified parks; strong revenue sources; provide facilities to underserved populations; coordinate with other agencies; incorporate ecological and critical areas features; preserve historic and cultural resources; and acquire land for future park sites.

Park needs were assessed by classification including assessing the role private recreational facilities can provide. The plan established a level of service standard of five developed acres of park land per one thousand people.

### **Relevant Plans, Policies, and Regulations**

Several plans and regulations have been put in place to address public facility and utility issues.

The *City of Lacey 2014 Comprehensive Wastewater Plan* identifies planning goals and objectives and level-of-service (LOS) criteria in regard to the collection system capacity. LOTT establishes the level-of-service with regard to treatment capacity and treatment levels.

The *City of Lacey 2010 Comprehensive Plan for Outdoor Recreation* serves as the framework for providing high-quality parks and recreation facilities to residents and visitors of Lacey.

2010 Water Rights Mitigation Plan; 2010 Stormwater Design Manual; and 2014 Development Guidelines & Public Works Standards

### **Impacts of Alternatives**

The impacts of Alternative 1 and 3 are anticipated to be similar with the majority of impacts taking place in the unincorporated portions of the Urban Growth Area. Regardless of which alternative is implemented, the forecast population increases will put additional demand and pressure on public services.

Under Alternative 2, the provision of water and sewer would be more efficient due to concentrated areas of development as opposed to lower density development patterns with the majority of development occurring outside of the municipal boundaries.

As development continues, impervious surfaces will be created. The dense development pattern of Alternative 2 would concentrate impervious surfaces. Since all alternatives accommodate increases in population. Impacts on police and fire service are expected to be similar.

### **Mitigation Measures**

Ensure that areas within Lacey and Urban Growth Area are adequately served with public water and sewer as growth occurs.

All new development in the Urban Growth Area shall be served by sewer. Require septic systems that have failed to connect to city sewer within a specific distance of an existing sewer line.

Advance the preparation and implementation of the Comprehensive Reclaimed Water Plan to secure additional water rights for the City.

Establish an ongoing retrofit program for aging City stormwater facilities.

Review and update design standards for wireless telecommunication facilities.

### **Significant Unavoidable Adverse Impacts**

Increased demand for water and sewer services will be required under all of the alternatives. Additional needs for stormwater treatment facilities as well as parks and other general government services and facilities will be required.

Impacts related to the construction of public buildings and infrastructure will be project specific. The location of the projects and types of services they provide will be the primary determinants in their impacts to the environment.

### **3.3.3 Transportation-(Specific to Land Use Measures)**

#### **Affected Environment**

Transportation planning is tied to land use and the pattern of development that evolves as the urban growth area grows. The transportation system includes various travel modes, such as pedestrian, bicycle, bus, automobile, freight truck, marine vessels, railroads, and airplanes. A multi-modal transportation network includes and connects all of these modes of travel in an effective and efficient manner.

Lacey's status as a primarily residential community means that a well-connected pedestrian and bicycle network, combined with convenient high frequency transit service, is vital to connect residents with jobs, shopping, schools and other daily activities. For this reason, Lacey is striving to employ land use policies that support higher density residential areas located close to employment, shopping, and entertainment opportunities to provide more opportunities to walk, bicycle, or ride high frequency public transit. The goal is not to eliminate private automobiles, but to encourage the use of other transportation modes and ensure that land use policies support this.

The current transportation patterns put a strain on City transportation infrastructure, particularly at morning and evening peak commute times. Connecting Lacey residents with destination sites and jobs closer to home would improve these conditions. Regulations need to be developed and implemented to require street connectivity.

InterCity Transit provides options for commuting including standard bus service, van share, ride share, and commuter bus services. Regular service includes 15-minute headway service along Martin Way, regular 30 or 60-minute service to some of Lacey's neighborhood areas; however, northeast Lacey has seen a tremendous amount of commercial, industrial, and residential growth but transportation options are limited as transit does not yet serve this area. Transit is also necessary to connect employment providers with transit services.

#### **Relevant Plans, Policies, and Regulations**

Several plans and regulations have been put in place to address transportation issues. They include:

2016-2021 Strategic Plan, Intercity Transit.

*2025 Regional Transportation Plan.* This plan is in the process of being updated and is in the comment stage of adoption,

### **Impacts of Alternatives**

Alternative 2 will make better use of mass transit due to a more compact development style. Traffic in the core area may increase as infill development takes place, especially at key intersections throughout the City.

Implementation of mixed-use development in some areas of the City will increase proximity to jobs and housing thereby decreasing commuting distances.

All alternatives will increase noise and air pollution due to additional population growth. Alternative 2 will assist in relieving continued reliance on the automobile.

### **Mitigation Measures**

Ensure a coordinated street system that encourages all modes of transportation including transit, pedestrians, bicyclists, and automobiles.

Support land use policies and plans to allow densities and a mix of uses that reduce the number and length of vehicle trips and increase the opportunity to use public transportation and non-motorized modes of travel.

Develop a pedestrian and bicycle plan to identify existing travel patterns, linkages, and future capital improvements.

Encourage Intercity Transit to extend regular bus service to the Hawks Prairie planning area and reassess service routes to serve growing employment centers and residential neighborhoods.

Develop and ensure the enforcement of agreements between Thurston County ensuring that development occurring within the unincorporated urban growth area is consistent with development standards and road/street level of service standards of the City.

### **Significant Unavoidable Adverse Impacts**

Increases in population will result in increased vehicular congestion to some degree. Changing from auto-dominated travel habits to increased use of mass transit or pedestrian amenities will require an adjustment period and capital improvements that will take time and resources.

# APPENDICES

## Appendix A – Draft EIS Distribution List

Department of Ecology  
SEPA Review Section  
PO Box 47703  
Olympia, WA 98504-7703

U.S. Army Corp of Engineers  
Seattle Dist.-Regulatory Branch  
PO Box 3755  
Seattle, WA 98124-2255

Intercity Transit  
Dennis Bloom  
PO Box 659  
Olympia, WA 98507

WDFW, Region 6  
Darric Lowery  
1111 Washington St. SE  
Olympia, WA 98501

Department of Natural Resources  
SEPA Center  
PO Box 47015  
Olympia, WA 98504

Olympic Regional Clean Air Agency  
2940-B Limited Ln NW  
Olympia, WA 98502

U.S. Fish and Wildlife Service  
510 Desmond Drive SE Suite 102  
Lacey, WA 98503

Department of Ecology  
Wetland Section  
PO Box 47775  
Olympia, WA 98504-7775

Nisqually Tribe  
Joe Cushman  
4820 She-Nah-Num Drive SE  
Olympia, WA 98513

Squaxin Island Tribe  
Ray Peters  
70 SE Squaxin Lane  
Shelton, WA 98584

Port of Olympia  
606 Columbia Street NW, Suite 300  
Olympia, WA 98501

Thurston County Health Dept.  
2000 Lakeridge Drive SW  
Olympia, WA 98502

Puget Sound Energy  
Amy Tousley  
2711 Pacific Ave. SE  
Olympia, WA 98501

City of Olympia  
PO Box 1967  
Olympia, WA 98507-1967

City of Tumwater  
555 Israel Rd SW  
Tumwater, WA 98501

North Thurston Public Schools  
Jeff Greene  
305 College Street NE  
Lacey, WA 98516

Washington State DNR  
Forest Practices  
PO Box 47012  
Olympia, WA 98504-7012

Dept. of Ecology-Toxics Cleanup  
PO Box 47775  
Olympia, WA 98504-7775

WA State Dept. of Commerce  
Western Region  
1011 Plum St. SE  
Olympia, WA 98504-2525

Thurston County Assessor  
2000 Lakeridge Drive SW  
Olympia, WA 98502

Thurston County Treasurer  
2000 Lakeridge Drive SW  
Olympia, WA 98502

Department of Transportation  
PO Box 47440  
Olympia, WA 98504

Thurston County  
Resource Stewardship  
2000 Lakeridge Drive SW  
Olympia, WA 98502

Thurston County  
Transportation Services  
2000 Lakeridge Dr. SW  
Olympia, WA 98502

Washington State Dept. Archaeology &  
Historic Preservation  
PO Box 48343  
Olympia, WA 98504-8343

Thurston County Sheriff  
2000 Lakeridge Drive SW  
Olympia, WA 98502

Thurston Regional Planning Council

2424 Heritage Court SW, Suite A  
Olympia, WA 98502

Housing Authority of Thurston County  
503 West 4<sup>th</sup> Avenue  
Olympia, WA 98501

Lacey Timberland Library  
500 College Street SE  
Lacey, WA 98503

The Evergreen State College Library  
Daniel J. Evans Library  
Mail Stop LIB-2309  
Olympia, WA 98505

Ducks Unlimited  
Conservation Director  
17800 SE Mill Plain Blvd. Suite 120  
Vancouver, WA 98683

Lacey South Sound Chamber  
8300 Quinault Drive NE  
Lacey, WA 98516

Olympia Master Builders  
1211 State Avenue NE  
Olympia, WA 98506

Thurston County Chamber  
of Commerce  
809 Legion Way SE  
Olympia, WA 98501

Lacey Fire District 3  
1231 Franz Street SE  
Lacey, WA 98503

LOTT Alliance  
111 Market Street NE, Suite 250  
Olympia, WA 98501

Washington State Library  
PO Box 42460  
Olympia, WA 98504-2460

Black Hills Audubon Society  
1063 Capital Way South, Room 201  
Olympia, WA 98501

Thurston County Economic Development Council  
665 Woodland Square Loop SE, Ste 201  
Lacey, WA 98503

Thurston County Realtors Association  
510 Stoll Road  
Olympia, WA 98501

Comcast  
410 Valley Avenue NW, Suite 9  
Puyallup, WA 98371

Trout Unlimited  
PO Box 12381  
Olympia, WA 98508

Puget Sound Partnership  
PO Box 40900  
Olympia, 98504

Thurston Conservation District  
2918 Ferguson St. SW  
Bldg 1, Suite A  
Tumwater, WA 98512

Qwest Communications  
Field Engineering Office  
711 Capital Way South  
Olympia, WA 98502

Thurston County Public Works  
9605 Tilley Road S Ste-C  
Olympia, WA 98512-9140

## **Appendix B – Thurston County – County Wide Planning Policies**

**(Adopted November 10, 2015)**

These policies were adopted by the Board of County Commissioners on September 8, 1992. They were ratified earlier by each of the seven cities and towns within Thurston County. Those seven cities and towns are Lacey, Olympia, Tumwater, Bucoda, Rainier, Tenino and Yelm. On August 2, 1993, representatives of Thurston County and the seven cities and towns met to clarify intent of policies 1.2 and 1.3 and to affirm long and short term Urban Growth boundaries established in 1988 around Olympia, Lacey and Tumwater. In 2002, policies were amended to be consistent with RCW 36.70A.215 (“Buildable Lands Program”). In 2015, the policies were amended to incorporate foundational principles and policies from Creating Places, Preserving Spaces, A Sustainable Development Plan for the Thurston Region, December 2013.

Background: The Growth Management Act calls for the faster growing counties and cities within their borders to undertake new planning to prepare for anticipated growth. New parts are to be added to the Comprehensive Plans of these counties and cities, and those plans are to be coordinated and consistent. The framework for this coordination are county-wide planning policies, developed by each county, in collaboration with its cities and towns. These are Thurston County’s county-wide planning policies which will be used to frame how the Comprehensive

Plans of Thurston County and the seven cities and towns will be developed and coordinated.

