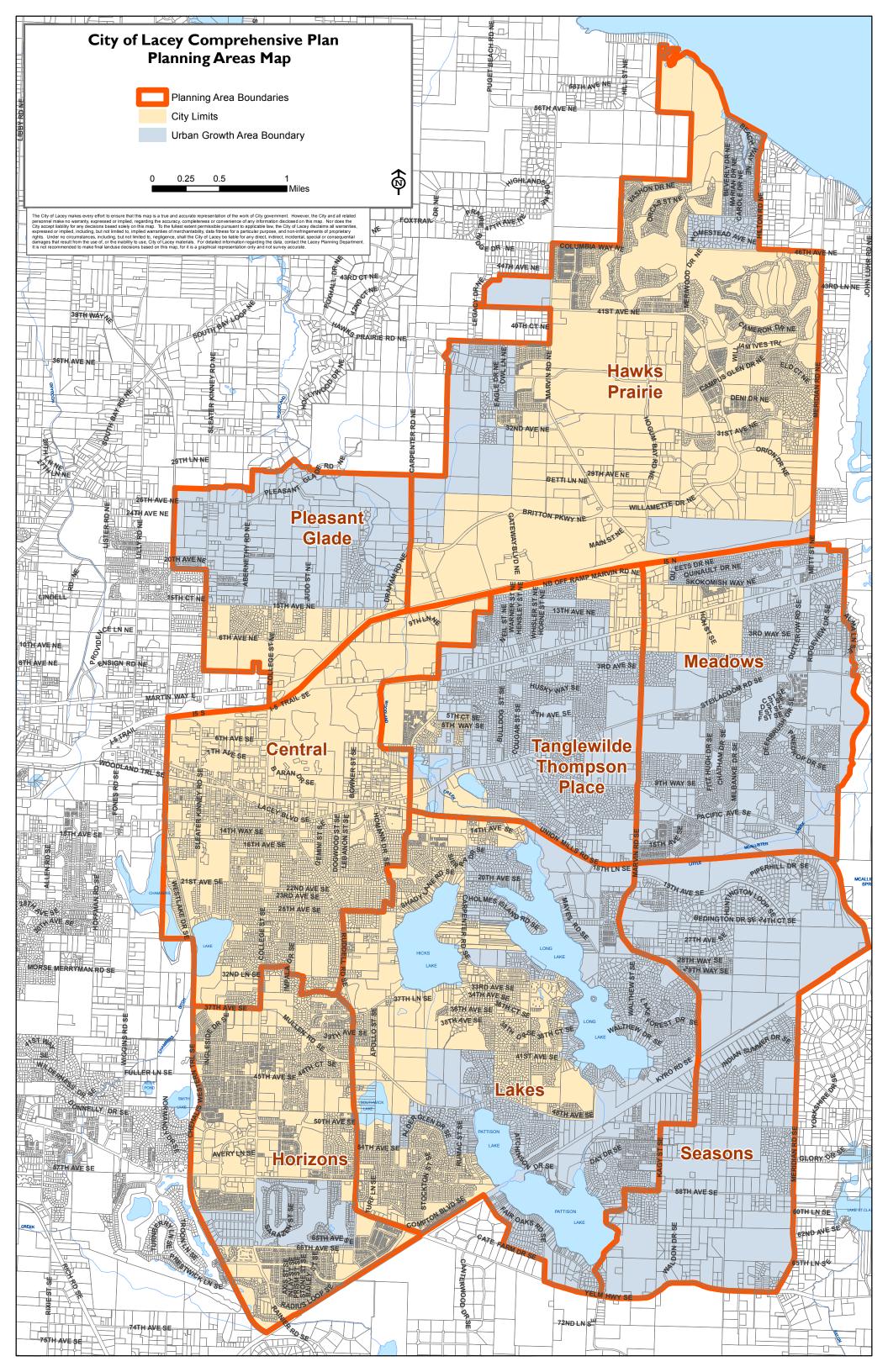
CITY OF LACEY & LACEY URBAN GROWTH AREA PLANNING AREAS



LAND USE CENTRAL PLANNING AREA

I. PROFILE OF CENTRAL PLANNING AREA

A. Location

The Central Planning Area is located in the center of Lacey and generally encompasses the area of the city limits upon Lacey's incorporation in 1966. All of the Central Planning Area is located within the incorporated limits of Lacey. It is bounded by Interstate 5 on the north, the Chehalis Western Trail and the Olympia city limits on the west, 39th and 37th Avenue to the south, and Carpenter Road to Alanna Drive to Ruddell Road on the east. It abuts Pleasant Glade Planning Area to the north, Horizons Planning Area to the south, and the Tanglewilde/Thompson Place and Lakes Planning Areas to the east.

B. Character and Functional Relationship to City

The Central Planning Area is characterized as the oldest area of the City. It has the majority of the City's developed commercial land base and contains the majority of the Central Business District (CBD) including the Woodland District. It has the oldest Lacey residential neighborhood in Lacey Villas (better known as the Lacey Historic Neighborhood), and the oldest homestead area in the City which is now the Panorama community. Saint Martin's University is located in the planning area and was first established in 1895.

The Central Planning Area's primary function is serving as the central commercial core; however, the Planning Area also has an extensive residential base, which includes a significant amount of affordable housing opportunities in the form of older residential units, primarily of the 50's and 60's vintage. Additionally, it contains the City's primary special needs housing community at Panorama. The Central Planning Area also has one of the City's largest developed parks in Wonderwood Park.

C. Acreage

The planning area includes approximately 2,530 acres. Of this amount, a large percentage of property is developed. Larger acreages do exist but are mostly contained in critical areas such as the Woodland Creek corridor and Chambers Lake or is property owned by Saint Martin's Abbey and associated with Saint Martin's University.

D. Population

As of 2015, the estimated population of this planning area was 11,640. Population growth and allocation projections anticipate the population in the Central Planning Area by the year 2035 will be 12,770 persons, with an anticipated 1,130 residential units added to this planning area in the next twenty years.

E. Land Use - Current

In 2015, there are a total of 5,422 dwelling units in the Central Planning Area with approximately half of those being single family and half being multifamily. Over the next twenty years, it is anticipated that over 75% of the housing units added in the Central Planning Area will be multifamily located primarily in the Woodland District. The remainder will be single family added through infill within existing neighborhoods.

Over 2.5 million square feet of commercial buildings (2.654 million sf) have been constructed in the Central Planning Area. The commercial property in the planning area serves as a regional hub for retail and other services including South Sound Center, Lacey Market Square, Martin Village, the Central Business District properties between Lacey Boulevard and Pacific Avenue and those CBD parcels along Martin Way. Most commercial property has been developed in this planning area, therefore, it is expected that most development associated with commercial properties will be in the form of redevelopment to higher intensities over the next twenty years.

