



LAND USE COMMITTEE
NOVEMBER 2, 2015
NOON
COUNCIL CHAMBERS

1. **UPDATE ON DRAFT CHAPTERS 1 & 2 OF 2016 COMPREHENSIVE PLAN**
RICK WALK, COMMUNITY DEVELOPMENT DIRECTOR
(STAFF REPORT ATTACHED)

2. **FORM BASED CODE UPDATE**
RICK WALK, COMMUNITY DEVELOPMENT DIRECTOR
(STAFF REPORT ATTACHED)



LAND USE COMMITTEE
November 2, 2015

SUBJECT: Draft Comprehensive Plan Chapter 1, Introduction and Chapter 2, Profile

RECOMMENDATION: Update the Land Use Committee on Draft Chapters 1 & 2 of the 2016-2035 Lacey Comprehensive Plan as reviewed by the Planning Commission.

STAFF CONTACT: Scott Spence, City Manager *SS*
Rick Walk, Community Development Director *RW*
Ryan Andrews, Planning Manager *RA*
Christy Osborn, Associate Planner *CO*

ORIGINATED BY: Community Development Department

ATTACHMENTS: 1. [Draft Chapter 1 – Introduction](#)
2. [Draft Chapter 2 - Profile](#)

FISCAL NOTE: None

PRIOR REVIEW: None

BACKGROUND:

RCW 36.70A, the Growth Management Act (GMA) requires every city and county in the state to conduct a mandatory review and update of its comprehensive plan and development regulations at least once every eight years. This review is intended to address relevant changes in the GMA and respond to changes in land use and population growth. The city is required to be in compliance with the requirements of the GMA, including the periodic update requirements, to be eligible for grants and loans for certain state infrastructure programs. Lacey is required to update our Comprehensive Plan by June 30, 2016.

Starting in 2013, the City has been in the process of drafting an update to the Comprehensive Plan to comply with the 2016 statutory deadline. The overall challenge for the community is to implement specific land use strategies to accommodate over 30,000 more people in the next twenty years while maintaining our quality of life. The initial review process by the Planning Commission involved community outreach conducted under the

Envision Lacey public participation plan and review of the land use element. After this initial review, the process was restructured to take a more holistic look at the Plan. This process has included reorganizing the Plan to improve clarity, readability, and structure by including core topics and issues; and implementation measures to help define and implement the City's vision for the next twenty years. The Planning Commission has reviewed various elements including the Land Use, Environmental, Economic Development, Utilities, and the update to the Wastewater Comprehensive Plan (among others). The Planning Commission is currently reviewing a draft Housing Element.

Phase II of **Envision Lacey** began this summer with public outreach efforts conducted at various community events. This outreach included asking residents what community-wide measures should be taken to meet the carbon emissions reduction target outlined in the CR₂ Plan. The target is a 15% reduction of 2005 emissions by the year 2020. Public outreach efforts have now begun with presentations to various community organizations such as the Kiwanis, Rotary, Panorama City Club, Lacey Chamber, and the Olympia Master Builders. These presentations will also coincide with meetings scheduled to take the Planning Commission "on the road" to hold meetings in specific planning areas, as well as review by the Land Use Committee.

Following the meetings in specific planning areas, the draft Plan will be finalized and presented for final review by the Planning Commission prior to review and adoption by the City Council in the spring.

DRAFT CHAPTER ONE-INTRODUCTION

Chapter one is an introduction that provides the background for all of the different elements that comprise the overall Comprehensive Plan. Proposed edits to this chapter will include the addition of an executive summary that would highlight the vision for the 2016 update, key concepts, and the areas of focus of the update. Some sections of this chapter will need revisions as each element of the Plan is completed.

A summary of the content in chapter one includes:

- A summary of the establishment of urban growth areas for cities in Thurston County in 1983 and the adoption of the first GMA Comprehensive Plan for the City in 1994. The Plan was reviewed and updated in 2003, with a partial demographic/forecast update in 2008.
- The GMA requires joint planning between the County and the City. This planning is in part provided for in the County-Wide Planning Policies (CWPP's). The CWPP's outline the process for establishing joint planning policies and basic policy guidance. Revisions to the CWPP's to reflect the vision and principles in the "Sustainable Thurston " Plan are currently going through the public review process with the Thurston County Board of Commissioners for adoption. The Urban Corridors Task Force was also a joint planning effort completed in 2012.
- Lacey's Urban Growth Area outside of the City limits represents 10,503 acres and is sized with enough capacity to accommodate growth for the next twenty years.
- The Comprehensive Plan contains twelve elements that are required to be internally consistent and coordinated.

- The City's annual population rate of 3.38 percent is above the state and national average and is projected to continue. Lacey's residential zones within the City limits are nearly built out, necessitating strategies to target areas for infill and mixed-use development. Residential land resources exist in the unincorporated portions of the UGA. Residential development in the unincorporated UGA is projected to outpace residential development in the City within the next twenty years.
- The progression to a more urban form will require opportunities for compact, mixed use development and infill, continued subarea planning efforts, and strategies to provide commercial services and a greater range of transportation options for existing low density areas.
- Most of the Lacey work force commutes out of town for employment. Job creation and improving our retail tax base are high priorities in the Plan and will be supported by the Economic Development Element and other community building efforts.

DRAFT CHAPTER TWO-PROFILE

This chapter provides baseline information that helps inform the Land Use Element. The Profile includes a historical context, current land use patterns and uses, population projections and vacant land studies, and the sizing of the Urban Growth Area (UGA).

A summary of the content in Chapter two includes:

- Lacey's early history as a community with an early dependence on a resource based economy with the development of commerce, industry, and a housing boom after World War II. With the pressures of urbanization, it became inevitable that urban services were necessary and thus the City incorporated in 1966.
- Lacey's current land use patterns have been significantly shaped by its history as a suburban community, the railroad, geography, and the transportation system and interstate highway.
- The population of the City and its urban growth boundary are expected to grow by over 32,000 people during the twenty year planning period with population in the UGA surpassing the population of the City.
- Development of Lacey's Central Business Districts, Woodland District, Lacey Gateway and the Martin Way Urban Corridor have significant development potential if the market and zoning strategies support a mixed-use, higher density land form.
- The current UGA boundary is adequate to accommodate anticipated growth for the next planning period.
- It is anticipated that 13,406 additional housing units will be needed by the year 2035 to accommodate anticipated growth.
- Anticipated demographic shifts in the population guided by aging baby boomers and the Millennial generation, show a growing need for varied housing types including smaller housing in urban areas with multi-modal transportation options.
- It is projected that 18,180 new jobs will be added to the City and its UGA in the upcoming planning period.

RECOMMENDATION

The Land Use Committee will be briefed on the draft chapters of the Comprehensive Plan. No action by the Land Use Committee is necessary at this time.

ADVANTAGES:

1. The periodic review of the Comprehensive Plan and development regulations provides the City an opportunity to help define, refine and implement the community's vision for the next twenty year planning period.
2. The periodic review of the Comprehensive Plan and development regulations provides the community an opportunity to respond to changes in land use and population growth.
3. The periodic review of the Comprehensive Plan allows the City to be in compliance with the requirements of the GMA and thus enables the City to be eligible for certain state grants and loans.

DISADVANTAGES:

1. None identified.

**CITY OF LACEY
LAND USE ELEMENT OF THE
COMPREHENSIVE PLAN
2016 Update**

**CHAPTER I
INTRODUCTION**

DRAFT

I. INTRODUCTION

A. Growth Management Act

Thurston County and its cities were already involved in growth management and comprehensive planning prior to the enactment of the Growth Management Act. During the 1980's Lacey and Thurston County were in the forefront of many growth management-related initiatives including an inter-local agreement in 1983 which established urban growth areas and urban densities, delineated annexation areas, and specified that zoning in the Urban Growth Areas (UGAs) would not be changed when they were annexed. A second phase of inter-local planning was completed in 1988 with another Urban Growth Agreement which identified short and long-term growth boundaries and also established where the cities of Lacey, Olympia, and Tumwater could annex in the county. Additionally, the agreement only allowed cities to extend sewer service into the area within the short term urban growth boundary. Some of these principles were later incorporated into the State's Growth Management Act.

The Growth Management Act (GMA) is a comprehensive land use law in the state of Washington designed to manage growth. It was passed by the Legislature in 1990 (with an amendment in 1991) in a period of explosive growth in Washington, and the growing concern of its citizens that the state was losing its precious natural landscape to traffic congestion and sprawl. Between 1960 and 1990, the state experienced a 41% population increase and much of it occurred in the unincorporated areas outside of cities. In that same period, Lacey's population more than doubled from 8,860 at the time of its incorporation to 19,279 residents in 1990. With the passage of the Growth Management Act, all urban counties and their cities were required to plan comprehensively and for the future.

GMA has fourteen specific planning goals covering the broad spectrum of components that growth management must address in order to be effective. Lacey adopted its first GMA Plan in 1994, and has subsequently updated and revised the Plan, ensuring that the City complies with these concepts for management of growth under the GMA.

The GMA provides the following goal statements to define its growth management strategy (RCW 36.70A.020):

- **Urban Growth:** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- **Reduce Sprawl:** Reduce the inappropriate conversion of undeveloped land into sprawling low density development.
- **Transportation:** Encourage efficient multi-modal transportation systems that are based on Regional priorities and coordinated with County and City Comprehensive Plans.
- **Housing:** Encourage the availability of affordable housing to all economic segments of the populations of this state. Promote variety of residential densities and housing types, and encourage preservation of existing housing stock.
- **Economic Development:** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of the state, especially for unemployed and for disadvantaged persons, promote retention and expansion of existing businesses, recognize regional differences impacting development opportunities, and encourage growth in areas experiencing insufficient

economic growth; all within the capacities of the state's natural resources, public services, and public facilities.

- **Property Rights:** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- **Permits:** Applications for both state and local governmental permits should be processed in a timely and fair manner to ensure predictability.
- **Natural Resource Industries:** Maintain and enhance resource based industries, including productive timber, agricultural lands, and discourage incompatible uses.
- **Open Space and Recreation:** Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
- **Environment:** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- **Citizen Participation and Coordination:** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- **Public Facilities and Services:** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- **Historic Preservation:** Identify and encourage the preservation of lands, sites, and structures that have historical and archaeological significance.
- **Shoreline Management:** Per RCW 36.70A.480 Shorelines of the state, the goals and policies of the Shoreline Management Act, as set forth in RCW 90.58.020, are added as one of the goals of the Growth Management Act.

B. County-Wide Planning Policies

Because growth impacts are not localized between one jurisdiction and the next, an effective growth management effort must cross jurisdictional boundaries and require coordination between multiple governmental and quasi-governmental agencies and departments. In addition, urban growth areas include unincorporated lands and joint planning is required between the County and City. To provide direction on this coordination, GMA has a section that provides the framework for counties and cities to work together through "joint planning" which is to be provided for under "County-Wide Planning Policies" which seek to "establish a county-wide framework from which county and city comprehensive plans are developed..." (RCW 36.70A.210).

County-wide planning policies are intended to provide a process for establishment of joint planning and related policies and basic policy guidance on the range of planning issues jurisdictions face. State law provides a number of provisions detailing the intent and requirements of county-wide planning policies in section 36.70A210 RCW. Some excerpts from this section that reflect the intent and focus are:

"...a "county-wide planning policy" is a written policy statement or statements used solely for establishing a county-wide framework from which county and city comprehensive plans are developed and adopted pursuant to this chapter."

“The legislative authority of a county that plans under RCW 36.70A.040 shall adopt a county-wide planning policy in cooperation with the cities located in whole or part within the county....”

RCW 36.70A 210, the section outlining requirements for county-wide planning policies and minimum requirements for those policies, lists the following minimum requirements:

A county-wide planning policy shall at a minimum address the following:

- 1) Policies to implement RCW 36.70A.110.
- 2) Policies for promotion of contiguous and orderly development and provision of urban services to such development.
- 3) Policies for citing public capital facilities of a county-wide or state-wide nature.
- 4) Policies for county-wide transportation facilities and strategies.
- 5) Policies that consider the need for affordable housing.
- 6) Policies for joint County and City planning within urban growth areas.
- 7) Policies for county-wide economic development and employment.
- 8) An analysis of fiscal impact.

County-wide planning policies were agreed to by local jurisdictions and signed September 8, 1992. The agreed upon county-wide planning policies mirror requirements of the GMA and were to provide a blue print for crafting GMA plans. All of the items listed as mandatory elements are covered in Thurston County’s county-wide planning policies. In addition, Thurston County has two sections not listed under minimum requirements; Environmental Quality and Process. Under the Process section, the policies outline the procedure to develop population projections and procedures for updating and amending the county-wide planning policies when appropriate.

In 2015, the County-wide planning policies were amended to reflect the vision and principles adopted through a robust regional planning process titled “Sustainable Thurston”—better known as the *Regional Sustainability* plan. The goals and policies from *Sustainable Thurston* were integrated directly into corresponding sections within the County-wide planning policies to memorialize and recognize sustainability principles across all jurisdictions.

C. Urban Growth Areas

GMA requires each county and local jurisdiction planning under the Act to designate a specific UGA. As urban growth is confined to a designated UGA, planning for utility, transportation, capital facilities, and other services becomes easier and the cost of providing related infrastructure is more efficient and manageable. Additionally, confining urban growth to a UGA helps conserve rural areas for other purposes, such as resource conservation, agriculture, or timber production.

The urban growth boundaries have been utilized by Thurston Regional Planning Council (TRPC) and the City of Lacey, along with other data, to accomplish the vacant lands study and population estimates and projections for growth. The urban growth boundaries are the foundation for implementation of the requirements for GMA planning. Lacey’s Urban Growth Area outside of the City limits represents 10,503 acres or 16.4 square miles. The UGA was sized with enough capacity to accommodate growth for the next twenty years and encompass areas already characterized by urban growth. Areas characterized by urban growth include land use types developed prior to 1990 such as strip highway commercial and residential areas developed at a

suburban density on septic systems. A majority of this land use type is represented at the edges of the UGA within the Seasons and Meadows planning areas. The size of the UGA also responds to the need to protect groundwater in the southeast portion of the Urban Growth Area within the McAllister Springs Geologically Sensitive Area. Allowing future growth in this area to be served by sewer ensures that City wells in the area are protected from impacts that could occur from an over proliferation of septic systems.

D. Local and Joint Plans

City of Lacey and Thurston County Land Use Plan for the Lacey Urban Growth Area

Lacey adopted its first Land Use Element under the Growth Management Act in 1994. The 1994 Plan focused on establishing the desirable character, quality, and pattern of physical development of the City and its urban growth area. It specified an appropriate amount and location of various land uses, appropriate densities and intensities, and the timing of land uses in various locations. It also coordinated how Lacey and its urban growth area developed and how necessary infrastructure and capital improvements would be accomplished to serve the growth. The focus of the 1994 Plan also included:

- Establishment of joint planning with Thurston County and designation of the Lacey Urban Growth Area. The Plan recognized the importance of joint planning and establishment of implementation standards that are consistent in both the City limits and UGA.
- Establishment of Neighborhood Commercial zones throughout the City and UGA to provide day-to-day commercial opportunities within walking distance of all homes.
- Designation of mixed-use corridors to provide walkable, transit friendly areas for higher density residential uses with commercial services.
- The requirement for a range of residential zones within each planning area to provide housing opportunities for all demographic needs. It also required a mix of development types to avoid concentrated areas of high density housing that might focus low income demographics into one area and lead to neighborhoods with low diversity.

In 2003, the Land Use Element was reviewed and updated at the ten year mark to verify that the growth projections and land capacity analysis developed in 1994 remained valid and on track with development trends. The 2003 plan also focused on:

- Maintaining the variety of residential zoning districts to accommodate higher densities while providing a solid mix of housing choice and affordability.
- Affirming commercial and residential design policies. Residential design regulations have been subsequently updated to create walkable neighborhoods with varying rooflines and interesting streetscapes that are less dominated with garages. For commercial buildings, ensuring that buildings are being located closer to streets with elevations that are pedestrian friendly and help define the street.
- Clarification of policies related to economic development. This included an analysis of the Community Commercial Districts and a focus on a diversification of employment opportunities.
- Promoting the provisions for active and passive recreational opportunities through a network of parks and open spaces.

Sustainable Thurston

In 2011 Thurston Regional Planning Council (TRPC) successfully competed for a Sustainable Communities Program Grant from the Federal Department of Housing and Urban Development (HUD), enabling a multiyear process to develop a regional plan for sustainability - *Sustainable Thurston*. In the spring of 2011, the City of Lacey together with 29 other jurisdictional, agency and nonprofit partners within Thurston County signed a memorandum of understanding committing to actively participating in the regional planning effort. A task force comprised of representatives of the inter-jurisdictional partners was formed to act as an advisory body to TRPC, oversee the Sustainable Thurston process and present a draft plan to TRPC for adoption.

The task force created a number of subcommittees and panels made up of elected officials, representatives from local jurisdictions, commercial groups, and stakeholders. It has also involved significant public participation in the form of community meetings and workshops.

Special committees of the task force were organized by subtopics that fall under the larger scope of “sustainability” such as Economic Development, Housing, Water Infrastructure, Schools and Transportation, Local Food Systems, Land Use, Transportation and Climate Change, Energy, and a number of others. Sustainability goals and policies and the background information, analysis and data developed by the task force, are available to local jurisdictions to consider for implementation according to the need and individual circumstances of local governments and stake holder organizations. While not expected to be mandatory for local jurisdictions, the goals, policies, technical information and strategies identified or developed by the Task Force generally have applicability to Lacey and will be incorporated in Lacey’s Comprehensive Plan, as appropriate.

On December 6, 2013, the Thurston Regional Planning Council officially adopted *Creating Places - Preserving Spaces: A Sustainable Development Plan for the Thurston Region* and on February 27, 2014, the Lacey City Council passed Resolution 1007 which stated that the recommendations of the Plan will be integrated into City plans, regulations, and programs.

Urban Corridors Task Force

A focus on the urban corridors is not a new idea. As far back as 1994, Lacey made provision for development along our urban corridors to take advantage of potential higher density and mixed-use. Moderate Density and High Density zones were also located in consideration of arterial corridors and new zones were developed to encourage mixed-use.

The Mixed Use High Density Corridor was developed for Martin Way and a Mixed Use Moderate Density zone was developed and applied to part of Pacific Avenue and Sleater Kinney Road. Much of this early effort followed a study by the Thurston Regional Planning Council (TRPC) and Olympia called “Evolution of a Corridor”.

The Urban Corridors Task Force was a joint subcommittee of TRPC and the TRPC Transportation Policy Board. Between November 2009 and July 2012, the Task Force worked to establish an objective understanding of background conditions along the region's key urban corridors, identify and understand barriers to achieving adopted land use visions, and identify potential opportunities for addressing those barriers. Task Force members looked at the relationship between transportation and land use in these corridors, and worked to understand the market factors that influence the viability of infill and redevelopment projects in this region. The Task Force recommend a suite of measures to help jurisdictions transform this region’s premier

transit corridor, and to shape its form and location in priority districts. Much of the work related to urban corridors in Lacey will be to analyze the Moderate and High Density Corridor zones and adjust zoning standards and other implementation measures to ensure that the vision for the corridor is being achieved. This analysis will also need to be done in close coordination and partnership with Thurston County as much of the Martin Way corridor lies within county jurisdiction.

E. Land Use Regulations

A comprehensive plan means little if it is not implemented. To be successful, the plan must be implemented by the combined efforts of all stakeholders including private developers, residents, civic groups and local government through capital improvements. Many of the plan's goals and policies reflect and recognize this shared responsibility.

The City has created and will continue to develop regulations to ensure that growth and development occurs consistent with the community's values and goals as expressed in the Comprehensive Plan. These regulations include zoning, subdivision, building and environmental codes, and design review guidelines and standards.

F. Capital Facilities and Budgets

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 lists the facilities that will be needed over the next twenty years to serve the population which is combined with a Capital Improvement Plan that details when the project will be constructed and financed. The City Council updates this list every year as part of the budget process. In addition to ongoing needs for repair and maintenance, the list of capital facility improvements includes the projects that will be needed to support growth in conformance with the Comprehensive Plan.

G. The Comprehensive Plan

The Comprehensive Plan establishes the desirable character, quality, and pattern of physical development of the City and its Urban Growth Area. It will specify an appropriate amount and location of various land uses, appropriate densities and intensities, and the timing of land uses in various locations. By reviewing the use of land and timing for development, it will coordinate how Lacey and its UGA develop and how necessary infrastructure such as roads, utilities, and capital improvements are coordinated to serve and support the expected growth.

If we do not make conscious decisions about our limited land resources, decisions will be made for us. If we are to use our limited resources wisely, we must do more than react to land use issues, we must take positive action to direct our community's future land use and character. The Comprehensive Plan provides direction for achieving the community's goals and common vision by designating the location, timing, and types of uses, while coordinating the elements of the Plan responsible for the provision of necessary infrastructure and services.

This Land Use Element, as well as the Housing, Transportation, Capital Facilities and Utilities Elements, are continually updated through a joint planning process between the City of Lacey and Thurston County pursuant to requirements of the County-wide planning policies and the

knowledge that inter-jurisdictional cooperation is necessary to further the joint land use interests of Thurston County and Lacey citizens. These Comprehensive Plan Elements include background information, goals, policies, maps, and other information to guide and inform the City of Lacey and Thurston County governmental actions within the Lacey UGA for the next twenty years.

There are some goals and policies that apply only to the incorporated City of Lacey. Goals or policies applying only to incorporated areas are clearly stated as such by having clear reference to the City of Lacey. These goals and policies do not apply to areas under county jurisdiction, and therefore, the Lacey City Council would not be required to participate in the unincorporated county implementation phases of the Plan.

The list in Appendix II identifies the goals and policies of the Plan that do not rely on an annexation/urban development standards agreement for implementation by the County. Both jurisdictions will strive to implement all portions of the Comprehensive Plan. Future amendments will be coordinated similar to original adoptions.

All other discussions, identified issues, goals or policies are assumed to apply both to the City and the unincorporated UGA. However, many of the policies provide specific guidance for development standards necessary to implement goals identified in the Plan. The City will prepare specific implementing regulations in its zoning code and other development regulations to implement these policies; the County does not intend to prepare implementing legislation for development standards, but instead shall rely on an annexation/urban development standards agreement between the City and the County to adopt the City's implementing legislation, as specified in the joint policies.

H. Elements of the Comprehensive Plan, How They Relate and What They are Designed To Do

The City of Lacey Comprehensive Plan

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. Because many factors influence growth, a comprehensive approach is necessary in order to develop a plan that considers topics ranging from land use, transportation, utilities, parks, natural environment and economics. In accordance with the Growth Management Act adopted by the State of Washington, the City of Lacey has developed a Comprehensive Plan consisting of several "elements" as required by the Act, and elements considered optional by the Act. These elements are:

- Land Use Element
- Housing Element
- Transportation Element
- Environmental Element
- Comprehensive Plan for Outdoor Recreation
- Water Comprehensive Plan
- Wastewater Comprehensive Plan
- Stormwater Comprehensive Plan
- Capital Facilities Plan
- Economic Development Element

- Utilities Element
- Public Participation Plan

As a holistic document establishing the community's vision and how it will grow and evolve, it is paramount that the elements that make up the Comprehensive Plan be balanced, coordinated and consistent. For example, the Land Use Element establishes the land use pattern, density, and intensity that the transportation and utility systems must support. However, the Land Use Element should not create a plan that cannot be physically or financially supported by transportation, utility services, or private investment. Each element must be progressive, proactive, and mutually support the other elements in order for the Comprehensive Plan to guide the community for the twenty year planning horizon in a concurrent and predictable manner. This chapter provides an overview of each Comprehensive Plan element, the key issues, and the consistency and relationship of each element with the other elements.

The Land Use Element

The Land Use Element contains the community vision for the kind of city it aspires to be with the goals and policies that support the community vision. Through the Land Use Element and associated maps, land is designated for use that the City will need to accommodate growth forecasts. This includes the full range of land use activity necessary to make Lacey a great place to live, work, learn, shop, and play.

The Land Use Element must achieve and maintain desirable land use balances over the twenty-year planning horizon. Balance within this Element must be struck: the balance between people's use of the land and lands left in a natural state; the balance between urban, rural, and resource types of uses; and the balance among different types of uses in the urban and rural areas relative to the demand for such land uses. As such, the Land Use Element acts as a community guide for decisions about when, where, and how future development takes place and where public facilities are located or should be located in the future.

Planning in Lacey has come with challenging constraints. Unlike a new town that can be planned from the start to create the most efficient distribution and form, Lacey incorporated in 1966 as a residential community consisting primarily of single family detached structures on suburban-style lots. At the time of incorporation in 1966, Lacey had a population of only 7,650. Significant population increase over the last several decades has resulted in a population of 42,830 in 2011. The annual population growth rate from 2000 to 2011 was 3.38 percent, well above both the national and state average. This significant rate of growth is projected to continue, with an estimated population of 53,087 by 2035. This does not consider potential annexations of areas of the Urban Growth Area surrounding Lacey, which could significantly increase this number.

Lacey started out as a city with little commercial retail tax base, limited employment base, very little diversity of land use, and was auto dependent. Traditional town planning with street grids was challenging because of Lacey's large lakes that limited regular connections both north to south or east to west. While parts of the older areas have isolated street grids, most of Lacey is composed of suburban designed arterials that serve collectors that generally connect local access streets to residential subdivisions.

Prior to the adoption of the Growth Management Act in 1990, Lacey's land use form and distribution had taken on the classic model of suburban sprawl. The low density residential pattern that had developed in Lacey was not conducive to multi-modal transportation. The

pedestrian in Lacey had become mostly obsolete, replaced by the automobile as homes were isolated from commercial services and other destination sites. As with many other suburban cities largely developed after World War II in Washington State and across the nation, Lacey's road infrastructure and utilities were stretched to serve the sprawling land form. The wider Lacey's streets became to provide capacity for automobiles, the more automobiles utilized the roads. Suburban development in Lacey had resulted in expensive infrastructure to provide, as well as maintain, over the long term.

