

AGENDA
LACEY PLANNING COMMISSION MEETING
Tuesday, June 2, 2015 – 7:00 p.m.
Lacey City Hall Council Chambers, 420 College St. SE

Call to Order: 7:00 p.m.

- A. Roll Call
- B. Approval of Agenda & Consent Agenda Items*
Approval of the May 19, 2015, Planning Commission Meeting Minutes

*Items listed under the consent agenda are considered to be routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and will be considered separately.

Public Comments: 7:01 p.m.

Commission Members Reports: 7:03 p.m.

Director's Report: 7:05 p.m.

New Business: 7:07 p.m.

Nisqually Middle School Presentation on Urban Heat Islands. Students from the 6th Grade STEM class at Nisqually Middle School will make a presentation on the urban heat island effect and ways cities can reduce urban heat islands.

Discussion on Intercity Transit with Councilmember Jeff Gadman. The Planning Commission will discuss transit issues in Lacey with Councilmember Jeff Gadman, the City of Lacey's representation on the Intercity Transit Authority.

Old Business: 8:00 p.m.

2016 Land Use Element Update Chapter 3 Topic Sections: Christy Osborn, Associate Planner; Ryan Andrews, Planning Manager. The Planning Commission will review the draft topic sections for Chapter 3 of the updated Land Use Element which includes a discussion, goals and policies, and implementation measures for each topic section. Topics to be covered include: essential public facilities, public and institutional uses, health and human services, and land use and transportation.

Communications and Announcements: 8:55 p.m.

Next Meeting: June 16, 2015.

Adjournment: 9:00 p.m.

MINUTES

Lacey Planning Commission Meeting
Tuesday, May 19, 2015 – 7:00 p.m.
Lacey City Hall Council Chambers, 420 College Street SE

Meeting was called to order at 7:00 p.m. by Mike Beehler.

Planning Commission members present: Mike Beehler, Cathy Murcia, Jason Gordon, Carolyn St. Claire, Sharon Kophs, Carolyn Cox, and Paul Enns. Staff present: Ryan Andrews, Christy Osborn, and Leah Bender.

Mike Beehler noted a quorum present.

Paul Enns made a motion, seconded by Sharon Kophs, to approve the agenda for tonight's meeting. All were in favor, the motion carried. Carolyn St. Claire made a motion, seconded by Cathy Murcia, to approve the minutes of the May 5, 2015, meeting, with the clarification that she moved to recommend the amended zoning code to Council to approve the applicant's request to allow multi-family but not drive-thru espresso stands in CBD7. All were in favor, the motion carried.

1. **Public Comments:** None.

2. **Commission Member's Report:** None.

3. **Director's Report:**

- Ryan Andrews reported that Rick Walk and Economic Development Coordinator George Smith are at the International Council of Shopping Centers Retailer's Convention in Las Vegas.
- Ryan announced that the Woodland District Strategic Plan won the Governor's 2015 Smart Community Award for implementation and the award will be accepted at the AWC conference in Wenatchee.

4. **Public Hearings:**

Proposed LMC 16.82 Related to Development Agreements:

- Mike Beehler opened the public hearing at 7:10 p.m.
- Christy Osborn gave some background information and discussed the advantages of development agreements.
- Christy went over the changes made to the draft at the request of Planning Commission and the City Attorney.
- Mike Beehler closed the public hearing at 7:30 p.m.
- There was a discussion regarding the two options for the Effect and Vesting section regarding agreement time limits. There was a consensus to accept the City Attorney's option that does not set a time limit but allows the tenure to be determined on a project-specific basis.
- **Sharon Kophs made a motion, seconded by Carolyn Cox, to refer the Development Agreements draft ordinance to Council with the changes proposed by the Lacey City Attorney. All were in favor, the motion carried.**