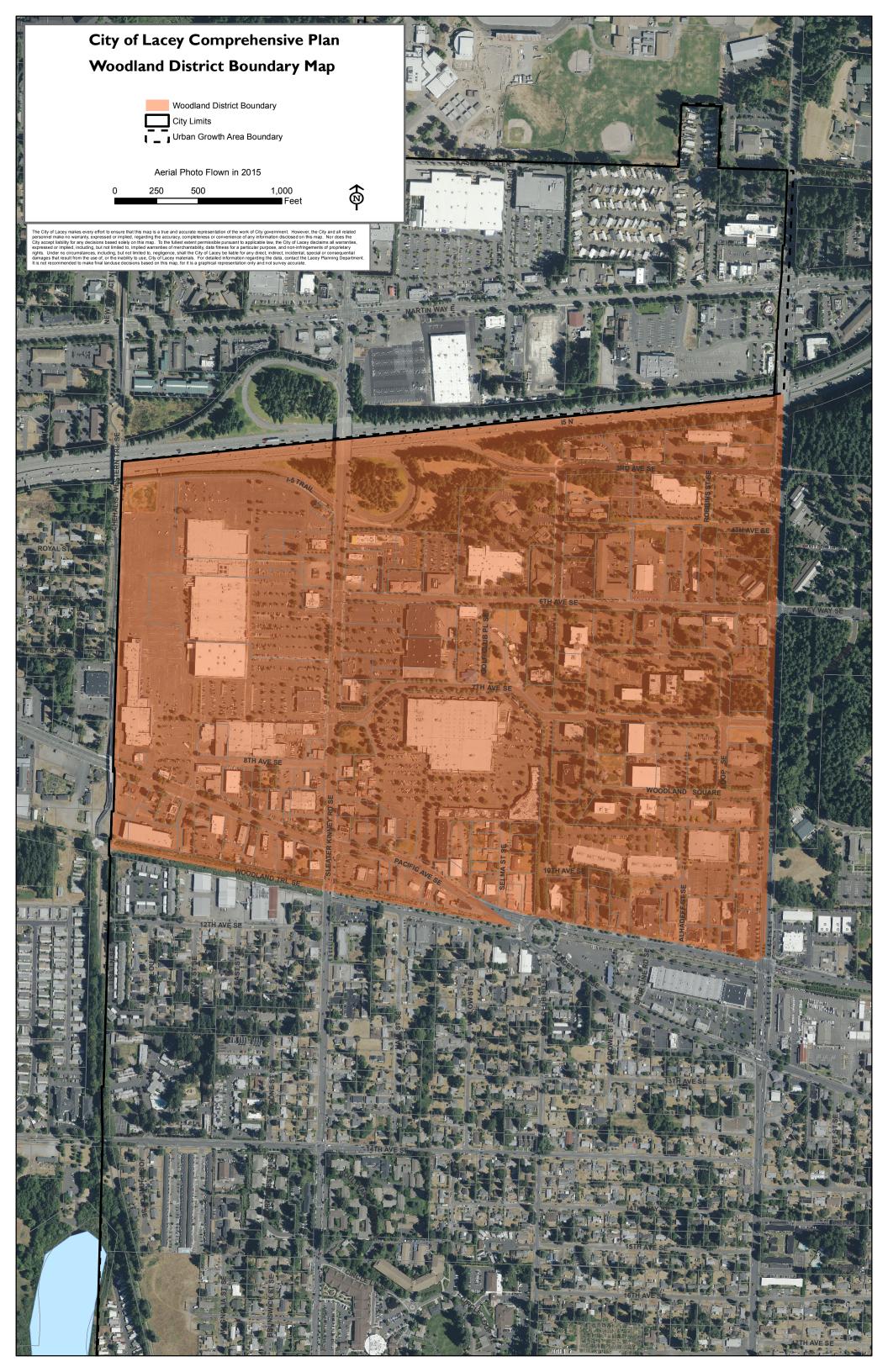
F. Subareas

Woodland District

The Woodland District Strategic Plan (see attached Woodland District map) was a year-long subarea planning process that sought to enhance Lacey's business core as a place to live, shop, gather, learn and play. Largely developed after World War II, Lacey's core had lacked a sense of identity and was not a "downtown" in the traditional sense; however, the area has been a consistent regional retail and employment center for over 50 years. Planning for the Woodland District began in the mid 1990's as the city of Lacey grappled with the area's identity. This planning culminated in adoption of the Downtown 2000 Plan, which established design guidelines and development standards for the area. The Downtown 2000 Plan envisioned the Woodland District as a vibrant and prosperous place that encouraged density and mix of uses, supported transit, and provided for a diverse population. The vision set forth in the Downtown 2000 Plan has been implemented in a variety of private development projects, as well as various City projects.

In 2008, as a result of a downturn in the financial markets and a downsizing and relocation of State office complexes, private investment in the Woodland District ceased and 240,000 square feet of office space became vacant. With the assistance of an appointed steering committee, the City began the 2011 "Downtown Refresh" to re-examine the goals of the Downtown 2000 plan. The committee validated the vision but understood that the area needed a jumpstart. Upon completion of the Downtown Refresh, the City received a grant through the federal department of Housing and Urban Development (HUD) to develop the Woodland District Strategic Plan, an action-based strategic plan for the area to guide future revitalization and development of private investment, public places, and transportation infrastructure.

The Woodland District Strategic Plan combines an urban design framework and vision with an action-oriented strategy, all based on market realities. The urban design framework vision, goals, and policies are detailed in graphic and written form, which creates the policy basis for the subarea



plan. Detailed urban design recommendations provide the regulatory background for a form-based code which will guide future revitalization and development of streets, public places and private development. These recommendations help support the action plan which outlines 25 key actions designed to implement the Woodland District goals and policies. These actions are integrated to provide the necessary framework and incentives to catalyze investment and development, and were developed as an integrated set to be leveraged together so that each will result in multiple benefits in order to realize the District's vision over a ten-year period. Finally, all of these are supported by a market analysis that details current and future conditions related to retail/commercial, housing, service, and hospitality markets. The market analysis also contains three pro forma which ensure a development's rate of return and ensures that the City's vision is in line with market realities.

The Woodland District Strategic Plan was adopted on July 25, 2013. Since adoption, as a result of community stakeholder buy-in, the strategic plan has been a living document with several key implementation actions completed or underway.

Implementation measures identified in the plan that have been completed to date include the City Council's adoption of the multifamily tax exemption for the area to improve development feasibility and to stimulate the construction of new market-rate and affordable housing opportunities. South Puget Sound Community College has completed a \$7.5 million construction project to convert a former state-leased office complex into the new Lacey campus of South Puget Sound Community College. Located across 6th Avenue from the Intercity Transit center, the campus will serve as a destination for an estimated 10,000 people per year for use as both a community college and for contracted training programs.