With this as an inherited land use form, Lacey began planning under GMA and adopted its first GMA plan in 1994. Land use strategies under GMA were designed to reverse the land use trend that represented most of Lacey's growth pattern. The basic strategy of GMA is to contain sprawl by requiring urban growth boundaries. Within the UGA, a more efficient, affordable and sustainable land use would evolve through more compact and mixed-use development.

Early local work in Lacey's GMA plan provided opportunities for the vision of a new urban form. Strategies included mixed-use and high density along urban corridors; high density and mixed-use within large tracts of land designated for development such as Village Centers; new subdivision standards that allowed smaller lots throughout the City; designations allowing higher densities; and locating a series of new Neighborhood Commercial and Community Commercial zones located at strategic nodes throughout the area to provide commercial services within close proximity of every neighborhood.

After two decades of experience under the Growth Management Act, Lacey's residential zones within the City limits are nearly built out, necessitating strategies to target appropriate areas and parcels for infill and mixed-use. Residential land resources within the Urban Growth Area still exist but many are limited in their development potential because of utility and infrastructure needs, critical areas, and are a distance from the existing city limits making annexation difficult.

Commercial development in Lacey continues at a steady pace, however, economic development policies and activities need to continue to ensure Lacey stays competitive in the regional marketplace. Additionally, opportunities need to be expanded to make certain Lacey residents can work here, ensuring that Lacey continues to move away from its bedroom community past.

In continuing the evolution to a more urban form, the plan recognizes opportunities for compact, mixed-use development and existing and future sub-area planning efforts within Lacey's Woodland District, within the Lacey Gateway, along Lacey's defined mixed-use corridors, and other nodes with potential to serve as high density, mixed-use, or urban centers. In addition, strategies are introduced to provide commercial services and a greater range of transportation options for existing low density areas to reduce reliance on the automobile. These strategies are expected to provide more functionality in accommodating day-to-day activity, and are expected to achieve a higher measure of sustainability.

To achieve the vision set out in the Land Use Element, updating of development standards will be a priority. This includes development of form-based zoning concepts (see Chapter VI, Innovative Techniques) and updated land use standards. Outstanding design and innovation for successful place-making and designated priority sites and zones with incentives for development will also help ensure that the goals and policies of the Land Use Element are achieved. These strategies should be evaluated for their effectiveness to ensure that the City's vision is being implemented and adjusted accordingly should these strategies fall short of their goals.

The Housing Element

The Housing Element addresses a primary need for any city: shelter. Lacey's vision provides the opportunity for every citizen to have a range of affordable housing choices in whatever neighborhood they want to live.

Housing should ideally be easily accessible to a person's destination site, with a range of transportation options to make the cost of living more affordable. These ideal qualities bring up a range of challenges, including providing an inventory of housing to meet population increases and the form of housing to provide choice to ensure Lacey's neighborhoods are walkable and easily accessible to destination sites. The Plan provides strategies to address these challenges.

The City is expected to increase from a 2011 population of 42,830 to 53,087 by 2035, representing an additional 10,257 people. This will require an estimated 4,273 residential units, assuming a ratio of 2.4 persons per household. Combining Lacey and the UGA, a growth from 76,210 to 107,720 is projected, requiring 13,129 additional units for the anticipated increase of 31,510 residents.

Demographics of Lacey are expected to change over the coming decades and this will impact housing demand. Today's population over 65 represents about 14.1% of Lacey's population, which is slightly higher than the national average of 12%. This is expected to change to 19% by 2035. Changing demographics bring lifestyle influences. As aging baby boomers retire, many will want to down size and live in areas that are close to services.

The Millennial generation, children born from the late 1970's to the early 2000's, bring a new profile with a priority for smaller, more affordable housing close to services and social activity. There is an expected demand for housing similar to traditional neighborhood development (TND) which provides access to services and transportation options, and are walkable.

A difficult challenge for Lacey to overcome will be locating housing within close proximity to places of employment. Lacey's history and development included a number of local employment activities, such as logging and a local plywood plant and State government has always represented a major portion of local employment. The local military base also represents a main demographic for the community, with approximately 5000 active duty personnel living in Lacey. Most employment locations have been within Lacey's downtown area; the Woodland and Central Business Districts. This area currently has few housing opportunities and is separated from residential areas.

A main strategy of the Land Use Element and the Housing Element is to target the Woodland District, the Urban Corridors, and the Hawks Prairie Business Districts with housing as well as employment opportunities. New strategies in the plan look to locate housing and work areas in close proximity, while encouraging mixed-use development. As part of targeting these areas for additional development, incentives will be used to make it more beneficial to the development community to build within these particular zones through financial incentives and administrative and code advantages. Incentives should target all demographics to provide housing to a range of citizens, including those within lower income groups.

Another issue is choice of housing location within any neighborhood. Past planning efforts have focused on promoting opportunities within any planning area for a range of demographic income

profiles. Early plans had residential designations providing for a range of housing styles and density within each planning area. The current update takes this a step further, providing for a range of housing styles and home ownership and rental opportunities within each neighborhood area. Incentives have been developed to provide more housing at a higher density in targeted areas.

The Plan also addresses the issue of cost of housing in concert with the Land Use Element by providing opportunities for compact and small lot housing and a range of techniques to accommodate a higher density that can make it easier for the development community to build more housing for less cost. Land costs have always been the biggest expense in housing development. Being able to get more use on less land can lower land costs per unit substantially.

The Housing Element also looks at providing housing for the homeless, a demographic group that has often been overlooked. The Thurston County Homeless Census documents the number of Lacey citizens without homes. North Thurston Public Schools has documented many homeless children. The new update dedicates an entire section to identifying issues of homelessness, with a range of tools to bring to the table to combat homelessness. Temporary shelter opportunities are identified, as well as addressing the root causes of homelessness and providing alternatives for transition into a permanent housing situation.

The Transportation Element

The Transportation Element links together transportation and land use planning in Lacey. Lacey began transportation planning in concert with land use planning under the State Growth Management Act (GMA) in 1994. The basic vision in 1994, and still today, is to achieve and maintain an outstanding quality of life by growing smart as we accommodate projected population growth. This will require Lacey to continue to evolve to a more urbanized environment. As this transition occurs, it is the intent of the Transportation Element to provide the basis for a comprehensive transportation network that serves the transportation needs of the suburban Lacey of today while planning for the needs of an urbanized Lacey of tomorrow. To meet this task, the Transportation Element supports the policies of the City's Land Use Element, with a street system that continues to emphasize a multimodal transportation system supporting all transportation types.

Making the transportation network operate as efficiently as possible has been, and will continue to be, a key goal for the City. As the urban arterial network matures, the City will balance mobility and access with access management techniques and improved connectivity throughout the network. Development of a street grid providing drivers alternative routes throughout the City and an interconnected pedestrian network tying together neighborhood destination sites is a priority.

The City has been successful developing and implementing street standards designed to make pedestrian activity and use of bus services more convenient. Requirements for sidewalks, planter strips, and street trees, and pedestrian scaled lighting have improved the pedestrian realm considerably. These efforts will be continued through neighborhood planning activity where residents can identify routes to schools, bus stops, and neighborhood destination sites and suggest pedestrian improvements to make walking safer and more comfortable throughout their neighborhood. Additionally, a future non-motorized transportation plan has been identified as a priority to ensure that the City maintains existing, and plans for future, safe and convenient pedestrian and bicycle facilities including sidewalks, trails, and street crossings.

Complete streets concepts will be refined and combined with transportation efficient land use policies, coordinated regional Commute Trip Reduction programs, and other demand management strategies. Close coordination with North Thurston Public Schools, Intercity Transit, and other government agencies will continue to reduce the drive alone rate and encourage other modes of transportation.

Lacey will continue to improve transportation options and efficiency of the transportation network through emerging technology. Intelligent Transportation System (ITS) technologies are improving mobility for transit, pedestrians, and vehicles. Signal technology identified in the 2012 Smart Corridor project will provide additional time for buses that are behind schedule, adjust signal operations by time of day, provide pedestrians a head start in crossing the street at the beginning of signal phases, and identify alternate routes to relieve heavy congestion.

Sustainability is another emphasis in the Comprehensive Plan and is reflected in the Transportation Element. To help reduce transportation impacts on the environment, street designs incorporate low impact development techniques and Greenroads® style performance metrics. The Plan has provided for charging infrastructure needed to keep pace with emerging technologies like electric vehicles. Charging and alternative fueling stations are incorporated into the roadway design and in major commercial developments. This plan is adaptive and policies will provide the opportunity to respond to innovative approaches in meeting transportation needs and creating a more sustainable position.

The Transportation Element supports refined land use goals and policies and builds on the successes of the last decade in moving the City to a position that is less automobile dependent and is expected to increase the use and efficiency of other transportation options. This has been an emphasis since 1994 but has been problematic as Lacey has a suburban land use pattern that is predominantly single family, detached housing segregated from commercial services. This results in suburban travel patterns dependent upon automobile use.

With over twenty years of implementation of GMA strategies designed to reverse dependence on automobile use and suburban land use patterns, automobiles are still the dominate mode of transportation and suburban development the dominant land use form. Lacey has not had much success in promoting compact development and mixed-use with density necessary to support transportation alternatives. This Plan accommodates the need of existing land use, but supports new policies in the Land Use Element designed to reverse this trend.

The vision for tomorrow is to have a balanced multi-modal transportation network that offers convenient transportation options to support Lacey's existing land use and the expected transition under GMA to a more urbanized environment. This Plan reflects complete streets objectives that have an emphasis on use, safety, and efficiency for all travelers. Given current domination of automobile use over other transportation alternatives, the complete streets of the future will necessarily have an emphasis on walkability and development of an urban environment and street network that is more functional and inviting for pedestrians, as well as cyclists and bus ridership. Complete streets will evolve to include mass transit options as the urban landscape and density matures to support its use.

Environmental Protection and Resource Conservation Plan (Environmental Element)

Since before GMA, Lacey has been a leader in environmental stewardship. Lacey has continued this legacy with cutting edge environmental legislation, including protection of wetlands and critical habitat, and development of urban forest management goals and policies implemented with a tree and vegetation protection and preservation ordinance. Environmental legislation covers all required areas under GMA, including resource protection and protection of critical areas, as well as introducing innovative legislation in areas not required by GMA but necessary to achieve the goals of the Comprehensive Plan. The Plan includes a number of new programs including:

- **Shorelines:** The update of the Shoreline Master Program (SMP), providing an incentive strategy for dedication of shoreline access to the public and preserving additional sensitive shoreline areas for public stewardship in exchange for additional development rights or credits.
- **Urban Forest Resources:** Refined urban forest and tree protection goals and policies with new options for preserving the urban forest canopy and an improved street tree program.
- **Agricultural Resources:** Comprehensive urban agriculture goals and policies added into the Environmental Protection and Resources Conservation Plan, implemented by retooling the zoning ordinance to provide for a range of urban agriculture opportunities. This gives Lacey residents better access to fresh food and a more resilient local food system and promotes sustainability.
- **Water Resources and Aquifer Protection:** Significant work for water resources conservation and protection, including mitigation planning for water rights, a new reclaimed water utility, and development of comprehensive stormwater standards designed to enable low impact development and protect aquifer areas.
- **Carbon Reduction and Resiliency (CR²):** The Carbon Reduction and Resiliency Plan provides a road map for Lacey's energy policy and is another cutting edge program that will be applied in work towards sustainability. This Plan sets benchmarks for carbon reduction and looks at sustainability issues.

Overall, Lacey's Environmental Protection and Resource Conservation Plan, its implementing legislation and environmental policy, continues to be one of the most progressive and effective in the state. See map of sensitive areas designated as Open Space Institutional (OS-I) on the following page.

Comprehensive Plan for Outdoor Recreation

The City of Lacey has demonstrated a dedication to parks and recreation activities since its incorporation in 1966. Our parks, open spaces, and facilities have made an important contribution to the quality of life experienced by those who live and work in Lacey and the region. Parks help focus the community, provide gathering places, create visual relief, and expand opportunities to interact with one another. Without the benefit of a comprehensive park system, Lacey would be a far less desirable place to live, work, and play.

Lacey is surrounded by exceptional natural beauty. Our lakes, forests and views of Mount Rainier and Puget Sound help create an inviting community identity. Our challenge for the future is to continue to provide adequate access to these community resources by developing a wide range of park facilities. As our community grows and recreational needs increase, we have an obligation to keep pace by providing adequate facilities for our residents. The Comprehensive

Plan for Outdoor Recreation provides the City with direction to ensure that adequate facilities are available now and in the future.

The Comprehensive Plan for Outdoor Recreation describes the long-term plan to address the challenges of providing high quality parks and leisure services in a rapidly growing area. It addresses land acquisition, facility development expansion and renovation, and recreation services required to meet Lacey's current and future needs. The Plan is intended to be a working vision and blueprint to help the City plan for park and recreation improvements.

The scope of the Comprehensive Plan for Outdoor Recreation is not limited to the area within the present city limits of Lacey. The planning area for the purpose of this document is the Urban Growth Area (UGA) for Lacey as adopted in the Land Use Element of the Comprehensive Plan. The UGA has been divided into ten planning areas. These areas are slightly different from those used in the Land Use Element of the Comprehensive Plan. This has been done deliberately in an attempt to draw park boundaries that effectively represent the area in which residents may make casual or frequent park visits. Where the boundaries of the parks planning area correspond to those in the Land Use Element, the same name has been used. Additionally, the Comprehensive Plan for Outdoor Recreation supports the open space requirements of the Land Use Element, identifies goals of private open spaces, and establishes dedication policies.

As of 2010, the City of Lacey holds approximately 655.8 acres of property for parks and open space purposes. The map on the next page shows parks in Lacey and the UGA and identifies the ten parks planning areas.

Comment [RA1]: Update numbers

Water System Comprehensive Plan (Water Utility Element)

Water is a precious resource that is an essential requirement of life on this planet and, as such, it is a priority for all living things. In a hierarchy of human priorities, water will be above both food and shelter, as water is more critical to sustaining our life than anything other than breathing.

Because of its importance to the community and growth, it is a component critical to planning under GMA. The purpose of the City's Water Comprehensive Plan is to provide a long term planning strategy for provision of water to accommodate the long term needs of Lacey and Lacey's UGA. The Water Plan is based upon, and coordinated with, the land use strategies identified in the Land Use Element to provide a coordinated effort to manage growth. Lacey's Water System falls under the GMA definition for a utility. As provided under WAC 365-195-800, regulations that impact development must be consistent with the Land Use Element. In this case, the Comprehensive Water Plan must help implement GMA strategies and expectations identified in the Land Use Element.

Across the state, water plans have not always been coordinated with land use plans. In the past, provision of water or other infrastructure to certain areas would often act as a catalyst for growth without comprehensive planning for how other utilities or services might be provided, or what distribution or land form it might result in. Because of this, GMA provides for comprehensive planning of all utilities in concert with a Land Use Element and limits extension of water outside of the UGA except in very limited circumstances.

Expected demand on Lacey's water system is based upon forecasted population growth Lacey is obligated to service under the GMA. The Water Plan uses information developed in the Land Use Element, considering population growth within particular planning areas and transportation

analysis zones (TAZ's), to provide a plan that supports and will help implement land use planning objectives. The City's water planning is therefore based upon, and is consistent with, the Land Use Element.

Any discussion about water planning also needs to recognize that water plans must satisfy specific law designed for protecting public health. Specifically, Lacey's Water Plan must satisfy Department of Health (DOH) regulations, in accordance with Chapter 246-290 of the Washington Administrative Code (WAC), as presented in the Washington DOH regulations for "Group A" Public Water Systems. Regulations under this law deal with issues important to public health, such as water quality. Development of Lacey's Water Plan therefore needs to meet two sets of legislative mandates; smart growth under GMA and health aspects under DOH regulations.

The water system includes a complex system of infrastructure related to appropriation, transmission, distribution and storage of water. The system includes:

- Ten different pressure zones
- Nineteen groundwater wells
- Approximately three hundred and fifty seven miles of pipe
- Seven reservoirs
- Six booster stations
- Thirteen reducing stations

The plan addresses GMA considerations and health concerns. Management of the system includes:

- Water demand analysis
- Supply analysis
- Conservation issues and efficiency
- Protection of ground water sources
- Treating and testing for water quality
- General operations and maintenance
- Financial planning for long term stability
- Administrative functions of customer service to water customers and billing operations.

The Water Plan is updated every six years, when the Plan evaluates the existing system and its ability to meet the anticipated requirements for water source, quality, transmission, storage, and distribution over a twenty-year planning period.

Water system improvement projects have been developed to meet the changing demands of regulatory impacts and population growth, as well as infrastructure repair and replacement. The Plan also identifies planning level costs of the improvement projects and provides a financial plan for funding the projects. See Lacey's water system map on adjacent page.

Wastewater Comprehensive Plan (Sewer Utility Element)

Like water coming out of the faucet, we may not always think about or appreciate the complex infrastructure and system of pipes, pump stations and sophisticated treatment facilities required to carry our wastewater away to be safely treated and recycled into the ecosystem. Like the water system, the Wastewater Plan is subject to both GMA and public health statutes.

Also, like the Water Plan, wastewater treatment facilities can be a major catalyst to where growth occurs and needs to be coordinated with the Land Use Element. Also, like water, very limited extensions of the sewer utility are allowed beyond the limits of the Urban Growth Area. As such, it is very important wastewater treatment facilities are located and operated to support growth planned under GMA to support community objectives.

Lacey's Wastewater Plan is based upon forecasted population growth and the location and intensity of land use as identified in the Land Use Element. It is therefore consistent with Lacey's Land Use Element.

Lacey's wastewater utility consists of a collection of:

- Sewer pipelines
- Pump stations to provide pressure necessary to move effluent
- STEP (septic tank effluent pump) systems designed to bridge the gap between septic tank drain field systems and sewer

These systems collect and transport wastewater to LOTT (stands for Lacey, Olympia, Tumwater and Thurston County) treatment facilities. In addition to basic sewer infrastructure, Lacey recently began a reclaimed water utility. This water utility can be used for non-potable needs to reduce total water consumption. It therefore helps stretch our water resources as a conservation step and another water resource that can be applied to certain uses (such as irrigation for parks and water supplied to flush toilets).

Sewer is a utility designed to enhance public health by providing a means of disposing of sewage effluent as opposed to septic tanks and drain fields that are a concern for ground water contamination of ground water resources. Large areas in the unincorporated UGA currently do not have sewer and rely on septic tank drain fields. See Lacey wastewater map on adjacent page.

Stormwater Comprehensive Plan (Stormwater Utility Element)

Rainfall runoff was historically considered a nuisance, and runoff management consisted primarily of reducing the potential flood hazard. In recent decades, the focus expanded to include runoff water quality, and stormwater management shifted toward mitigation of water pollution as stormwater became recognized as the leading cause of pollution in Washington's urban waterways including Puget Sound. While the prevention of flooding and water pollution remains as primary goals, stormwater is now increasingly considered as a resource to be utilized. Currently, stormwater management is shifting away from the old approach of collecting runoff and piping it away to large ponds for disposal, and moving more toward providing for pollutant removal and recycling of rainwater via infiltration in small facilities near where it falls. In this way, stormwater is a water resource, replenishing groundwater while more closely preserving natural hydrology.

The City of Lacey Storm and Surface Water Utility has stayed on the leading edge of this trend. However, until recently, the utility has lacked the proactive guidance of a coordinated plan. In 2013, the City of Lacey's first Stormwater Comprehensive Plan (SCP) was completed. This plan will guide the programs and activities of the Storm and Surface Water Utility, ensure compliance with regulatory mandates, and provide accountability to utility ratepayers.

The plan will serve as a long term planning tool for Lacey's Storm and Surface Water Utility. The utility operates and maintains an extensive stormwater collection and conveyance system, including dozens of water quality treatment facilities and infiltration systems. Among our many other activities, the City sweeps streets, responds to hazardous spills, provides outreach and educational services related to water pollution prevention, and administers regulations to ensure that land development projects mitigate their potential flooding or water quality impacts.

The Stormwater Comprehensive Plan focuses on three primary elements: Stormwater Management Program, Capital Improvement Program (CIP) and a financial analysis for the Storm and Surface Water Utility.

Lacey's Stormwater Management Program (SWMP) encompasses virtually all of our activities and efforts related to rainfall runoff water, which are primarily dictated by the National Pollutant Discharge Elimination System (NPDES) Phase II Municipal Stormwater Permit. The permit, first issued in 2007, mandates compliance with increasingly rigorous requirements within specific program components including public education and outreach, public involvement and participation, illicit discharge detection and elimination, controlling runoff from construction and development sites, municipal operations & maintenance, stormwater monitoring, and annual reporting. To ensure Lacey's continued compliance with the permit, the Stormwater Comprehensive Plan summarizes policies and goals, identifies Stormwater Management Program's gaps and needs, and provides recommendations for improvements.

By the end of 2015, the City's NPDES Phase II permit will require mandatory integration of low impact development (LID) techniques into City regulations and design standards. Implementation of these standards will not only be important for NPDES compliance, but will ensure that techniques are used to protect ground and surface water resources.

The objective of the City's SWMP is to meet the following three goals: protect and enhance surface and groundwater resources to provide beneficial uses to humans, aquatic life, and wildlife; manage the storm drainage system to protect public safety and minimize property damage caused by flooding and erosion; and provide adequate funding for the SWMP through an equitable stormwater utility rate structure.

Capital Facilities Plan

Capital facilities planning is essential to consider financing improvements the Land Use Element has envisioned for the community. Without a means of financing capital improvements, implementation of the plan cannot happen. Lacey's Capital Facilities Plan (CFP) helps Lacey use its limited funds wisely and most efficiently to maximize funding opportunities. The CFP helps Lacey determine what our capital needs are, what priorities should be, and what financial opportunities exist to fund needed projects.

Lacey's CFP accomplishes the following objectives:

- Provides adequate public facilities to serve existing and new development.
- Reduces the cost of serving new development with public facilities.
- Ensures that these facilities will be in place when development occurs.

As required by GMA, the CFP contains the following elements:

- 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.
- A six-year plan that will finance such capital facilities within projected funding capacities with funding sources of public money for such purposes clearly identified.
- A requirement to reassess the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Comprehensive Plan Elements, including the Capital Facilities Plan Element, are coordinated and consistent.

To cover coordination between the elements of Lacey’s Comprehensive Plan, Lacey’s CFP includes the following sections:

- General Government
- Parks
- Transportation
- Sewer
- Storm Drainage
- Water
- Reclaimed Water Utility

The CFP describes the improvements needed in each of these elements, identifies the cost, funding mechanisms, and timing. It is a six-year plan of capital projects that is updated on a regular basis. Lacey plans to dovetail Capital Facility Plan updates with the annual budgeting process so capital improvement and financing questions are considered every year when budgeting decisions are being made.

The Washington State Growth Management Act requires jurisdictions fully planning under the GMA to include a Capital Facilities Plan Element in their Comprehensive Plan. The Capital Facilities Element is also required before a jurisdiction can impose GMA impact fees and before imposing certain taxes, such as the real estate excise tax, and to qualify for state funding for capital facilities.

Economic Development Element

Lacey is a great place to live and raise a family. Lacey has established amenities that are the envy of many communities; a wonderful parks system, a vibrant school district, a local community Library, a community center facility, a wide range of neighborhoods with housing choices and developing retail centers offering a wide range of shopping opportunities, to name a few. Still, there are serious concerns from an economic standpoint. While the City has always enjoyed strong growth for residential development because people want to live here, Lacey has always had a relatively weak economic base to support the services our community needs. With the current economic downturn, the vulnerability of the City, based on a lack of revenue generating diversity, becomes more apparent.

Most of the Lacey work force commutes out of town for employment. While local retail services have expanded significantly over the last couple of decades, resulting from economic development efforts of the city, improving our retail tax base is still of the highest priority. To put this in perspective, a review of vital statistics shows Lacey is the 24th largest city in the state, yet ranks in the lowest when looking at its retail tax base. We have one of the lowest retail sales tax

Comment [RA2]: This section to be revised based on completion of market study and update to the Economic Development Element in 2015.

revenue per capita in the state. Contributing to this is retail sales leakage (essentially, money available in a community but spent outside), and this is a concern. Every effort to improve retail opportunities in Lacey are being made to reduce this leakage.

City leaders have been aware of Lacey's economic disadvantages and have faced significant economic challenges since the time of Lacey's incorporation. This has resulted in the development of a culture that is economically astute and has been able to survive with less economic resources. As an example, Lacey has one of the lowest ratios of city staff per capita in the state and it has weathered poor economic downturns several times during its history, while always maintaining a high level of public services. Economic development planning has been a key aspect of Lacey's success.

The GMA has always emphasized economic development planning and economic development is one of the elements of a Growth Management Comprehensive Plan. Under the original GMA, an Economic Development Element was an optional element. In development of GMA planning, Lacey recognized the value of planning for economic development and in 1994, under options provided by GMA, Lacey completed an Economic Development Plan and Business Source Book to help provide direction for our economic development efforts. Later, GMA was amended to require an Economic Development Element, but the requirement was conditioned on the availability of state funds which have not been provided to date.

Lacey's Economic Development Element and Business Source Book is a beginning framework for an economic development strategy to help Lacey overcome economic issues. As part of its economic development strategy, Lacey has taken bold steps in helping facilitate economic development.

Planning has been a major part of economic development strategy. These efforts included development of Master Plans for several key areas of the City to establish a vision and commitment. Early planning resulted in funding and building infrastructure to serve properties zoned for commercial and industrial use in the northeast area. These efforts have paid off by helping to facilitate development of commercial retail areas and employment zones that have now begun to expand our retail tax base and employment opportunities.