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## **I. GENERAL POLICIES**

1.1 Balance our needs today with those of future residents, to protect and enhance quality of life and in recognition that each generation is a trustee of the environment for succeeding generations.

1.2 Preserve and promote awareness of our historic, cultural, and natural heritage.

1.3 Develop new ways to cultivate and support respectful civic engagement and participation by residents, and public, private, and nonprofit businesses and organizations, encouraging choices and offering information that contribute to individual, household, and community health and well-being.

1.4 Break down institutional barriers to communication and cooperation, fostering open communication and transparent processes that encourage community-wide participation.

1.5 Think broadly, regionally, and globally – act locally. Acknowledge the interdependence of communities both within and external to our region, recognizing the impacts of our region upon the world, as well as the impacts of the world upon our region.

1.6 Translate vision to policy and act on adopted local plans and policies. Consider the effects of decisions on achieving this vision, while balancing individual property rights with broader community needs and goals.

1.7 Monitor progress and shift course when necessary. Use meaningful, easy-to-understand methods to measure progress on key objectives. Respond and adapt to future social, economic, and environmental challenges.

1.8 Partner across topic areas and jurisdictional boundaries. While supporting local decision making, encourage regional and cross-jurisdictional coordination, communication, and cooperation that increase our capacity to make decisions for the common good across jurisdiction boundaries.

1.9 Build and maintain distinct communities, preserving and enhancing the character and unique identities of the existing urban, suburban, and rural

communities in a way that protects what matters most, while offering additional opportunities to improve on what can be better.

1.10 Meet basic human needs of clean water and air, healthy food, adequate housing, quality education, public safety, and equal access, regardless of socio-economic status.

1.11 Support education, employment, commercial opportunities, cultural, social, and recreational opportunities in appropriate places and at a scale that supports community health and well-being.

1.12 Champion energy efficiency and renewable energy strategies that contribute to energy independence, economic stability, reduced climate impacts, and long-term household and community health.

1.13 Protect the natural environment while acknowledging the interdependence of a healthy environment and a healthy economy.

1.14 Provide for adequate active and passive recreational opportunities.

## **II. URBAN GROWTH AREAS**

(June 5, 1992, Adopted September 8, 1992, Amended November 10, 2015)

2.1 Urban growth within Thurston County is to occur only in designated urban growth areas.

2.2 The boundaries of designated urban growth areas must meet the following criteria:

- a. Contain areas characterized by urban growth.
- b. Be served by or planned to be served by municipal utilities.
- c. Contain vacant land, or under-developed land with additional capacity, near existing urban areas that is capable of supporting urban development.
- d. Be compatible with the use of designated resource lands and critical areas.

- e. Follow logical boundaries.
- f. Consider citizen preferences.
- g. Be of sufficient area and densities to permit the urban growth that is projected to occur in the succeeding twenty-year period.

2.3 Amendments to the urban growth boundaries must use the following process:

- a. Cities and towns will confer with the county about boundary location or amendment.
- b. Proposed boundaries are presented to the Urban Growth Management (UGM) subcommittee of Thurston Regional Planning Council, which makes a recommendation directly to the Board of County Commissioners.
- c. Following a public hearing, the Board of County Commissioners designates the boundaries and justifies its decision in writing.
- d. Cities and towns not in agreement with the boundary designation may request mediation through the State Department of Commerce.
- e. At least every 10 years, growth boundaries will be reviewed based on updated 20- year population projections.
- f. Appeals of decisions made through this process are per the State Growth Management Act, RCW 36.70A.

2.4 Expansion of the Urban Growth Boundary must demonstrate consistency with:

- a. All of the following criteria:
  - i. For South County jurisdictions: the expansion area can and will be served by municipal water and transportation in the succeeding 20 years. South County jurisdictions must demonstrate that the expansion can be served by sewage disposal measures that provide for the effective treatment of waste water in the succeeding 20 years.

ii. For North County jurisdictions: the expansion area can and will be served by municipal sewer, water, and transportation in the succeeding 20 years.

iii. Urbanization of the expansion area is compatible with the use of designated resource lands and with critical areas.

iv. The expansion area is contiguous to an existing urban growth boundary.

v. The expansion is consistent with these County-Wide Planning Policies.

b. One of the two following criteria:

i. There is insufficient land within the Urban Growth Boundary to permit the urban growth that is forecast to occur in the succeeding 20 years; or

ii. An overriding public interest demonstrating a public benefit beyond the area proposed for inclusion would be served by moving the Urban Growth Boundary related to protecting public health, safety and welfare; enabling more cost effective, efficient provision of sewer or water; and enabling the locally adopted Comprehensive Plans to more effectively meet the goals of the State Growth Management Act.

2.5 Reduction of the Urban Growth Boundary must demonstrate consistency with all of the following criteria:

a. Sufficient land will remain within the reduced Urban Growth Boundary to permit the urban growth that is forecast to occur in the succeeding 20 years.

b. The reduced Urban Growth Boundary will include cost-effective sewer and water and transportation service areas, as applicable for each urban growth area.

c. Reduction of the Urban Growth Boundary is compatible with the use of the designated resource lands and with critical areas.

### **III. PROMOTION OF CONTIGUOUS AND ORDERLY DEVELOPMENT, PROVISION OF URBAN SERVICES, AND PROTECTION OF RURAL AREAS**

(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)

3.1 Concentrate development in urban growth areas and protect rural areas by:

- a. Accommodating the county's growth first and foremost in the urban growth areas and ensuring that development occurring in rural areas is rural in character.
- b. Encouraging infilling first within those parts of the urban growth areas that are:
  - i. Already characterized by urban growth that has adequate existing public facilities and service capacities to serve such development,
  - ii. Second, in areas already characterized by urban growth that will be served adequately by a combination of both existing public services and facilities, that are provided by either public or private sources, and
  - iii. Third, in the remaining portions of the urban growth areas.
- c. Phasing urban development and facilities outward from core areas.
- d. Establishing mechanisms to ensure average residential densities sufficient to enable the county as a whole to accommodate its 20-year population projection.
- e. Limiting growth in rural areas to prevent sprawl and the overburdening of rural services, maintain rural character, and protect the natural environment.
- f. Prohibiting urban net densities in rural areas.
- g. Designating rural areas for low intensity, non-urban uses that preserve natural resource lands, protect rural areas from sprawling, low-density development and assure that rural areas may be served with lower cost, non-urban public services and utilities.
- h. Where urban services and utilities are not yet available, requiring development to be configured so urban growth areas may eventually infill and become urban.
- i. Considering innovative development techniques.

3.2 Coordinate Urban Services, Planning, and Development Standards through:

- a. Maximizing the use of existing infrastructure and assets, and leveraging the value of these in building vital, healthy, and economically viable communities.
- b. Making public investments that further multiple community goals, target identified priorities, and leverage additional investment.
- c. Considering both economies of scale and long-term maintenance cost when investing in infrastructure.
- d. Providing and maintaining municipal services (water, sewer, solid waste, public safety, transportation, and communication networks) in a sustainable, and cost effective manner.
- e. Coordinating planning and implementation of policies regarding urban land use, parks, open space corridors, transportation, and infrastructure within growth areas. Developing compatible development standards and road/street level of service standards among adjoining jurisdictions.
- f. Developing, and ensuring the enforcement of, agreements between Thurston County and the cities and towns within its borders, that ensure development occurring within unincorporated urban growth areas is consistent with city utility and storm water planning and conforms to the development standards and road/street level of service standards of the associated city or town.
- g. Phasing extensions of urban services and facilities concurrent with development and prohibiting extensions of urban services and facilities, such as sewer and water, beyond urban growth boundaries except to serve existing development in rural areas with public health or water quality problems.
- h. Identifying, in advance of development, sites for schools, parks, fire, and police stations, major storm water facilities, greenbelts, open space, and other public assets. Acquisition of sites for these facilities shall occur in a timely manner and as early as possible in the overall development of the area.

3.3 Cooperate on annexations in order to accomplish an orderly transfer of contiguous lands within growth areas into the adjoining cities and towns. Cooperate on developing a streamlined and efficient process for annexation, while maintaining appropriate environmental review.

3.4 Provide capacity to accommodate planned growth by:

- a. Assuring that each jurisdiction will have adequate capacity in transportation, public and private utilities, storm drainage systems, municipal services, parks and schools to serve growth that is planned for in adopted local comprehensive plans; and
- b. Protecting ground water supplies from contamination and maintaining ground water in adequate supply by identifying and reserving future supplies well in advance of need.

#### **IV. JOINT COUNTY AND CITY PLANNING WITHIN URBAN GROWTH AREAS**

(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)

4.1 Thurston County and the cities and towns within its borders will jointly plan the unincorporated portions of urban growth areas.

4.2 Each city and town will assume lead responsibility for preparing the joint plan for its growth area in consultation with the county and adjoining jurisdictions.

- a. The lead city or town and the county will jointly agree to the level and role of county involvement at the outset of the project, including the role of each jurisdiction's planning commission.

- b. A scope of work, schedule and budget will be jointly developed and individually adopted by each jurisdiction.

- c. The process will ensure participation by area residents and affected entities.

4.3 The jointly adopted plan or zoning will serve as the basis for county planning decisions and as the pre-annexation comprehensive plan for the city to use when annexations are proposed.

4.4 Each joint plan or zoning will include an agreement to honor the plan or zoning for a mutually agreeable period following adoption of the plan or annexation.

4.5 Nothing in these policies shall be interpreted to change any duties and roles of local governmental bodies mandated by state law; for example, statutory requirements that each jurisdiction's planning commission hold hearings and make recommendations on comprehensive plans and zoning ordinances.

## **V. SITING COUNTY-WIDE AND STATE-WIDE PUBLIC CAPITAL FACILITIES**

(June 5, 1992, Adopted September 8, 1992, Amended November 10, 2015)

5.1 Cooperatively establish a process for identifying and siting within their boundaries public capital facilities of a county-wide and state-wide nature which have a potential for impact beyond jurisdictional boundaries. The process will include public involvement at early stages. These are facilities that are typically difficult to site, such as airports, terminal facilities, state educational facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes.

5.2 Base decisions on siting county-wide and state-wide public capital facilities on the jurisdiction's adopted plans, zoning and environmental regulations, and the following general criteria:

- a. County-wide and state-wide public capital facilities shall not have any probable significant adverse impact on lands designated as critical areas or resource lands; and
- b. Major public facilities that generate substantial traffic should be sited near major transportation corridors.

## **VI. ANALYSIS OF FISCAL IMPACT**

(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)

6.1 Develop financing methods for infrastructure which minimize the taxpayer's overall burden and fairly divide costs between existing and new development.

6.2 Cooperatively explore a method to mitigate the fiscal impact on county government of annexation of significant developed commercial and industrial properties.

6.3 Cooperatively explore methods of coordinating financing of infrastructure in urban growth areas.

## VII. ECONOMIC DEVELOPMENT AND EMPLOYMENT

(June 5, 1992, Adopted September 8, 1992, Amended November 10, 2015)

7.1 Encourage an economy that is diverse, can adapt to changing conditions, and takes advantage of new opportunities.

7.2 Support the recruitment, retention, and expansion of environmentally sound and economically viable commercial, public sector, and industrial development and resource uses, including the provision of assistance in obtaining funding and/or technical assistance.