Contained within the Strategic Plan is a strategy important to both the vitality of the District and the City of Lacey—establishment of a business and entrepreneurial center. South Puget Sound Community College, in partnership with the Thurston EDC and the City, has developed a business and entrepreneurial center in the District. This places the College's business, technology and workforce training programs, and the business support services of the Thurston EDC in one location assisting entrepreneurs to launch and build successful companies and provide skilled labor to support business attraction, retention, and expansion programs. The center will also help early stage entrepreneurs grow through a variety of support services and facilities in a professional working environment. The focus will be on creating new family-wage jobs which will help spark the region's economic recovery and facilitate reinvestment in the Woodland District.

An additional implementation measure includes development of a form-based code for the district. This implementation measure is currently underway and will create a "place-based" regulatory system that will clearly illustrate the District's desired form and character for both the private and public realm. The code would serve as an incentive to attract new investments and produce a cohesive neighborhood characterized by great places.

The Woodland District Strategic Plan has set the stage for infill, redevelopment and new development and has an innovative and action-oriented approach to ensure that this area will be a vital place to live, shop, gather, learn and play.

Depot District

A future subarea plan for the area commonly known as the "Depot District" (see attached map) is a priority for development in the short term. The plan would be centered on the area between the Pacific Avenue and Lacey Boulevard roundabouts zoned Central Business District 5. The subarea would also include the adjacent residential neighborhoods including the Lacey Historic Neighborhood and the residential neighborhood between the Lacey Post Office and Lacey Elementary. The anchor of the "Depot District" is the future Train Depot Museum project under development. This public investment will include the future City museum, outdoor gathering spaces, interpretive information, and trailhead to the Lacey Woodland Trail. The public investment in a historically-accurate structure will dovetail with a local neighborhood planning effort to provide an opportunity to define the character and encourage private investment into the surrounding area.

Golf Club Road Neighborhood Plan

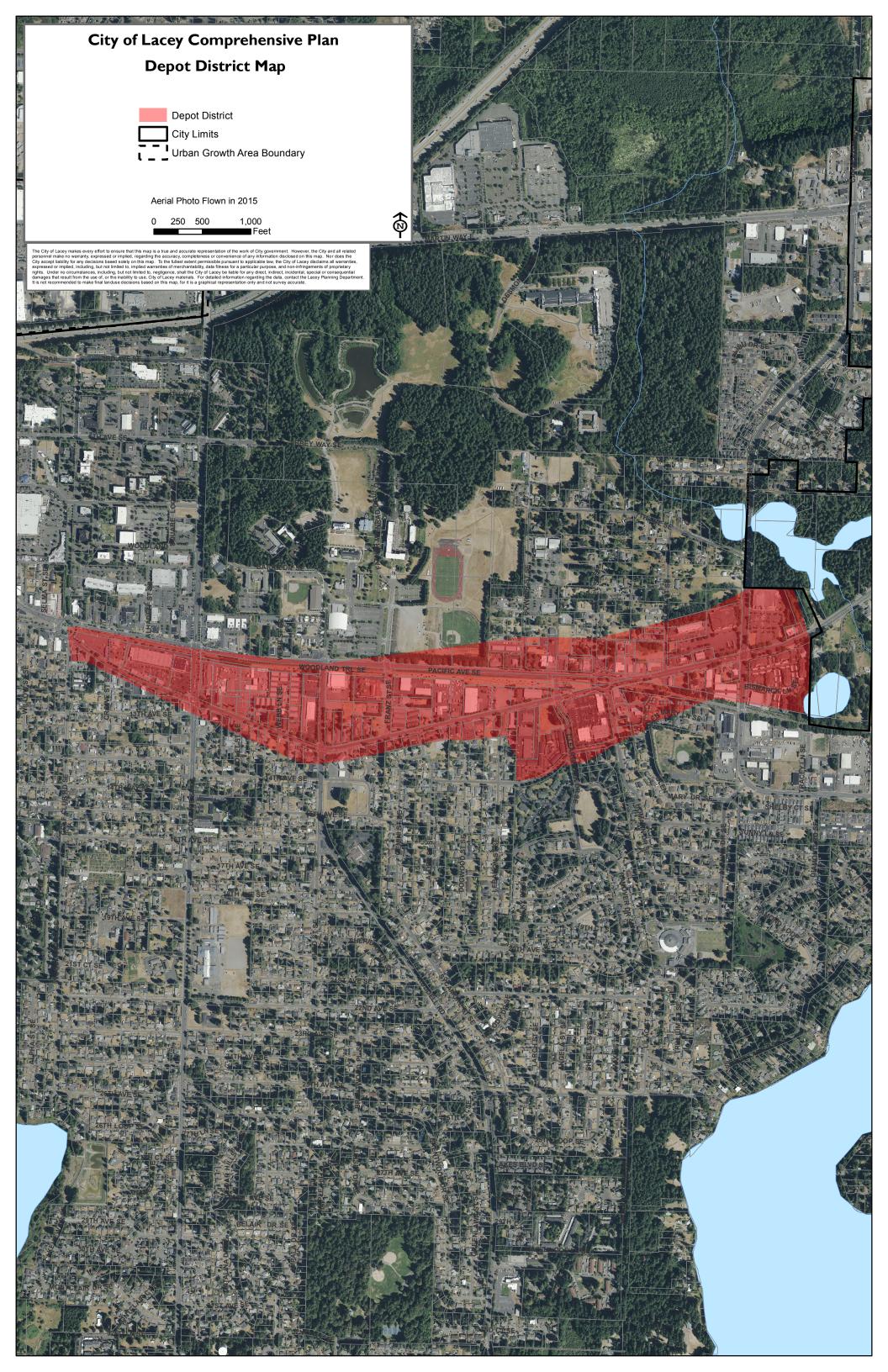
A need for a future neighborhood-oriented subarea plan has been identified for the area designated as the "Golf Club Road" neighborhood. This is generally the area south of Lacey Boulevard between the westerly city limits and College Street, south to 22nd Avenue. The area contains some of Lacey's oldest housing stock on larger-sized lots; and the infrastructure serving the area has capacity to serve additional units. Close proximity to services makes it an attractive neighborhood for more intensive development. The area is served by transit; however, much of the area lacks sidewalks and pedestrian connections necessary to make transit convenient. A future subarea plan would show how additional density could be achieved while prioritizing infrastructure improvements related to sidewalks and pedestrian connections.

Golf Club Road is also an important north/south link connecting residential areas to nearby commercial areas and services. As projects have been developed along the Golf Club corridor over the past years, frontage improvements have generally been deferred to a later date. The subarea plan should analyze the completion of Golf Club Road by the City and those property owners who have deferred the requirement to improve pedestrian amenities and to potentially catalyze private investment in the area.

G. Density Characteristics

The planning area's density is stabilized and not expected to change significantly over the next twenty-year period with the projected addition of 1,130 new residential units. Most of the existing housing stock consists primarily of older homes being constructed in the 40's, 50's and 60's. The overall density of the area is typical of an older suburban community, with typical lot sizes ranging from 5,000 square feet to 10,000 square feet, for an overall density including open space of between 4 and 8 units per net acre. The oldest residential area in Lacey, the Lacey Historic Neighborhood, has a significantly different character with large lot sizes, primarily one acre and larger.