This planning continues today with activity in planning and development of the Lacey Gateway area. Here efforts to provide critical infrastructure and a commitment to provide a civic presence have helped lead the way as Lacey partners with the development community to make economic development happen.

Lacey's Economic Development Element plays an important role in its economic development strategy and the current update helps facilitate Lacey's continued economic progression.

**CITY OF LACEY
LAND USE ELEMENT OF THE
COMPREHENSIVE PLAN
2016 Update**

**CHAPTER II
PROFILE**

DRAFT

II. PROFILE

A. Historical Context

The early history of Lacey is similar in many ways to that of many undeveloped areas in Thurston County, with early dependence on a resource based economy such as farming and logging. Later, development of commerce and industry occurred, particularly after World War II.

The area now known as Lacey was first settled in 1848 by David and Elizabeth Chambers. Their donation land claim is now located in the modern-day retirement community of Panorama.¹ Isaac Wood settled soon after in 1852, in what is Old Lacey Historic area, and later established a brewery in Olympia.² In 1889, a logger named Isaac C. Ellis built a large racetrack and stables on 100 acres of land just west of what is now Homann Drive.³ The Northern Pacific Railroad, which had agreed to lay tracks into the area when the racetrack was finished, completed the tracks and a station in 1891.⁴ The Woodland Station, as it was named, was soon joined by a building originally built as a clubhouse that became the Woodland Hotel. These structures served the many visitors to the racetrack.

Citizens in the area petitioned for a post office.⁵ The name of Woodland could not be approved for the post office, as there was already a town named Woodland less than a hundred miles away. It is believed that O.C. Lacey, a local attorney may have suggested his own name for the post office. In 1903, the name of the railroad station was also changed to Lacey.

Farming and logging were the primary occupations in the community. The first mill at Long Lake was established in 1896. Later, the original Union Mill was erected on the northern tip of Long Lake. St. Martin's College, run by the order of the Benedictine Monks, opened its doors the same year.

The first school in Woodland (now Lacey) was built circa 1886 at the northwest corner of Carpenter Road and Pacific Avenue in a 14 x 20 foot building which held six to ten students. Since Woodland was primarily a farming area, the children had to be available to help with harvesting and attended school for only six months out of the year.

In 1892, David Fleetwood sold to the directors of School District #10 one acre of land across Carpenter Road from the original schoolhouse. A new slightly larger school was built on that acre. Like the first building, it had only one room. In 1901, an addition was added to accommodate the growing number of students. By 1912, the school's capacity was not large enough so the old building was torn down and a white one-room structure was built. Designed by Jack Griffin, it opened in the spring of 1928 and served as the Lacey School until 1967, when it became the administrative offices of the North Thurston School District. Until 1994, it stood at the corner of Carpenter Road and Pacific Avenue.

¹ Thurston County Pioneers Before 1870: Bibliography and historical data collected on 210 pioneers by the Washington State Library Historical Department

² Early History of Thurston County, WA

³ Deed Book #19, page 334

⁴ Morning Olympian, May 22, 1891

⁵ Documents in National Archives, copies at the Lacey Museum

Until World War II, the primary residential neighborhood of Lacey consisted of a small concentration of homes north of Pacific Avenue and west of Carpenter Road, currently known as the Lacey Historic Neighborhood. Individual residences were scattered throughout the rest of the community. After World War II, 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 the private Huntamer Water System, with its low water rates, and the availability of low cost land requiring little or no excavation and clearing, made Lacey a prime area for development. New industries were becoming attracted to the area, starting in 1950 with Lacey Plywood and Continental Can. By 1961, Lacey had its own Chamber of Commerce and in 1963, Panorama City was constructed on 50 acres. Other developments followed rapidly, including the opening of Lacey Village Shopping Center in 1966. By this time, Lacey had grown so tremendously that Pacific Northwest Bell Telephone Company installed a Lacey exchange.

By the mid 1960's, the pressures of urbanization became so great that a change in status of the Lacey area became inevitable. Problems associated with transportation, sewage disposal, utility service, police protection, and other urbanization issues made it clear that only a city could provide the services necessary to fill the needs of the Lacey area. Annexation by the City of Olympia and incorporation as the City of Lacey were seen as the only two viable alternatives in being able to provide these services.

Incorporation efforts of the Lacey area provided much debate and substantial turf issues were involved concerning the loss of a significant portion of the local fire district and the possible absorption or overlapping of the North Thurston School District with the Olympia School District. The local fire district and the local school district played a significant role in determining the direction of the community. In association with the Lacey Chamber, both entities shared the primary responsibility for influencing the community to vote for incorporation.

Review of the growth and development taking place in the Lacey area during the 1950's and 1960's paints a textbook picture of the development of a suburban community. Along with this development came the growing pains that can be expected of young communities experiencing rapid urbanization. Community residents became aware that problems associated with urbanization were arising, but residing in the unincorporated county made addressing these problems more difficult.

During this same time period, it became increasingly evident that the status of Lacey would change. While the sentiment in the Lacey community was primarily anti-city, it became a common belief that there were only two choices for Lacey's future: incorporate or be annexed by Olympia. Robert Cummings described the threat of annexation of the Lacey area to Olympia stating: "Lacey boosters...were catapulted into action sooner than they had expected by a new annexation move...Non-residents with substantial holdings in Lacey were circulating annexation petitions which would take the heart out of Lacey Market Square, the new rapidly expanding South Sound Shopping Center and most of Lacey's industry."⁶ In another article a few days later, Cummings reinforced the inevitability of incorporation or annexation, stating "...the proponents of incorporation say there is no middle ground...unless Lacey incorporates,

⁶ Cummings, October 12, 1966

annexation into the City of Olympia is inevitable...The truth of this argument was indicated on October 7, when a group organized and adopted the name “Lacey Citizens for the Greater Olympia Area”...this group’s avowed purpose is to seek annexation if incorporation fails...The arguments attain the highest temperatures over which is the better choice, incorporation or annexation.”⁷

The effort for incorporation of the City of Lacey had two powerful allies in the Fire District and the School District, but the alliance would not have been complete without the support of the Lacey business community. Forming a public/private alliance, the Lacey Chamber of Commerce supported the effort, thus becoming a third powerful ally.

The birth of the City of Lacey was due in part to intergovernmental challenges and turf struggles and the first two decades of its existence were a reflection of these relationships. Many had hoped that intergovernmental relationships would strengthen and the City of Lacey and the City of Olympia would work out their differences over time. The first couple of years were particularly trying as the young jurisdiction was immediately met with an annexation by Olympia of a significant portion of business along Martin Way and residential property to the west. Lacey was unsuccessful in stopping the annexation and Olympia still holds a long narrow finger of high revenue commercial property that extends into the heart of the Lacey business community.

The City of Lacey was born and shaped as much by the intergovernmental forces and politics of the time as it was by necessity due to the tide of urbanization and accompanying growth pains. Without the role played by the local Fire District, the North Thurston School District, or the support of the private sector via the Lacey Chamber, the City of Lacey might never have come to be. See Appendix I for reference cited.

B. Current Land Use Patterns

As discussed in the previous section, the City of Lacey has a heritage as a suburban community. Land use patterns in the City of Lacey reflect this land use form with a series of arterials that pass through the heart of Lacey’s downtown and extend through the length of the existing incorporated limits and Lacey’s Urban Growth Area (UGA). Since the 1950’s people have moved to the Lacey area and generally commuted to work, primarily to either the Olympia area or Joint Base Lewis McCord (JBLM). The construction of the interstate highway system in the 1950’s and 1960’s helped contribute to the ability to commute to other areas more efficiently. This resulted in a dispersed land use typical of suburban communities throughout the country, which have developed at somewhat lower urban densities - below four units per net acre, which is dependent upon the automobile as its primary mode of transportation.

The Lacey UGA has followed a leap frog development pattern along the major arterials, radiating out from the Olympia urban core. Lacey began developing in what is now identified as the Central Planning Area, with commercial development in the Woodland District and Central Business District area. Commercial development spread along the major arterials of Martin Way and Pacific Avenue. In the 50’s and 60’s, residential development spread south of Lacey Blvd. and over the next two decades began to move south along Ruddell and College in the same pattern.

⁷ Cummings, October 14, 1966

In the mid 1990's development was guided by the first Comprehensive Plan, adopted in 1994, completed under the frame work of the Growth Management Act (GMA) which designated an urban growth boundary for the City. The GMA requires that the County designate urban growth areas through a collaborative process with the city. The UGA includes the incorporated area of the City, and also includes unincorporated areas adjacent to the City that are large enough to accommodate the forecasted twenty-year population growth of the City. The urban growth boundary is a site-specific line separating an area where urban development densities and a full range of urban services are to be provided.

In 1995, a revised zoning code was adopted implementing the Plan for the Lacey incorporated area. The zoning code, with a few changes to address County issues, was adopted by the County in 1996. This code applied to Lacey's unincorporated growth area. These documents and the urban growth boundary paved the way for development of a number of new subdivisions meeting GMA goals. Subdivisions in the City generally began to be developed with smaller lots, higher densities, design review components, and narrower streets.

A prominent feature in Lacey's development pattern has been 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 of Lacey watershed area to the Sound. At the far east end of Lacey's growth area is the Nisqually Valley and the north boundary of the urban growth area is Puget Sound. Overall, most of the Lacey area is predominantly flat, adding to the desirability of development.

Railroads also helped to 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. In 1915, Pacific Avenue was constructed to parallel the railroad tracks. A 2.2 mile stretch of railroad right-of-way through the center of Lacey was purchased by the City and is now the Lacey Woodland trail. The historic Chehalis Western Railroad operated until the mid 1980's. The 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.

C. Population Projections and Vacant Land Studies

Historical information shows that since 1900, Thurston County's population growth has steadily increased with more dramatic increases starting in the 1960's. Between 1960 and 1970 the average annual growth rate was 4 percent; and by the 1980's, it had reached 6.2 percent. The population continued to grow in the 1990's and 2000's at a relatively steady pace with annual growth rates of 2.9 percent and 2.2 percent respectively. (See Chart 2-1). According to the Washington State Office of Financial Management (OFM), this rapid growth is forecasted to continue. Estimates show a growth of population from 252,564 to 370,600 by the year 2035 for Thurston County (See Chart 2-2).

Data indicates that historically the population of the City of Lacey has been around 11 percent of the total Thurston County population. According to the 2010 census, Lacey's percentage of the County population has grown to 17 percent of the overall population. Lacey and its Urban Growth Area account for approximately 30 percent of the population in Thurston County; (See Chart 2-3). The percentage of population allocation for Lacey and the UGA are anticipated to remain constant for the twenty-year planning period.

To allocate future population, the City utilized reports prepared by the Thurston Regional Planning Council (TRPC). TRPC's analysis reviewed vacant land resources both in and out of the Urban Growth Area. Findings in the *2014 Buildable Lands Report for Thurston County* were used to chart potential growth areas over the next twenty-year planning period to allocate population increases for each area in five-year increments. The report was also used to determine whether the current adopted growth boundaries have adequate vacant land resources to accommodate anticipated growth over the next twenty-year period.

TRPC prepared an estimate of population growth for each UGA of the County. In addition, TRPC broke population estimates down by Lacey's individual planning areas. These planning areas are based loosely on transportation analysis zones, which derive information from census blocks. The City's UGA is divided into eight planning areas and population projections have been applied to each of these areas. A profile of these planning areas relating to population growth estimates is shown in Chart 2-4. Under this scenario, Lacey and its UGA are expected to grow from the 2010 population of 75,540 to a total of 107,720 by the year 2035. Residents in the City of Lacey would account for 53,090 people while the population in the growth area is anticipated to contain 54,630 people. These projections reflect an average annual growth rate of 1.72 percent (See Chart 2-5).

As can be seen in the comparison of planning area growth rates, the most significant growth is anticipated for Seasons, Meadows, Hawks Prairie, and Horizons planning areas. These areas have the most vacant buildable lands and potential for development given past housing trends. Pleasant Glade has ample available land resources, but development limitations such as wetlands, the Woodland Creek corridor, and the unavailability of sewer may require rethinking of much of the area's suitability for inclusion in the UGA. The Woodland and Central Business Districts have potential to accommodate significant growth through employment, redevelopment, and high density multifamily development forms. However, considering vacant land, infilling the Central Planning area may take more time based on market conditions favoring single-family residential development.

Based upon the availability of vacant land, only a small amount of growth was allocated to the Central Planning Area in TRPC's *Population and Employment Forecast* update (2012). Generally, growth was allocated to areas outside the City and within Lacey's UGA that hold the majority of Lacey's buildable land resources. This results in a different land use form and distribution than the alternative that would focus density into the urban core and along urban corridors in a compact, mixed-use development form. The allocations were developed to reflect expected outcomes and to reflect existing zoning and market conditions, as opposed to preferred outcomes or the vision that will be identified in the Plan.

The forecast for population allocation includes a number of considerations. Some of the most important factors include market forces, historical trends, and zoning designations on buildable land. Buildable land resources in Lacey's UGA are primarily zoned in two zoning districts, the Low Density 0-4 and Low Density 3-6. Areas are also included in the McAllister Geologically Sensitive Area (MGSA) zoning classification. These zoning classifications were designed for a suburban market by providing exclusively for single family, detached homes on individual lots. Other housing forms are prohibited in these Low Density zoning designations. See Property Development Status map on adjacent page.

In the last decade, over 75 percent of the growth in dwelling units was in the single family, detached form. This demonstrated a strong market demand for single family, detached housing in Lacey and the competitiveness of Lacey's buildable land resources and zoning classifications to support this development.

Given market demands and expected availability of water service to all of Lacey's buildable land resources within the UGA and the fact that the current zoning classifications in the UGA support a suburban development form, the trend for development of single family detached homes in a suburban development pattern would be expected to continue. Currently, there are several subdivision applications for the Lacey UGA that have been submitted to the county to vest plat applications under lower-density residential zoning.

Population allocation within the UGA, but outside its urban core and mixed-use corridors, has been supported in the allocation forecast given the minimal success of previous efforts to stimulate growth of compact, mixed-use development in these areas. From the time of its adoption in 1994, the Comprehensive Plan provided goals and policies to support urban density and mixed-use in the core and along the Martin Way Urban Corridor. However, market forces, supported by residential zoning designations that require segregated use in a single family land use pattern and the availability of relatively non-encumbered vacant land, continued to expand Lacey's suburban form. Although gross and net residential densities within the City and the UGA increased after the passage of the GMA and zoning was changed throughout the urban area, recent data shows reversing trends. Gross density is expected to decrease in the planning period due to projects being developed on lands that contain large amounts of critical areas considerations.

Overall, growth accommodated within the City and the UGA has satisfied the general goal of keeping new development in the UGA. To this extent, local GMA strategies have achieved a measure of success. However, development within the City and UGA has continued to be developed in a suburban fashion. Despite past efforts, benefits of development in an urban form that will conserve buildable land resources, support urban services, and provide a full range of housing choices and transportation options have yet to be realized.

Lacey's Central Business Districts, Woodland District, Lacey Gateway and the Martin Way Urban Corridor are thought to have significant development potential if the market and zoning strategies support the preferred alternative land use form. If Lacey is to achieve an urban form and move away from suburban style development, new strategies will be required. To provide additional emphasis on achieving a more sustainable development form, the Plan will bring new strategies to influence market development choices, including incentives that will target particular areas for preferred growth.

The Tanglewilde/Thompson Place area is also largely built out, with only limited area for growth. The Lakes area includes environmentally sensitive areas, which is expected to limit potential for density. However, the Lakes Planning Area is also the largest planning area, and one of the more desirable areas considering its lake amenities, which could contribute to significant population increases in this area.

Overall, the amount of vacant land resources identified within the UGA boundaries supports the earlier assumptions made in 1988, and again in 1994, 2003, and 2007, that the boundaries can accommodate growth for the next twenty-year period. Subsequent studies discussed below further support this finding.

It also needs to be noted that if efforts to stimulate development in Lacey's core and the urban corridors are successful, population allocations developed in TRPC's 2012 *Population and Employment Forecast* update will need to be adjusted to account for more development in these areas. This would require review of population modeling assumptions made in the Transportation Element and Lacey's Utility Elements, as these elements have been developed to provide services based upon the 2007 Population and Employment Forecast, which is fairly consistent with the 2012 update.

D. Land Use

Critical information required for preparation of a land use element includes existing land use and economic data. It is important to know how much property is currently devoted to various types of land uses and where such land uses are located.

The majority of Lacey's commercial land use is located in the Central area, with a large Community Commercial area in the Horizons Planning Area at the corner of College St. and Yelm Highway. There are presently two undeveloped Community Commercial areas in the Hawks Prairie Planning Area at Marvin and Hawks Prairie Roads and on Willamette Drive. There is a large General Commercial zone in the Tanglewilde/Thompson Place and Meadows Planning areas at the Martin Way and Marvin Road interchange. More recently, a significant amount of property has been designated and master planned for commercial development in the Hawks Prairie Planning Area in the Hawks Prairie Business District.

In order to identify existing land uses and future land use needs, the City is utilizing TRPC's 2012 *Population and Employment Forecast* and the 2014 *Buildable Lands Report*. Information from that update are being used to provide a profile of the City and UGA so land use assumptions can be made regarding future land use needs and resources.

Comment [CO1]: Placeholder for economic information obtained from the upcoming Economic Report being prepared by the City.

To ascertain the forecasted need for different land use types, a jurisdiction should aim for comparable percentages of land to what is currently utilized unless significant shifts in the commercial and industrial bases are anticipated. Based upon this expectation, the vacant land available should be allocated to maintain existing percentages while also providing an adequate inventory of commercial and industrial land to support economic development goals.

E. Vacant Land Resources and Sizing of the Urban Growth Area (UGA)

While the UGA has adequate vacant land resources to accommodate anticipated growth for the next twenty-year period, existing incorporated land, when considered alone, does not. Given the GMA's emphasis on guiding urban development to urban growth areas, an important issue is to determine whether the existing incorporated area can accommodate expected growth and if it can't, how much bigger does the urban growth area boundary need to be? To properly review this issue, a discussion of purpose and intent for establishment of the growth boundary, as well as the background for development of the UGA in north Thurston County, is required.

The proposed urban growth areas were established in 1988. In 1988, the Urban Growth Management Subcommittee of the Thurston Regional Planning Council drew the boundaries based primarily on what areas were already urbanized, considering developed and vested development sites; current and proposed zoning and land use designations; and the regional sewer phasing plan.

The primary emphasis in establishing the growth boundaries was to protect rural resource lands from sprawling development, in particular, those areas with agricultural or forest land resources. In drafting the urban growth area boundaries, agricultural areas and forest areas were protected.

The other major emphasis in drafting the UGA was to consider those properties already developed out to urban densities that were on septic tank and drain field and those areas that had vested projects expected to develop that were going to be on septic tank and drain field. This was of particular concern as the Lacey area is very sensitive considering aquifer protection and is considered at high risk for contamination of groundwater resources that provide 100% of the area's potable water.

If urbanized areas or vested projects are within the UGA, those areas can be serviced with sewer, eliminating a primary cause of potential groundwater contamination. If they are outside the UGA, they will likely not be provided with sewer. An example of this is the McAllister Park development in the Seasons Planning Area which was vested through court action for development of several hundred units on septic tank and drain field. If the UGA was drafted to exclude this development, it could have legally been allowed to develop and build out at full densities on septic tank and drain field. It was to the County and City's benefit to provide sewer to this development to ensure that these units were connected to sewer, as opposed to utilizing septic tank and drain field. This issue was particularly significant since McAllister Park is adjacent to the McAllister Geologically Sensitive Area (MGSA).

After the initial establishment of the growth boundaries, a vacant land study was conducted by TRPC, with assistance by the City, to better identify vacant land resources in the UGA. Subsequent follow up studies were undertaken by Lacey with Thurston County staff. Graphic results of these vacant land studies were shown in the land use map provided in the 1994 Comprehensive Plan. This map also showed the current City limits for graphic representation of vacant lands within the City and the County growth area.

The most recent *Population and Employment Forecast* refines information provided in these earlier studies and identifies properties inside and outside the City proposed to be designated for residential, as well as other land uses. This report shows that approximately 115 vacant acres in the City were designated for High Density Residential, 203 acres for Moderate Density Residential, and 380 acres for Low Density Residential. Chart 2-7 shows the percentage of buildable acres in Lacey in general land use categories. Conversely, Chart 2-8 shows the percentage of developed and undevelopable acres in general land use categories.

In the UGA, there are an additional 90 acres of buildable land in High Density, 182 in Moderate Density, 1116 in Low Density, and 589 acres in the MGSA. Chart 2-9 displays all of the developed land in specific land use categories and the percentage of total buildable land reserves still available. Table 2-1 shows the number of buildable and developed acres by zoning district in Lacey. Table 2-2 shows buildable and developed land resources in both Lacey and the Lacey UGA by zoning district.

Population forecasts completed by TRPC in 2012 provided new numbers for local cities to use in determining growth needs and existing capacity of land resources. Review of these numbers has identified some possible concerns with available capacity given trends of the 2007 market and issues related to limitations of some UGA land resources that are expected to reduce its capacity; capacity of buildable land resources to meet forecast demands of population is probable, but not certain. To consider capacity, the City considered several growth scenarios.

Recent population figures forecast a population increase of 32,176 persons in the next twenty-year planning period. Based upon the current average household size for Lacey of 2.4 persons per household, Lacey would have the need to provide for 13,406 additional housing units by the year 2035. If development were to occur at the current lowest density options permitted in the code, Lacey would be short of capacity by several thousand units. However, as density increases under options provided within Lacey's zoning code, capacity increases significantly.

Recent data suggests strong demographic shifts that show a growing need for varied housing types and smaller housing. These demographic shifts are guided by the aging baby boomer generation and the Millennials. The Millennial generation is most commonly defined as people born between the early 1980's to the early 2000's. In 2013, 14.3 % of the population in Thurston County was 65 years of age and older. By 2035, this number is expected to rise to 20%. The growing elderly population is increasing the number of households with one or two people. The Millennial generation is continuing to finish schooling and entering the work force. This generation is increasingly delaying marriage, having children and home ownership. An increasing number are also delaying obtaining a driver's license and are seeking housing choices in walkable urban areas with easy access to jobs, education, goods and services, and recreational opportunities. Given existing demographic trends, land reserves are expected to be sufficient. If changes are made to the existing code to increase land conservation through such strategies as higher minimum density for certain zones, varied housing types, and more successful incentives to achieve compact development; capacity increases significantly to accommodate growth well into the next twenty-year growth period.

In evaluating land use and zoning options, it would be wise to think beyond the minimum twenty-year planning period GMA requires. Wise management of land resources could increase Lacey's available land resources significantly, helping to realize the goal to be a more sustainable community.

Lacey accommodated significant growth in the last planning period. Of all the local jurisdictions, Lacey's code was designed to be market friendly by providing options for density and housing choice. The intent of the Plan was to accommodate the needs of the market. In addition, by including a range of innovative and progressive techniques for increasing density for single family, detached development, Lacey provided new and less expensive ways of developing this form of housing.

The 1994 Plan and implementing legislation met objectives for single family, detached development in the last planning period and demonstrated a market resilient code. This strategy met the needs of the previous planning period. However, new goals and objectives need to be developed for conservation and use of land resources and long term sustainability. In addition to providing opportunities and being resilient to market conditions, Lacey needs to ensure

development regulations are meeting the current vision, goals, intent, and best practices outlined in the Plan.

It is projected that 60,000 new jobs will be created in Thurston County during the twenty-year planning period. Approximately 95 percent of these jobs will be located in urban areas; with 72 percent of these expected to locate in areas zoned for commercial uses (including mixed-use zoning districts). Eight percent of new jobs are expected in areas zoned for industrial uses, with the remaining 20 percent located in areas zoned for residential uses.

Employment forecasts prepared by TRPC indicate that by the end of the planning period, 18,180 new jobs will be added to the City of Lacey and its Urban Growth Area current job total of 28,940. In 2010, the jobs per capita rate for Lacey was 0.56 compared to Olympia's rate of 1.10 and Tumwater's rate of 1.22. Job projections indicate that the anticipated jobs per capita rate for Lacey will increase to 0.71 by 2035 but will still be below the rates of our neighboring urban cities. Thurston County, as a whole, has more people commuting out of the county to work than into the county. This trend results in a net outbound commute factor. A major factor for this trend is Joint Base Lewis McCord. JBLM is now the second largest employer in the state, with Boeing being the largest. Thurston County has 5,250 resident active duty military personnel living in the county, with the highest percentage residing in Lacey.

Forecasting the future need for industrial and commercial land is complex. An adequate land supply requires a full range of options to choose from including unimproved land, availability of infrastructure, and existing and vacant buildings. Commercial and industrial land supply is identified by comparing existing land use and zoning. Vacant or partially-used lands in commercial and industrial zones and a portion of land in mixed-use zones are included in the estimate of the land supply for industrial and commercial development. Redevelopable land is a small but growing part of the developable land base. Redevelopment occurs when old or outdated buildings are removed and replaced with new ones or when excess parking areas are removed to allow for additional buildings.

The 2014 *Buildable Lands Report* identified the minimum number of commercial and industrial land needs for the planning period based on dividing employee growth by the average number of employees per acre. It is projected that Lacey and its UGA will need 316 acres of commercial or mixed-use land and 206 acres of industrial lands. Currently, the planning area contains 752 acres of vacant or partially-used commercial or mixed-use zoned land and 253 acres available for redevelopment. The current industrial-zoned land supply that is vacant or partially-used is 436 acres with 76 acres of land available for redevelopment. The available commercial, mixed use, and industrial land supply exceeds the projected need based on current trends. A planned robust effort to focus on economic development and job growth could warrant the need for additional land.