7.3 Provide in comprehensive plans for an adequate amount of appropriately located land, utilities, and transportation systems to support desirable economic development. Create and maintain regulatory certainty, consistency, and efficiency.

7.4 Acknowledge and look for opportunities to engage with regional economic drivers such as state government, the Port of Olympia, and Joint Base Lewis-McChord. Coordinate economic development efforts as well with other jurisdictions, the Economic Development Council, Chambers of Commerce, and other affected groups.

7.5 Build a vital, diverse, and strong local economy, including job opportunities that support community and **household resilience, health, and well-being, by:**

a. Supporting workforce training and offering opportunities for education and entrepreneurial endeavors.

b. Supporting creativity, arts, and culture.

c. Providing opportunities for a range of business types to succeed.

d. Emphasizing policies that support locally owned businesses including home-based, entrepreneurial, and nonprofit business and organizations.

e. Encouraging the development of local services for food, clothing, and other basic human needs.

f. Nurturing urban and rural agricultural and food-oriented businesses.

g. Protecting resource lands.

h. Encouraging the utilization and development of areas designated for industrial use, consistent with the environmental policies in these county-wide policies.

i. Connecting economic health with personal health and well-being and the advancement of environmental health.

j. Adding incentives for businesses to demonstrate their environmental sustainability including reduction in greenhouse gas emissions.

## **VIII. AFFORDABLE HOUSING**

(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)

8.1 Increase housing choices to support all ranges of lifestyles, household incomes, abilities, and ages. Encourage a range of housing types and costs that are commensurate with the employment base and income levels of jurisdictions' populations, particularly for low, moderate and fixed income families.

8.2 Accommodate low and moderate income housing throughout each jurisdiction rather than isolated in certain areas.

8.3 Explore ways to reduce the costs of housing.

8.4 Establish and maintain a process to accomplish a fair share distribution of affordable housing among the jurisdictions.

8.5 Work with the private sector, Housing Authority, neighborhood groups, and other affected citizens, to facilitate the development of attractive, quality, low and moderate income housing that is compatible with the surrounding neighborhood and located within easy access to public transportation, commercial areas and employment centers.

8.6 Regularly examine and modify policies that pose barriers to affordable housing.

8.7 When possible, provide assistance in obtaining funding and/or technical assistance for the expansion or establishment of low cost affordable housing for low, moderate and fixed income individuals and families.

## **IX. TRANSPORTATION**

(April 30, 1992, Adopted September 8, 1992, Amended November 10, 2015)

9.1 Increase transportation choices to support all ranges of lifestyles, household incomes, abilities, and ages.

9.2 Increase opportunities for riding transit, biking, walking, ridesharing, allowing and encouraging flexible work schedules, and teleworking.

9.3 Encourage efficient multi-modal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans.

a. Local comprehensive plans will consider the relationship between transportation and land use density and development standards.

b. Local comprehensive plans and development standards should provide for local and regional pedestrian and bicycle circulation.

c. Improved transit service will be based on Intercity Transit's plans, informed by and consistent with the regional transportation plan and local comprehensive plans.

d. Transportation Demand Management plans and programs required by State law will be implemented as a key part of the region's transportation program.

e. Improvements to the regional road network will be consistent with local and regional transportation plans.

f. The regional transportation planning process is the primary forum for setting countywide transportation policy.

9.4 The transportation element of each jurisdiction's comprehensive plan will be consistent with the land use element of that jurisdiction's comprehensive plan.

9.5 The transportation element of each jurisdiction's comprehensive plan will include level of service standards for all arterials and transit routes and services. Each jurisdiction will coordinate these level of service standards with all adjacent jurisdictions. Transit level of service standards will be consistent with Intercity Transit policies.

9.6 Each jurisdiction's transportation element will include an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.

9.7 The transportation elements of comprehensive plans adopted by Thurston County and each city and town in the county will be consistent with the Regional Transportation Plan adopted by Thurston Regional Planning Council, in accordance with the provisions of the Washington State Growth Management Act.

9.8 The Regional Transportation Plan adopted by Thurston Regional Planning Council will be consistent with the land use elements of comprehensive plans adopted by Thurston County and the cities and towns within Thurston County and with state transportation plans. To ensure this, the Regional Transportation Plan will be reviewed and updated, if necessary, at least every two years for consistency with these plans.

9.9 All transportation projects within Thurston County that have an impact upon facilities or services identified as regional in the Regional Transportation Plan will be consistent with the Regional Transportation Plan.

9.10 Local and regional transportation plans will consider maritime, aviation, and rail transportation as an integral link to the area's regional transportation needs.

## **X. ENVIRONMENTAL QUALITY**

(August 19, 1992, Adopted September 8, 1992, Amended November 10, 2015)

10.1 Recognize our dependence on natural systems and maintain a balance between human uses and the natural environment.

10.2 Establish a pattern and intensity of land and resource use that is in concert with the ability of land and resources to sustain such use, reduce the effects of the built environment on the natural environment, conserve natural resources, and enable continued resource use, through:

- a. Land-use and transportation plans and actions that encourage compact development and concentrate development in urban growth areas.
- b. Retrofitting existing infrastructure to reduce impacts of the built environment on the natural environment.
- c. Planning for the amount of population that can be sustained by our air, land, and water resources without degrading livability and environmental quality.
- d. Minimizing high noise levels that degrade residents' quality of life.

10.3 Protect the soil, air, surface water, and groundwater quality, including through:

- a. Reducing dependence on the use of chemicals and other products that pollute and, when their use is necessary, minimizing releases to the environment.
- b. Ensuring adequate clean water is available to support household and commercial needs while sustaining ecological systems through conservation, balancing of uses, and reuse.
- c. Protecting ground and surface water and the water of the Puget Sound from further degradation by adopting and participating in comprehensive, multi-jurisdictional programs to protect and monitor water resources for all uses.
- d. Protecting and enhancing air quality.

10.4 Take action to conserve resources, increase use of renewable resources and decrease dependence on non-renewable resources by:

- a. Reducing energy consumption and reliance on nonrenewable energy sources.
- b. Encouraging the reuse and recycling of materials and products, and reduction of waste to the maximum extent practicable.

10.5 Acknowledge that changing weather and climate patterns will impact the human, natural, and built environments and plan for impacts such as increased wildfire, flooding and sea level rise.

10.6 Protect and restore natural ecosystems, such as, forests, prairies, wetlands, surface and groundwater resources, that provide habitat for aquatic and terrestrial plants and animals.

10.7 Provide for public access to natural resource lands, while ensuring that uses and economic activity which are allowed within those lands are sustainable.

10.8 Provide for parks and open space and maintain significant wildlife habitat and corridors.

10.9 Where outdoor lighting is necessary, design the lighting to minimize the light pollution.

## **XI. COUNTY-WIDE POLICIES WHICH ESTABLISH A PROCESS TO DEVELOP FUTURE POLICIES**

(August 10, 1992, Adopted September 8, 1992, Amended July 1, 2002, Amended November 10, 2015)

11.1. Process to determine and assure sufficiency of Urban Growth Areas to permit projected urban population:

- a. The state Office of Financial Management (OFM) growth management planning population projections for Thurston County will be used as the range of population to be accommodated for the coming 20 years.

- b. Within the overall framework of the OFM population projections for the County, Thurston Regional Planning Council will develop countywide and smaller area population projections, pursuant to RCW 36.70A.110 and based on current adopted plans, zoning and environmental regulations and buildout trends.

c. A review and evaluation program pursuant to RCW 36.70A.215 (“Buildable Lands Program”) will be established. The evaluation and subsequent updates required under the Buildable Lands Program will follow timelines in the RCWs, subject to availability of State funding. This evaluation may be combined with the review and evaluation of county and city comprehensive land use plans and development regulations required by RCW 36.70A.130 (1), and the review of urban growth areas required by RCW 36.70A.130(3).

i. In the event of a dispute among jurisdictions relating to inconsistencies in collection and analysis of data, the affected jurisdictions shall meet and discuss methods of resolving the dispute.

ii. Nothing in this policy shall be construed to alter the land use power of any Thurston County jurisdiction under established law.

iii. Because inclusion of this policy is as a result of state mandated legislation, implementation of this policy shall be commensurate with state funding.

d. The Thurston Regional Planning Council will review the smaller area population projections to assure that the 20-year population is accommodated county-wide, and that urban growth areas are of sufficient area and densities to permit the projected urban population.

11.2 These county-wide policies will be reviewed upon the request of four jurisdictions.

11.3 Under the State Growth Management Act, authority for making changes to County-Wide Planning Policies (CWPPs) lies with counties. The State Growth Management Act also states that counties are required to consult with the cities and towns within its borders regarding changes to the CWPPs. It is the role of the Thurston Regional Planning Council Urban Growth Management (UGM) Subcommittee to be the vehicle for this jurisdictional consultation process in Thurston County. Amendments to the Thurston County County-Wide Planning Policies must use the following process:

a. Proposed amendments are to be reviewed by the UGM Subcommittee, which consists of a representative from the City Council of each of the cities and towns

in Thurston County and a representative from the Board of County Commissioners.

b. Technical assistance will be provided to the UGM Subcommittee by jurisdictional Planning Directors or their designated representatives.

c. It is the responsibility of the UGM Subcommittee members to coordinate with their respective Councils regarding amendments to the CWPPs and to do so prior to the UGM Subcommittee making its recommendation on the amendments to the Board of County Commissioners.

d. The UGM Subcommittee will make a recommendation on the amendments to the CWPPs directly to the Board of County Commissioners.

e. The Board of County Commissioners will hold a public hearing on the amendments to the CWPPs. This public hearing would allow Cities and Towns within Thurston County an opportunity to comment directly to the Board of County Commissioners on the amendments.

## **Appendix C – Draft City of Lacey Comprehensive Plan 2016-2035 Goals, Policies & Implementation Strategies**

### **GOALS**

#### Plan Coordination Goals – Land Use Element

Goal: Ensure consistency and coordination between all elements of the Comprehensive Plan, as well as other plans and regulatory land use codes.

#### Residential Goals – Land Use Element

Goal: Ensure sustainable and wise use of land resources to provide an adequate amount and mix of housing types for the anticipated increase in population.

Goal: Ensure that development regulations meet the current vision outlined in the Comprehensive Plan.

#### Infill Goals – Land Use Element

Goal: Adopt zoning strategies that will promote the intensification, densification, and evolution of Lacey’s land use distribution and form into a sustainable pattern of high quality urban development.

#### Commercial & Industrial Goals – Land Use Element

Goal: Designate an adequate supply of land for high quality commercial uses based on appropriate site characteristics, community needs, and adequacy of facilities and services.

Goal: Create vibrant, integrated and well-designed commercial districts in designated areas in the community.

Goal: Encourage and promote the development of high quality industrial development.

#### Subarea Goals – Land Use Element

Goal: Use subarea plans to assist in Lacey’s transition from a suburban to urban community.

Urban Growth Area Goals – Land Use Element

Goal: Use UGA boundaries under the Growth Management Act to guide growth, prevent sprawl into the rural areas, conserve land resources, and promote land use distribution for the efficient provision of urban services and utilities.