Of the 1,130 new residential units projected for this planning area, most will be accommodated in the Woodland District. According to a market study completed by Property Counselors for the Woodland District Strategic Plan, by the year 2030 the projected number of additional multifamily units is anticipated at 740 to 1,056. At this level of development, it would be anticipated that the



remaining 74 to 390 units will be accommodated in existing neighborhoods elsewhere within the planning area.

New residential development will consist of teardown and rebuilding of older housing stock, infilling older neighborhoods containing larger lot sizes with the capacity to handle additional units, and redevelopment and infill within the Woodland District. In 2008, Sixth Avenue Place became Lacey's first truly mixed-use building with 101 multifamily residential units and a retail frontage.

Within the Woodland District, the Woodland District Strategic Plan identifies the area for significant public and private investment to make the area more desirable from a residential standpoint. Additionally, the multifamily tax exemption program enacted by the City will incentivize multifamily development by reducing property taxes associated with multifamily units between 8 and 12 years after project construction. The Woodland District Strategic Plan also identifies a future affordable housing strategy as a work program item to provide a variety of housing in the District for a range of household types and income levels such as seniors, students, local employees and low and moderate wage workers. The strategy would also support the multifamily tax exemption program to oversee compliance with the affordability requirements of the program.

H. Parks/Open Space

Recreational opportunities within the Central Planning Area include Huntamer Park, Wonderwood Park (community park), Homann Park (community park), Chambers Lake Natural Area and Brooks Park, (neighborhood park). Pocket parks include the two Plaza Parks adjacent to the Lacey Market Square shopping center and the Lacey Civic Plaza adjacent to South Sound Center. The Central Planning Area has 3.86 acres of park land per 1000 residents. The parks in this area provide a variety of outdoor recreational opportunities that are both passive and active. There are baseball fields, soccer fields, tennis courts, basketball courts and playground equipment. Several of the parks include trails (paved and dirt).

I. School Facilities

The only North Thurston Public Schools operated school within the Central Planning Area is Mountain View Elementary. Middle and high school students in this planning area are served by Chinook Middle and North Thurston High School located in the Pleasant Glade Planning Area to the north.

As previously stated, Saint Martin's University is at the center of the planning area and is a private university established in Lacey in 1895. In 2010, Saint Martin's Abbey developed a comprehensive master plan and development agreement to guide future campus development, including guidelines for the construction of future buildings, roads, infrastructure, parking areas and landscape and open space areas. Both the master plan and development agreement were adopted by the Lacey City Council on February 25, 2010. The master plan and development agreement is an important tool to guide the future development of the St. Martin's property.

In 2015, South Puget Sound Community College completed a \$7.5 million construction project to

convert a former state-leased office complex into the new Lacey campus of South Puget Sound Community College. Located across 6th Avenue from the Intercity Transit center, the campus will serve as a destination for an estimated 10,000 people per year for use as both a community college and for contracted training programs.

J. Streets, Trails, and Connections

College Street SE, Sleater Kinney Road, Carpenter Road, Ruddell Road, and Golf Club Road are the main north-south transportation corridors in the Central Planning Area. The Lacey Boulevard/ Pacific Avenue one-way couplet and Martin Way are the primary east-west corridors. Interstate 5 runs east-west through the planning area with full access provided at exit 108 off of Martin Way. Off-ramps from I-5 also connect to Sleater Kinney Road.

In 2009, the College Street Improvements Final Report was developed to identify strategies to improve College Street from Lacey Boulevard south to 37th Avenue SE. College Street provides a primary north-south link for automobiles, transit, pedestrians, and bicyclists from south Thurston County to Interstate 5. The corridor contains a heavy number of vehicles per day (estimated at 32,000 per day by the year 2020). However, the corridor also provides local access to many homes fronting the street, an elementary school, and access to local streets and collectors. The College Street Improvements Final Report identifies a series of improvements to be developed to enhance conditions for all modes of transportation throughout the corridor. The first improvements identified in the report are slated for construction in the short term with the roundabout at 22nd Avenue.

The Central Planning Area is well connected with the regional trail system. The Chehalis Western Trail runs the length of the planning area along the western border. The Chehalis Western runs north-south and connects as far north as Woodard Bay and as far south as Rainier. The Lacey Woodland trail runs east-west between Pacific Avenue and Lacey Boulevard. The trail connects to the Olympia Woodland Trail to the west which terminates near the Capitol Campus and terminates at the Woodland Creek Community Park on the east. Both the Chehalis Western and the Lacey Woodland Trails are former rail corridors that were part of the rails-to-trails conversion program. The Interstate 5 trail runs parallel to I-5 east-west and connects between downtown Olympia, terminating at the Department of Ecology Headquarters building.

K. Resource Designations

There are no agricultural or mineral extraction sites designated of long-term commercial significance within this planning area. However, there is currently an active mineral extraction site near depletion, which would be expected to convert to some other use in the near future. This site is located along Carpenter Road in the extreme northeast portion of the planning area, adjacent to the Thompson Place subdivision.

L. Environmentally Sensitive Area Designations

This planning area includes Chambers Lake and Lake Lois, as well as a good portion of the Woodland Creek Corridor and associated wetlands. These are designated as environmentally sensitive and have specific protection requirements as delineated in the *City of Lacey Environmental Protection and Resource Conservation Plan*. Most of the planning area, as with most of the City, is also designated as a sensitive area for aquifer protection.

Special mention needs to be made of the property adjacent to and east of Woodland Creek and west of Carpenter Road between I-5 and Martin Way. This property has areas of environmental sensitivity because of Woodland Creek, its associated wetlands, and steep slopes. It is questionable whether portions of these properties are developable because of these environmental limitations. Because of noted sensitivities, the majority of the properties have been designated Open Space Institutional, based upon our most recent environmental inventories. In 2006, the Lacey City Council confirmed (as part of a private rezone and comprehensive plan amendment application) that the Open Space Institutional designation was appropriate for this area given the environmental sensitivity analysis.

II. ANALYSIS

Given that this planning area is the oldest area of Lacey and is mostly developed, the development within the next two decades will be primarily through redevelopment. Subarea planning is an important aspect of redevelopment and implementation of the City's vision in the Central Planning Area. Subarea plans provide more detailed planning, guidance, and predictability for residents, businesses, and for applicants of a development project. Subarea planning also ensures that development is high quality and well integrated into existing built areas. Implementation of the Woodland District Strategic Plan and development of the future Depot District Plan and Golf Club Road Neighborhood Plan should be the highest priority in this planning area.