The Plan is intended to identify ways to utilize available buildable lands to the community's best advantage. This will require strategic location of density, land uses, and employment opportunities. Innovative development will be necessary that will bring more than density alone into infill areas. As Lacey moves forward, it is the intent to conserve available land resources; provide for economic and job growth; consider which zones can accommodate changes to meet the stated goals and policies in the plan; and what changes can be made to facilitate a more compact, mixed-use form given the context of existing land use within our community.



LAND USE COMMITTEE
November 2, 2015

SUBJECT: Woodland District Hybrid Form-Based Code

RECOMMENDATION: Hear a briefing from staff on the Planning Commission recommendation for the Woodland District Hybrid Form-Based Code. No action is requested.

STAFF CONTACT: Scott Spence, City Manager *SS*
Rick Walk, Community Development Director *RW*
Ryan Andrews, Planning Manager *RA*

ORIGINATED BY: Community Development Department

ATTACHMENTS: 1. [Draft Woodland District Hybrid Form-Based Code](#)

FISCAL NOTE: None.

PRIOR REVIEW: No previous Land Use Committee review. The City Council attended the culminating presentation for the weeklong charrette prior to the City Council meeting on March 26, 2015.

BACKGROUND:

The Woodland District Strategic Plan, which was adopted by the Lacey City Council on July 25, 2013, set forth short and long-term strategies to enhance the District as a place to gather, interact, live, shop and play. The primary action in the “Set the Stage” portion of the action plan developed for the Woodland District was to develop a form-based code. The “Set the Stage” section is related to actions that can be taken to catalyze development and are designed to provide a foundation for investment into the District.

The form-based code is unique in that it uses both graphics and a concise narrative to clearly illustrate the District’s desired form and character. Unlike standard zoning codes, the form-based code shapes both the public realm (streets and pedestrian network, public places, and on-street parking) and private realm (building forms, design and locations, on-site parking, and landscaping). The main benefit of the form-based approach is that it provides clarity of content and permitting process which is of benefit to potential

developers. The code would ultimately serve as an incentive to attract new investments and produce a cohesive neighborhood characterized by great places.

With the 2015 budget, the City Council authorized \$100,000 for consultant services related to the development of the form-based code. The City has hired SCJ Alliance to lead the project with support from Urbsworks, a Portland-based design firm and Community Attributes, a Seattle-based economics consultant. To assist the City and the design team, the City established a technical review team made up of various stakeholders including architects, landscape architects, property owners, and brokers to act as the steering committee through the process. The technical review team conducted five meetings throughout the process to develop ideas, review key concepts, examine market conditions, and test the code.

Much of the work to develop the form-based code occurred at a week-long charrette. The charrette was held the week of March 23rd through March 26th and was a series of hands-on workshops, open houses, drop-in discussions with the project team, and culminated in a final public presentation.

The final draft code has been developed consistent with the Woodland District Strategic Plan and integrated into the City's existing regulatory framework to ensure high-quality public spaces defined by a variety of building types and uses including housing, retail, mixed-use and office space. The new code will incorporate a regulating plan, building form standards, street standards (plan and section), general use regulations, and other elements needed to implement the vision for the Woodland District.

The Planning Commission conducted a public hearing on the Form-Based Code on October 6th. Notice of the hearing was mailed directly to all property and business owners within the district, notice was also provided to all attendees of previous Woodland District events, and social media was utilized to notify and solicit input. No written or verbal testimony was received. At the conclusion of the public hearing, the Planning Commission recommended adoption of the form-based code subject to re-examination of the proportional compliance procedures.

As recommended by the Planning Commission and prior to adoption by the City Council, the consultant team is analyzing the proportional compliance requirements (section 16.24.030 beginning on page 7 of the attached draft). Specifically, the consultant team will be using representative sites to determine how these requirements might shape a site over time, and further test the code. Additionally, the team will use the information developed to assist in determining whether the 25% and 50% threshold requirements are the appropriate amounts and whether these amounts should be cumulative over time. Once finalized, a recommended methodology will be presented to the City Council at a future worksession as part of an updated draft. It is anticipated that the final draft form-based code will be brought to the full council for a worksession and adoption at the beginning of 2016.

ADVANTAGES:

1. The Woodland District Hybrid Form-Based Code will implement the Woodland District Strategic Plan by setting forth and clearly illustrating the District's desired form in a concise set of regulations.
2. The Code contains clear content, graphics, and a concise narrative to make the permitting process more predictable and ultimately catalyzing private development in the District.

DISADVANTAGES:

1. None identified.

16.24 Woodland District Hybrid Form Based Code

Final Draft 22 September 2015

16.24.010 Statement of Intent

It is the intent of this Chapter to:

- A. Encourage density and a diverse mix of uses in the core area;
- B. Create a core area that is strongly pedestrian-oriented and transit friendly;
- C. Create a strong identity for the core area that supports the policies of the Downtown Comprehensive Plan, the Downtown 2000 Plan, and the Woodland District Strategic Plan;
- D. Create places that provide for the needs of a diverse population;
- E. Provide a comfortable pedestrian experience and commercial-retail opportunities;
- F. Promote the development of an office hub within the Woodland District that supports the surrounding retail component; and
- G. Promote high density residential in mixed-use patterns throughout the Woodland District.

Woodland District Urban Neighborhoods Intent Statements

The Woodland District is divided into three sub-districts:

Urban Neighborhood 1 – Woodland Square

The goals for Urban Neighborhood 1 promote development that strives to combine commercial and housing uses on a single site or in close proximity. The Form Based Code (FBC) allows increased development on busier streets without fostering a strip commercial appearance. Development will support transit use and provide new housing opportunities in the City. The emphasis of the commercial uses is primarily on commercial, service, medical, educational, office, and locally-serving retail. Development is intended to consist primarily of businesses on the ground floor with services and/ or housing on upper stories. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk, especially at corners, with through block connections that provide connections between properties, and an overall modified grid of streets.

Urban Neighborhood 2 – Pacific Avenue

The goals for Urban Neighborhood 2 promote low- and medium-intensity development with a local or regional emphasis along Pacific Avenue SE. The zone is intended to prevent the appearance of strip commercial development. Development is expected to balance the needs of pedestrians, bicycles, automobiles, and transit with a mixture of commercial, service, and residential uses. Although Pacific Avenue is the primary street for lots and parcels, Infill Blocks that have multiple frontages where the site (parcel) abuts the Woodland Trail development may use the trail as a ground level street-facing elevation of buildings and will take advantage of pedestrian connection to the trail. Development will balance the needs of autos, pedestrians, and transit users.

Urban Neighborhood 3 – Master Plan Areas

The goals for Urban Neighborhood 3 promote development that strives to combine regional commercial retail and housing uses on a single site or in close proximity. The development standards allow increased development on busier streets without fostering a strip commercial appearance. Development will support transit use and provide new housing opportunities in the City. The emphasis of the commercial uses is

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primarily on commercial, service, medical, educational, office, and local-serving and region-serving retail. Development is intended to consist primarily of businesses on the ground floor with services and/ or housing on upper stories. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk, especially at corners with through block connections that provide connections between properties and an overall modified grid of streets.

The Woodland District Master Plan requirements strive to achieve a finer-grained network of streets and paths than currently exists, while permitting property owners flexibility regarding location, alignment and design, or type of streets and paths. New streets and paths will most likely be easements, and new infill blocks will be created as a result. Once a new infill block is created, the FBC development standards will apply in the same way that they will apply to legally defined sites and street-bounded blocks within the rest of the Woodland District. FBC development standards include stormwater regulations, height limits, setbacks and frontage type requirements.

16.24.020 Uses

- A. Permitted uses. Uses permitted in the Woodland District zones are listed in Table 16.24.020-1 with a “P.” These uses are allowed if they comply with the development standards and other regulations of this Section. Listing as an allowed use does not mean that a proposed development will be granted an adjustment or other exception to the regulations of this Title.
- B. Conditional uses. Uses which are allowed if approved through the conditional use review process are listed in Table 16.24.020-1 with a “C.” These uses are allowed provided they comply with the conditional use approval criteria for that use, the development standards, and other regulations of the LMC.

Use-Specific Development Standards

Parks and Open Space

Huntamer Park, West Plaza Park, South Plaza Park, I-5 Park and Bikeway, and Civic Plaza are the current open spaces and parks in the Woodland District. These City-owned and managed facilities provide open space and natural amenities for the enjoyment of the public. The Woodland District Strategic Plan recommends reinforcing these areas through an improved network of sidewalks, bicycle lanes, paths, and multi-purpose trails. New development shall enhance these existing district open spaces. Application of the design standards for streets, paths, buildings, landscaping, and other design elements from the Hybrid Form Based Code will provide a sense of enclosure to the perimeter of the parks. Any new common open space, park, or Through Connection shall be designed to be useable for the recreation and enjoyment of the citizens.

Standards

There are no new open spaces identified for development in the Woodland District. Any new open space dedicated to the city shall be subject to the design criteria of LMC Chapter 14.23.088 Open Space and requirements of Chapter 16.48 Open Space/ Institutional District. Private open space and recreation associated with new residential or mixed-use development shall comply with the design criteria of LMC 14.088 Open Space.

Drive-Through Facilities

Where a drive-through component is proposed as part of a development, it shall meet the following regulations:

- a. The drive-through shall be accessory to the principal use of the development;
- b. The entrance to the drive-through lane shall not be on a Primary Street unless shared with the primary site access of the principal use. The drive-through lane and the drive through window shall not be visible from a Primary Street.
- c. The standards above may be met in either of the following ways:
 - i. The drive-through shall be accessed from a Secondary Street, Other Street or Through Connection, and contained within the building;
 - ii. The drive-through shall be accessed from a Secondary Street, Other Street or Through Connection, and located on the portion of the Infill Block that is farthest away from the Primary Street.

Ground Floor Residential Uses

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Where residential uses occur on the ground floor, vertical and horizontal separation is required to ensure privacy for building residents, and a high quality public realm. The minimum and maximum vertical and horizontal distance from the sidewalk is defined in the Development Standards Tables for Building and Landscape Frontage Types.

Table 16.24.020-1

| Use Categories | 1 – Woodland Square | 2 – Pacific Avenue | 3 – Master Plan |
|--|---------------------|--------------------|-----------------|
| | P – Permitted | C – Conditional | |
| Residential Categories¹ | | | |
| Household Living | P | P | P |
| Group Living | C | C | C |
| Commercial Categories | | | |
| Retail Sales and Service | P | P | P |
| Office | P | P | P |
| Institutional Categories | | | |
| Parks and Open Space | P | P | P |
| Educational Facilities, Government Offices, Museum; Civic Uses, Transit Uses | P | P | P |
| Other Categories | | | |
| Rail Lines & Utility Corridors | P | P | P |

¹ Where residential uses occur on the ground floor, vertical and horizontal separation is required, see Development Standards Tables for Building and Landscape Frontage Types.

Prohibited Uses.

- A. Uses with physical and operational requirements generating substantial:
 - Truck traffic
 - Dust
 - Glare
 - Heat or vibration
 - Noise
 - Odors
- B. Uses of a character which are either not compatible with the high aesthetic standards of the area, will not enhance the marketability of the core area, or will adversely impact the city’s economic development strategies for this zone. These uses shall include, but are not limited to:

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Activities entailing movement of heavy equipment on and off the site except during construction;
Auto or truck storage as a primary use;
Cemeteries and crematoria;
Machine shops;
Motor freight terminals;
Park and ride lots;
Solid waste disposal facilities, including transfer stations, incinerators and sanitary landfills;
Stand-alone warehouse and distribution facilities.

16.24.030 General Standards Required for all Development

Conflicts

Development within the Woodland District must comply with the standards prescribed in Chapter 16.24 Woodland District Hybrid Form Based Code. These development standards are intended to implement policies in the adopted Woodland District Strategic Plan. Whenever the standards conflict with regulations elsewhere in the LMC, these standards supercede those regulations.

In the event of a conflict between any provision of Section 16.24 Woodland District Hybrid Form Based Code and any other ordinances of the city of Lacey the provisions of this chapter shall prevail with the exception of ordinances whose standards are more restrictive than those set out in this section.

Master Plan Requirements

Connectivity Master Plan

Connectivity Master Plans are required for all development within the Woodland District, except lots or parcels exempt from Connection Spacing Standards because of size, refer to section 16.24.050 Streets, Through Connections and Connection Spacing.

Development proposals shall show conceptually how the development standards in 16.24.050, Streets, Through Connections and Connection Spacing, shall be met in relationship to adjacent property and existing streets, Through Connections and other paths or trails.

Connectivity Master Plans shall refer to 16.24.040 Regulating Plan, Sub-Districts And Streets, and provide review material according to 16.24.130 Development Review – Submittal Requirements, Sections A, and B.

In addition, the Connectivity Master Plan should generally indicate how open space, parking, driveways, walkways, etc., will relate or connect to adjacent parcels.

Detailed Master Plan

Detailed Master Plans are required for all development in the Master Plan Area where proposed improvements represent 25% or more of the value of the underlying development. For the purpose of calculating the value of improvements, the area or buildings counted shall be limited to the buildings and/or land area directly underlying the proposed improvements.

Development proposals shall show conceptually how the development meets the development standards in the following section:

- 16.24.050 Streets, Through Connections and Connection Spacing
- 16.24.060 Building, Form, Siting and Site Design
- 16.24.070 Building and Landscape Frontage

Detailed Master Plans shall refer to 16.24.040-1 Regulating Plan, Subdistricts; 16.24.040-2 Regulating Plan, Designated Street Types, and 16.24.040-3 Regulating Plan, Building Heights.

Detailed Master Plans shall provide review material according to 16.24.130 Development Review – Submittal Requirements, all sections.

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| Master Plan Eligibility Summary | | |
|--|---|-----------------------------|
| Eligibility | Connectivity Master Plan | Detailed Master Plan |
| Lot or parcel is exempt from Connectivity Standards in 16.24.050 Streets, Through Connections and Connection Spacing due to size. | Exempt | Exempt |
| Lot or parcel is 1) subject to the Connectivity Standards in 16.24.050 Streets, Through Connections and 2) outside the Master Plan Area, as shown on Figure 16.24.040-1 Regulating Plan Subdistricts. | Must meet Connectivity Master Plan Requirements | Exempt |
| Lot or parcel is 1) inside the Master Plan Area, as shown on Figure 16.24.040-1 Regulating Plan Subdistricts, and 2) proposed improvements are less than 25% of the value of the underlying development as defined above. | Must meet Connectivity Master Plan Requirements | Exempt |
| Lot or parcel is 1) inside the Master Plan Area, as shown on Figure 16.24.040-1 Regulating Plan Subdistricts, and 2) proposed improvements represent 25% or more of the value of the underlying development as defined above. | Must meet Detailed Master Plan Requirements | |

Adjustments

There are three types of Adjustments that may be granted by staff, as described below.

1. Proportional Compliance Adjustments

Proportional Compliance Adjustments apply to lots or parcels fronting on Pacific Avenue and lots or parcels within the Woodland Square Subdistrict and Pacific Subdistrict, as illustrated in Figure 16.24.040-1 Regulating Plan, Subdistricts and Figure 16.24.040-2 Regulating Plan, Streets. For the purpose of calculating the value of the improvements, use the value of the existing development (buildings or structures) only.

Proportional Compliance Adjustments may be granted to existing development where the value of proposed improvements fall below one of two thresholds.

- a) When the value of the improvements is less than 25% of the value of the existing development (building or structures only), the applicant may secure a building permit for the improvements without meeting any of the development standards in the form based code.

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- b) When the value of the improvements is greater than 25%, but less than 50% of the value of the existing development, the applicant must meet the development standards of the form based code for the improvement, only. Landscaping: the reconfigured portion of the site shall meet the applicable development standards. Parking lot reconfiguration and expansion: the reconfigured portion of the parking lot shall meet the applicable development standards. External facade modification: the full extent of the facade shall meet the applicable development standards.
- c) When the value of the improvements is greater than 50% of the value of the existing development, the applicant must meet the development standards of the form based code for the new improvements and the existing building. Landscaping: the entire site shall meet the applicable development standards. Parking lot reconfiguration and expansion: the entire parking lot shall meet the applicable development standards. External facade modification: the full extent of the all facades shall meet the applicable development standards.
- d) Expansion of building footprint: the new square footage associated with the building expansion is required to meet the applicable development standards.

2. Development Standards Flexibility Adjustment

Development Standards Flexibility Adjustments may be granted to any development within the Woodland District, if staff finds that the adjusted Development Standard will perform as well as the Development Standard. Eligible Development Standards and the permitted degree of adjustment is noted in each Development Standards tables.

3. Site Plan Review Committee (SPRC) Adjustment

Any development standards which are not included in the Development Standards Flexibility Adjustment above, or which exceed the permitted degree of flexibility noted in the Development Standards tables, are eligible for review and approval through the Site Plan Review Committee (SPRC), according to Section 16.24.100 Development Review Process.

New and Existing Streets and Through Connections

Development standards of Chapter 16.24 are intended to establish a complete network of new and existing streets and Through Connections, which may take the form of local streets, multi-use paths or woonerfs. The location of new and existing streets and Through Connections and their required intersections are mapped in Figure 16.24.040-2, Regulating Plan, Designated Street Types. Connection Types permitted and maximum spacing of new and existing streets and Through Connections is established in Table 16.24.050-1, Connections and Connection Spacing. The required improvements for each street and Through Connection, including the sidewalk zones, are specified in Figures 16.24.050-1 through 16.24.050-6. When the property owner or developer is responsible for dedication of land and/ or specific constructed improvements it is noted in Figures 16.24.050-1 through 16.24.050-6.

The following table summarizes the improvements and the responsibility of each party, whether City or property owner / developer.

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| Summary of Requirements | Eligible Streets |
|--|---|
| <p>Existing Built Streets</p> <p>Existing streets are required to meet requirements for sidewalk improvements, street lights, street furniture, and trees, according to Table 16.24.050-1, Table 16.24.050-2 and Figures 16.24.050-1 through 16.24.050-6, Street Types and Sidewalk Improvements. Improvements and, where noted in the Development Standards, dedication of land, is the responsibility of the property owner / development applicant</p> | <p>3rd Avenue SE 6th Avenue SE 7th Avenue SE Pacific Avenue SE Sleater Kinney Road SE College Street SE</p> |
| <p>Future Streets and Through Connections</p> <p>Right of Way is dedicated by property owner / development applicant. The City constructs the street to City standards as established by Table 16.24.050-1, Table 16.24.050-2 and Figures 16.24.050-1 through 16.24.050-6, Street Types. An interim bike-pedestrian trail may be required on the dedicated Right of Way, prior to completion of the street improvements.</p> | <p>Unbuilt 4th Avenue SE Unbuilt segment of Golf Club Road SE Unbuilt segment of 10th Avenue SE All Through Connections and Other Streets outside of the Master Plan Subdistrict</p> |
| <p>Master Planned Streets</p> <p>Master Planned Streets shall be located and constructed according to an approved Master Plan that meets the requirements of a Connectivity Master Plan or a Detailed Master Plan, as applicable. The property owner or developer is responsible for all required street or Through Connection improvements.</p> | <p>All Other Streets and Through Connections within the Master Plan Subdistrict</p> |

Environmental Performance

- A. It shall be the responsibility of the operator and/or the proprietor of any proposed use to provide such evidence and technical data as the enforcing officer and/or site plan review committee may require to demonstrate that the use or activity is or will be in compliance with the environmental performance standards of Chapter [16.57](#) LMC.
- B. Failure of the enforcing officer and/or site plan review committee to require such information shall not be construed as relieving the operator and/or the proprietor from compliance with Chapter 16.57 LMC, environmental performance standards.
- C. All stormwater runoff shall be retained and disposed of on site or disposed of in a system designed for such runoff and which does not flood or damage adjacent properties. Systems designed for runoff retention and control shall comply with specifications provided by the city and shall be subject to its review and approval, and shall, moreover, comply with Chapter [15.22](#) LMC pertaining to community facilities.

TABLE 16.24.030-1, DISTRICT WIDE DEVELOPMENT STANDARDS

| Section / Description | 1 – Woodland Square | 2 –Pacific Avenue | 3 – Master Plan Areas |
|--------------------------|---|-------------------|---|
| Stormwater | <p>All projects shall meet the amended 2010 City of Lacey Stormwater Design Manual which have square footage thresholds for development and redevelopment (2,000 square feet and 5,000 square feet of new or redeveloped impervious surfaces). No requirement for areas under 2,000 square feet; between 2,000 and 5,000 square feet required to keep stormwater on site, and over 5,000 square feet full treatment and infiltration is required.</p> | | |
| Tree Preservation | <p>Tree protection professional report required. The city’s tree protection professional shall review the site and provide a report analyzing the site for tree protection consistent with the requirements of this chapter. The report should provide information important to urban forest management and options for consideration when developing preliminary designs. The report should suggest options for design to best achieve the purposes of the Urban Forest Management Plan and this chapter. The report shall include but shall not be limited to:</p> <ol style="list-style-type: none"> a. An analysis of technical information requested by the review body related to trees and forest practices; b. Analysis of what portion of the site is best for designation of the tree tract if required, considering the intent of this chapter, soil type, topography, tree species, health of trees and reasonable project design limitations; c. Recommendations for saving of individual tree specimens based upon the intent of this chapter, soil type, topography, tree species, health of trees, and reasonable project design limitations; d. A plan for protection of trees to be saved during construction including placement of construction fences, monitoring of construction activity and other measures necessary to ensure adequate tree protection; e. Consideration of the location of roads, other infrastructure, and buildings and potential options for alternative locations, if applicable, to best satisfy the purposes of the Urban Forest Management Plan; f. A timeline for tree protection activity; g. The final tree protection plan should be prepared on the site grading plan. All tree protection fences, trees to be saved, and trees to be removed should also be shown on the site demolition plan. Necessary save tree pruning and selective thinning within tree tracts shall be detailed and trees marked as such. The tree protection plan and demolition plan should be part of | | <p>Development standards may be adjusted on a case by case basis to protect priority trees:</p> <p>Priority tree types: Trees to be protected must be healthy, windfirm, and appropriate to the site at their mature size, as identified by a qualified professional forester. In designing a development project, the applicant shall protect the following types of trees in designated tract(s) in the following order of priority:</p> <ol style="list-style-type: none"> 1. Historical trees. Trees designated as historical trees under LMC <u>14.32.072</u>. 2. Specimen trees. Unusual, rare, or high quality trees. 3. Critical area buffer. Trees located adjacent to critical area buffers. 4. Significant wildlife habitat. Trees located within or buffering significant wildlife habitat. 5. Other high quality individual trees or groves of trees. |

| Section / Description | 1 – Woodland Square | 2 –Pacific Avenue | 3 – Master Plan Areas |
|-----------------------|--|-------------------|-----------------------|
| | the submittal to the city of Lacey and shall be approved by the tree protection professional. The tree protection plan shall be part of the contractor bid package and a copy of the tree protection plan shall be available to the contractors on site at all times during logging, clearing, and construction. | | |

TABLE 16.24.030-2, Low Impact Development Approaches (LIDA)

General

Low Impact Development Approach (LIDA). A stormwater management and land-development strategy applied at the scale of the block and the scale of the parcel that emphasizes conversation and use of onsite natural features integrated with engineered, small-scale hydrologic controls to more closely mimic predevelopment hydrologic functions.

Urban Mixed-use

Low-impact Development Approaches (LIDA) should reflect the character of place. In the most urban areas of the Woodland District, the function of rainwater detention and stormwater re-infiltration should be intense and highly structured. LIDA techniques consistent with this context include green roofs, rainwater harvesting, infiltration planters, permeable paving, and detention vaults.

| Urban Mixed Use LID Approach | Example | Where Permitted |
|---|---|--|
| <p>Urban Mixed Use Type A</p> <p>For urban sidewalks where there is on-street parking and street furniture. Designed to accommodate frequent pedestrian traffic between parked cars and retail or service commercial. Planted area is confined to a portion of the furnishings zone of the sidewalk, and is limited in length.</p> |  | <p>6th Avenue Golf Club Road Pacific Avenue Other Streets Through Connections Infill Block site area</p> |

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Urban Mixed Use Type B

For urban sidewalks which include curb extensions, such as at corner curb ramps.



Golf Club Road
Pacific Avenue
Other Streets
Through Connections
Infill Block site area

Urban Mixed Use Type C

For mixed use and residential courtyards and forecourts.



Infill Block site area

Urban Residential

In the more residential settings of the Woodland District the function of rainwater detention and stormwater re-infiltration may include LIDA techniques such green roofs, rainwater harvesting, infiltration planters, flow-through planters, rainwater gardens, and permeable paving.

| Urban Residential LID Approach | Example | Where Permitted |
|---|---|---|
| <p>Urban Residential Type A</p> <p>Informal rainwater gardens and planted area suitable for courtyard or forecourt edges or Porch-Stoop-Terrace Frontages. May also be used within the horizontal separation zone required for ground floor residential.</p> |  | <p>Golf Club Road Pacific Avenue Other Streets Through Connections Infill Block site area</p> |
| <p>Urban Residential Type B</p> <p>For urban sidewalks in residential areas where there is on-street parking and street furniture. Designed to accommodate pedestrian traffic between parked cars and residential entries. Planted area may be used in conjunction with required street trees and informally planted with native plants.</p> |  | <p>6th Avenue Golf Club Road Pacific Avenue Other Streets Through Connections Infill Block site area</p> |

Through Connections and Parking Lots

Parking lots, private streets, and multi-use paths should be designed to detain and redirect stormwater runoff. LIDA design includes bioretention in vegetated swales, flow-through planters, and rainwater gardens. Pervious pavement is an effective alternative to conventional curbs, catch basins, sewer pipes, and treatment facilities.

| Parking Lot LID Approach | Example | Where Permitted |
|---|---|--|
| <p>Parking Lot LID Approach A</p> <p>Contained swale or rainwater garden suitable for internal parking lot landscaping, and to fulfill parking lot perimeter landscaping requirement wherever a parking lot abuts a street or Through Connection.</p> |  | <p>Pacific Avenue Other Streets Through Connections Infill Block site area</p> |
| <p>Parking Lot LID Approach B</p> <p>Suitable for internal parking lot landscaping. May be used in conjunction with required parking lot tree planting.</p> |  | <p>Infill Block site area</p> |
| <p>Parking Lot LID Approach C</p> <p>Swale with native plants including small trees and shrubs with vertical habit. Suitable for internal parking lot landscaping, and to fulfill parking lot perimeter landscaping requirement wherever a parking lot abuts a street or Through Connection.</p> |  | <p>Pacific Avenue Other Streets Through Connections Infill Block site area</p> |

16.24.040 Regulating Plan

Description of the Regulating Plan

The Regulating Plan for the Woodland District is set out in Figure 16.24.040-1, Regulating Plan, Sub-districts; Figure 16.24.040-2, Regulating Plan, Street Types; and Figure 16.24.040-3, Regulating Plan, Building Heights. The Regulating Plans specify the Sub-districts, Street Types and Building Heights that apply to each lot, parcel of land, or Infill Block.