Goal: A full range of residential densities, employment, commercial, recreational and civic uses shall be located based upon the UGA boundaries and the availability of roads, utilities and services, and environmental limitations. Development within the Urban Growth Area shall provide a diversity of housing types and high quality development. Infill areas should be the primary areas where growth within the City limits and UGA areas are encouraged.

Goal: Encourage a land use distribution that provides convenience for residents in accomplishing day-to-day tasks in close proximity to residential areas.

Goal: Achieve a mix of uses along designated arterial corridors that are walkable and transit oriented.

Goal: The City should strategically pursue annexations in accordance with the Annexation Policies of the Lacey City Council adopted June 9, 2011.

Goal: Ensure a diversification of employment opportunities in the UGA so residents can work, live, shop and play all within close proximity.

Transportation and Land Use Goals – Land Use Element

Goal: Enhance the function, safety and appearance of Lacey's streets.

Goal: Support land use policies and plans to allow densities and a mix of uses that reduce the number and length of vehicle trips and increase the opportunity to use public transportation and non-motorized modes of travel.

Goal: Prioritize and encourage bicycle and pedestrian trips by providing a safe, well-connected, and convenient bicycle and pedestrian circulation network throughout the City.

Goal: Ensure private development projects, including subdivision and commercial/retail project design, facilitates measures to improve multi-modal transportation.

Goal: Support Intercity Transit's efforts to meet the transportation needs of all segments of the community by providing a high quality, safe, convenient, accessible,

and cost effective transit service as an attractive alternative to the single occupancy vehicle.

#### Parks and Open Space Goals – Land Use Element

Goal: The land use policies should complement and help implement requirements of the City of Lacey Comprehensive Plan for Outdoor Recreation, Regional Trail Plan, and land use regulatory requirements for the provision of open space.

#### Utilities and Capital Facilities Goals – Land Use Element

Goal: Ensure that existing utility customers, and future customers, are adequately served by water, sewer, and stormwater utility services that consider both growth demand projections and asset management.

Goal: Ensure the long term protection and preservation of both the quality and quantity of groundwater and surface waters for all uses.

Goal: Have adequate, high quality library facilities to support library services that meet the current and future needs of the Lacey Community.

#### Essential Public Facilities Goals – Land Use Element

Goal: Minimize impacts associated with the siting of essential public facilities and provide appropriate standards for facilities that will protect neighborhoods and the community.

Goal: Provide public and institutional land use to meet social needs of the community.

Goal: Facilitate a close working relationship with North Thurston Public Schools and other educational organizations to provide the highest possible quality school service to Lacey and the UGA.

#### Health and Human Services Goals – Land Use Element

Goal: Work to achieve a safe, active, and healthy lifestyle for Lacey citizens through community planning and design.

Goal: Work to achieve a community where residents have convenient access to healthy food, clean water, and affordable shelter.

#### Economic Goals – Economic Element

Goal: Lacey Values a Thriving and Sustainable Business Environment—Lacey believes that land uses, environmental stewardship, job creation, and a thriving economy are inextricably linked. By maintaining a high quality of life for citizens, Lacey attracts a

skilled workforce, which attracts the quality job-creating businesses needed for a thriving economy.

Goal: Lacey is Business Ready—The economic needs of Lacey’s citizens are met because Lacey is prepared to meet the needs of all of its business customers.

Goal: Lacey Collaborates Effectively—Lacey continues to work collaboratively with partners, and on its own, to retain, encourage expansion, and attract quality businesses to Lacey that will provide quality jobs; goods and services; generate sufficient revenues

to ensure the provision of essential public services; and to make Lacey a great place to live, work, learn, shop, and play.

Goal: Lacey is Ethical—The City of Lacey is an ethical organization, and its economic development efforts are carried out in an ethical manner.

Goal: Lacey Invests Wisely in its Future—Lacey “incent” businesses to start-up, locate, and expand in Lacey by having a strong economy; suitable available locations, utilities, and infrastructure; a highly skilled workforce; and by making the City’s process to get and stay in operation clear, predictable, fast, and inexpensive.

#### Environmental Goals – Environmental Element

Goal: Development shall protect, conserve and complement natural resources and environmentally sensitive areas and promote sustainability.

#### Resource Lands Goals – Environmental Element

Goal: Accommodate designated natural resource lands within the urban growth area in compliance with the stated intent of goals, policies and land use designations contained in the Comprehensive Plan.

#### Agricultural Lands Goals – Environmental Element

Goal: Accommodate existing designated agricultural uses within the urban growth boundary over the short term support the preservation of agricultural areas of long-term significance outside the urban growth boundary.

#### Forest Lands Goals – Environmental Element

Goal: Recognize and protect suitably located non-commercial urban forest resources within the urban growth boundary and support the protection of commercial forestry activities of long-term commercial significance outside the urban growth boundary.

Goal: Achieve and maintain a vibrant, healthy, and diverse urban forest in Lacey and Lacey's urban growth area consisting of both native and non-native landscape components to improve canopy cover and the aesthetic and physical benefits of trees while protecting infrastructure from tree damage.

Mineral Lands Goals – Environmental Element

Goal: Recognize Lacey's existing designated mineral resource lands while minimizing nuisance to adjacent urban uses.

Critical Areas Goals – Environmental Element

Goal: Incorporate a systems perspective into policy, regulatory, and service decisions, recognizing the interrelationship of people, nature, and the economy.

Wetlands Goals – Environmental Element

Goal: Work to achieve no net loss of wetland resources and increase the quality and quantity of these resources.

Flood Hazard Protection Goals – Environmental Element

Goal: Protect Lacey's citizens and property from flood hazards.

Critical Aquifer Recharge Areas Goals – Environmental Element

Goal: Protect the quality and manage the quantity of groundwater resources.

Geologically Sensitive Areas Goals – Environmental Element

Goal: Protect the health and safety of the community and property to avoid the adverse impacts of erosion, landslide, and other geologic hazards.

Habitat Conservation Areas Goals – Environmental Element

Goal: Provide consideration, protection, and effective management of Lacey's habitat conservation areas.

Carbon Reduction and Resiliency (CR2) Goals – Environmental Element

Goal: Work to reduce greenhouse gas (carbon) emissions and work toward sustainable practices and policies.

Utility Goals – Utility Element

Goal: Ensure that existing residents and future residents are adequately served by water, sewer, and stormwater utility services through planning that considers growth

demand, the environment, and asset management.

Goal: Protect ground and surface water resources to maintain adequate supplies of clean drinking water.

Goal: Coordinate utility and land use plans so that utility services can be provided and maintained for anticipated future land uses.

Goal: Designate utility corridors

Goal: Mandate joint trenching of utility corridors and facilities consistent with prudent utility practice.

Goal: Require compatibility of utility development with existing and planned land uses

Goal: Encourage public participation during planning for siting of utilities

Goal: Regulate vegetation management by utilities

Goal: Encourage conservation of energy resources

Goal: Encourage provisions for land resources for utilities

#### Housing Goals – Housing Element

Goal: Have a sufficient number of single family dwelling units, multifamily units, and group and special need housing to provide a selection of rental and home ownership affordable housing opportunities for all persons.

Goal: Achieve a balanced community with each planning area accommodating a fair share of housing needs for all persons.

Goal: Work with regional agencies and bodies to implement affordable housing techniques consistently and on a regional scale.

Goal: Achieve housing that is compatible and harmonious with existing neighborhood character while allowing infill and providing for environmental sensitivity.

Goal: Provide a variety of housing opportunities for those with special needs.

Goal: Work cooperatively with local jurisdictions, non-profits and religious organizations to reduce homelessness and find ways for providing emergency and transitional shelter to serve the identified needs of this population.

## **POLICIES**

### Framework Land Use Policies – Land Use Element

Policy: It is the City's overall goal to enrich the quality of life in Lacey for all our citizens by building an attractive, inviting, and secure community. The City will work in partnership with the community to foster community pride, to develop a vibrant and diversified economy, to plan for the future, and to preserve and enhance the natural beauty of our environment. All policies and proposed development code and zoning changes should be reviewed with this goal in mind.

Policy: Lacey's land use pattern should accommodate carefully planned levels of development that promote efficient use of land, reduce sprawl, encourage alternative modes of transportation, safeguard the environment, promote healthy neighborhoods, protect existing neighborhood character, and maintain Lacey's sense of community.

Policy: Support efforts for job creation, new livable wage jobs, and promote the diversification of the community's businesses and employment sector.

Policy: Plan for and promote an economically healthy city center that is unique, attractive, and offers a variety of retail, office, service, residential, cultural, civic, and recreational opportunities.

Policy: Diverse, affordable, attractive, and stable residential neighborhoods should be encouraged while providing for a variety of housing opportunities.

Policy: Protect and enhance the quality of the natural environment by protecting and restoring important environmental areas such as shorelines, wetlands, drinking water supplies, urban forests, and the Woodland Creek basin by ensuring development projects meet or exceed established environmental protections, encouraging existing septic systems to connect to City sewer when services are available, and focusing on redevelopment of existing buildings and targeted infill sites.

Policy: Plan to accommodate a 2035 City population of 53,090 and potential annexations of areas within the UGA.

Policy: Ensure that street designs encourage all modes of transportation including transit, pedestrians, bicyclists, and automobiles.

Policy: Emphasize Lacey's role as an environmental steward by conducting City business in a manner that: 1) increases community understanding of the natural environment and participation in protecting it through education and programs; 2)

promotes sustainable land use patterns and low-impact development practices, and 3) leads by example in the conservation of natural resources such as energy, water and trees.

Policy: Continue to support a culture of dialog and partnership among City officials, residents, property owners, the business community, Joint Base Lewis-McChord, and other governmental agencies.

Policy: Encourage active participation by all Lacey residents in planning for the future of the community.

#### Plan Coordination Policies - Land Use Element

Policy: Establish land use policies that are consistent with, and help implement, requirements of the Growth Management Act.

Policy: Establish land use policies that are consistent with and implement county-wide planning policies.

Policy: Integrate the provisions of the Sustainable Thurston efforts in local plans, regulations, and programs, as appropriate.

Policy: Maintain a joint planning program with Thurston County to foster consistent land use designations and development standards in the incorporated and unincorporated portions of the Lacey UGA.

Policy: Provide land use policies that are consistent with, and implement all elements of, the Comprehensive Plan, as well as plans and land use regulations referenced by those plans, including the Housing Element; Capital Facilities Plan; Utilities Element; Transportation Element; Environmental Element; Water Comprehensive Plan; Wastewater Comprehensive Plan, Economic Development Element; Comprehensive Plan for Outdoor Recreation; and the Public Participation Plan.

Policy: Establish land use goals, policies and implementation strategies that give specific guidance on amendments and implementation of development regulations including the zoning code, land division regulations, and design review standards.

#### Residential Policies – Land Use Element

Policy: Assign land use designations that will provide for adequate opportunity for increased densities and a diversity of housing types.

Policy: Review development code provisions to provide increased density opportunities and better define the stated intent of development standards to meet the goals of the Plan.

Policy: Achieve a level of design with innovative, creative, and efficient concepts for integration of different land use types that will facilitate development of great places that provide increased opportunities to live, work, and play.

Infill Policies – Land Use Element

Policy: Identify areas to focus infill density and mixed-use concepts based upon potential capacity, built condition, and infrastructure.

Policy: Development approval criteria should require availability of urban utilities, such as water and sewer.