5. **Old Business:**

2016 Land Use Element Update Chapter 3 Topic Sections:

- Christy introduced the Residential and Infill section of the Land Use Element chapter 3. She explained that the section outlines the need for increased densities and more diverse housing types to better accommodate anticipated increases in population.
- A suggestion was made to clarify the definitions of multi-family and place-based design.
- Christy went over the goals and policies, and the implementation measures.
- Ryan introduced the Sub-areas section, which will help Lacey transition from a suburban community to more urban community where residents can live and work in close proximity.
- Ryan went over the sections regarding the Woodland District Strategic Plan and Northeast Area Planning Element.
- Ryan discussed the future sub-area plans – Depot District, Martin Way Corridor between Galaxy Drive NE and Carpenter Road, and south Golf Club Road area. Ryan also went over the goals and policies, and implementation measures.

6. **New Business:**

Envision Lacey Outreach:

- Ryan distributed a handout regarding Envision Lacey Outreach Phase II.

- Ryan went over the general timeline and presentation opportunities, and noted that an informational flyer will go out with utility bills.
- Staff is in the process of developing a booth and materials for use at community events. A City of Lacey Facebook page and YouTube channel are in the discussion stage.
- A training session will be given so that staff and Planning Commissioners can make presentations and participate in events. A sign-up sheet for participation will be distributed after that time.
- Ryan asked Commissioners to think about and offer suggestions for possible promotional giveaway items.

7. **Communications and Announcements:** None.

8. **Next meeting:** June 2, 2015.

9. **Adjournment:** 8:35 p.m.

5/27/15

CITY OF LACEY PLANNING COMMISSION WORK SCHEDULE

**Planning Commission Meeting
June 2, 2015**

Packets due: May 28th

1. **Worksession:** Nisqually Middle School Presentation
2. **Worksession:** Intercity Transit, Jeff Gadman, Lacey Council Rep to IT
3. **Worksession:** Land Use Element Chapter 3 Topic Sections: CO: Essential Public Facilities, Public and Institutional Uses, Health and Human Services; RA: Land Use and Transportation

**Planning Commission Meeting
June 16, 2015**

Packets due: June 11th

1. **Public Hearing:** 6 Year Transportation Improvement Plan
2. **Worksession:** Front Yard Setbacks for SFR's/Code Updates
3. **Worksession:** Environmental Element Goals and Policies, CR2 Plan
4. **Worksession:** Land Use Element Chapter 3 Topic Sections: Commercial, Industrial

**Planning Commission Meeting
July 7, 2015**

Packets due: July 2nd

1. **Worksession:** Economic Analysis
2. **Worksession:** Industrial Square Footage
3. **Worksession:** HPBD Zoning Code Amendments

**Planning Commission Meeting
July 21, 2015**

Packets due: July 16th

1. **Public Hearing:** Code Updates

Pending items:

Housing Element

Woodland District FBC, August 4th



PLANNING COMMISSION STAFF REPORT

June 2, 2015

SUBJECT: 2016 Comprehensive Plan Update: Chapter Three Review

RECOMMENDATION: Review proposed changes and edits made to Chapter Three, Land Use Framework, of the Draft Land Use Element for the Essential Public Facilities, Public and Institutional Uses, Health and Human Services, and Land Use and Transportation topic sections.

TO: Lacey Planning Commission

STAFF CONTACTS: Rick Walk, Community Development Director
Ryan Andrews, Planning Manager *RA*
Christy Osborn, Associate Planner *CO*

ATTACHMENT(S):

1. Draft Chapter Three, Essential Public Facilities, Public and Institutional Uses, and Health and Human Services
2. Draft Chapter Three, Land Use and Transportation

**PRIOR COUNCIL/
COMMISSION/
COMMITTEE REVIEW:**

The proposed changes to the Land Use Element began in early 2013 and have been reviewed by the Planning Commission at several points throughout the process.

BACKGROUND:

At a worksession on December 16th, 2014, the Planning Commission confirmed staff's proposed approach on the update to the Land Use Element. The Planning Commission has previously reviewed both chapters one and two in keeping with the framework—now chapter three is now being presented for review.