The Street Type that applies to a specific street or section of a street is indicated by the color and corresponding name shown on the Table 16.24.050-2, Overview of Street and Through Connection Types.

On Figure 16.24.040-2, Regulating Plan, Street Types, where the Street Type, as indicated by color, extends through an intersection, that Street Type shall be considered as the higher order Street and shall apply to the intersection, and to the intersecting Street until a distance of 100 feet from the confluence of lot lines at the corner, or until the next lot line away from the corner, whichever distance is shorter.

Allowable building heights are shown on Figure 16.24.040-3, Regulating Plan, Building Heights.

FIGURE 16.24.040-1, REGULATING PLAN, SUB-DISTRICTS



Figure 16.24.040-1, Regulating Plan. Subdistricts

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FIGURE 16.24.040-2, REGULATING PLAN, STREET TYPES



Figure 16.24.040-2, Regulating Plan, Designated Street Types

FIGURE 16.24.040-3, REGULATING PLAN, BUILDING HEIGHTS

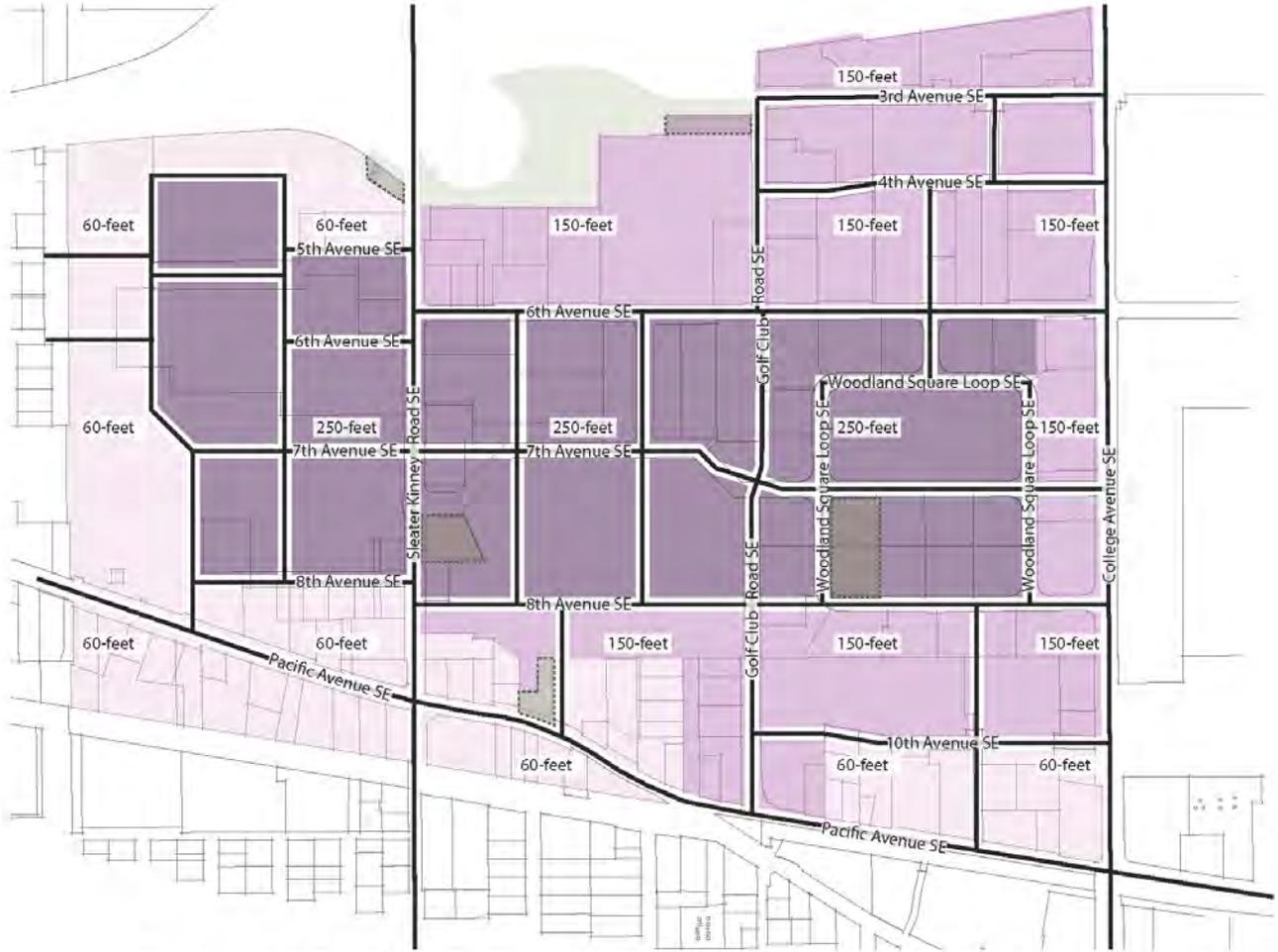


Figure 16.24.040-3, Regulating Plan, Building Heights

16.24.050 Streets, Through Connections and Connection Spacing

TABLE 16.24.050-1, CONNECTIONS AND CONNECTION SPACING

| | Woodland Square | Pacific Avenue | Master Plan Areas |
|--|--|--|--|
| BLOCKS AND CONNECTIONS | | | |
| Maximum Block Length | Auto: 450 feet (1) Pedestrian: 330 feet | Auto: 450 feet (3) Pedestrian: 330 feet South of Pacific Avenue, Auto: 200 feet Pedestrian: 200 feet | Auto: 450 feet Pedestrian: 330 feet |
| Maximum Block Perimeter | Auto: 1,800 feet (1) Pedestrian: 1,320 feet | Auto: 1,800 feet (2) Pedestrian: 1,320 feet South of Pacific Avenue, NA | Auto: 1,800 feet (1) Pedestrian: 1,320 feet |
| Additional Through-Block Connections | Required for block faces longer than 450 feet | Required for block faces longer than 450 feet | Required for block faces longer than 450 feet |
| Vehicular Entrances | Driveways permitted except where noted Min. 40 feet separation from intersection Max. avg. 1 driveway per 100 feet of block frontage Maximum width: 24 feet | Driveways permitted except where noted Min. 40 feet separation from intersection Max. avg. 1 driveway per 100 feet of block frontage Maximum width: 24 feet (3) | Driveways permitted except where noted Min. 40 feet separation from intersection Max. avg. 1 driveway per 100 feet of block frontage Maximum width: 24 feet |
| Connection Hierarchy and Primary Frontage | If one of the designated streets or Through Connections bounding an Infill Block is a Primary Street, the Primary Street Frontage of the Infill Block or lot shall be the Primary Street. If none of the designated streets or Through Connections is a Primary Street, the primary frontage shall be the Secondary Street. (4) | | |
| Through Block Connection Types Permitted | F – Through Block Connection | F – Through Block Connection | F – Through Block Connection |

(1) Adjustable by 5 percent

(2) Adjustable by 10 percent

(3) Adjustable by 20 percent

(4) Proportional Compliance Adjustment: for properties south of Pacific Avenue the Through Connection of the driveway access and drive aisle may be exempt from Frontage Requirements.

TABLE 16.24.050-2, OVERVIEW OF STREETS AND THROUGH CONNECTION TYPES

| Section / Description | 6th Ave | Golf Club | Pacific | College, Sleater Kinney | All Other Streets | Through Block Connection |
|--|--|---|--|--|--|--|
| Frontage | Primary | Primary | Primary | Secondary | Secondary | Secondary |
| Type | Collector / Commercial | Collector / Commercial | Arterial | Arterial | Local Streets | Local street or path |
| Aesthetic Character / Identity | Mixed-Use Main Street | Urban Residential Main Street | Varies | Woodland District Gateways | Varies | Varies |
| Building and Landscape Frontage Types Permitted | Linear Forecourt Low Wall and Trellis Urban Wall or Fence | Linear Forecourt Porch-Stoop-Terrace Low Wall and Trellis Urban Wall or Fence | Linear Forecourt Porch-Stoop-Terrace Landscape Building Low Wall and Trellis Urban Wall or Fence Landscape Setback | Linear Forecourt Porch-Stoop-Terrace Landscape Building Low Wall and Trellis Urban Wall or Fence Landscape Setback | Linear Forecourt Porch-Stoop-Terrace Landscape Building Low Wall and Trellis Urban Wall or Fence Landscape Setback | Linear Forecourt Porch-Stoop-Terrace Landscape Building Low Wall and Trellis Urban Wall or Fence Landscape Setback |
| Role in the Network | District Connector | District Connector | Regional Connector | Regional Connector | Bike, pedestrian, local vehicular connectivity | Bike, pedestrian, local vehicular connectivity |
| Design Speed | 25 mph | Under 20 mph | 25 mph | 25 mph | Under 20 mph | Under 20 mph |
| Right-of-Way or Easement Width | 81 to 87 feet | 60 to 64 feet | 90 to 96 feet | Varies | Varies | Varies |
| Location of Build To Line | At front property line | At front property line | 5 feet back from property line | At front property line | At front property line | NA |
| Curb-to-Curb Width | 42 feet | 36 feet | 62 to 68 feet | Varies | Varies | Varies |
| Travel | 2 | 2 | 4 | 4 | 2 | Optional |

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| Section / Description | 6th Ave | Golf Club | Pacific | College, Sleater Kinney | All Other Streets | Through Block Connection |
|-------------------------------|---------------------------|------------------|----------------|--------------------------------|---|--|
| Lanes (number) | | | | | | |
| Travel Lane Width | 11 feet | 10 feet | 12 feet | Varies | 9.5 feet for Local Streets 6 to 8 feet for Queuing Streets | 10 feet (maximum) |
| Center Turn Lane Width | 14 feet | NA | 14 feet | Varies | Varies | NA |
| Parking Lane Width | 8.5 feet | 8 feet | NA | NA | NA | 8-30 feet (optional; head-in, diagonal, parallel, or combination permitted) |
| Bike Facilities | None | Shared | None | NA | NA | Shared street or shared-use path |
| Sidewalk Width | 14 to 20 feet | 12 to 14 feet | 14 feet | Varies | Varies | 5 feet (minimum) each side, or 10 feet (minimum) one side, or 10 feet minimum (no travel lane) |
| Planting Street Width | Varies | Varies | Varies | Varies | Varies | 6 feet (minimum) |
| Planted Median Width | 14 feet | NA | 14 to 20 feet | NA | NA | NA |

FIGURES 16.24.050-1 THROUGH 6, STREET AND THROUGH CONNECTION TYPES

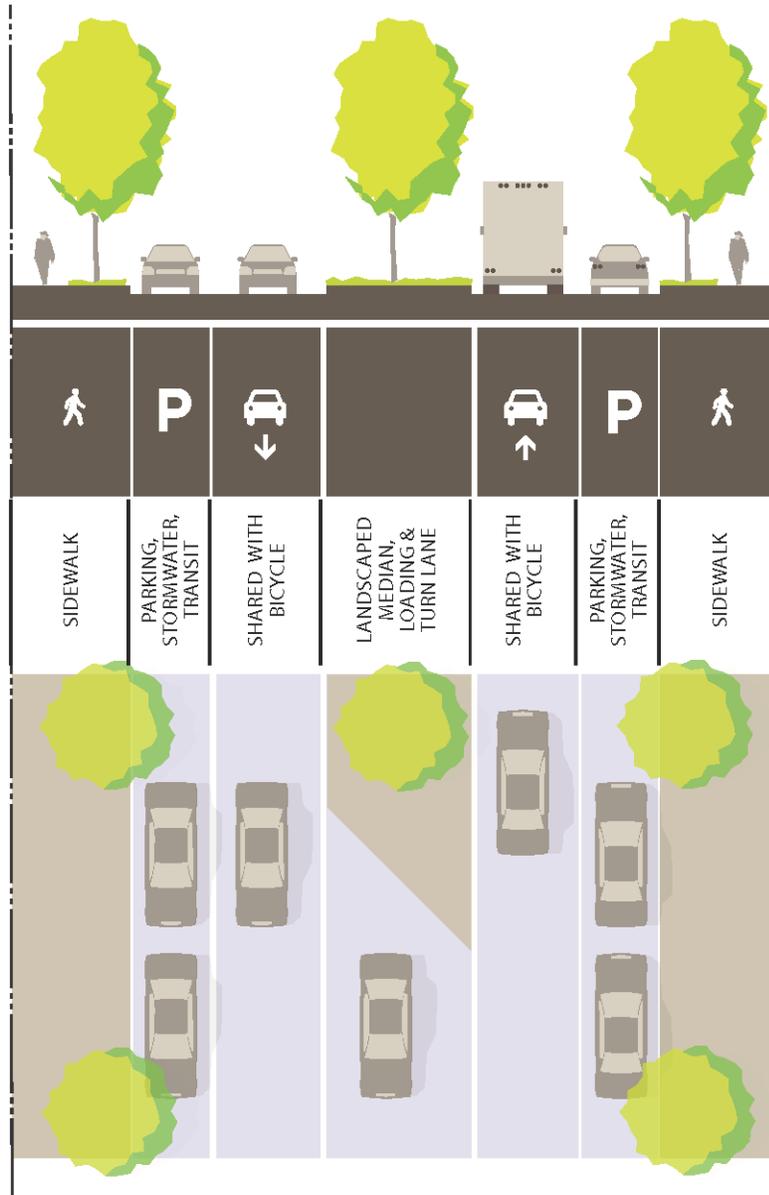


Figure 16.24.050-1, 6th Avenue

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| 6th Ave | |
|---------------------------------------|------------------------|
| Right-of-Way or Easement Width | 81 to 87 feet |
| Location of Build To Line | At front property line |
| Curb-to-Curb Width | 42 feet |
| Travel Lanes (number) | 2 |
| Travel Lane Width | 11 feet |
| Center Turn Lane Width | 14 feet |
| Parking Lane Width | 8.5 feet |
| Bike Facilities | None |
| Sidewalk Width | 14 to 20 feet |
| Planting Street Width | Varies |
| Planted Median Width | 14 feet |

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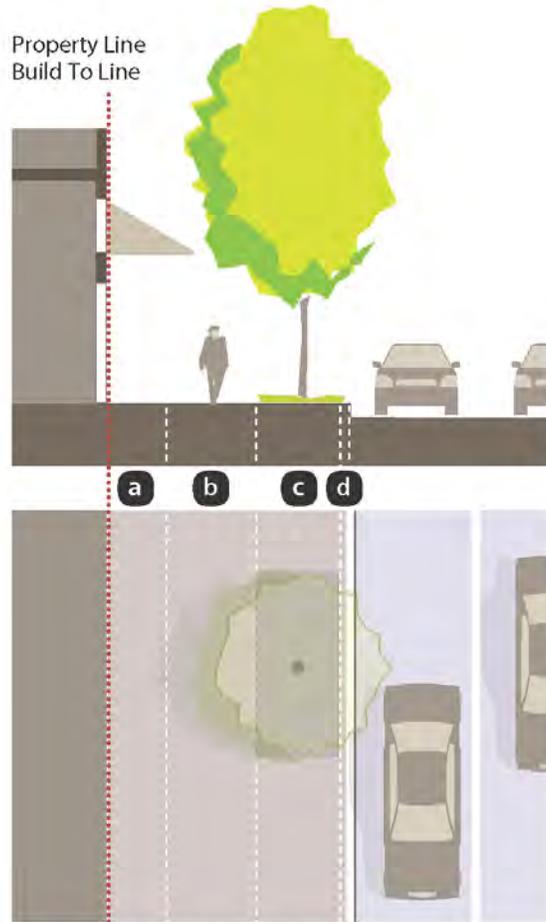


Figure 16.24.050-2, 6th Avenue Sidewalk Improvements

Avenue Sidewalk Improvements

Applicant is responsible for constructing improvements to the sidewalk when development is approved.

| | Sidewalk Zones | Minimum Dimensions | Required Improvements |
|----------|--------------------------------|--------------------|--|
| a | Frontage Zone | 1.5 feet | Concrete sidewalk |
| b | Pedestrian Through Zone | 6.0 feet | Concrete sidewalk |
| c | Street Furniture Zone | 4.0 feet | Concrete sidewalk, street trees, tree grates |
| d | Curb Zone | 6 inches | Cast-in-place concrete curb and gutter |

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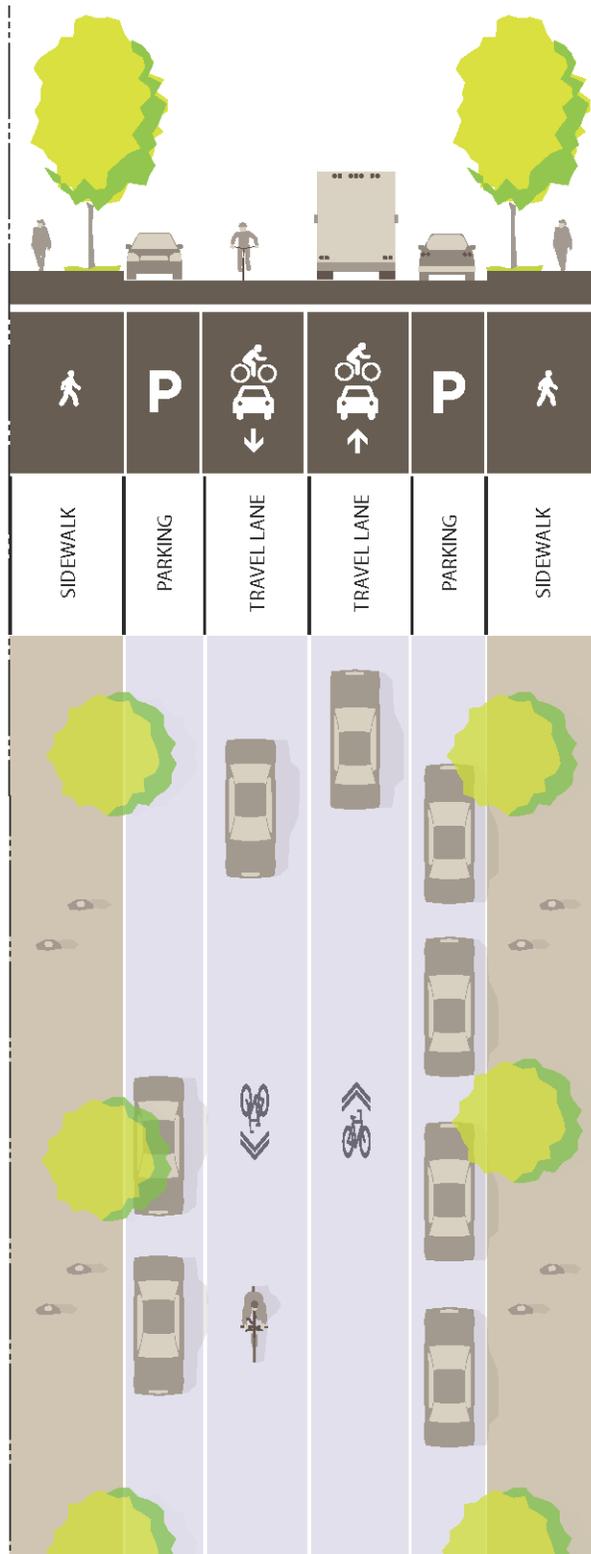


Figure 16.24.050-3, Golf Club Road

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| Golf Club Road | |
|---------------------------------------|----------------------------|
| Right-of-Way or Easement Width | 60 to 64 feet ¹ |
| Location of Build To Line | At front property line |
| Curb-to-Curb Width | 36 feet |
| Travel Lanes (number) | 2 |
| Travel Lane Width | 10 feet |
| Center Turn Lane Width | NA |
| Parking Lane Width | 8 feet |
| Bike Facilities | Shared |
| Sidewalk Width | 12 to 14 feet |
| Planting Street Width | Varies |
| Planted Median Width | NA |

¹ **Golf Club Road Extension.** Between 6th Avenue and 7th Avenue, applicant shall, upon development approval, dedicate land for the Right of Way and construct interim improvements according to Through Block Connections Development Standards. City is responsible for ultimate improvements according to the Golf Club Development Standards.

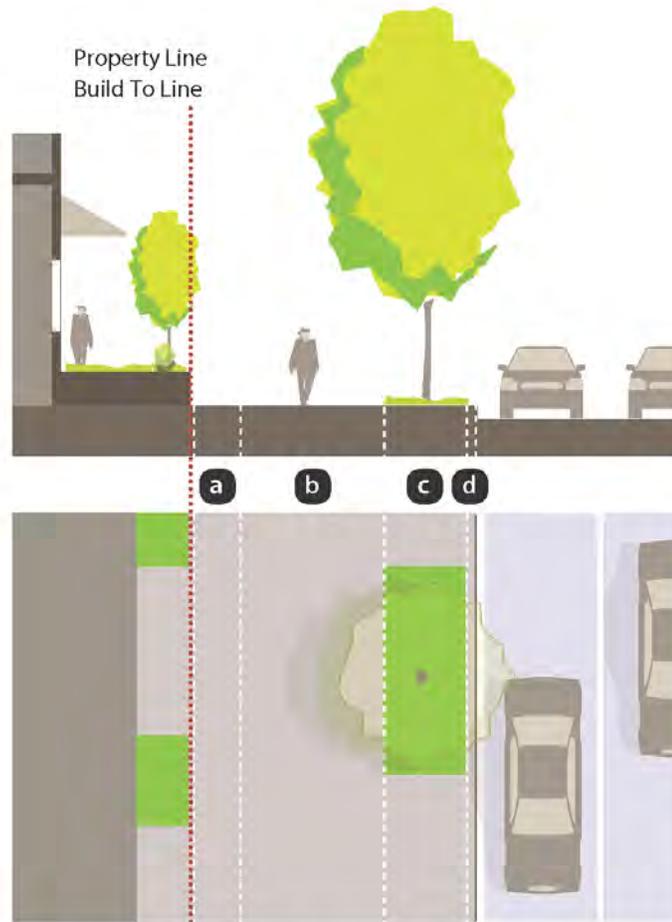


Figure 16.050-4, Golf Club Road Sidewalk Improvements

Golf Club Road Sidewalk Improvements

Applicant is responsible for constructing improvements to the sidewalk when development is approved.

| | Sidewalk Zones | Minimum Dimensions | Required Improvements |
|----------|--------------------------------|--------------------|--|
| a | Frontage Zone | 1.5 feet | Concrete sidewalk |
| b | Pedestrian Through Zone | 6.0 feet | Concrete sidewalk |
| c | Street Furniture Zone | 4.0 feet | Street trees |
| d | Curb Zone | 6 inches | Cast-in-place concrete curb and gutter |

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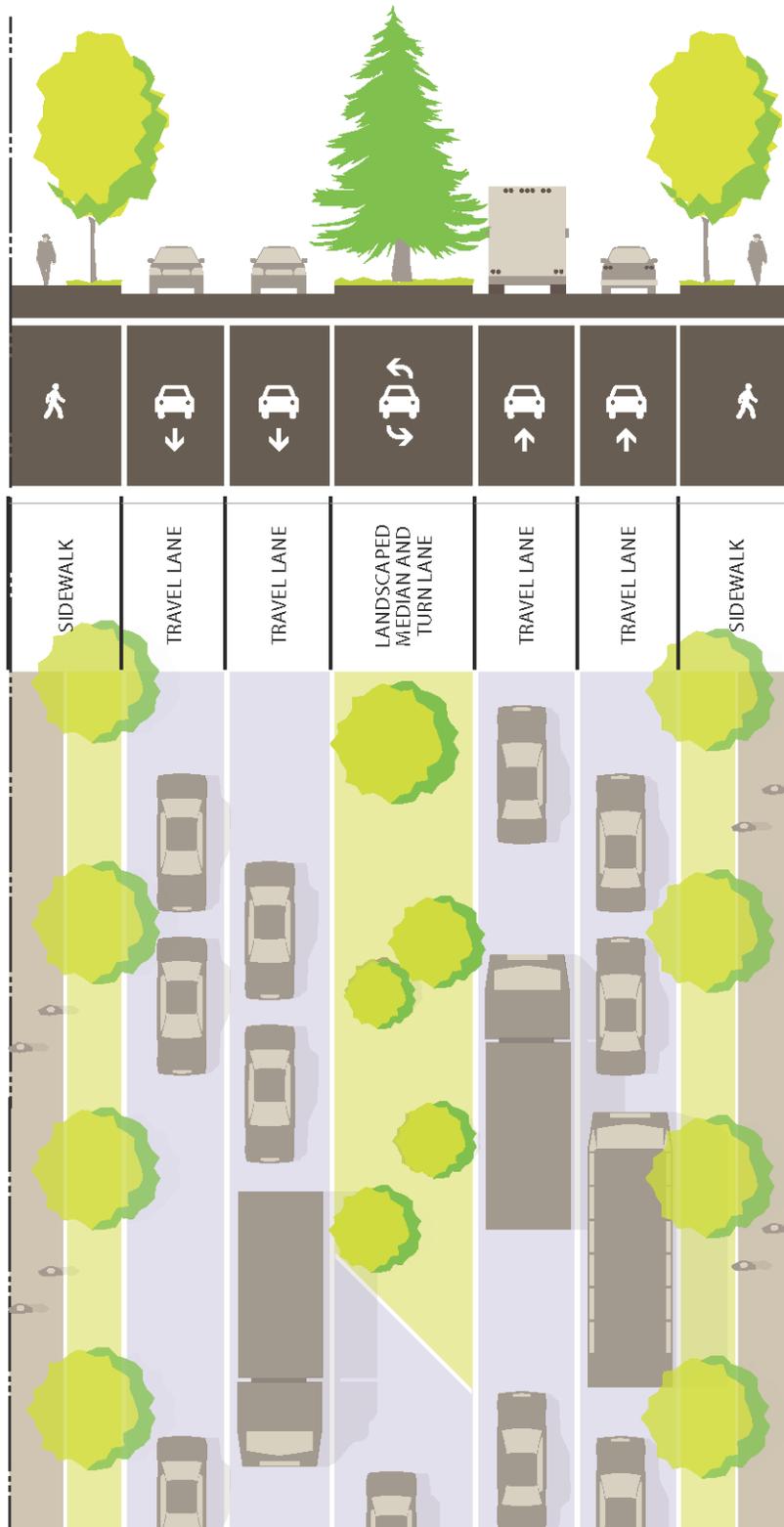