In 2004, as the result of neighborhood concerns over the creation of infill lots where homes were being placed in what was once the backyard of an existing home, the City Council enacted regulations to prohibit this type of development. Essentially, new lot size requirements were enacted for parcels less than one acre in size that prohibited redevelopment—specifically related to lot size width requirements along public streets. Since then, new lot creation in our older neighborhoods, especially in the Golf Club Road neighborhood, has stopped even though this area has land availability, utility capacity, is served by transit, and is in close proximity to services. The City should reexamine the de facto prohibitions on infill in this area given its strategic location and age of the neighborhood. Standards should remove focus on lot layouts and more on design requirements related to privacy and architectural design.

The uses within the Central Business District zones (CBD 4, 5, 6 and 7) are listed according to a table associated with the manual on Standard Industrial Classification (SIC code). These tables are often confusing and can be difficult to administer. The City should examine the tables associated with the CBD zones and simplify them. Also, uses should be analyzed to ensure that they still meet the

City's vision, including but not limited to: more allowances for multifamily residential development, higher permitted residential densities, more flexibility of uses, and compatibility requirements between commercial and residential.

III. GOALS AND POLICIES CENTRAL PLANNING AREA

Goal 1: Provide for a healthy and vigorous core area as a destination commercial center and central urban hub for the City.

Policy A: Implement the Downtown 2000 Plan and the Woodland District Strategic Plan.

Policy B: Develop and implement a subarea plan for the Depot District.

Policy C: Review and update standards of the Central Business District on a regular basis to maintain a competitive place in regional retail economy while maintaining a quality level of development.

Policy D: Continue to strive for proper transition of the Central Business District with surrounding residential zones with closer pedestrian ties to residential areas.

Policy E: Consider the Central Planning Area as a focus for the location of cultural activities.

Goal 2: Maintain quality and function of existing residential areas in the Central Planning Area.

Policy A: Acknowledge historical character and value of the Lacey Historic Neighborhood as a unique housing resource. Continue to require special development standards for Lacey Historic Neighborhood that recognize and preserve historical values and neighborhood character while allowing reasonable infill and development.

Policy B: Acknowledge character and value of older residential neighborhoods adjacent to the Central Business District as an affordable housing resource.

Policy C: Develop and implement a subarea plan for the Golf Club Road neighborhood.

Goal 3: Provide opportunities for infill in the Central Planning Area.

Policy A: Maintain the liberal policy on accessory residential units while maintaining quality and character of neighborhood through performance standards and design review.

Policy B: Provide opportunities for duplexes, triplexes and quadraplexes to locate in lower density neighborhoods as infill mechanisms which enhance neighborhood character by requiring exceptional and rigorous design requirements.

Policy C: Provide opportunities for single-family cluster housing on smaller lot sizes than the underlying zone with exceptional and rigorous design requirements to maintain quality and character of neighborhood areas.

Goal 4: Provide an exceptional transportation network that interconnects all uses with the Central Business District including employers, retail establishments, parks, and neighborhoods.

Policy A: Encourage emphasis on interconnection of pedestrian corridors and development of pedestrian opportunities throughout the Central Business District and outlying residential areas. Specifically, the Golf Club Road corridor should be improved to full City standards to link pedestrians in residential areas with businesses and services.

Policy B: Work towards interconnection of parks, pedestrian-oriented centers, and residential pedestrian systems.

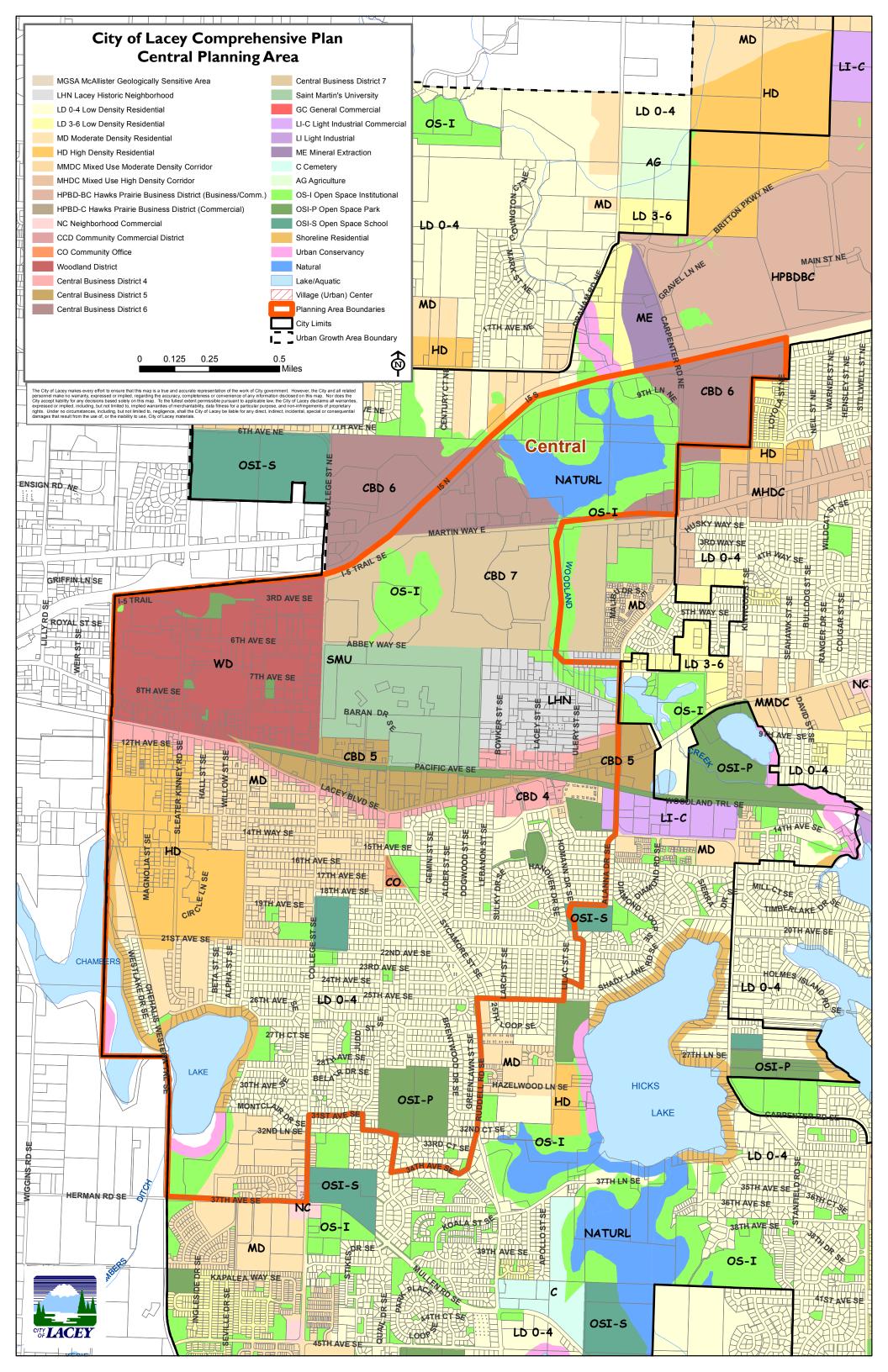
Policy C: Provide safe pedestrian crossings to encourage walking and pedestrian access.