As a reminder, chapter three merges and arranges the content contained in the previous (2013 draft) chapters 5, 6, and 7 to define land use designations, goals and policies, and identify implementation strategies. Each section has been drafted to include a discussion of issues and analysis of each topic then lists goals and policies to address the issues. Finally, the section ends with implementation items that are identified for potential future work programs to address.

Additional sections have been included in the land use element to address essential public facilities, institutional and public uses, and health and human services. Goals and policies and implementation measures have also been added for these sections. The essential public facilities section addresses state requirements to provide for these facilities. The Thurston County-Wide Planning Policies contain adopted siting criteria and the Lacey zoning code provides specific development standards for these uses.

Public and institutional uses are recognized by designation on the land use map to protect and preserve areas for existing and future use for civic, cultural, and educational facilities. Development criteria address possible environmental impacts and design standards.

A health and human services section has been added to the Plan to address the addition to the GMA to consider urban planning approaches that promote physical activity. Many of the recommended approaches suggested by the Act have been included throughout the Comprehensive Plan to address access to healthy food choices and multi-modal transportation options for pedestrians and bikes.

The land use and transportation topic section includes a discussion on the history, current status, and future transportation issues facing Lacey. The discussion includes:

- Information on the overarching documents that help shape Lacey's transportation system including the Regional Transportation Plan overseen by Thurston Regional Planning and the Transportation Element of the Comprehensive Plan (better known as the 2030 Transportation Plan).
- Reinforcing land use policies that support higher density residential areas located close to employment, shopping, and entertainment opportunities in order to provide Lacey residents with more opportunities to walk, bicycle, or ride high-frequency public transit.
- Emphasizing the strategy that encourages mixed use buildings, commercial nodes in close proximity to neighborhoods, high density corridors, and mixed use urban centers that will provide residents with multi-modal transportation opportunities for employment and/or convenience.
- Continuing Lacey's commitment to alternative modes of transportation including transit and the issues facing the lack of transit in northeast Lacey.

Goals and policies addressing these issues are included as well as implementation measures have been added to identify future work program items for priority issues.

RECOMMENDATION:

The Planning Commission will review draft edits made to Chapter Three: Essential Public Facilities, Public and Institutional Uses, Health and Human Services, and Land Use and Transportation topic sections. Future topic sections in Chapter Three will be brought forward for review as they are completed.

Chapter 3 – Land Use Element

Essential Public Facilities

Essential public facilities are public or privately owned and operated facilities that are typically difficult to site. The major component in the identification of a public facility is whether it provides or is necessary to provide a public service and whether it is difficult to site. State law recognizes these facilities to include airports; state education facilities; state or regional transportation facilities, correctional facilities, solid waste handling and sewage facilities; substance abuse and mental health facilities; and secure community transition facilities. Facilities are also identified by the Office of Financial Management and in the City's zoning ordinance.

The *Thurston County County-Wide Planning Policies* contains adopted criteria for the siting of essential public facilities that guides the local process for identifying and siting county-wide and state-wide facilities that have a potential for impact beyond jurisdictional boundaries. The criterion was used to guide the adoption of the City's standards.

The City's zoning standards provide for the siting of essential public facilities through the conditional use permitting process. The City's definition of essential public facilities mirrors the state definition and also includes the siting of communication towers and antennas. The permitting process classifies these facilities as a type one, type two, or type three facilities depending on the scale of the project. The zoning code contains a required review analysis for type one and two facilities and increased notification requirements to ensure early public notification and provide for timely public involvement. Additional standards have been identified for sexual offender secure community transition facilities to mitigate the unique concerns of this use.

Public & Institutional Uses

The City recognizes the value of providing adequate public facilities to serve the residents of Lacey. Public and Institution use designations are identified on the land use map to protect and preserve areas that are devoted to existing and future use for civic, cultural, and educational facilities. These facilities provide for the social needs of the community and enhance the community as a desirable place for human growth and development. Recognized public and institutional uses include governmental buildings such as city hall and police stations, fire stations, schools and colleges, hospitals, community and recreational facilities, churches, libraries and museums. Additional uses include areas for passive or active recreation such as parks, greenbelts, and open space.