Figure 16.24.050-5, Pacific Avenue

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| Pacific Avenue | |
|---------------------------------------|--------------------------------|
| Right-of-Way or Easement Width | 90 to 96 feet |
| Location of Build To Line | 5 feet back from property line |
| Curb-to-Curb Width | 62 to 68 feet |
| Travel Lanes (number) | 4 |
| Travel Lane Width | 12 feet |
| Center Turn Lane Width | 14 feet |
| Parking Lane Width | NA |
| Bike Facilities | None |
| Sidewalk Width | 14 feet |
| Planting Street Width | Varies |
| Planted Median Width | 14 to 20 feet ¹ |

¹ Where Right of Way constraints do not permit a center turn lane, the Planted Median Width requirements do not apply

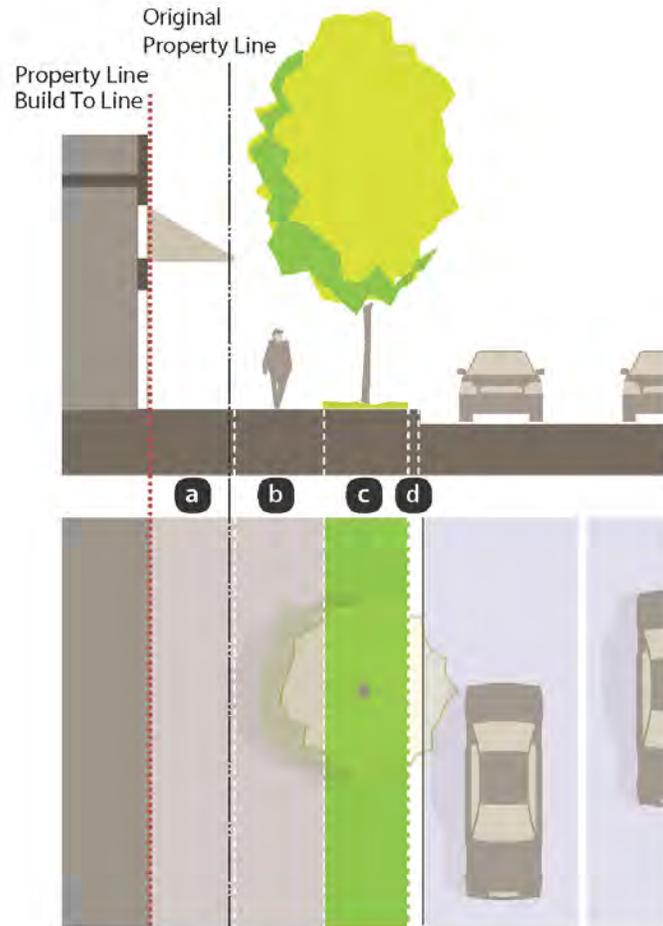


Figure 16.24.050-6, Pacific Avenue Sidewalk Improvements

Pacific Avenue Sidewalk Improvements

Applicant is responsible for dedicating 5 feet to the Right of Way and for constructing improvements to the sidewalk when development is approved.

| | Sidewalk Zones | Minimum Dimensions | Required Improvements |
|----------|--------------------------------|--------------------|--|
| a | Frontage Zone | 5.0 feet | Concrete sidewalk |
| b | Pedestrian Through Zone | 5.0 feet | Concrete sidewalk |
| c | Street Furniture Zone | 4.0 feet | Street trees, ground cover |
| d | Curb Zone | 6 inches | Cast-in-place concrete curb and gutter |

TABLE 16.24.050-3, Street and Through Connection Crossing Approaches

| Crossing Description | Example | Location |
|--|--|---|
| <p>Urban Plaza Intersection</p> <p>Raise the intersection to the level of the adjacent sidewalks. Tighten intersection curb radii for slower turning speeds for motorized vehicles. Install vertical projections such as bollards and planters to channel the automobiles and increase the security and safety of pedestrians and bicyclists.</p> <p>Use textured paving and/ or contrasting colors to promote a distinctive sense of place. Install unit pavers, textured paving, or other distinctive materials or contrasting colors to the flat surface of the intersection plaza.</p> <p>Vertical speed control elements shall be marked with a warning sign advising drivers.</p> |  <p>The image shows an aerial perspective of a raised urban plaza intersection. The intersection is a circular plaza with a textured, light-colored paving surface. It is surrounded by sidewalks and green spaces with trees. Several cars are shown driving through the plaza, and a pedestrian is walking across it. The design includes bollards and planters to channel traffic and provide safety for pedestrians and bicyclists.</p> | <p>Required</p> <p>6th Avenue intersection with Golf Club Road¹</p> <p>Optional</p> <p>Pacific Avenue</p> <p>Other Streets</p> <p>Through Connections</p> <p>¹ City is responsible for construction of raised table intersection once Golf Club Road extension is completed.</p> |

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| Crossing Description | Example | Location |
|---|--|--|
| <p>Urban Corner</p> <p>Tighten intersection curb radii and encourage slower turning speeds for motorized vehicles. Eliminate the change in grade between sidewalk and drive lane to prioritize pedestrian movement and mark a unique spot in the Woodland District. Flare the curb to meet the grade of the street along the full extent of the radius of the corner. Use bollards to protect pedestrians from automobile turning movements.</p> |  | <p>Required</p> <p>6th Avenue</p> <p>Golf Club Road between 6th and 7th Avenues</p> <p>Optional</p> <p>Pacific Avenue</p> <p>Other Streets</p> <p>Through Connections</p> |

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| Crossing Description | Example | Location |
|---|--|--|
| <p>Pedestrian Corner</p> <p>Install curb extensions to visually narrow the street and alert drivers to exercise more care. Place curb extensions to create shorter and safer crossings for pedestrians. Take advantage of curb extensions to increase the available public realm space for street furniture, benches, street trees, and other amenities.</p> <p>Curb extensions should be installed wherever on-street parking is provided. Combine stormwater management features into curb extensions at corners.</p> <p>Install curb extensions at street crossings to support pedestrian safety. Integrate flow-through planters and rain gardens, on-street parking, parklets, and bicycle parking corrals into the curb extension.</p> |  An architectural rendering of a street corner. A modern building with large glass windows and a flat roof is on the left. A sidewalk with a curb extension runs along the building. Several pedestrians are walking on the sidewalk. There are trees and a small outdoor seating area with tables and chairs. A white SUV is parked on the street. The scene is set during the day with a clear sky. | <p>Required</p> <ul style="list-style-type: none">Golf Club Road south of 7th AvenueGolf Club Road north of 6th AvenuePacific AvenueOther StreetsThrough Connections in Woodland Square SubdistrictThrough Connections in Master Plan Areas <p>Optional</p> <ul style="list-style-type: none">All Other StreetsThrough Connections |

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| Crossing Description | Example | Location |
|--|--|---|
| <p>Urban Mid-block Crossing</p> <p>Create shorter and safer crossings for pedestrians. Raise the level of the walkway to match the level of the adjacent sidewalk to prioritize pedestrian crossing and alert drivers to the mid-block crossing. Install unit pavers or other distinctive materials to the flat surface to further define the speed table.</p> <p>Vertical speed control elements shall be marked with a warning sign advising drivers.</p> |  | <p>Required</p> <ul style="list-style-type: none">Golf Club Road south of 7th AvenueGolf Club Road north of 6th AvenuePacific AvenueOther Streets within the Woodland Square SubdistrictOther Streets within the Master Plan AreasThrough Connections in Woodland Square SubdistrictThrough Connections in Master Plan Areas |

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| Crossing Description | Example | Location |
|---|--|--|
| <p>Mid-block Crossing with Pedestrian Refuge</p> <p>Where streets have more than two travel lanes, pedestrian crossings shall include a pedestrian refuge within the median to provide an additional measure of safety. Incorporate planted beds, flow-through planters and rain gardens within the median island.</p> |  An architectural rendering of a city street scene. In the foreground, a pedestrian is walking on a sidewalk. A crosswalk with white stripes crosses the road. In the middle of the road, there is a raised pedestrian refuge island with a grassy area and a tree. A car is stopped at the crosswalk. In the background, there are more cars and buildings. The sky is a clear blue. | <p>Required</p> <p>6th Avenue Pacific Avenue</p> <p>Optional</p> <p>Other Streets Through Connections</p> |

TABLE 16.24.050-4, Traffic Calming Approaches

| Traffic Calming Description | Example | Where Permitted |
|---|--|---|
| <p>Urban Woonerf</p> <p>Urban Shared Space Streets function foremost as public space for shopping, commerce, culture, socializing, and recreation. The design speed of an Urban Shared Space Street is 18 mph.</p> <p>Install flush textured or pervious pavement to reinforce the priority of the pedestrian. Special pavements, especially unit pavers shall be selected for regional climate, durability, and maintenance. Sidewalks and street are installed at the same elevation (level). Align drainage channels with center or along the flush curb of the Urban Shared Space Streets.</p> <p>Provide continuous sidewalks on both sides of Urban Shared Space Streets with three distinct zones: Frontage Zone, Pedestrian Through Zone, and Street Furniture Zone. Install street furniture, including bollards, benches, planters, and bicycle parking to functionally separate cars from the pedestrian realm of the sidewalk. Provide on-street curbside parking.¹</p> |  | <p>Optional</p> <p>Golf Club Road</p> <p>Other Streets</p> <p>Optional, without continuous sidewalk requirement</p> <p>Through Connections¹</p> <p>¹Through Connections are exempt from the requirement for continuous sidewalk and on street parking.</p> |

| Traffic Calming Description | Example | Where Permitted |
|--|---|---|
| <p>Curbed Street – Bulb-outs</p> <p>Curb extensions are used at intersections to shorten the distance between curbs at pedestrian crossings. Use curb extensions to integrate parking lane materials and treatments, such as permeable paving. Install curb extensions wherever on-street parking is integrated to increase visibility, reduce the crossing distance, provide extra queuing space, and allow for enhancements, such as seating or greenery. Combine stormwater management features such as bio-swales or rain gardens with curb extensions to reduce the impervious surface area of the street.</p> <p>Provide continuous sidewalks on both sides of Curbed Streets with four distinct zones: Frontage Zone, Pedestrian Through Zone, Street Furniture Zone, and Curb Zone. Install street furniture, including bollards, benches, planters, and bicycle parking to functionally separate cars from the pedestrian realm of the sidewalk.</p> <p>Parklets are ideal for curbed streets with active storefronts, foot traffic, and retail activity.</p> <p>Provide on-street curbside parking.</p> |  | <p>Required</p> <p>6th Avenue intersection with Golf Club Road</p> <p>Pacific Avenue</p> <p>Other Streets</p> <p>Through Connections¹</p> <p>¹Through Connections are exempt from the requirement for continuous sidewalk and on street parking.</p> |

| Traffic Calming Description | Example | Where Permitted |
|---|--|--|
| <p>Queuing Street (Yield Street)</p> <p>Local streets in residential neighborhoods are also spaces for play and leisure. Provide safe and inviting place to walk with direct access to destinations.</p> <p>Two-way yield streets are suited to residential areas where drivers are expected to travel at low speeds.</p> <p>Provide continuous sidewalks on both sides of Queuing Streets with four distinct zones: Frontage Zone, Pedestrian Through Zone, Street Furniture Zone, and Curb Zone. Install street furniture, including bollards, benches, planters, and bicycle parking to functionally separate cars from the pedestrian realm of the sidewalk.</p> <p>Driveways shall be constructed to eliminate intrusion upon the sidewalk. Sidewalk materials and grade shall be maintained across driveways.</p> <p>Use the planted furniture zone of the sidewalk for street trees, bio-swales, and rain gardens.</p> <p>Install curb extensions at intersections to maintain safe travel speeds and reinforce the residential nature of the street.</p> <p>Install curb extensions at mid-block to slow traffic speeds and add public space. Install vertical speed control devices like raised crosswalks and mid-block crossings to encourage safe speeds and meter through traffic.</p> <p>Provide on-street curbside parking.</p> |  | <p>Optional</p> <p>Golf Club Road</p> <p>Other Streets</p> <p>Through Connections¹</p> <p>¹Through Connections are exempt from the requirement for continuous sidewalk and on street parking.</p> |

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| Traffic Calming Description | Example | Where Permitted |
|---|---|--|
| <p>Chicane Street</p> <p>Chicane streets are suited to residential areas where drivers are expected to travel at low speeds.</p> <p>Driveways shall be constructed to eliminate intrusion upon the sidewalk. Sidewalk materials and grade shall be maintained across driveways.</p> <p>Use the planted furniture zone of the sidewalk for street trees, bio-swales, and rain gardens.</p> <p>Install curb extensions at intersections to maintain safe travel speeds and reinforce the residential nature of the street.</p> <p>Provide continuous sidewalks on both sides of Chicane Streets with four distinct zones: Frontage Zone, Pedestrian Through Zone, Street Furniture Zone, and Curb Zone. Install street furniture, including bollards, benches, planters, and bicycle parking to functionally separate cars from the pedestrian realm of the sidewalk.</p> <p>Install curb extensions at mid-block to slow traffic speeds and add public space. Install vertical speed control devices like raised crosswalks and mid-block crossings to encourage safe speeds and meter through traffic.</p> |  | <p>Optional</p> <p>Golf Club Road</p> <p>Other Streets</p> <p>Through Connections¹</p> <p>¹Through Connections are exempt from the requirement for continuous sidewalk and on street parking.</p> |

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| Traffic Calming Description | Example | Where Permitted |
|--|--|--|
| <p>Woonerf – Residential</p> <p>Woonerf – Residential streets are low-volume residential streets function foremost as public space for recreation, socializing, and leisure. The design speed of an Woonerf – Residential street is 12 mph. Identify Woonerf – Residential streets with signage indicating that motorists must yield and the pedestrian has priority of movement. Mark entrances to Woonerf – Residential streets with tactile warning strips that alert both drivers and pedestrians. Install flush textured or pervious pavement reinforce the priority of the pedestrian. Special pavements, especially unit pavers shall be selected for regional climate, durability, and maintenance. Sidewalks and street are installed at the same elevation (level). Align drainage channels with center or along the flush curb of the Woonerf – Residential street.</p> <p>Provide continuous sidewalks on both sides of Woonerf – Residential street with four distinctive zones: Frontage Zone, Pedestrian Through Zone, Street Furniture Zone, and Curb Zone. Install street furniture, including bollards, benches, planters, and bicycle parking to functionally separate cars from the pedestrian realm of the sidewalk.</p> <p>Stagger blocks of on-street parking and landscaping to create a chicane effect. Install street furniture, including bollards, benches, planters, and bicycle parking to functionally separate cars from private space.</p> |  | <p>Optional</p> <p>Other Streets</p> <p>Through Connections¹</p> <p>¹Through Connections are exempt from the requirement for continuous sidewalk and on street parking.</p> |

16.24.060 Building, Form, Siting and Site Design

TABLE 16.24.060-1, BUILDING FORM, SITING AND MASSING STANDARDS

| | Woodland Square | Pacific Avenue | Master Plan Areas |
|---|--|--|--|
| Applicability | Areas bounded by designated Street Types (6 th Avenue, Golf Club Road, Pacific Avenue), Secondary Streets or Through Connections shall be designated as an Infill Block, lot or parcel and subject to the Development Standards for Building Form, Siting and Massing | | |
| Frontage Hierarchy | <p>The Primary Street Facing Frontage is the edge of the lot, parcel or Infill Block adjacent to the Primary Street, except where no Primary Street exists, then the Primary Street Facing Frontage is defined as the edge adjacent to the Secondary Street.</p> <p>Other edges of a lot, parcel or Infill Block that abut an Other Street or a Through Connection must meet Development Standards for Secondary Streets.</p> <p>Any edges of a lot, parcel or Infill Block that do not abut a Street Type or Through Connection shall meet Development Standards for Side and Rear Yards as applicable.</p> | | |
| Primary and Secondary Street Facing Frontage | See Building and Landscape Frontage Types for applicable dimensions. | See Building and Landscape Frontage Types for applicable dimensions. | See Building and Landscape Frontage Types for applicable dimensions. |
| Side Yard Setback | Residential: Min. 20 feet Commercial: Min. 0 feet | Residential: Min. 20 feet (1) Commercial: Min. 0 feet | Residential: Min. 20 feet Commercial: Min. 0 feet |
| Rear Yard Setback | Residential: Min. 20 feet Commercial: Min. 0 feet | Residential: Min. 20 feet (1) Commercial: Min. 0 feet | Residential: Min. 20 feet Commercial: Min. 0 feet |
| Minimum Building or Podium Height | See Building and Landscape Frontage Types for applicable dimensions. | See Building and Landscape Frontage Types for applicable dimensions. (1) | See Building and Landscape Frontage Types for applicable dimensions. |
| Maximum Podium Height | See Building and Landscape Frontage Types for applicable dimensions. | See Building and Landscape Frontage Types for applicable dimensions. | See Building and Landscape Frontage Types for applicable dimensions. |
| Required Step Back at Podium | See Building and Landscape Frontage Types for applicable dimensions. | See Building and Landscape Frontage Types for applicable dimensions. | See Building and Landscape Frontage Types for applicable dimensions. |

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| | Woodland Square | Pacific Avenue | Master Plan Areas |
|----------------------------------|---|---|---|
| Tower Location | Tower spacing: Min. 65 feet between towers See Building and Landscape Frontage Types for additional applicable dimensions. | Tower spacing: Min. 65 feet between towers See Building and Landscape Frontage Types for additional applicable dimensions. | Tower spacing: Min. 65 feet between towers See Building and Landscape Frontage Types for additional applicable dimensions. |
| Maximum Building Height | See Regulating Plan – Building Heights for applicable dimensions. | See Regulating Plan – Building Heights for applicable dimensions. | See Regulating Plan – Building Heights for applicable dimensions. |
| Maximum Tower Floor Plate | Residential: 12,000 square feet Commercial: 35,000 square feet | Residential: 12,000 square feet Commercial: 35,000 square feet | Residential: 12,000 square feet Commercial: 35,000 square feet |
| Parking Structure | When a Parking Structure faces a Primary Street, it shall meet the requirements of one of the Permitted Frontage Types for the height of the Podium Front setback, Primary Street: Same as for Frontage Type When a Parking Structure faces a Secondary Street, it shall meet the requirements of one of the Permitted Building Frontage Types for the height of the Ground Floor Front setback, Secondary Street: 10 feet maximum Setback, side: Min. 20 feet Setback, rear: Min. 20 feet | When a Parking Structure faces a Primary Street, it shall meet the requirements of one of the Permitted Frontage Types for the height of the Podium Front setback, Primary Street: Same as for Frontage Type When a Parking Structure faces a Secondary Street, it shall meet the requirements of one of the Permitted Building Frontage Types for the height of the Ground Floor Front setback, Secondary Street: 10 feet maximum Setback, side: Min. 20 feet Setback, rear: Min. 20 feet | When a Parking Structure faces a Primary Street, it shall meet the requirements of one of the Permitted Frontage Types for the height of the Podium Front setback, Primary Street: Same as for Frontage Type When a Parking Structure faces a Secondary Street, it shall meet the requirements of one of the Permitted Building Frontage Types for the height of the Ground Floor Front setback, Secondary Street: 10 feet maximum Setback, side: Min. 20 feet Setback, rear: Min. 20 feet |

(1) Proportional Compliance Adjustment 20 percent

TABLE 16.24.060-2, SITE DESIGN AND LANDSCAPE STANDARDS

| | Woodland Square | Pacific Avenue | Master Plan Areas |
|----------------------------------|---|---|---|
| SITE DESIGN AND LANDSCAPE | | | |
| Applicability | Areas bounded by designated Street Types (6 th Avenue, Golf Club Road, Pacific Avenue), Secondary Streets or Through Connections shall be designated as an Infill Block, lot or parcel and subject to the Development Standards for Site Design and Landscaping. | | |
| Surface Parking | <p>Not permitted adjacent to a Primary Street</p> <p>When Surface Parking is located adjacent to a Secondary Street, it shall meet the requirements of one of the Permitted Landscape Frontage Types</p> <p>Front setback, Secondary Street: Min. 10 feet</p> <p>Setback, side: Min. 10 feet</p> <p>Setback, rear: Min. 10 feet</p> | <p>When Surface Parking is located adjacent to a Primary and/ or Secondary Street, it shall meet the requirements of one of the Permitted Landscape Frontage Types</p> <p>Front setback, Secondary Street: Min. 10 feet</p> <p>Setback, side: Min. 10 feet</p> <p>Setback, rear: Min. 10 feet</p> | <p>Not permitted adjacent to a Primary Street</p> <p>When Surface Parking is located adjacent to a Secondary Street, it shall meet the requirements of one of the Permitted Landscape Frontage Types</p> <p>Front setback, Secondary Street: Min. 10 feet</p> <p>Setback, side: Min. 10 feet</p> <p>Setback, rear: Min. 10 feet</p> |
| Side Yard Setback | <p>Residential: Min. 20 feet</p> <p>Commercial: Min. 0 feet</p> | <p>Residential: Min. 20 feet</p> <p>Commercial: Min. 0 feet</p> | <p>Residential: Min. 20 feet</p> <p>Commercial: Min. 0 feet</p> |
| Rear Yard Setback | <p>Residential: Min. 20 feet</p> <p>Commercial: Min. 0 feet</p> | <p>Residential: Min. 20 feet</p> <p>Commercial: Min. 0 feet</p> | <p>Residential: Min. 20 feet</p> <p>Commercial: Min. 0 feet</p> |

16.24.070 Building and Landscape Frontage

Overview of Building and Landscape Frontage Types

Refer to the Regulating Plan and the Development Standards tables to determine which Building and Landscape Frontage Types are permitted along each Street. Each Street-facing Build To Line shall comply with the Development Standards listed under the applicable Building and Landscape Frontage Type.

Linear Building Frontage

A Linear Building Frontage, as set out in Figure 16.24.070-1, is characterized by a façade that is built up to the Build To Line. The building entrance is at sidewalk grade, except where there are ground floor residential uses. Linear Building Frontages have substantial glazing on the ground floor, and often provide awnings or canopies cantilevered over the sidewalk. Building entries must either provide a canopy or awning and/or be recessed behind the front building façade.

Forecourt Building Frontage

A Forecourt Building Frontage, as set out in 16.24.070-2, may be created by recessing a portion of the façade for a portion of the building frontage. The Forecourt Building Frontage should be used in conjunction with the Linear Building Frontage. A Forecourt Building Frontage is suitable for commercial or residential uses. A Forecourt Building Frontage may be suitable for gardens and/or outdoor seating.

Porch / Stoop / Terrace Building Frontage

The Porch-Stoop-Terrace Building Frontage, as set out in Figure 16.24.070-3, is characterized by a façade which is set behind the Build To Line and a building entry threshold, such as a porch or terrace, set between the building and the Build To Line. The threshold may be elevated above or sunken below grade. The building entry is accessed from this threshold. Landscaping may be provided in the setback area between the building and the sidewalk. A Porch-Stoop-Terrace Building Frontage is suitable for residential uses and service commercial or office uses.

Landscape Building Frontage

A Landscape Building Frontage, as set out in Figure 16.24.070-4, is set back from the Build To Line by a wide landscaped strip between the building and the sidewalk. This frontage type is appropriate along streets where the existing streetscape may not be conducive to pedestrian-oriented ground floor retail or residential, such as where there is no on-street parking or where streets are very wide. Ground floor entries must still be provided along and connected to the sidewalk.

Low Wall and Trellis Landscape Frontage

As set out in Figure 16.24.070-5, Build To Lines not occupied by buildings, driveways, or pedestrian paths must be screened with a low masonry or concrete wall and overhanging trellis structure.

Urban Wall or Fence Landscape Frontage

As set out in Figure 16.24.070-6, Build To Lines not occupied by buildings, driveways, or pedestrian paths must be screened with an open framework wall or fence of either metal, wood, masonry, or a combination.

Landscape Setback Frontage

As set out in Figure 16.24.070-7, Build To Lines not occupied by buildings, driveways, or pedestrian paths must be set back behind a planted landscape area consisting of trees, shrubs, and groundcover plants.