Policy D: Require pedestrian-friendly building design in areas where foot travel is likely and encouraged. Pedestrian-friendly building design may include buildings oriented towards adjacent regional trails.

Policy E: Ensure that parking areas are "right sized" for the use they are intended to serve while supporting optional minimum requirements should less than the minimum number of parking stalls be desired by an applicant.

IV. IMPLEMENTATION STRATEGIES

- 1) Continue to support the implementation of the Woodland District Strategic Plan and the 25 prioritized action items.
- 2) Develop and implement the Depot District and Golf Club Road Neighborhood subarea plans.
- 3) Identify target areas and strategies to accommodate projected residential development. Strategies shall include encouraging infill development on larger lots by establishing new standards related to minimum lot size, lot width, etc., while ensuring compatibility between existing and new development. Also support existing and future subarea planning efforts; continue a liberal policy on accessory dwelling units, and utilize City supported incentives such as the multifamily tax exemption program.
- 4) Examine and simplify the Central Business District table in the Lacey Municipal Code to ensure that they meet the City's vision, including but not limited to: more allowances for multifamily residential development, higher permitted residential densities, more flexibility of uses, and compatibility requirements between commercial and residential.



LAND USE HAWKS PRAIRIE PLANNING AREA

I. PROFILE OF HAWKS PRAIRIE PLANNING AREA

A. Location

The Hawks Prairie Planning Area includes the northeast portion of the Lacey Urban Growth Area. It is bounded on the north by Puget Sound, Meridian Road on the east, Interstate 5 to the south and Carpenter and Marvin Roads to the west. It abuts Pleasant Glade Planning Area to the west and the Tanglewilde/ Thompson Place and Meadows Planning Areas to the south. Most of the Hawks Prairie Planning Area is located within the Lacey city limits.

B. Character and Functional Relationship to City

The Hawks Prairie Planning Area is the planning area with the most potential for economic development. It has extensive vacant land resources and has historically served a wide range of uses, including single-family residential development, commercial development, and industrial development. In 1992, the Meridian Campus Planned Community and adjacent Hawks Prairie Planned Community were approved. Together they comprise 1,870 acres and represent a full range of land uses. In the last fifteen years, the residential components of both of these communities have largely been developed.

In the early 1990's, a special Northeast Area Plan was completed by the City which included another significant portion of the planning area that was not included under a previously approved master plan. The chief emphasis of this plan and follow up work throughout the decade has been the Hawks Prairie Business District. This area includes almost 500 acres of property with convenient I-5 access and visibility. The City has worked diligently to promote and advance plans for this area to build out as a major commercial center. The area is known as the Lacey Gateway Town Center.

Historically, this area has been planned as the City's industrial area. Over the decades dominant industrial uses included the Olympia Cheese Factory, Ameron Pipe manufacturing facility, Lakeside Industries gravel crushing operations, and the Thurston County Waste and Recovery Center. The Ameron Pipe manufacturing company and the Olympia Cheese factory closed, but many new industrial activities have been established primarily related to warehousing and distribution. These include the Target distribution center, the Home Depot distribution center, Spring Air Mattress Company, and Trader Joe's distribution center.

Currently, this planning area's primary function could be characterized as a mix of residential and light industrial uses. Now that these areas have been largely constructed, the future land use trends will be for commercial services to serve these new residential areas and job centers.

C. Acreage

The Hawks Prairie Planning Area includes approximately 4,635 acres of property. Of this, approximately 660 acres are available for residential development with 410 acres of lower density residential (Low Density Residential 0-4, Low Density Residential 3-6) and 250 acres of higher density (Moderate or High Density Residential). 970 acres are available for commercial and industrial purposes with 670 acres of industrial (Light Industrial and Light Industrial/Commercial) and 300 acres of commercial (Hawks Prairie Business District, Community Commercial, Neighborhood Commercial, Business Park).

D. Population

As of 2015, the estimated population of this planning area was 9,490. Population growth and allocation projections anticipate the populations in the Hawks Prairie Planning Area by the year 2035 will be 13,170 persons, with an anticipated 1,680 residential units added in the next twenty years. The majority of residential units are anticipated to be located in the incorporated portion of the planning area.

E. Land Use – Current

In 2015, there are a total of 3,820 dwelling units in the Hawks Prairie Planning Area with approximately 93% of those being single family and 7% being multifamily. Over the next twenty years, it is anticipated that approximately 75% of the housing units added in the Hawks Prairie Planning Area will be single-family residential. This number may be reduced with completion of the Lacey Gateway Town Center and the associated multifamily residential units. Additionally, a priority work program item to increase the minimum density of Moderate and High Residential zoning districts will preclude these areas from developing as single-family residential.

Over 4.8 million square feet of commercial buildings (4.884 million sf) have been constructed in the Hawks Prairie Planning Area. Most of the building square footage is related to distribution and warehousing, including the Target Distribution Center at over 2 million square feet and the Home Depot Distribution Center at 750,000 square feet. Smaller warehouse uses are located in Meridian Campus and within the Light Industrial/Commercial zones around Hogum Bay and Marvin Roads. Recent commercial development includes Cabela's, which will anchor the future Lacey Gateway Town Center and development around the intersection of Marvin Road and Britton Parkway, including the Providence Medical Center. According to the City's market analysis, this planning area will continue to see more non-residential construction in the future, including an anticipated 4.4 million square feet of non-residential construction over the next twenty years.

F. Subareas

Northeast Area Plan

The Northeast Area Planning Element was adopted in July of 1992 and was one of the City of

Lacey's first subarea plans (see attached map). The *Northeast Area Planning Element* applies to 970 acres in northeast Lacey and was completed when city utilities were being extended to the area through a utilities local improvement district (ULID). Extension of utilities, combined with the area's proximity to Interstate 5, made the time right to develop a plan for the area that was expected to experience a high rate of growth.

The City desired to create a subarea plan so that it could "...develop as an aesthetically attractive, high quality employment center with a moderate mixture of other uses to complement the development..." In fact, the term "gateway" that is now associated with this area was coined in the subarea plan which states, "The area serves as a "gateway" to the City of Lacey, the Capitol area, and to the Nisqually River Basin/Valley."

The subarea plan suggested transportation corridors and a mixture of land uses which helped guide future development of the area. Transportation corridors have now largely been constructed and include what are now Britton Parkway, Gateway Boulevard, and Galaxy Drive. The mixture of land uses led to the development of the Hawks Prairie Business District. The *Northeast Area Planning Element* identified the need for design guidelines, including a strong arterial and gateway design framework for development, site and building design guidelines. These guidelines apply today and are helping to shape development patterns in the area. Some of the first buildings around the intersection of Marvin Road NE and Britton Parkway NE have implemented these design requirements.