Development standards have been put in place to provide opportunities and facilities for the various activities and needs of a diverse community. These standards take into account both the environmental impact of a proposed use and appropriate design standards. Additional development standards include parking, landscaping and stormwater runoff.

The City works closely with many community partners to provide adequate facilities for the community including the North Thurston Public Schools, Saint Martin's University, South Sound Community College, Fire District 3, and the Timberland Regional Library. Capital Facilities Planning efforts are also coordinated to assess existing facilities and plan for future facility needs.

Health & Human Services

The built environment has an impact on the health of our community. Walkable and multi-modal communities have healthier residents compared to communities that have land use patterns that require the use of an automobile. Neighborhoods with poor access to healthy food choices such as fresh produce display more obesity and chronic illness than those where access to fresh food is convenient. Understanding how the design of the built environment influences health concerns and promoting design that is beneficial will aid in a healthier and more livable community. Integration of health considerations into the Land Use Element will assist in coordinating efforts to implement approaches that promote physical activity.

The Growth Management Act encourages the consideration of planning approaches that increase physical activity. Many of the recommended approaches are integrated in the goals and policies that are located throughout the Plan. Goals and policies that will increase physical activity that are included in the Plan include:

- Providing for higher intensity residential and mixed-use land use designations;
- Higher intensity development along corridors served by transit services;
- Supporting linear parks and shared use paths;
- Interconnected street networks; and
- Supporting bicycle, pedestrian and multimodal transportation systems.

Provisions were also added to the zoning code to provide for urban agricultural uses that provides for fresh food sources on single family residential lots for a family's personal use, urban vegetable gardens for community use, and small commercial farm activity located in areas appropriately zoned for this type of use.

Goals and Policies

Essential Public Facilities

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

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

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

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

Public & Institutional Uses

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

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

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

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

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

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

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

Policy ___ Work with North Thurston Public Schools to facilitate school district planning. Assess the need for additional school sites in Lacey’s planning area when reviewing development projects.

Policy ___ Grade schools and middle schools should be sited and designed so they can be a focal point for neighborhood activities. High schools which serve multiple neighborhoods should be sited and designed to best accommodate and serve larger community areas.

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

Policy ___ Ensure all developments within the sphere of influence of a school provide a design with features that support transportation options to traveling to the school site.

Health & Human Services

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

Policy ___ Provide opportunity for a distribution of land use types located within planning areas and within walking distance to one another to encourage walking and minimize the need for automobile use.

Policy ___ Design neighborhoods to promote bicycling and walking to encourage these active and healthy lifestyles choices.

Policy ___ Prioritize safe routes for capital improvements such as sidewalks, planter strips, street trees, traffic calming, and other pedestrian improvements. Consider incentives for infill development to add off site traffic calming and other pedestrian amenities for designated safe routes.

Goal ___ Achieve a community where residents have convenient access to healthy food, clean water, and affordable shelter.

Policy ____ Provide opportunities for development of housing to serve Lacey's full demographic spectrum, including a full range of housing choices designed to meet life stage needs of different demographics.

Policy ____ Provide opportunities to integrate housing into the downtown areas and arterial corridors where services and transportation options can be provided.

Policy ____ Provide healthy food choice opportunities by design including opportunities for urban farming, and convenient access to groceries stores and farmers markets.

Policy ____ Support environmental measures to protect critical/sensitive and resource areas and provisions for clean air, water, and soil.

Implementation Measures

1. Review land use designations to provide for an adequate supply of mixed-use and higher density development patterns.
2. Review street standards to require the connection of street and pedestrian systems, where feasible.

Transportation and Land Use

5/21/15 DRAFT

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

The City of Lacey strives to provide, manage, and maintain a safe, well-connected, and efficient multi-modal city-wide transportation network. The ability for people to travel safely and efficiently, using various means of transportation, contributes to the high quality of life that Lacey residents enjoy.