General Building and Landscape Frontage Standards

Applicability. The applicable Street Types or Sub-districts are stated at the top of each column. Development on any site adjacent to 6th Ave, Golf Club Road or Pacific Avenue shall conform to the regulations set out in the relevant column. Development on any site not adjacent to 6th Avenue, Golf Club Road or Pacific Avenue shall conform to the regulations set out in the Urban District, Master Plan District or Pacific Avenue District columns, as applicable.

Build To Line

Build To Line means the line up to which buildings or landscaping must be constructed. The **Build To Line** may not be the same as the **Front Lot Line**, see Table 16.24.050-2.

Frontage

Frontage shall be defined as the linear distance between centerlines of the perpendicular Secondary Street, Other Street or Through Connection, if measuring along a Primary Street.

If on a Secondary Street, Frontage shall be defined as the linear distance between centerlines of the perpendicular Other Street or Through Connection.

All other Frontage shall be defined as the linear distance between centerlines of the perpendicular Primary Street, Secondary Street, Other Street or Through Connection.

Where Frontage occurs on a curved segment of a street, Frontage shall be defined as the linear dimension of the Chord.

Frontage Requirements

Minimum Building Frontage along Street-Facing Build To Line: All private and public street or path-facing Build To Lines not occupied by buildings or driveways are required to provide Building or Landscape Frontage between the sidewalk and the remainder of the site.

Primary Street Frontage: The Primary Street Frontage shall be defined as the portion of the building facing the street (or the higher order street if on a corner). The front façade of the building shall be built to the Primary Street Frontage Build To Line.

Secondary Street Frontage: The Secondary Street Frontage shall be defined as the portion of the building facing the lower order Street, if on a corner. The front façade of the building shall be built to the Secondary Street Frontage Build To Line for a minimum of 100 feet from the corner or the lot width, whichever is shorter. The Building and Landscape Frontage Standards of this section shall apply to the portion of the building that occupies the Build To Line for 100 feet from the corner or the lot width, whichever is shorter.

Ground Floor Height Measurement. If a minimum Ground Floor Height is required, with a specific minimum floor to ceiling measurement, the ceiling shall be considered as the bottom of joists, rafters or supporting structure of the roof or floor structural system above; the floor shall be considered as the highest point of any flooring system. The ceiling does not include any non-structural ceiling surface materials such as suspended acoustical tile. Projections such as pendant lighting, exposed mechanical ducting, exposed electrical or communication raceways, or the bottom chord of structural trusses may extend below the ceiling and shall not be included in the floor to ceiling measurement.



Figure 16.24.070-1, Building Frontage – Linear

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TABLE 16.24.070-1, BUILDING FRONTAGE TYPE 1 – LINEAR

| Development Standard | Woodland Square | Master Plan District | 6 th Ave | Golf Club Rd | Pacific Ave District | Pacific Ave |
|---|---|----------------------|---------------------|--------------|----------------------|-------------|
| a Minimum Building or Podium Height | Min. 30 feet | | | | Min. 20 feet | |
| | Maximum Podium Height | | | | | |
| | Max. 55 feet | | | | | |
| Podium Setback from Build-To Line | Max. 10 feet | | Max. 0 feet | Max. 10 feet | Max. 10 feet | |
| | Min. 0 feet | | Min. 0 feet | Min. 5 feet | Min. 0 feet | |
| b Tower Step Back at Top of Podium | Min. 10 feet | | | | | |
| | Min. 15 feet on lots adjacent to Golf Club Road | | | | | |
| | On Through Block Connections: 10 feet minimum Intermediate step back of 15 feet is required at a height of between 0 feet and 20 feet | | | | | |
| Tower Height | See Regulating Plan for Building Heights | | | | | |
| c Ground Floor Height | Min. 18 feet | | | | | |
| Ground Floor Construction | 1 hour fire resistive | | | | | |
| Ground Floor Depth | Min. 40 feet | | | | | |
| Separation of Ground Floor Residential Uses | Vertical distance from ground: Min. 18 inches / Max. 3 feet Horizontal distance from Build To Line: Min. 3 feet / Max. 15 feet | | | | | |

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| Development Standard | Woodland Square | Master Plan District | 6 th Ave | Golf Club Rd | Pacific Ave District | Pacific Ave |
|------------------------------|--|----------------------|---------------------|--------------|----------------------|--|
| d Weather Protection | Protected area: 50 square feet, minimum; 5 feet min. horizontal dimension; 10 foot vertical clearance, minimum | | | | No requirement | Protected area: 50 square feet, minimum; 5 feet min. horizontal dimension; 10 foot vertical clearance, minimum |
| e Primary Entry Doors | Shall face street; 40% transparent min. | | | | | |
| Windows | 60% min. | | | | | |

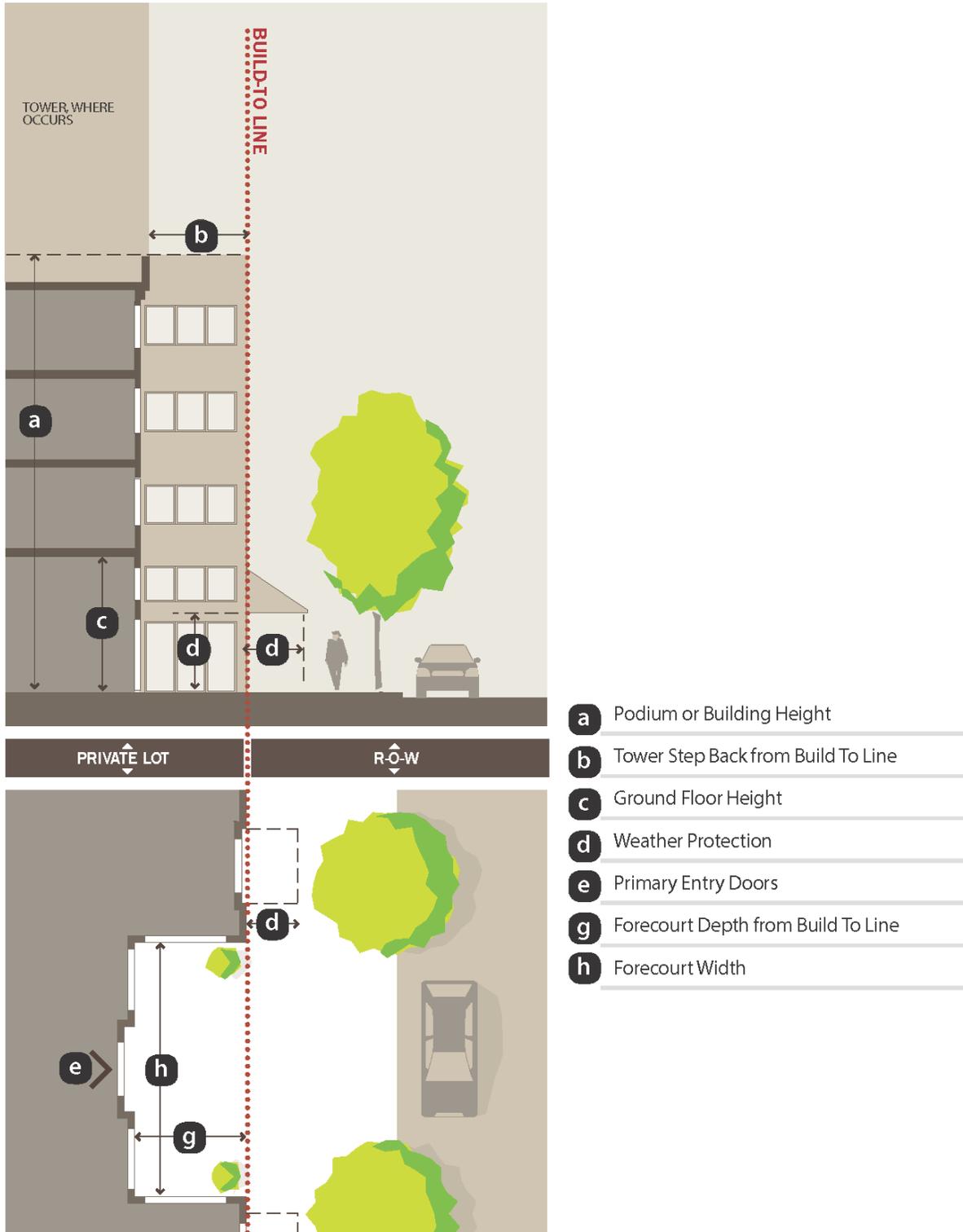


Figure 16.24.070-2, Building Frontage – Forecourt

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TABLE 16.24.070-2, BUILDING FRONTAGE TYPE 2 – FORECOURT

| Development Standard | Woodland Square | Master Plan District | 6 th Ave | Golf Club Rd | Pacific District | Pacific Ave |
|---|---|----------------------|---------------------|--------------|------------------|-------------|
| a Minimum Building or Podium Height | Min. 30 feet | | | | Min. 20 feet | |
| | Maximum Podium Height | | | | | |
| | Max. 55 feet | | | | | |
| Podium Setback from Build-To Line | Max. 10 feet | | Max. 0 feet | Max. 10 feet | Max. 10 feet | |
| | Min. 0 feet | | Min. 0 feet | Min. 5 feet | Min. 0 feet | |
| b Tower Step Back at Top of Podium | Min. 10 feet or match | | | | | |
| | Min. 15 feet on lots adjacent to Golf Club Road | | | | | |
| | On Through Block Connections: 10 feet minimum | | | | | |
| | Intermediate step back of 15 feet is required at a height of between 0 feet and 20 feet | | | | | |
| Tower Height | Tower setback shall match Forecourt maximum depth where tower abuts the Forecourt | | | | | |
| Tower Height | See Regulating Plan for Building Heights 16.24.040-3 Regulating Plan, Heights | | | | | |
| c Ground Floor Height | Min. 18 feet | | | | | |
| Ground Floor Construction | 1 hour fire resistive | | | | | |
| Ground Floor Depth | Min. 40 feet | | | | | |
| Separation of Ground Floor Residential Uses | Vertical distance from ground: Min. 18 inches / Max. 3 feet | | | | | |
| | Horizontal distance from Build To Line: Min. 3 feet / Max. 15 feet | | | | | |

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| Development Standard | Woodland Square | Master Plan District | 6 th Ave | Golf Club Rd | Pacific District | Pacific Ave |
|---|--|----------------------|---------------------|----------------|--|-------------|
| d Weather Protection | Protected area: 50 square feet, minimum; 5 feet min. horizontal dimension; 10 foot vertical clearance, minimum | | | No requirement | Protected area: 50 square feet, minimum; 5 feet min. horizontal dimension; 10 foot vertical clearance, minimum | |
| e Primary Entry Doors | Shall face street; 40% transparent min. | | | | | |
| Windows | 60% min. | | | | | |
| g Forecourt Depth from Build To Line | Setback: 10 feet minimum; 30 feet maximum Tower setback shall match Forecourt maximum depth | | | | | |
| h Forecourt Width | Setback: 10 feet minimum; 30 feet maximum | | | | | |
| Forecourt Frontage | The Forecourt Frontage shall incorporate the Linear Frontage Type for building faces on the Primary and Secondary Street Frontages that are not part of the courtyard. | | | | | |
| Fence | No greater than 3 feet in height; min. 20% transparent | | | | | |

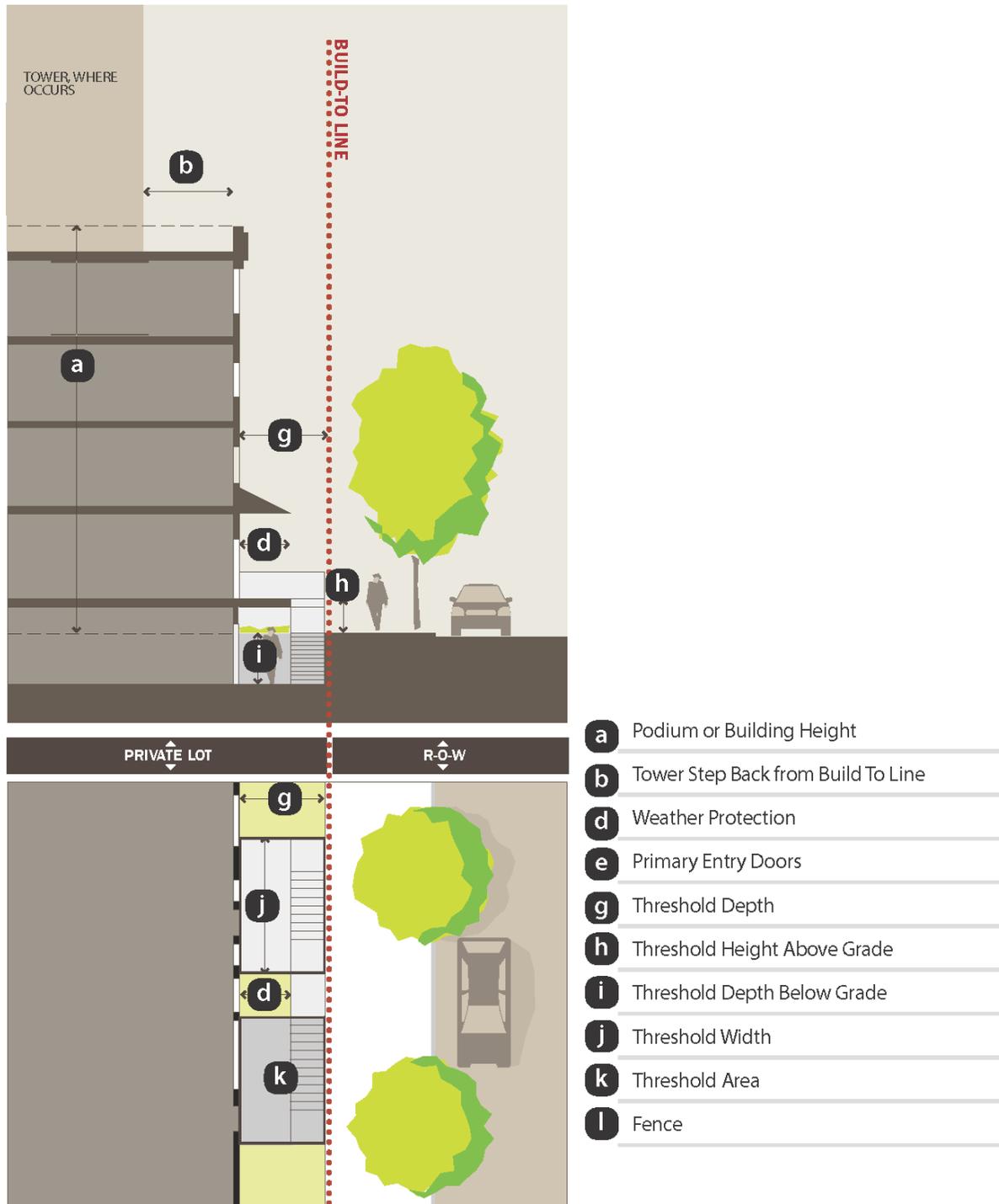


Figure 16.24.070-3, Building Frontage – Porch-Stoop-Terrace

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TABLE 16.24.070-3, BUILDING FRONTAGE TYPE 3 – PORCH-STOOP-TERRACE

| Development Standard | Woodland Square | Master Plan District | 6 th Ave | Golf Club Rd | Pacific District | Pacific Ave |
|---|---|----------------------|---------------------|-----------------------------|------------------|-------------|
| a Minimum Building or Podium Height | Min. 30 feet | | | | Min. 20 feet | |
| Maximum Podium Height | Max. 55 feet | | | | | |
| Podium Setback from Build-To Line | Max. 15 feet Min. 5 feet | | NA | Max. 15 feet Min. 5 feet | | |
| b Tower Step Back at Top of Podium | Min. 10 feet Min. 15 feet on lots adjacent to Golf Club Road On Through Block Connections: 10 feet minimum Intermediate step back of 15 feet is required at a height of between 0 feet and 20 feet Tower setback shall match Threshold maximum depth | | | | | |
| Tower Height | See Regulating Plan for Building Heights 16.24.040-3 Regulating Plan, Heights | | | | | |
| c Ground Floor Height | Min. 18 feet | | | | | |
| Ground Floor Construction | 1 hour fire resistive | | | | | |
| Ground Floor Depth | Min. 40 feet | | | | | |
| Separation of Ground Floor Residential Uses | Vertical distance from ground: Min. 18 inches / Max. 3 feet Horizontal distance from Build To Line: Min. 3 feet / Max. 15 feet | | | | | |

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| Development Standard | Woodland Square | Master Plan District | 6 th Ave | Golf Club Rd | Pacific District | Pacific Ave |
|---------------------------------------|--|----------------------|---------------------|--------------|------------------|--|
| d Weather Protection | Protected area: 20 square feet, minimum; 5 feet min. horizontal dimension; 10 foot vertical clearance, minimum | | | | No requirement | Protected area: 20 square feet, minimum; 5 feet min. horizontal dimension; 10 foot vertical clearance, minimum |
| e Primary Entry Doors | Shall face street; 20% transparent min. | | | | | |
| Windows | 30% min. | | | | | |
| g Threshold Depth | Min. 4 feet | | | | | |
| h Threshold Height Above Grade | Max. 5 feet | | | | | |
| i Threshold Depth Below Grade | Max. 4 feet | | | | | |
| j Threshold Width | Min. 5 feet | | | | | |
| j Threshold Area | Max. 150 Square feet per building entry | | | | | |
| k Fences | No greater than 3 feet in height; min. 20% transparent | | | | | |

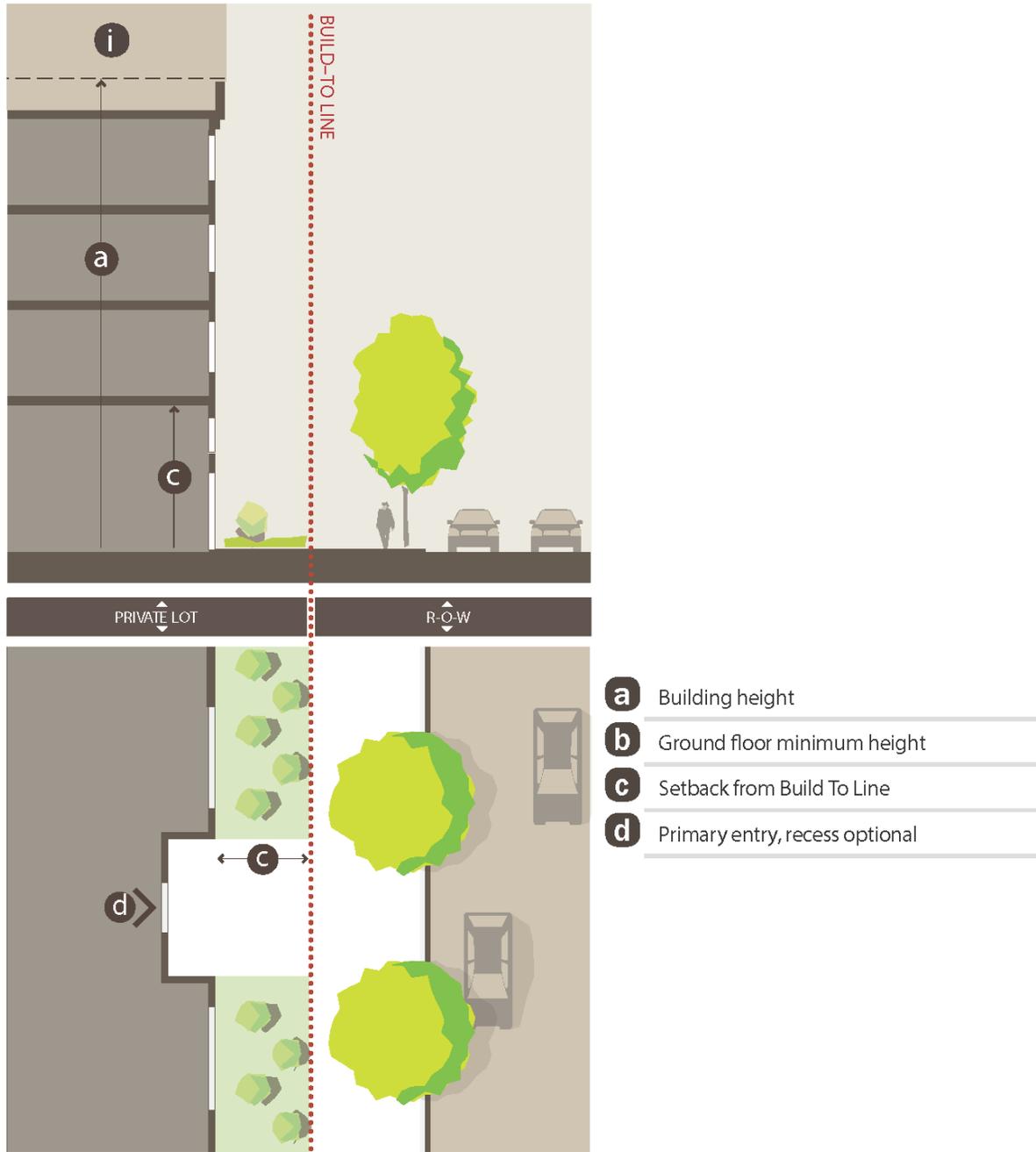


Figure 16.24.070-4, Landscape Building

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TABLE 16.24.070-4, BUILDING FRONTAGE TYPE 4 – LANDSCAPE BUILDING

| Development Standard | Woodland Square | Master Plan District | Pacific District | Pacific Ave |
|--|--|----------------------|------------------|-------------|
| a Minimum Building or Podium Height | Min. 30 feet | | Min. 20 feet | |
| Maximum Podium Height | Max. 55 feet | | | |
| c Podium Setback from Build-To Line | Max. 15 feet Min. 10 feet | | | |
| Tower Step Back at Top of Podium | Min. 10 feet Min.15 feet on lots adjacent to Golf Club Road On Through Block Connections: 10 feet minimum Intermediate step back of 15 feet is required at a height of between 0 feet and 20 feet Tower setback shall match Threshold maximum depth | | | |
| Tower Height | See Regulating Plan for Building Heights 16.24.040-3 Regulating Plan, Heights | | | |
| Minimum Building Depth | Min.40 feet | | | |
| Weather Protection | Building entrances shall be either be covered by an awning or canopy or be covered by being recessed behind the front building façade. If an awning or canopy is provided, it must provide a minimum vertical clearance of 8 feet and a maximum clearance of 15 feet. If only a recessed entry is provided, it must be recessed behind the front facade a minimum of 3 feet and a maximum of 5 feet. | | | |
| d Primary Entry Doors | At least one building entrance shall be directly connected to the Primary or Secondary Street with a walkway measuring a minimum of 5 feet wide. A minimum of 40% of each primary entry shall be transparent. | | | |
| Windows | Transparent ground floor windows must be provided along a minimum of 60% of the ground floor, Primary and Secondary Street-facing façade area. | | | |
| Service and Utility Equipment | Building service and utility equipment and outdoor storage of garbage and/or recycling is not permitted along a Primary or Secondary Street or within the required setback from Build-To Line. | | | |