The Northeast Area Planning Element was the framework document that has shaped the Hawks Prairie Area over the past two decades. However, it is now in need of revisions and updating to reflect growth and to ensure that future development plans align with the community's vision.

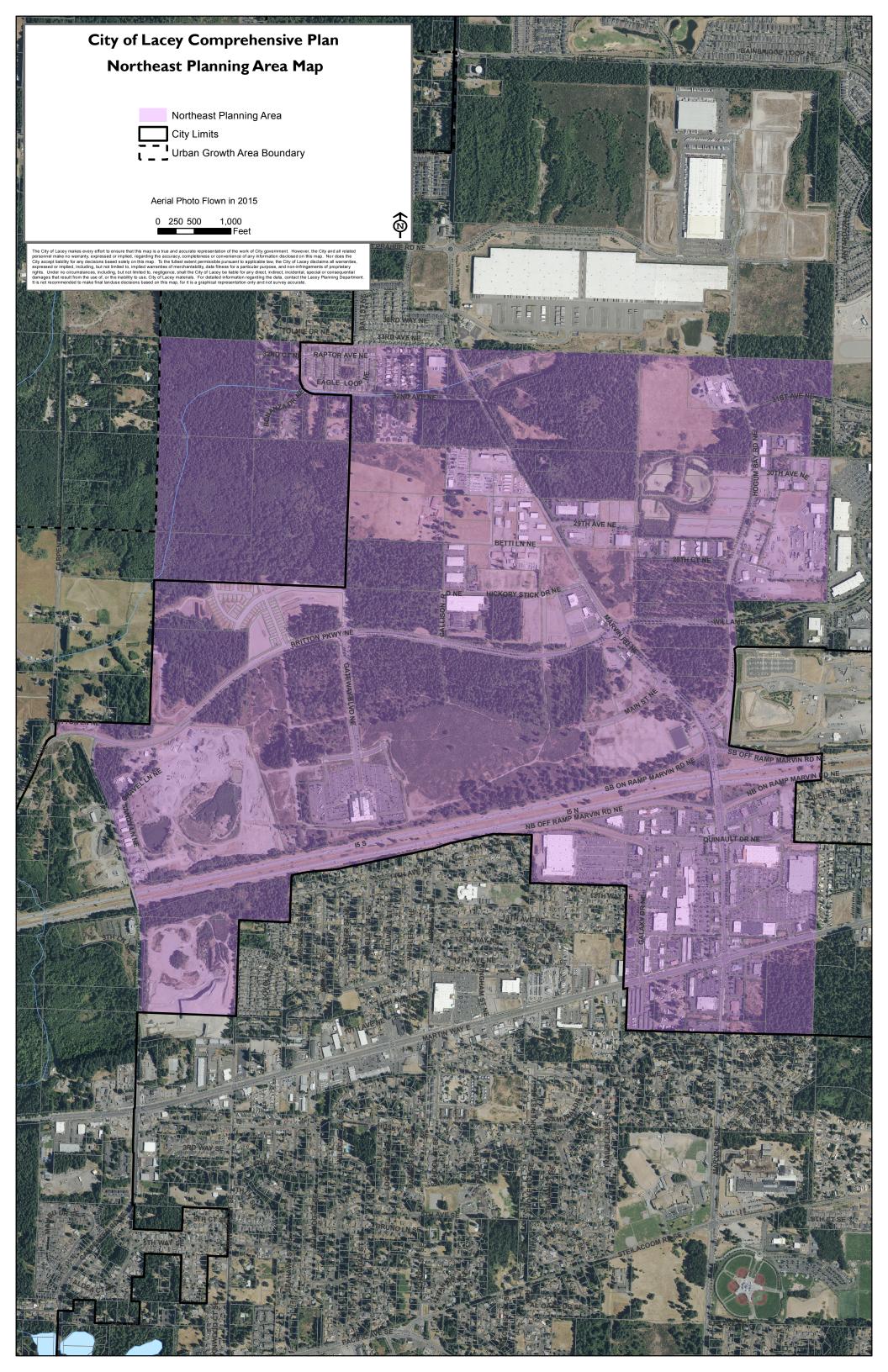
G. Density Characteristics

The primary residential form in the Hawks Prairie Planning Area is single-family residential. Older development (pre-1990's) primarily consists of single-family residential homes on large lot sizes of approximately 1/4 acre. All of the single-family residential development at that time was on septic tank and drain field. In the 1990's the City provided sewer to this area through a major Local Improvement District (LID). With sewer, more intensive development has taken place with residential lots ranging from 3,000 to 7,500 square feet. Multifamily development will occur in the designated multifamily parcels in Meridian Campus and in the Hawks Prairie Business District—Business Commercial areas.

H. Parks/Open Space

This planning area has two dedicated City parks: a 24 acre and a 5 acre neighborhood park site, both dedicated to the City as part of the Meridian Campus Planned Community. The Meridian Neighborhood Park site was developed in 2007.

In 2011, the city of Lacey purchased 407 acres of pastoral and forested land in the northwestern section of Lacey, adjacent to the future Pleasant Glade Park. The property was purchased for



several purposes: future active and passive community park; open space preservation; water rights mitigation; natural storm water filtration; protection of water quality in the Woodland Creek watershed; preservation of wildlife habitat corridors; and the potential for fisheries enhancement. This property is relatively undisturbed, with minimal prior residential development. It possesses significant wetlands and creek frontage on Woodland, Fox and Eagle Creeks, abundant native plant communities with relatively few invasive plants, and a serene character. 203 of the 407 acres total ownership is located within the unincorporated portion of the urban growth area and is currently designated for residential purposes. The remaining 204 acres is located in the rural unincorporated county. The City should consider re-designating the property, considering its long-term use for park and open space purposes, and work with Thurston County to rezone it appropriately.

I. School Facilities

North Thurston Public Schools has one school in the planning area, Salish Middle School, located in the Meridian Campus Planned Community. Additional planned schools include an elementary school in Meridian Campus, an elementary school associated with the Hawks Prairie Planned Community, and a future middle/high school complex located west of Marvin Road. The future middle/high school site was added to the urban growth area in 2014 so that City utilities may be extended. It is expected that these school sites will be utilized for new school construction as the planning area builds out.

J. Streets, Trails, and Connections

Marvin, Hogum Bay, and Meridian Roads are the primary north-south transportation corridors in the Hawks Prairie Planning Area. Britton Parkway, Willamette Drive, 31st Avenue, and 41st Avenue are the primary east-west corridors. Interstate 5 runs east/west through the southern portion of the planning area with full access provided at exit 111 off of Marvin Road. Transportation planning in the Hawks Prairie Planning Area has been a focus because the area was, until recently, relatively undeveloped and existing street systems needed to be redeveloped to handle anticipated volumes. Connection of corridors to create a modified grid system and redevelopment of older sub-standard streets will continue to be a priority.