Policy: Where compatibility issues can be adequately addressed, allow for a range of densities and land use types within the same zone to provide opportunities to enhance the character, functionality, and desirability of areas and promote multi-modal transportation options.

Commercial & Industrial Policies – Land Use Element

Policy: Existing core commercial and mixed-use areas, including urban corridors and nodes, should be the primary focus for commercial development, redevelopment, and infill opportunities.

Policy: Provide for a compatible mix of housing and commercial uses in appropriate locations that enables people to walk to employment and shopping.

Policy: Provide neighborhood commercial zones near residential areas to provide opportunities for neighborhood shopping and services with pedestrian accessibility.

Policy: Provide for a full range of uses to support the development of Lacey as a high quality, and attractive regional commercial center in designated core commercial areas.

Policy: Review existing land use designations and standards and revise as necessary to provide for projected and desired job opportunities and uses.

Policy: Utilize the City's design review standards to encourage clustered commercial and mixed-use development rather than strip commercial development in urban corridors and nodes.

Policy: Prioritize and develop subarea plans for commercial and mixed-use areas to promote redevelopment and infill efforts to define and strengthen sustainability, character and aesthetics in these areas.

Policy: Urban design standards along Lacey’s arterial entrance corridors should provide a sense of positive identity, visual interest, and high quality gateways to the City.

Policy: Designate an adequate supply land for high quality industrial uses based on appropriate site characteristics, anticipated need, and adequacy of facilities and services.

Policy: Develop specific criteria for considering the conversion of industrial lands to residential lands to safeguard an adequate supply of industrial lands for future economic viability.

Policy: Review land use policies and standards to implement the goals, policies, and objectives contained in the Economic Element.

Policy: Prioritize industrial development which adds to the tax base, provides family-wage jobs, and diversifies and strengthens our local economy.

Policy: Utilize subarea planning to help guide the development and redevelopment of planned industrial areas.

Policy: Industrial uses should be located, designed, built, landscaped, operated, and maintained to ensure compatibility with nearby land uses.

Policy: Industrial areas should be located where they are adequately served by necessary utilities and transportation routes, and adverse impacts can be mitigated.

#### Subarea Policies – Land Use Element

Policy: Subarea plans shall guide development that recognizes the identity and character of individual subareas while also effectively transitioning them to more urban uses.

Policy: Use subarea plans to implement placemaking techniques to provide interest, identity, complementary character, compatibility, and sense of place for each subarea. Use of innovative techniques such as form-based codes or other methods shall be considered to achieve placemaking objectives.

Policy: Subarea plans shall strive to provide for a broad range of uses including commercial, office, institutional, parks, and a diverse mix of housing types.

Policy: Utilize subarea plans to identify and prioritize future public investments.

Policy: Continue to support the existing subarea plans for the Woodland District and the Northeast Area Planning Element while also supporting future efforts to develop subarea plans for the Depot District, Martin Way corridor, and Golf Club Road neighborhood.

#### Urban Growth Area Policies – Land Use Element

Policy: Use UGA boundaries as focus for designation of urban densities, to avoid sprawl into rural areas and provide logical service and utility planning.

Policy: Maintain designated growth area boundaries that meet the following criteria:

- 1) Contain areas characterized by urban growth
- 2) Are served by, or planned to be served by, municipal utilities
- 3) Contain vacant land near existing urban areas capable of serving urban development
- 4) Are compatible with the use of designated resource lands and critical areas
- 5) Follow logical boundaries
- 6) Consider citizen preferences
- 7) Are of sufficient area and planned density to permit the growth that is projected to occur in succeeding twenty-year period

Policy: UGA boundaries shall only be amended in accordance with the Growth Management Act, county-wide planning policies and other applicable law.

Policy: Develop and implement a range of strategies to facilitate urban densities within the City and UGA boundary.

Policy: Explore designating “urban holding areas” specifically within the Pleasant Glade and McAllister Geologically Sensitive Area, which would not be developed until such time that sewer service is available. Should development in this area not be anticipated during the next twenty-year planning horizon, the City should consider removing the property from the urban growth area as a future work program item in conjunction with a robust public outreach campaign.

Policy: Re-designate the existing Agriculture zoning districts to an “urban holding area” so that they are precluded from developing until rezoned and/or sewer is available.

Policy: Locations for the highest density development will generally be identified along major arterials and corridors to maximize transportation opportunities and provision of utilities and services.

Policy: Infill and redevelopment should be prioritized around existing neighborhood centers, recognized nodes, and the urban corridor in areas served by City utilities and transit.

Policy: Consider incentive programs to encourage development around existing neighborhood centers, recognized nodes, and the urban corridor in areas served by City utilities and transit.

Policy: Zones designed to permit high and moderate residential density should accommodate a mix of housing types from small lot single family to multifamily uses. These zones should have provisions to ensure they are not dominated by any one type of housing style. To achieve this, the City should consider raising minimum density requirements and/or require a mix of housing types for large projects within these zones.

Policy: All new development in the Urban Growth Area shall be served by sewer.

Policy: Require septic systems that have failed to connect to City sewer within a specific distance of an existing sewer line.

Policy: Encourage residential densities high enough to support, and within walking distance of, basic retail, support services, and areas of employment.

Policy: Provide a mix of uses in close proximity to neighborhoods to enhance their character, functionality, and desirability, and reduce the dependency on the automobile. Encourage, where feasible, mixed-use concepts that integrate commercial uses within the same building as residential uses, with commercial uses on the ground floor.

Policy: Continue to use the village center concept, identified in previous Land Use Elements, as a strategy to achieve a mix of uses. Ensure that the commercial areas associated with the village center are developed to provide basic retail services and employment opportunities in close proximity to residents.

Policy: Continue to participate in the Urban Corridor Task Force and incorporate strategies applicable and appropriate to Lacey that facilitate high density mixed-use development along the urban corridor and centers.

Policy: Apply different mixes of commercial and high density residential land uses along the Martin Way corridor based upon sensitivity to existing uses so they may be integrated into the long term vision.

Policy: Maintain the health and vitality of existing business along Martin Way, by accommodating the continued operation of existing auto-dependent uses that do not meet the intent of the mixed-use high density corridor. Have requirements, as well as incentives, for gaining compliance over time as applications are made for expansion or improvements of non-compliant auto-dependent uses.

Policy: Street frontage improvements are prioritized by the City and County with input from property owners and the public. Prioritization is to be based in part on available funding mechanisms that will include, as appropriate, City/County/community funds, grants, requirements for building permits, Local Improvement Districts, Business Improvement Districts, TDR/incentive program bonuses, or any other combination of funding.

Policy: The City and County shall support coordination of a joint project to improve the Martin Way corridor especially related to pedestrian safety improvements.

Policy: Provide for a mixed-use arterial corridor zone encouraging moderate density residential development and new commercial development opportunities along portions of Sleater Kinney Road and Pacific Avenue. Mixed moderate density corridors should take advantage of marketing opportunities provided by the surrounding planning area and adjacent neighborhoods. Commercial uses permitted should include a range of office, service, and retail activities. Selections should reflect the corridor's marketing opportunities and compatibility with the neighborhood in which the corridor is located.

Policy: Use the 1993 study conducted by Thurston Regional Planning titled "Evolution of a Corridor – From Auto-Oriented Arterial to High Density Residential Corridor", and recommendations from the Urban Corridors Task Force, dated 2011, as guides to modify the mixed-use arterial zone and accompanying standards.

Policy: Consider form-based codes, or other design tools if applicable, to further objectives of the corridor for integration with existing uses, mixed-use opportunities, compact development, higher density, social interaction, affordable housing and other desired characteristics.

Policy: Mixed-use areas will benefit from buildings organized along the street to facilitate pedestrian use.

Policy: The City should analyze future potential annexation areas and prioritize them accordingly. Any prioritization report should identify that any annexation the City pursues is optional and doesn't make the identified annexation a requirement.

Policy: Annexation applications should include a full analysis of each area including a financial feasibility to ensure City services delivered to the area are reimbursed through either property or sales tax revenue.

Policy: Annexations should be approved for properties on City sewer or, once developed, will be served by City sewer.

Policy: Priority areas for annexation would be those that are contiguous to the existing City limits and are developed consistent with City standards and are connected to sewer.

Policy: Consider incentivizing priority undeveloped properties in the UGA to annex into the City limits through upzoning or other measures.

Policy: Develop and implement strategic goals and plans that support and promote diversity of employment opportunities.

Policy: Work with the providers of higher education to ensure that education programs are matched with in-demand skills.

Policy: Work with Joint Base Lewis-McChord to ensure that the housing, business, and recreation needs of those who are associated with the base are being met.

#### Transportation and Land Use Policies – Land Use Element

Policy: Ensure coordination with the Transportation Element of the Comprehensive Plan and the Thurston Regional Transportation Plan.

Policy: Implement a complete and interconnected transportation network through implementation of development guidelines and policies.

Policy: Streets shall be a modified grid pattern that terminates in other streets, where feasible. Alleys shall be utilized in residential and mixed-use development.

Policy: Discourage cul-de-sacs where topography allows and encourage well-connected streets in new and existing neighborhoods.

Policy: Right-of-way and pavement width shall be the minimum necessary to provide for the safe use of vehicles, public transit, bicycles and pedestrians.

Policy: Provide incentives for new development located within ¼ mile of Intercity Transit served corridors. Development incentives could include, but are not limited to, density increases, increased square footage, transportation mitigation fee adjustments, and parking requirement incentives.

Policy: Encourage land development proposals to utilize the full capacity of the existing multi-modal transportation system, especially transit and non-motorized modes.

Policy: Ensure that destination sites, including job centers, commercial areas, office complexes and other economic development generators, are connected with multi-modal transportation options.

Policy: Encourage land use policies that support destination sites where uses are close enough together that consumers, customers and other users can access each use without need of an automobile.

Policy: Support the adopted 'Pedestrian Crossing Policy' and its requirements to consider the installation of marked crosswalks at uncontrolled intersections and mid-block locations as part of public project design, general roadway evaluation and/or review of land use applications.

Policy: Develop a pedestrian and bicycle plan to inventory existing facilities, identify deficiencies, and identify capital improvements.

Policy: Support optional minimum on-site parking requirements to ensure that parking is "right sized" especially in areas where significant on-street parking exists or in areas well served by other transportation modes.

Policy: Require pedestrian-friendly building design within commercial nodes and along corridors. Parking lots serving mixed-use and commercial developments should be located to the rear or sides of buildings.

Policy: Private development projects shall provide bicycle parking and a site design that will accommodate transit.

Policy: Continue to recognize transit's economic development role in the Lacey community by connecting residents to jobs and other day-to-day activities.

Policy: Encourage Intercity Transit to extend regular bus service to northeast Lacey to serve and connect growing residential, commercial, and industrial development. In the interim, support the development of innovative techniques and methods to provide service including shuttles, vanpools, and carpools through partnerships between the City, Intercity Transit, TRPC and the private sector.

### Parks and Open Space Policies – Land Use Element

Policy: Continue to require open space for residential and commercial development.

Policy: Link pedestrian and bicycle pathways with greenbelts, priority habitat sites, wetlands, and open space between neighborhoods. Open space shall be designed into a project from the outset, with sizable and meaningful pieces set aside. It shall not be left to the end, using only those restricted and small spaces that are left over. It should be designed in conjunction with school and community sites whenever possible and should provide a focus for neighborhood activity.