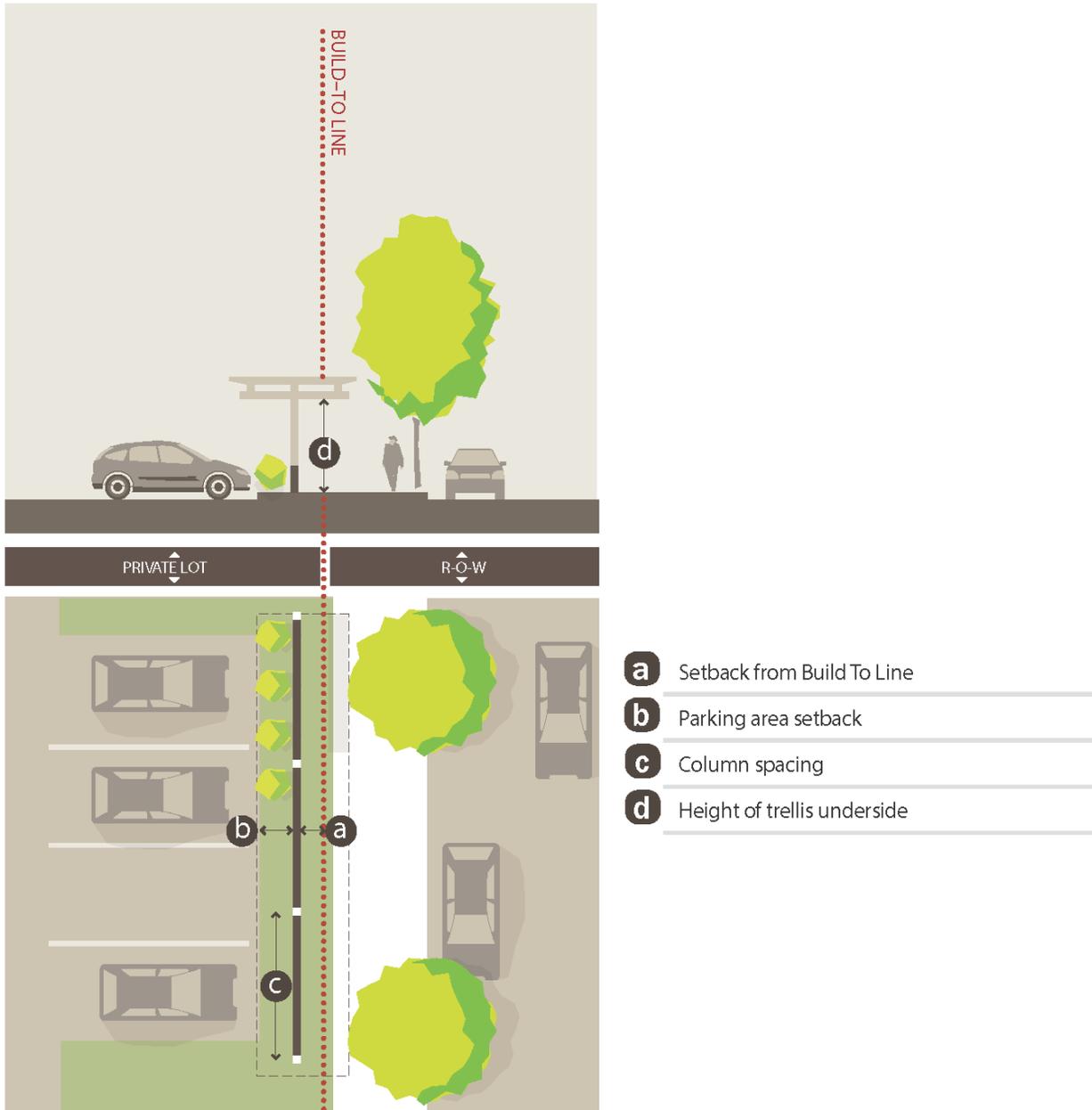


Figure 16.24.070-5, Low Wall and Trellis

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TABLE 16.24.070-5, BUILDING FRONTAGE TYPE 5 – LOW WALL AND TRELLIS

| Development Standard | Woodland Square | Master Plan District | 6 th Ave | Golf Club Rd | Pacific District | Pacific Ave |
|-------------------------------------|--|----------------------|---------------------|--------------|------------------|-------------|
| Frontage | Where specified according to Table 16.24.050-1 (Streets, Through Connections and Connection Spacing) and Table 16.24.050-2 (Street and Through Connection Types), surface parking areas shall be screened with a Low Wall and Trellis along the Build-To Line. | | | | | |
| a Setback from Build To Line | The Low Wall and Trellis shall be set back a minimum of 0 feet and a maximum of 5 feet from the Build-To Line. | | | | | |
| c Column Spacing | The Trellis shall have masonry, heavy timber, or steel (or similar metal) supporting columns spaced no more than 30 feet on center. | | | | | |
| d Height of Trellis | The underside of the Trellis portion of a Low Wall and Trellis shall be a minimum of 8 feet above grade and a maximum of 14 feet above grade. The Trellis shall be heavy timber or steel (or a similar material) and shall consist of open structure with no decking or awning material. | | | | | |
| Low Wall | The Low Wall portion of a Low Wall and Trellis shall be a minimum of 1.5 feet and a maximum of 3 feet and have a minimum depth of 1.5 feet. The Low Wall shall be wood, masonry, and/or concrete. | | | | | |
| Low Wall Openings | Openings in the Low Wall and Trellis are allowed for pedestrian pathways, sidewalks, plazas, and driveways. | | | | | |
| b Surface Parking Setback | Surface Parking shall be set back a minimum of 3 feet from the Low Wall and Trellis. | | | | | |
| Ground Cover | <p>Any setback area between the sidewalk and the wall shall be planted or paved with stamped concrete or masonry pavers.</p> <p>The setback between the Low Wall and surface parking shall be planted with low shrubs, groundcover, and climbing plants.</p> | | | | | |

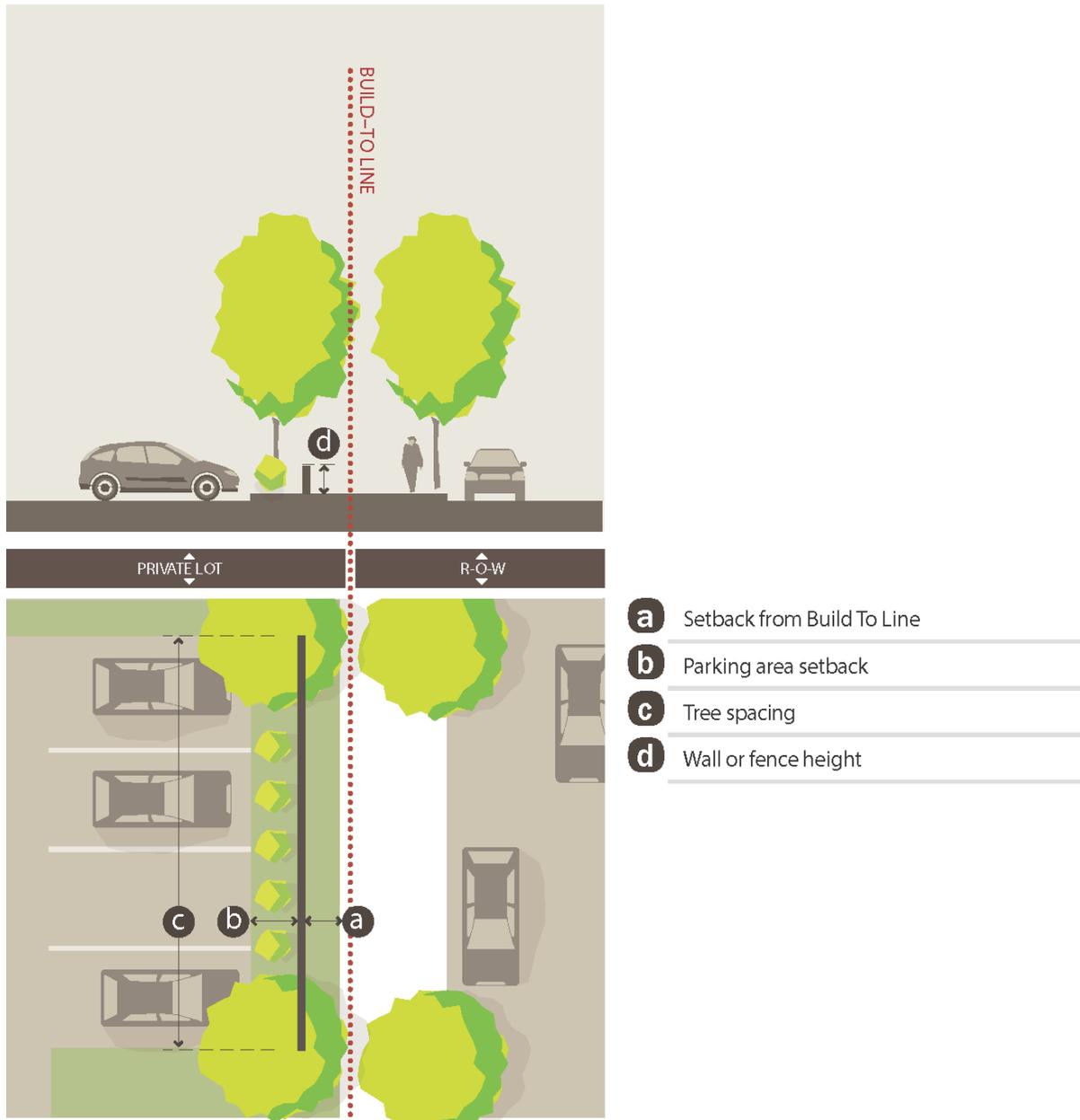


Figure 16.24.070-6, Urban Fence or Wall

TABLE 16.24.070-6, BUILDING FRONTAGE TYPE 6 – URBAN FENCE OR WALL

| Development Standard | Woodland Square | Master Plan District | 6 th Ave | Golf Club Rd | Pacific District | Pacific Ave |
|-------------------------------------|---|----------------------|---------------------|--------------|------------------|-------------|
| Frontage | Where specified according to Table 16.24.050-1 (Streets, Through Connections and Connection Spacing) and Table 16.24.050-2 (Street and Through Connection Types), surface parking areas shall be screened with an Urban Fence or Wall along the Build-To Line. | | | | | |
| a Setback from Build To Line | The Urban Fence or Wall shall be set back a maximum of 5 feet from the sidewalk. The area between the Urban Fence or Wall shall be hardscaped with either masonry pavers or stamped concrete. | | | | | |
| d Wall or Fence Height | Walls shall be wood masonry, and/or concrete; fences shall be made of wrought iron, steel, or a similar material (but not chain-link) and must be dark in color. The fence shall be at least 2 feet high and no more than 3 feet high. Fences may be no more than 50% sight obscuring. The wall shall be at least 2 feet high and no more than 3 feet high. | | | | | |
| c Tree Spacing | In addition to the required fence or wall, trees and shrubs shall be provided. One large tree is required every 30 linear feet minimum along all public or private Street-facing frontages, except where it is necessary to ensure adequate traffic visibility. The shrubs shall be at least as high as the wall or fence, and shall be no more than 6 feet high. | | | | | |
| Wall or Fence Openings | Openings in the Urban Fence or Wall are allowed for pedestrian pathways, sidewalks, plazas, and driveways. | | | | | |
| b Surface Parking Setback | The surface parking area shall be set back, at a minimum, an additional 5 feet to provide room for required landscaping and stormwater infiltration and/or retention. | | | | | |
| Ground Cover and Planting | Ground cover plants must fully cover any remaining landscaped area between the parking area and the Urban Fence or Wall. | | | | | |

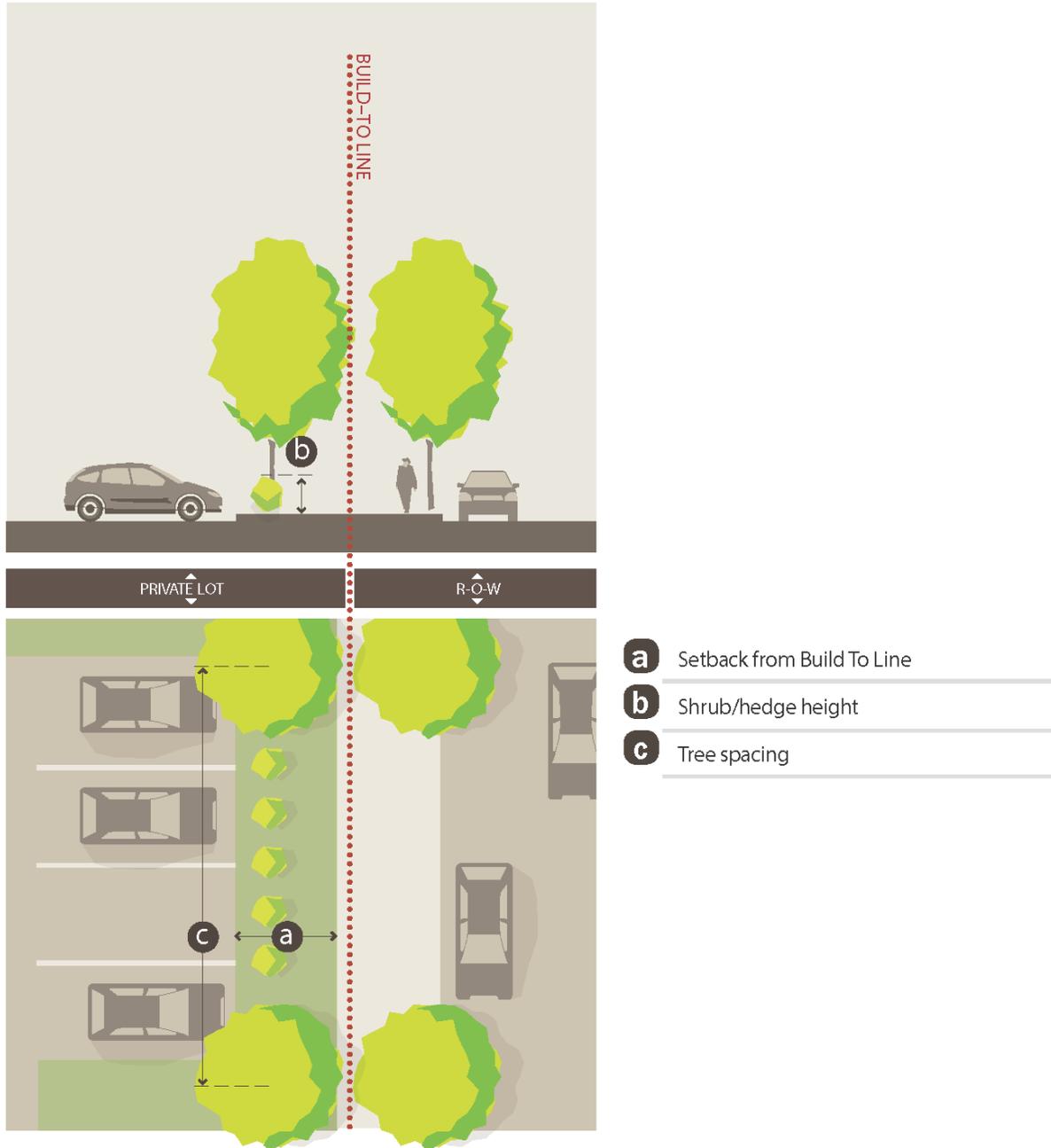


Figure 16.24.070-7, Landscape Setback

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TABLE 16.24.070-7, BUILDING FRONTAGE TYPE 7 – LANDSCAPE SETBACK

| Development Standard | Woodland Square | Master Plan District | Pacific District | Pacific Ave |
|-------------------------------------|---|----------------------|------------------|-------------|
| Frontage | Where specified according to Table 16.24.050-1 (Streets, Through Connections and Connection Spacing) and Table 16.24.050-2 (Street and Through Connection Types), surface parking areas shall be screened with an Landscape Setback along the Build-To Line. | | | |
| a Setback from Build To Line | Along all public or private Street-facing frontages, surface parking shall be set back a minimum of 10 feet behind the Build-To Line. | | | |
| b Shrub and Hedge Height | <p>The surface parking area shall be screened with a continuous row of hedges or shrubs immediately adjacent to the parking area, except where there is a driveway. The shrubs shall be a minimum of 3 feet high and must be mostly opaque year round.</p> <p>A 3 feet high masonry wall may be substituted for the shrubs but the trees and groundcover plants are still required.</p> | | | |
| c Tree Spacing | In addition to the required shrubs, one large tree is required every 30 linear feet minimum along all public or private Street-facing frontages. The shrubs/hedge shall be interrupted with a gap of up to 2 feet wide in order to accommodate trees. | | | |
| Walkways | Openings in the Setback are allowed for pedestrian pathways, sidewalks, plazas, and driveways. | | | |
| Ground Cover and Planting | Grass or ground cover plants must fully cover the remainder of the landscaped area between the parking area and the sidewalk. | | | |

16.24.100 Development Review

16.24.100 Development Review Process

- A. Administration of development review shall be the responsibility of the director of community development. The director shall implement development review concurrent with any related planning review process or building permit application. The development review process consists of a presubmission conference followed by an application review by either the director or the Site Plan Review Committee (SPRC).
1. Presubmission Conference
 - a. The applicant shall attend a presubmission conference with an assigned staff member. The presubmission conference shall be conducted in accordance with Section 1B.020 of the City of Lacey Development Guidelines and Public Works Standards.
 - b. The site plan, landscaping plan, and building design may be conceptual in form for the presubmission conference.
 - c. Staff shall provide a written summary of the meeting to the applicant including identification of the relevant approval criteria in Sections 16.24.060 through 16.24.100.
 - d. The staff summary shall identify the applicable review process, which will be an administrative review by the director of community development or a review by the SPRC.
 - e. The staff summary shall identify any submittal requirements in Section 16.24.130 that are not applicable or required.
 2. Limited Administrative Review
 - a. Development applications, which do not exceed the thresholds in Section 16.24.100 B, shall be subject to an administrative review by the director under LMC 12.28 Development Standards and Public Works Standards.
 - b. The director shall conduct this review concurrent with any related planning review process or building permit application.
 3. Review by the SPRC
 - a. Development applications, which exceed the thresholds in Section 16.24.100 B, shall be subject to a review by the SPRC.
 - b. The SPRC shall review development applications in accordance with the full administrative review process and timelines outlined in Section 1C.040 of the City of Lacey Development Guidelines and Public Works Standards. The application shall be approved or approved with conditions to conform to the standards, provisions and policies of the city as expressed in its various adopted plans and ordinances. Whenever the SPRC disapproves an application, it shall set forth in writing its findings, which shall specify the particular standards, provisions and policies to which the site plan fails to conform and the reasons why it fails to conform.
 - c. The site plan review committee (SPRC) shall have the prerogative of refusing to rule on a development application if in the opinion of the SPRC the site plan is sufficiently complex that it should be reviewed by the hearings examiner according to the quasi-judicial process in Section 1C.050 of the City of Lacey Development Guidelines and Public Works Standards. The SPRC shall decide to transfer review authority to the hearings examiner within fourteen days of the Determination of Completeness, according to Section 1B.070 of the City of Lacey Development Guidelines and Public Works Standards.
- B. Development review and approval by the SPRC shall be required for any of the following activities:
1. The use of land for the location of any commercial, industrial or public building or activity, and for the location of any building containing more than two dwelling units or lot with more than one residential structure other than a permitted accessory dwelling.

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2. A change of land use at an existing site or structure when the new activity requires either a change of occupancy according to the Building Code or is a change of land use according to the Standard Industrial Classification code and, in the opinion of the community development director, results in an intensification of land use and will require new development conditions to comply with existing regulations. This provision may not apply to malls (buildings with ten or more tenants sharing common parking) where original conditions to establish the mall complex anticipated a range of tenants and existing facilities and where it can be shown existing infrastructure can accommodate the new intensified use.
3. Expansion of an existing commercial, industrial, public or multifamily structure or use. Provided residential duplexes are exempt.
4. A remodel of an existing structure where the remodel is twenty-five percent or more of the assessed valuation of existing structures. The remodel value shall be calculated according to methodology described in Chapter [14.04](#) LMC adopting the Building Code. The value of existing structures shall be the most recent value assigned by the County Assessor. The twenty five percent threshold shall be cumulative over the most recent five years, including calculations of all previously exempt remodels, but shall not include life/safety improvements or normal maintenance not requiring a building permit. Remodels of residential duplex, triplex, and quadraplex shall be exempt from site plan review.
5. Uses and activities within designated environmentally sensitive areas or their buffers pursuant to the requirements of LMC Title [14](#).

16.24.110 Appeals

Any decision of the city of Lacey in the administration of Chapter 16.24 LMC may be appealed in accordance with Section 1D.010 Appeals of the City of Lacey Development Guidelines and Public Works Standards.

16.24.120 Amendment of an Approved Development Application.

- A. A development approval granted approval by the director, SPRC, hearings examiner or by the city council may be amended. If, in the opinion of the director of community development, the modifications are considered minor, no additional review process shall be required. If the modifications are considered significant by the director of community development, then the site plan shall be modified by the same procedures provided under LMC 16.24.100.

16.24.130 Development Review – Submittal Requirements.

The development application shall contain the following items:

- A. Application narrative. Four copies required.
 - a. Project site address;
 - b. Project description;
 - c. List of requested adjustments, if any;
 - d. List of submittals provided;
 - e. For all multifamily projects or mixed-use projects with multifamily development, provide a description of compliance with crime prevention through environmental design (CPTED) techniques;
- B. Plans. Four copies of the set of plans are required. The license stamps of the architect and landscape architect shall be on each appropriate plan page.
 1. Vicinity Plan. A vicinity plan is required containing the following information (1 inch equals 500' or larger):
 - a. Site boundaries
 - b. Site address;
 - c. Woodland District Neighborhood designation;
 - d. Plan showing project location within the Woodland District;
 - e. Names of adjacent streets with corridor designation (Refer to § 16.24.040-2 Regulating Plan, Streets); and

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- f. Names and descriptions of frontage types required and proposed.
2. Site Plan. A site plan is required containing the following information (1 inch equals 20' or larger):
 - a. Site address;
 - b. Woodland District Neighborhood designation;
 - c. Names of adjacent streets;
 - d. Location of adjacent buildings on abutting properties;
 - e. Site dimensions;
 - f. Existing grade and finished grade (maximum two-foot contours);
 - g. Location and dimensions of existing and proposed site circulation for automobiles and pedestrians. Indicate location of site ingress and egress and patterns of on-site automobile circulation with directional arrows. Clearly identify any requested adjustments to development standards (Refer to § 16.24.050 Streets, Through Connections and Connection Spacing);
 - h. Location and dimensions of existing and proposed structure(s), accessory structures with appropriate setbacks;
 - i. Location of trees as determined by the Lacey tree protection professional;
 - j. Location, dimensions, and nature of any proposed easements or dedications; and
 - k. Location, dimensions, and description of common open space and recreation areas (Refer to § 16.24.030 General Standards Required for All Development).
3. Landscaping Plan. The landscaping plan shall contain the following information (1 inch equals 20' or larger):
 - a. Survey of existing trees; trees to be retained; and trees to be removed;
 - b. Existing plant material to be retained;
 - c. Proposed plant material to be placed on site. The type, size, number and spacing on plantings must be illustrated (Refer to § 16.24.030 General Standards Required for All Development);
 - d. Surface parking location and design (Refer to Chapter 16.72 LMC);
 - e. Bicycle parking location and design (Refer to Chapter 16.72 LMC);
 - f. Loading and Service Areas location and design (Refer to Chapter 16.80 LMC);
 - g. Screening and Buffering: general; perimeter fencing and walls; parking structures; and surface parking lots. (Refer to Chapter 16.80 LMC).
4. Building Form and Massing. Submit complete elevations (1/8 inch equals 1' or larger) of all proposed construction and related elevations of existing structures (if any) within 25 feet of the site. Elevations shall include the following information:
 - a. Dimensioned elevations of building showing:
 - i. Required building setbacks (if any) (Refer to § 16.24.060, Building Form, Site Design and Massing);
 - ii. Required ground floor height (Refer to § 16.24.060, Building Form, Site Design and Massing);
 - iii. Required weather protection (Refer to § 16.24.060, Building Form, Site Design and Massing);
 - iv. Required ground floor transparency (Refer to § 16.24.060, Building Form, Site Design and Massing);
 - v. Required weather protection for required building entrance(s) (Refer to § 16.24.060, Building Form, Site Design and Massing);
 - vi. Pedestrian protection – sidewalk (Refer to § 16.24.060, Building Form, Site Design and Massing);
 - vii. Minimum, maximum, and proposed podium height (Refer to § 16.24.060, Building Form, Site Design and Massing); and
 - viii. Maximum building height and required building setbacks (if any) (Refer to § 16.24.060, Building Form, Site Design and Massing).

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- b. Elevations should show the type and color of exterior materials;
 - c. Location and elevations of exterior lighting for site and buildings; and
 - d. Perspective drawings, photographs, color renderings or other graphics which accurately represent the proposed project.
5. Sections. Submit a minimum of two site and building cross section profiles (1/8 inch equals 1' or larger) with the following information:
- a. Scale;
 - b. Building(s) details;
 - c. Landscaping against the building when installed;
 - d. Lighting fixtures and standards; and
 - e. Signs.
6. Roof plan. The roof plan shall contain the following information (1 inch equals 20' or larger):
- a. Extent of the project site and location of new and existing buildings;
 - b. Extent and location of new roof(s);
 - c. Extent and location of building tower(s) (if any);
 - d. Dimensions and area of floor plate for proposed building tower(s). If more than one tower, show clear dimensions between towers (Refer to § 16.24.060, Building Form, Site Design and Massing).

16.24.140 Additional information for review.

The SPRC, hearings examiner or city council may require the applicant to submit any additional information or material which it finds is necessary for the proper review and hearing of the application.

Appendix 2 –Definitions specific to the Lacey Hybrid Form Based Code / new section 16.24 Woodland District

Block, infill means an area of land bounded by new or existing streets or easements.

Build-To Line means the line up to which buildings or landscaping must be constructed.

Chord means a straight line joining the ends of an arc.

Forecourt means an open area forming an entrance plaza for a single Building or several Buildings in a group.

Frontage means the portion of the Site, Parcel or Infill Block that is adjacent to a public street, a Through Connection or other path.

Ground Floor means the floor-to-ceiling space of a building where the floor is at or nearest to the level of the ground around the building.

Group Living provides lodging or both meals and lodging, without individual cooking facilities, by prearrangement for a week or more at a time, in a space not defined by the LMC as a dwelling unit. Group living shall include, but not necessarily be limited to, public or private nonprofit residential facilities such as residential hotels, boardinghouses, residence clubs, communes, fraternity or sorority houses, monasteries, convents, or ashrams. It shall also include group housing affiliated with and operated by a medical or educational institution, when not located on the same lot as the institution.

Household A household is a person or group of people occupying a single dwelling unit.

Podium means the continuous projecting base of a building, distinct from the Tower or other portions of the building.

Porch means a structure attached to a building to shelter an entrance or to serve as a semi-enclosed space; usually roofed and generally open-sided; although it may be enclosed through the use of screens, glass or partial walls.

Step Back means an upper façade of a building that is recessed or set back from the lower façade of the building.

Stoop means a platform or small Porch, usually up several steps, at the entrance to a building, usually a dwelling or dwellings.

Street Type means a set of requirements applicable to a public street or an easement, which requirements may include, but are not limited to, right of way width, travel lanes, sidewalks width, planting strips, and role in the street network.

Terrace means a flat roof or a raised space or platform adjoining a building, or an embankment with a level top. A Terrace is open to the sky and larger than a balcony, and may be above or below grade level.

Threshold means the area of floor beneath a door, where two types of floor material meet; or the entrance to a building.

Through Connection means a grade level pedestrian, cycling, or vehicle access route that is accessible to the public and extends through a city block, parcel, lot or Infill Block and includes but is not limited to a pedestrian walkway, a Street, or an access route through public or private land.

Tower means a building or a portion of a building within the boundary of the Woodland District over 55 feet in height. The Tower portion of the building is located on top of a Podium.

Tower Floor Plate means the sum of the gross horizontal area of a single floor of a tower, measured from the exterior faces of the exterior walls.

Trellis means an open grating or latticework overhead, of either metal or wood, and the supporting columns and framework.

Urban Fence means an open framework screen or fence, of either metal, wood, masonry or a combination, usually no more than 3 feet high, which serves to enclose or subdivide outdoor space, presenting a semi-transparent surface, except where penetrated by walkways.