Two documents act as a blueprint for Lacey's transportation system. The first, *The Regional Transportation Plan* (RTP), provides an overall analysis of how transportation will work in the region over a 20 year time frame and supports coordination among jurisdictions. It also acts as an important tool in meeting state and federal transportation requirements, ensuring continued funding from these sources. The RTP identifies those projects and issues that change the way traffic flows throughout the region, complementing the local planning that makes the roadway network function within each jurisdiction. The second document, the *City of Lacey 2030 Transportation Plan*, is the City's long-range plan for developing its transportation system in the future. The *Plan*, defines a coordinated and innovative approach to various modes of transportation in a manner that efficiently maximizes the mobility of people and goods within Lacey.

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

Lacey's residential community past is currently seen in our city's transportation patterns. A majority of residents commute to job centers around our region including state offices in Olympia and Tumwater, JBLM, and to Tacoma and points north. This commute pattern puts a strain on city transportation infrastructure particularly in the morning and evening peak commute times. In working with the City's regional partners including the Thurston County's regional transit agency, Intercity Transit, options for commuting are provided including standard bus service, van share, ride share, and commuter bus services. Other technologies including Intelligent Transportation System (ITS) technologies improve signal operations to improve efficiency. These are all important

in connecting family-wage jobs with Lacey residents. These conditions could be improved, however, by connecting Lacey residents with destination sites and jobs closer to home. The Land Use Element outlines a strategy that encourages mixed use buildings, commercial nodes in close proximity to neighborhoods, high density corridors, and mixed use urban centers that will provide residents with more opportunities to walk, bike, or ride transit for short trips for employment and/or convenience.

Lacey is well-connected with pedestrian-oriented transportation options and as the city grows and develops these options will continue to improve. Current development standards and policies also require that multi-modal improvements be constructed upon property development. As identified in the *2030 Transportation Plan*, improvements to pedestrian facilities are vital to ensure that a mix of transportation modes are utilized including the importance of safe crossings in accordance with the Lacey City Council's adopted policies on pedestrian crossings and the development of a future bicycle and pedestrian plan.

The City is committed to encourage alternative modes of transportation through adoption and implementation of private development standards that require bicycle racks, provide convenient and safe pedestrian facilities on private property, and ensure that parking is "right-sized" to not require more minimum parking than what is necessary to support the use.

Intercity Transit serves the Lacey and Urban Growth area with standard transit service. Regular service includes 15-minute headway service along Martin Way, regular 30 or 60-minute service to Lacey-area neighborhoods and regular service between the Olympia and Lacey Transit Center located at the intersection of Golf Club Road and 6th Avenue in the Woodland District. Intercity Transit also provides paratransit service (Dial-A-Lift) to residents who, because of disability, are not able to ride traditional transit service.

Intercity Transit provides a vital service to Lacey residents; however, many Lacey residents are currently not served by transit. Over the last 15 years, northeast Lacey (the area north of Interstate 5 in the Hawks Prairie Planning Area) has seen a tremendous amount of commercial, industrial, and residential growth but transportation options are limited as transit does not yet serve this area. The City has been assisting Intercity Transit to develop options to connect employment providers in the area and residential neighborhoods with transit. As the city nears build-out in this area, it is a priority for Lacey that Intercity Transit serves this area with regular transit.

As Lacey transitions to a more urban community, a safe, well-connected, and efficient multi-modal transportation system will be vitally important to support a high quality of life.

Transportation and Land Use Goals and Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. **Goal:** Support Intercity Transit’s efforts to meet the transportation needs of all segments of the community by providing a high quality, safe, convenient, accessible, and cost-effective transit service as an attractive alternative to the single-occupancy vehicle.

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

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

IMPLEMENTATION MEASURES

1. Develop regulations and codify requirements for street connectivity (street connectivity ordinance).

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

3. Encourage Intercity Transit to extend regular bus service to northeast Lacey to serve and connect growing residential, commercial, and industrial development.