Policy: Coordinate land use policies with open space requirements contained in the critical areas provisions.

Policy: Open space shall be designed to define our community, create outdoor spaces, protect wildlife habitat and the natural environment, and create public and civic spaces.

Policy: Require means to ensure perpetual maintenance of wetlands and priority habitat sites for passive recreational opportunities.

### Utilities and Capital Facilities Policies – Land Use Element

Policy: Provision of utilities shall be consistent with policies of the Land Use Element, further the intent of GMA strategies, and be consistent with County-wide planning policies.

Policy: All proposed development should be analyzed for anticipated impact on utilities and services, either as an element of the site plan review, subdivision review, or as a part of the environmental impact assessment.

Policy: Preference should be given to providing adequate public facilities to the following:

- Settled areas and existing customers, rather than extending new services to sparsely settled or undeveloped areas.
- Incorporated land before serving un-incorporated areas. Sewer extension shall be encouraged in areas needing ground water protection or surface water protection or in areas with existing residential, commercial, or industrial uses operating with failing systems.
- Extension of water utility service beyond the City's established water service area should only be done in cases of failing water service or water quality problems. Utility line extensions to directly serve new customers should be wholly funded by private parties through ULID's or as a development requirement.

Policy: The City plans to provide urban utility services within its UGA consistent with planning policies in the City's Water and Wastewater Comprehensive Plans. As such, the City will support local efforts and facilitate the connection of existing septic systems to City sewer where feasible.

Policy: Residential and commercial development utilizing septic tanks for sewage disposal which have sanitary sewer laterals readily available should be required to hook up to sanitary sewer when the system fails, needs replacement, or requires major repairs. The City will work co-operatively with the Health Department to maximize onsite sewage system design compatibility with the City's sewer system and minimize the problems associated with transition to sewer.

Policy: The Reclaimed Water Utility Element shall define a reclaimed water service area where the City will make reclaimed water available for irrigation and other uses for the responsible use of reclaimed water.

Policy: Ensure that policies, requirements, and standards promote compliance with the Federal Clean Water Act and source water protection provisions of the Safe Drinking Water Act.

Policy: Regularly review and update City of Lacey requirements, standards, and Water, Wastewater and Stormwater Comprehensive Plans as needed to reflect best available science and applicable state and federal regulations.

Policy: Participate in regional efforts to protect surface and ground waters, the development of reclaimed or other multi-jurisdictional water supplies, and in identifying groundwater and watershed protection areas.

Policy: Promote the use of reclaimed water as a strategy and priority for the conservation of water resources given the water resource challenges facing Lacey and Lacey's goals for long term sustainability.

Policy: The City, based on recommendations from its Library Board, will plan in conjunction with the Timberland Regional Library to:

- Evaluate the current library facility available to Lacey citizens for determining space needs
- Recommend a sustainable facility to meet current and future demand
- Evaluate the ability to build on existing infrastructure as an alternative to new construction for recommended service needs
- Encourage extension of library services to all members of the Lacey community
- Plan to be able to provide high quality, accessible library facilities to meet future needs
- Evaluate appropriate sites for future library facilities

- Evaluate the needs of the Lacey citizens for expanded facilities

#### Essential Public Facilities Policies – Land Use Element

Policy: Maintain consistency with County-wide Planning Policies and state law for the siting requirements associated with essential public facilities.

Policy: Continue to provide for essential public facilities through the conditional use permitting process to provide for meaningful review, early public input, impacts to critical areas, and mitigation of probable significant adverse impacts.

Policy: Encourage planning and coordination between jurisdictions to site community transitional facilities to meet state requirements for bed ratios for Thurston County that meet state guidelines and address siting issues throughout Thurston County.

Policy: Promote Lacey's Community Center and encourage supporting community activities to develop around it.

Policy: Recognize the Saint Martin's University Campus Master Plan as the guideline document for campus development.

Policy: Continue to work with Saint Martin's and South Puget Sound Community College as community partners to maximize academic and social opportunities that these resources make available to enhance the quality of life and higher educational achievement for Lacey citizens. Planning should take advantage of these educational and social resources and emphasize these opportunities as a focal point and destination site for the Lacey community.

Policy: Coordinate planning efforts with Timberland Regional Library to provide adequate library facilities to serve the community and provide for life-long learning opportunities.

Policy: Coordinate public and institutional land use needs with capital facilities planning.

Policy: Work with North Thurston Public Schools to facilitate school district planning, siting and design for elementary and middle schools to be a focal point for neighborhood activities. Design and site high schools that serve multiple neighborhoods to best accommodate and serve larger community areas.

Policy: Review development projects for impact to schools and require mitigation of identified impacts. Mitigation may include dedication of property for school sites, development of school or school related improvements, payment of impact fees, other techniques necessary for mitigation, or a combination of the above.

Policy: Ensure all developments within the sphere of influence of a school provide a design with features that support transportation options to traveling to the school site.

#### Health and Human Services Policies – Land Use Element

Policy: Provide opportunity for a distribution of land use types located within planning areas and within walking distance to one another to encourage walking and minimize the need for automobile use.

Policy: Design neighborhoods to promote bicycling and walking to encourage these active and healthy lifestyles choices.

Policy: Prioritize safe routes for capital improvements such as sidewalks, planter strips, street trees, traffic calming, and other pedestrian improvements. Consider incentives for infill development to add off site traffic calming and other pedestrian amenities for designated safe routes.

Policy: Provide opportunities for development of housing to serve Lacey's full demographic spectrum, including a full range of housing choices designed to meet life stage needs of different demographics.

Policy: Provide opportunities to integrate housing into core areas and arterial corridors where services and transportation options can be provided.

Policy: Provide healthy food choice opportunities by design including opportunities for urban farming, and convenient access to grocery stores and farmers markets.

Policy: Support environmental measures to protect critical/sensitive and resource areas and provisions for clean air, water, and soil for overall community health.

#### Economic Policies – Economic Element

Policy: Lacey recognizes the positive impact that businesses provide to citizens, to the economy, and the provision of financial resources necessary to provide essential public services.

Policy: Ensure Lacey's development process remains clear, predictable, timely, and efficient, by looking at ordinances, rules, permitting processes, and policies from the perspective of its business customers to avoid creating unnecessary obstacles.

Policy: Ensure Lacey provides timely, adequate and accurate information so that landowners, developers, and businesses are able to make investment decisions.

Policy: Ensure Lacey continues to improve and streamline necessary processes to provide excellent, efficient, and effective service to its customers.

Policy: Balance the needs of businesses with the needs of its citizens.

Policy: Ensure an adequate supply of developable, appropriately-zoned land is available to meet the various uses needed by Lacey businesses now and in the future.

Policy: Ensure that Lacey has an appropriate level of professional, customer-oriented, trained, and empowered employees to meet the needs of its customers.

Policy: Ensure Lacey has adequate, reliable, affordable, and user-friendly utilities and infrastructure to meet the needs of businesses in Lacey, now and in the future.

Policy: Ensure that street designs encourage all modes of transportation, including transit, pedestrians, bicyclists, automobiles, and trucks/commercial vehicles.

Policy: Work with partners to ensure that all areas of the City are appropriately served by public transit, based on where citizens live, work, learn, shop, and play.

Policy: In the event of a disaster, natural or man-made, Lacey will take positive steps, as soon as possible, to do everything it can to help businesses reopen.

Policy: Be proactive in ensuring that Lacey is ready to meet its business customers' needs by the time the needs arise.

Policy: Continue to work collaboratively with partners through frequent contact to foster relationships with partners, stay current, and adjust to changes in partners' services and needs.

Policy: Work with the EDC, and other partners, to determine what opportunities, if any, the area is missing due to a lack of a CEDS. Lacey will work with the partners to develop a CEDS if appropriate.

Policy: Strengthen partnerships with educational institutions, including South Puget Sound Community College (SPSCC,) St. Martins University, and North Thurston Public Schools.

Policy: Strengthen partnerships with the Port of Olympia and Pacific Mountain Workforce Development Council.

Policy: Work with partners to attract businesses to locations where they will be successful.

Policy: Continue to support a culture of dialog and partnership among City officials, residents, property owners, the business community, the military, community partners, and other governmental agencies.

Policy: Concentrate economic development resources on business retention and expansion, and fostering an environment where local businesses and entrepreneurs can thrive.

Policy: Maintain a joint planning program with Thurston County to foster consistent land use designations and development standards, as well as transportation corridors—for both residents and commerce—in the incorporated and unincorporated portions of the Lacey Urban Growth Area (UGA.)

Policy: Economic development efforts will be carried out in keeping with the City of Lacey's Code of Ethics (Exhibit 4,) the International Economic Development Council (IEDC) Code of Ethics (Exhibit 5,) and the American Institute of Certified Planners (Exhibit 6) Code of Ethics.

Policy: Projects will be treated in a consistent manner based on policies set by Council.

Policy: Implement the City's vision, without sacrificing standards, ensuring that all landowners and developers are treated fairly and equitably, and based on the unique needs of the project and site.

Policy: Utilize all available economic development tools and resources to encourage new business formation, existing businesses to stay and expand, and out-of-area businesses to locate in Lacey.

Policy: When needed for projects that will enhance the City's vision, use incentives as part of a targeted strategy that will create value, create better, long-term results, and/or to cure a particular problem or competitive weakness.

Policy: In the instances when incentives are used, the incentive will be based on the concept of “gain share”, meaning that the incentive earned and paid to the qualifying business represents a portion of revenues that the City has already collected, and would not have collected had the business not located/expanded within Lacey.

Policy: To the extent that incentives are used, they will be focused to also achieve both smart-growth and economic development objectives, by helping to make redevelopment of existing sites already served by infrastructure, public transit, and near worker housing, more financially competitive with development of greenfields.

Policy: Review and adjust all fees regularly to ensure that fees are appropriate; fair; balance smart growth goals with business needs; encourage investment; and foster business creation, retention, expansion, and attraction.

Policy: Encourage local education institutions to partner with economic development organizations and businesses to promote custom workforce training.

Policy: Encourage greater collaboration between local education institutions, JBLM, economic development organizations, and businesses.

#### Environmental Policies – Environmental Element

Policy: Development shall be consistent with the Environmental Element, the provisions contained in the Lacey Municipal Code and sustainability goals and objectives contained in the Comprehensive Plan.

#### Resource Lands Policies – Environmental Element

Policy: Allow for the continued use of designated agricultural and mineral lands in areas that currently provide for such products until such time these properties are ready to transition to urban uses.

Policy: Ensure that land uses proposed adjacent to designated resource lands are compatible with such activities and appropriate buffers and regulations are in place.

Policy: Accommodate appropriate urban densities within the urban growth area that complies with identified goals, policies and development standards to help ease development pressure on areas outside the growth boundary.

#### Agricultural Lands Policies – Environmental Element

Policy: Accommodate urban agricultural activities with sensitivity to urban density and land use compatibility issues.

Policy: Support urban agricultural activities to provide fresh produce to encourage a healthy lifestyle; additional food choices; economic development opportunities; a more sustainable lifestyle; and urban neighborhoods with variety and interest.

Policy: Periodically review the established design standards for urban agricultural activities to ensure that they do not compromise the livability of neighborhoods nuisance levels that could degrade the quality of life for surrounding residents.

#### Forest Lands Policies – Environmental Element

Policy: Implement and refine when needed the provisions contained in the Urban Forest Management Plan and the Lacey Municipal Code for Tree and Vegetation Protection and Preservation.

Policy: Base decisions on the preservation of trees and revegetation upon the requirements for individual development sites; zoning classification considering criteria necessary for maintaining healthy, safe tree stands.

Policy: Create and maintain a street tree program that takes advantage of indigenous trees, provides a coordinated and deliberative approach on preferred deciduous street tree species, and provides diversity of species, interest, and aesthetic quality.

#### Mineral Lands Policies – Environmental Element

Policy: Existing mineral extraction sites in Lacey’s urban growth area should be designated as such upon annexation if the site is being used for mineral extraction.

Policy: Require a land use analysis for the designation of new mineral resource lands in the UGA that considers costs savings, urban reuse of the property, impacts to adjacent areas, and impacts to designated critical areas.

#### Critical Areas Policies – Environmental Element

Policy: Recognize that Lacey’s quality of life is one of its competitive advantages and promote economic growth that maintains and enhances this quality of life.

Policy: Continue to recognize the requirement for, and substantial benefit of , incorporating the use of “best available science” in the overall management of critical areas and natural resource protection.

Policy: Continue to preserve and protect significant environmental features including unique wetlands, shorelines, hillsides, and habitat areas to support wildlife and protect surface and groundwater resources.

Wetland Policies – Environmental Element

Policy: Utilize and amend when necessary Lacey’s wetland protection measures to ensure protection of Lacey’s wetland resources.

Flood Hazard Protection – Environmental Element

Policy: Utilize and amend when necessary Lacey’s flood hazard protection measures to minimize flood hazard impacts to life and property.

Policy: Continue to participate in the National Flood Insurance Program to minimize risk of flood hazard.

Policy: Utilize drainage and erosion control standards to respond and mitigate drainage problems.

Critical Aquifer Recharge Areas – Environmental Element

Policy: Seek to prevent groundwater contamination by protecting groundwater resources through various implementation measures.

Policy: Strive to assure that proactive measures are taken to protect to protect water quality from degradation and promote corrective actions in areas where degradation has occurred so that the net effect is an improvement of ground and surface water quality.

Policy: Continue to implement adopted standards to regulate land uses within sensitive aquifer areas and well head protection areas.

Geologically Sensitive Areas – Environmental Element

Policy: Mitigate geological hazards by proper engineering design and modified construction techniques when risk to health and safety are deemed acceptable. When technology cannot reduce risk to acceptable levels, development in geologically sensitive areas should be avoided.

Policy: Review and refine development regulations and mapping resources for geological sensitive areas as additional resource information becomes available.

Policy: Continue to recognize the McAllister Springs area as geographically sensitive and require environmental performance standards to protect water quality, prevent soil erosion, and minimize surface water runoff and diversion.

Habitat Conservation Areas – Environmental Element

Policy: Utilize information and recommendations from the Department of Wildlife in classifying and designating priority habitats and species.

Policy: Provide habitat for wildlife by maintaining a system of interconnected stream and trail corridors, shorelines, open spaces, and parks in areas of high habitat value.

Policy: Continue to work with area resource partners to identify priority projects for habitat restoration projects.

Policy: Continue to work with the U.S. Department of Fish & Wildlife to provide adequate mitigation, when required, for listed threatened and endangered species and habitat within the Urban Growth Boundary.

Carbon Reduction and Resiliency (CR2) Policies – Environmental Element

Policy: Work to conduct City operations in a manner that provides quality municipal services to the community while encouraging resource conservation and reducing adverse environment impacts.

Utility Policies – Utility Element

Policy: All proposed development should be analyzed for anticipated impact on utilities and services.

Policy: Complete interlocal agreements for the successful completion of water right transfers.

Policy: Encourage the use and distribution of Class A reclaimed water throughout the city and Urban Growth Area as an alternative use of potable water to recharge aquifers and enhance stream flows.

Policy: Reduce and maintain water system distribution leakage.

Policy: Ensure services are provided to all existing populations, regardless of demographics.

Policy: Protect the city's wellhead protection areas from contamination so that additional treatment is not required.

Policy: Protect city water supplies, lakes, and the Puget Sound, and encourage existing septic systems to connect to city sewer, should the service be available.

Policy: Develop and implement strategies for the extension of the wastewater collection system into areas not currently served in the city and urban growth area.

Policy: Protect groundwater and ensure that projects meet or exceed the most current stormwater requirements.

Policy: Control runoff from new development, redevelopment, and construction sites by improved plan review and enforcement coordination, documentation, and tracking.

Policy: Consider resources necessary to serve urban development needs at the earliest possible stages of planning for development.

Policy: Cooperate in the planning of multi-jurisdictional agreements and improvements.

Policy: Continue to encourage coordination and cooperation between the city and the various private utilities

Policy: The city and the utilities should share information regarding development plans, population growth projections, and other information relative to growth and the accompanying demand for services for the development and implementation of capital improvement programs and area plans.

Policy: The City should consistently work to process permits in a timely manner.

Policy: The City should incorporate input from utilities in developing ordinances or resolutions that may impact utility services.

Policy: The City and the utilities shall work together to designate utility corridors.

Policy: Whenever feasible, utility corridors shall be included in public rights-of-way.

Policy: The city shall provide the utilities with timely and pertinent information necessary to plan for joint trenching, including plats, LID's, and road construction projects.

Policy: Utility purveyors shall coordinate joint trenching.

Policy: Require screening and/or architecturally compatible integration of all new above-ground utility facilities.

Policy: Review and update siting and design standards for wireless communication facilities that aim to integrate such facilities into the surrounding environment and limit negative aesthetic impacts.

Policy: Provide for community input on the siting of proposed utility facilities.

Policy: Except in an emergency situation, approval shall be obtained from the City prior to spraying, trimming, or removing vegetation within the public right-of-way. Also, approval shall be obtained from the City prior to vegetation removal on private property. After approval and prior to the work being done, affected property owners should be notified.

Policy: Trimming and removing vegetation shall be performed in an environmentally sensitive and aesthetically acceptable manner and according to professional arboricultural specifications and standards.

Policy: Trees planted under power lines shall be species that will not grow to interfere with the lines, or become potential hazard trees to the lines because of size.

Policy: Encourage development of cost-effective and environmentally sensitive alternative technologies and energy sources, including solar and wind energy.

Policy: Encourage conservation of energy in city facilities.

Policy: Where possible accommodate land resources for utility substations and improvements within the developments that necessitate the utility improvements.

Policy: Utility substations and utility improvements necessary to serve urban growth should be located within the urban growth management boundaries.

#### Housing Policies – Housing Element

Policy: Provide opportunities for development of all housing types to accommodate future needs for each type of housing.

Policy: Monitor the market and available land in the urban growth boundary to provide sufficient area zoned to meet the demand for various types of housing.

Policy: Encourage a wide variety of housing from low to high income in range to allow placement and mobility within the housing market.

Policy: Promote preservation and improvement of existing single-family and multifamily units.

Policy: Support neighborhood revitalization through available grants from the State, Federal and local levels to maintain and improve infrastructure.

Policy: Consider requirements and incentives designed to result in a balanced increased supply of affordable housing for extremely low, very low, low and moderate income households in all parts of the City.

Policy: Consider programs that include mandatory requirements for new developments targeting individual planning areas until housing goals for target groups in each planning area are achieved.

Policy: A myriad of affordable housing strategies should be implemented by all of the surrounding jurisdictions in Thurston County to meet housing needs for extremely low, very low, low and moderate income households on a regional scale.

Policy: Public and nonprofit agencies with expertise in housing practices and special needs, such as the Housing Authority, should be a major partner in inclusionary programs.

Policy: The Housing Authority or other agency should take a lead role where its expertise and function lends itself to best accomplish program objectives. Lead responsibility might include such tasks as qualifying households by income bracket, monitoring target objectives, overseeing and administration of an affordable housing trust, taking ownership of dedicated lots and units, contracting for the development of units, monitoring the sale and resale controls of designated public units, and other related tasks.

Policy: When designating areas for infill and zoning classifications, consider and place emphasis on the composition of the neighborhood, housing need, available infrastructure, principals of walk- ability and healthy communities.

Policy: When implementing infill projects in designated areas, require design of infill projects that will:

- 1) Meet the housing needs of the planning area considering variety and choice.
- 2) Can be integrated successfully into the existing residential environment considering form based concepts and healthy community objectives.
- 3) Provide a form, look and feel and social functionality\* that will add to the character, desirability and value of the surrounding neighborhood.

Policy: Continue to utilize design review guidelines for all residential developments.

Policy: Provide opportunities for development of various types of group housing.

Policy: Ensure a full range of housing and facilities for the accommodation of persons with special needs exist within each planning area with consideration for promotion housing in those planning areas providing the most services for such individuals.

Policy: Design group homes and facilities for special populations so that they are integrated, compatible, and harmonious with surrounding land uses.

Policy: Enforce all requirements of the International Building Codes that includes requirements of the Americans with Disabilities Act and the Fair Housing amendments.

Policy: Based upon identified need, provision of facilities and services should be addressed by all local jurisdictions with fair share commitment reflected in local budgets.

Policy: Ensure location and use of emergency and transitional housing considers and is successfully integrated into the surrounding neighborhood without impact to other land use activities.

Policy: Linkages with the business, religious and nonprofit communities as partners in ending homelessness should be maintained and expanded.

## **IMPLEMENTATION STRATEGIES**

### **Residential Implementation Strategies – Land Use Element**

1. Amend density standards in the Moderate Density and High Density Residential Districts to identify minimum density standards and distinguish development densities between the zones.
2. Refine the definition of “multifamily” and development requirements in the development standards.
3. Examine incentives and provisions in the development code and amend, where necessary, to increase incentives to achieve increased densities in desired areas.
4. Require sewer to new residential development in the unincorporated portions of the UGA to increase densities and further the wise use of the available land supply.
5. Review development standards for infill development to ensure compatibility between existing and new development.

### **Commercial & Industrial Implementation Strategies – Land Use Element**

1. Evaluate existing commercial and industrial land use designations and provide additional areas to meet the land demand projections for the planning period.

2. Consider developing subarea plans and form-based code provisions for identified priority commercial and mixed-use high density corridor areas.
3. Review existing development standards, policies, and uses to address changing demographic and economic needs, including the Business Park District.
4. Adopt review criteria for proposed conversion of industrial land to residential land. Adopted review criteria shall include safeguards for an adequate supply of industrial land for future use.
5. Develop standards and programs complementary to economic development strategies identified in the Economic Element.

#### Subarea Implementation Strategies – Land Use Element

1. Complete the Depot District subarea plan.
2. As part of the review of the Mixed Use High Density Corridor zone jointly with Thurston County, consider developing a subarea plan and form-based code for the Martin Way area between Carpenter Road and Galaxy Drive.
3. Complete the Golf Club Road subarea plan as Lacey’s first neighborhood plan.
4. Continue to support the implementation measures identified in existing subarea plans.

#### Urban Growth Area Implementation Strategies – Land Use Element

1. Consider raising minimum density requirements and/or require a mix of housing types for large projects within the Moderate and High Density Residential zoning districts to ensure they are not dominated by any one type of housing style.
2. Review the Mixed Use High Density Corridor zone along Martin Way. The City and County Planning Commissions should review and update the zoning code for the corridor, specifically focusing on facilitating a mix of uses on larger parcels, a mix of uses within the corridor and identifying strategic parcels for more intensive study.
3. Consider re-designating the “Agriculture” zoning district to an “urban holding area” so that Agriculture zones are precluded from developing until rezoned and/or sewer is available.
4. Explore designating “urban holding areas” specifically within the Pleasant Glade and McAllister Geologically Sensitive Area, which would not be developed until such time that sewer service should be available. Should development in this area not be

anticipated during the next twenty-year planning horizon, the City should consider removing the property from the UGA in conjunction with a robust public participation campaign.

#### Transportation and Land Use Implementation Strategies – Land Use Element

1. Develop regulations and codify requirements for street connectivity (street connectivity ordinance).
2. Develop a pedestrian and bicycle plan to inventory existing facilities, identify deficiencies, and identify capital improvements.
3. Encourage Intercity Transit to extend regular bus service to northeast Lacey to serve and connect growing residential, commercial, and industrial development.

#### Utilities and Capital Facilities Implementation Strategies – Land Use Element

1. Incorporate stormwater LID best management practices by reviewing and revising development related codes, rules, and standards to comply with the Stormwater Management Manual and the National Pollutant Discharge Elimination (NPDES) Phase II permit requirements.
2. Prepare a comprehensive reclaimed water system plan to guide the future construction of a reclaimed water distribution system to serve Britton Parkway and future main street corridors and to secure additional water rights for the City.
3. Continue to coordinate planning with the Lacey Library Board and library district to determine appropriate facilities to meet future needs.

#### Health and Human Services Implementation Strategies – Land Use Element

1. Review land use designations to provide for an adequate supply of mixed-use and higher density development patterns.
2. Review street standards to require the connection of street and pedestrian systems, where feasible.

#### Environmental Implementation Strategies – Environmental Element

1. Amend the provisions in Chapter 14.32 LMC, Tree and Vegetation Protection and Preservation and other applicable development standards as necessary to reflect updated goals and policies contained in the *Lacey Urban Forest Management Plan*.
2. Amend the development code to require a two-hundred foot buffer on all properties abutting Woodland Creek.
3. Begin implementation of Phase II of the Carbon Reduction and Resiliency Plan.

4. Add review criteria to Chapter 16.45, Mineral Extraction District to require an analysis of designating new mineral resource lands in the UGA to determine if significant cost savings can be obtained from using minerals close to their source; the potential for reusing the mined land for other purposes once mining is complete; potential conflicts and impacts to adjacent urbanized areas; and impacts to designated critical areas.
5. Re-examine designated agricultural lands for compatibility and intensity fo nearby land uses, land values, and availability of public facilities to determine if more appropriate zoning should be put in place.

#### Utility Implementation Strategies – Utility Element

1. Advance the preparation and implementation of the Comprehensive Reclaimed Water Plan to secure additional water rights for the city.
2. Review and update design standards for wireless communication facilities.
3. Maintain and update the six-year Capital Facilities Plan on an annual basis to coordinate and schedule utility capital improvements.
4. Establish an ongoing retrofit program for aging city stormwater facilities.

#### Housing Implementation Strategies – Housing Element

1. Participate in on-going regional efforts to plan for adequate affordable housing for very low, low, moderate, and middle income households consistent with the Countywide Planning Policies.
2. Include provisions for reasonable accommodations in planning and building standards that comply with the Fair Housing Act and the Washington Housing Policy Act.
3. Include zoning mechanisms and development standards that can increase density in appropriate areas. These mechanisms may include infill development, including reevaluating infill standards for lots in developed neighborhoods; minimum densities for selected residential zones; zero lot line development; and density bonuses for multi-family and mixed-use developments.
4. Consider including incentives for the multi-family tax exemption in other areas of the City including urban corridor areas, areas served by transit, and designated infill areas.
5. Review and update the development standards to include strategies and provisions that encourage affordable housing and provide housing for special needs

populations such as mixed-use development, congregate care facilities, retirement homes, accessory dwelling units, and inclusionary zoning.

6. Review the land use permitting process to ensure continued efficiencies in an attempt to not significantly add to development costs.

\*NOTE: The policies of an approved Shoreline Master Plan (SMP) are considered to be an element of the City's Comprehensive Plan. The policies contained in the City of Lacey Shoreline Master Program are incorporated by reference into this Comprehensive Plan.

## Appendix D - City, State, and Federal Regulations that Address Protection and Mitigation for Elements of the Environment (WAC 197-11-444)

SEPA Checklist Category	City of Lacey Regulation (LMC)	State/Federal Regulation
<b>Earth</b>	Chapter 14.30-Removal of Topsoil; Chapter 2-Excavation and Grading; 2014 Development Guidelines & Public Works Standards; Chapter 16.10-McAllister Springs Geologically Sensitive Area Residential District; Chapter 14.37-Geologically Sensitive Areas Protection; Section 16.57.050-Ground & Soil Contamination; Section 15.01.065-Subdivisions Adjacent to Resource Lands	
<b>Air</b>	Section 16.57.040- Emissions	Permitting and registration programs, Olympic Region Clean Air Agency (ORCAA)
<b>Water</b>	Chapter 14.26-Shoreline Master Program; Chapter 14.28-Wetlands Protection; Chapter 14.31-Zero Effect Drainage Discharge; Chapter 14.36-Critical Aquifer Recharge Areas Protection; Chapter 16.19-Shoreline Zoning; Chapter 16.54-Environmentally Sensitive Areas Protected; Chapter 14.34-Flood Hazard Prevention; Chapter 16.10-McAllister Springs Geologically Sensitive Area Residential District	Hydraulic Project Approval (HPA), WDFW; 401 Water Quality Certification, DOE; Section 404 Permit; CoE; Section 10 Permit, CoE; National Pollution Discharge Elimination System Permit, DOE

SEPA Checklist Category	City of Lacey Regulation (LMC)	State/Federal Regulation
<b>Plants</b>	Chapter 14.26-Shoreline Master Program; Chapter 14.28-Wetlands Protection; Chapter 14.32-Tree & Vegetation Protection & Preservation; Chapter 14.33-Habitat Conservation Areas Protected; Chapter 16.80-Landscaping Standards; Chapter 14.30-Removal of Topsoil; Chapter 16.19-Shoreline Zoning; Chapter 14.20-Street Trees; Urban Forest Management Plan	Forest Practices Permit, DNR; Priority Plants, DNR
<b>Animals</b>	Chapter 14.33-Habitat Conservation Areas Protected; Chapter 14.32-Tree & Vegetation Protection & Preservation; Section 9.56.226-Harassment of Wildlife and Waterfowl	Endangered Species Act, Section 4,7,& 10 Regulations, USFWS; Priority Habitats and Species, WDFW;
<b>Energy and Natural Resources</b>	Chapter 16.45-Mineral Extraction District; Chapter 14.09-Energy Code	Washington State Energy Code;
<b>Environmental Health</b>	Section 16.57.030-Noise; Section 16.57.040-Emissions; Title 13-Water and Sewage; Thurston County Environmental Health Standards; Title 8-Health and Welfare; 2009 Natural Hazards Mitigation Plan; 2013 Comprehensive Emergency Management Plan	Model Toxics Control Act, DOE; Underground Storage Tank Permit, DOE; Pipeline Safety Program, WUTC
<b>Land and Shoreline Use</b>	Chapter 16.19-Shoreline Zoning; Chapter 14.26-Shoreline Master Program; Chapter 16.21-Urban Agriculture; Title 16-Zoning; Chapter 16.54-	Shoreline Management Act, DOE

SEPA Checklist Category	City of Lacey Regulation (LMC)	State/Federal Regulation
	Environmentally Sensitive Areas;	
<b>Housing</b>	Title 16-Residential Zones; Chapter 9.48-Unfair Housing Practices; Chapter 16.64-Homeless Encampments; Chapter 14.14-Manufactured Home Standards; Chapter 3.64-Multi-family Tax Exemption; Section 15.07.055-Conversion-Tenant Assistance	
<b>Aesthetics</b>	Chapter 15.12-Design Standards for Subdivisions; Short Subdivisions, and Binding Site Plans; Chapter 14.23-Design Review; Chapter 14.02 Residential Building Registration Program; Chapter 14.12-Uniform Sign Code; Chapter 14.16-Property Maintenance Code; 2014 Development Guidelines and Public Works Standards; Chapter 16.80 Landscaping requirements; Chapter 12.22-Underground Communication Facilities;	
<b>Light and Glare</b>	Chapter 14.23-Design Review; Section 15.12.130-Street Lights	
<b>Recreation</b>	Chapter 15.12-Design Standards for Subdivisions, Short Subdivisions, and Binding Site Plans; Section 14.23.088-Open Space; Chapter 15.22-Community Facilities; 2010 Comprehensive Plan for Outdoor Recreation	

<b>SEPA Checklist Category</b>	<b>City of Lacey Regulation (LMC)</b>	<b>State/Federal Regulation</b>
<b>Historic and Cultural Preservation</b>	Chapter 16.53-Historic Preservation; Section 14.23.074-Design Criteria for Lacey Villas Historical Neighborhood; Participating in the Certified Local Government Program (CLG); Participating in Data Sharing Agreements with DAHP; Proposing to adopt Standard Inadvertent Discovery Language	Section 106 Review, Dept. of Archaeology and Historic Preservation; Governor’s Executive Order 05-05
<b>Transportation</b>	Title 12-Streets and Sidewalks; Chapter 14.20-Public Works Construction; Chapter 14.21-Traffic Mitigation and Concurrency; Chapter 10.10-Bicycles; Chapter 10.14-Parking; Chapter 10.40 Transit Tax; Chapter 10.46-Commute Trip Reduction Plan; Section 15.12.090-Pedestrian Features; Section 15.12.140-Pedestrian and Transit Friendly Improvements; Chapter 16.72-Off-Street Parking and Loading 2015-2020 Transportation Improvement Plan; 2014 Development Guidelines and Public Works Standards;	Americans with Disabilities Act Title II and the Rehabilitation Act Section 504; WSDOT Design Standards; American Association of State Highway and Transportation Officials (AASHTO) standards
<b>Public Services</b>	Chapter 12.28-Development Standards and Public Works Standards; City of Lacey 2015-2034 Capital Facilities Plan; Chapter 14.07-International Fire Code; Section 15.01.060-Concurrency for Public Facilities, Utilities and Roads;	

SEPA Checklist Category	City of Lacey Regulation (LMC)	State/Federal Regulation
	Chapter 15.12-Design Standards for Subdivisions, Short Subdivisions and Binding Site Plans; Chapter 15.22-Community Facilities	
<b>Utilities</b>	Title 13,-Water and Sewage (Sewer, Water, Reclaimed Water, Storm and Surface Water Utilities); Chapter 8.04- Garbage and Refuse Storage and Disposal; Chapter 15.12- Design Chapter 16.68- Wireless Communication Facilities; Chapter 12.22- Underground Communication Facilities; 2013 Water System Comprehensive Plan; 2010 Water Rights Mitigation Plan; 2015 Water Shortage Response Plan; 2005 Wastewater Comprehensive Plan; 2010 Stormwater Design Manual; 2013 Stormwater Comprehensive Plan	