The William Ives Trail runs from Meridian Road west to Willamette Drive through the wildlife corridor within Meridian Campus Planned Community. An unnamed trail runs along the northern portion of the Hawks Prairie Planned Community industrial area adjacent to 41st Avenue and was installed with the development of the Hawks Prairie 111 Corporate Park. When the property to the west develops, it will continue this trail westerly to Marvin Road. Installation of this portion will create a trail connecting between Marvin and Meridian Roads.

K. Resource Designations

There are gravel mining and processing activities in this planning area along Carpenter Road. As these pits are mined out, they will be converted to other uses.

The Thurston County Waste and Recovery Center (WARC) is a solid waste recovery and transfer facility within the planning area. This use provides a much needed service for the County. This 140 acre site has been utilized since the mid 1940's. Refuse fill areas have reached capacity and are closed; however, the site is used for waste collection/transfer, composting, recycling, household hazardous waste, etc. Those uses are anticipated to continue indefinitely.

L. Environmentally Sensitive Area Designations

This planning area has a number of environmentally sensitive areas, primarily wetlands, which are generally small and spot the planning area. Additionally, there are environmentally sensitive bluffs along Puget Sound waterfront. These areas are designated as environmentally sensitive and have specific protection requirements as delineated in the City of Lacey Environmental Protection and Resource Conservation Plan.

II. ANALYSIS

The Hawks Prairie Planning Area has more potential than the other planning areas for new development because of available vacant land resources; availability of utilities, including sewer and water; and proximity to Interstate 5 to points north, including Joint Base Lewis-McChord and Pierce and King Counties.

Nowhere is this potential more evident than the 200 acre property immediately adjacent to Interstate 5, commonly known as the Lacey Gateway Town Center. The cornerstone of the development will be a mixed-use town center as envisioned by the City's past planning efforts. The 120 acre Town Center site will consist of both a destination retail component and an intensely developed mixed-use district with commercial, retail and residential uses. Up to 500 residential units are anticipated with Gateway Town Center. All development within the Town Center will be designed to enhance the pedestrian experience and provide plentiful and intuitive pedestrian amenities and connections. It is expected that the current concept will be built in phases and could take five to ten years or more to build out, largely dependent on market factors.

Much of the residential areas designated in the planning area have been developed in the last fifteen years. This includes the Hawks Prairie Planned Community which has developed into a mixture of age restricted (Jubilee) and non-age restricted (Edgewater) single-family residential. In the Meridian Campus Planned Community, a majority of the single-family residential has been constructed and plans to complete the remaining multifamily parcels subject to a recent development application. This new residential base has required additional services including parks and schools, which have been integrated into these developments. The first phase of the Meridian Community Park has been constructed at the intersection of Willamette Drive and Campus Glen Drive; a future neighborhood park site in Campus Highlands will serve growing populations. The first school in this planning area, Salish Middle School, has just been constructed. North Thurston Public Schools anticipates the next school construction project to be an elementary school located in Meridian Campus. Commercial services, however, have been slow in coming to these areas. Areas are adequately zoned for commercial uses, including Community Commercial zones in

Meridian Campus and at the intersection of Marvin and Hawks Prairie Roads. Additionally, Neighborhood Commercial sites are located within Meridian Campus and the Hawks Prairie Planned Community. These areas are ready for development and, when the market can support them, will provide the commercial services residents in this planning area desire.

The Hawks Prairie Planning Area is a local hub for light industrial development. In the last fifteen years, this has mostly included warehouse and distribution development as a result of retailers' changing needs to get products to consumers, proximity to ports, and proximity to Interstate 5. In the early 2000's several national retail chains located their distribution centers within this planning area which caused concern with the City Council regarding job density and transportation impacts associated with these facilities. These concerns resulted in several changes to regulations, including an initial moratorium and several regulations seeking to limit the overall square footage of these buildings. In 2015, the City Council removed the building square footage requirement, provided that the design standard requirements would remain the same, specifically, the requirement to have the larger building as part of a multiple building complex. Analysis provided with the request showed that northeast Lacey has the capability of supporting four more buildings of 500,000 square feet or larger, based on the proposed amendment. The Council also reiterated the importance of design review related to these buildings as well as the strict compatibility requirement when adjacent to residential areas.

Many of the primary corridors within the planning area are converted county roads: Marvin, Hogum Bay, Hawks Prairie, and Meridian Roads. These corridors are old "farm to market" roads that were built to bring goods to commercial areas within the Lacey area. Most of these corridors have gaps in improvements where areas lack sidewalks, bike lanes, and other pedestrian improvements and are not sized to handle the ultimate build-out. However, the City has undertaken projects to upgrade the corridors to handle the development of the area, as the result of a condition of private development projects, through use of development-funded mitigation fees, and through obtaining public grants for public improvement projects to close these gaps. Additionally, gaps still exist in the overall "modified grid" that will complete the transportation system in this planning area. Specifically, gaps in corridors still exist for 31st Avenue, the completion of Campus Glen Drive, and extension of Gateway Boulevard to the north. A priority for the planning area is to upgrade the major transportation corridors to accommodate growth and multimodal transportation opportunities, while also completing the overall grid of corridors which ultimately would provide more options in how people travel through the planning area.

Intercity Transit provides a vital service to Lacey residents and employers; however, the Hawks Prairie Planning Area lacks regular transit service. Over the last twenty years, the Hawks Prairie Planning Area has seen the addition of approximately 3,000 new residential units and 4.8 million square feet of non-residential construction. This growth will continue over the next twenty years, with an additional 1,680 residential units and an additional 4.4 million square feet of non-residential construction. Yet, given the amount of past growth and future projected growth, this area remains unserved by transit. 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.

III. GOALS AND POLICIES HAWKS PRAIRIE PLANNING AREA

Goal 1: The Hawks Prairie Planning Area shall develop consistent with the vision provided in Lacey's Northeast Area Plan and associated design requirements.

Policy A: The goals and policies adopted in Lacey's Northeast Area Plan are considered applicable to the entire Hawks Prairie Planning Area and are hereby referenced and adopted in this document.

Policy B: Ensure that the Northeast Area Plan is updated on a regular basis to reflect existing and future development patterns.

Goal 2: Recognize the planned community approvals for the Hawks Prairie and Meridian Campus Planned Communities.

Policy A: Allow implementation of uses as designated in the Master Plans.

Policy B: Any significant change to the planned communities will require an amendment to the master plan.

Policy C: A fifty foot minimum buffer of existing vegetation or park site shall be retained along Marvin Road where the Hawks Prairie Planned Community borders on residential zoning districts. The buffers shall be measured from the edge of the property line.

Goal 3: Support the Hawks Prairie Area as a local hub for light industrial development and employment center.

Policy A: Support building square footages that encourage a broad range of users provided that appropriate requirements for multiple building complexes, design review, and compatibility with adjacent residential areas are addressed.

Goal 4: Improve transportation infrastructure in the planning area through improvement of existing corridors and the completion of corridors identified in the City of Lacey Transportation Element.

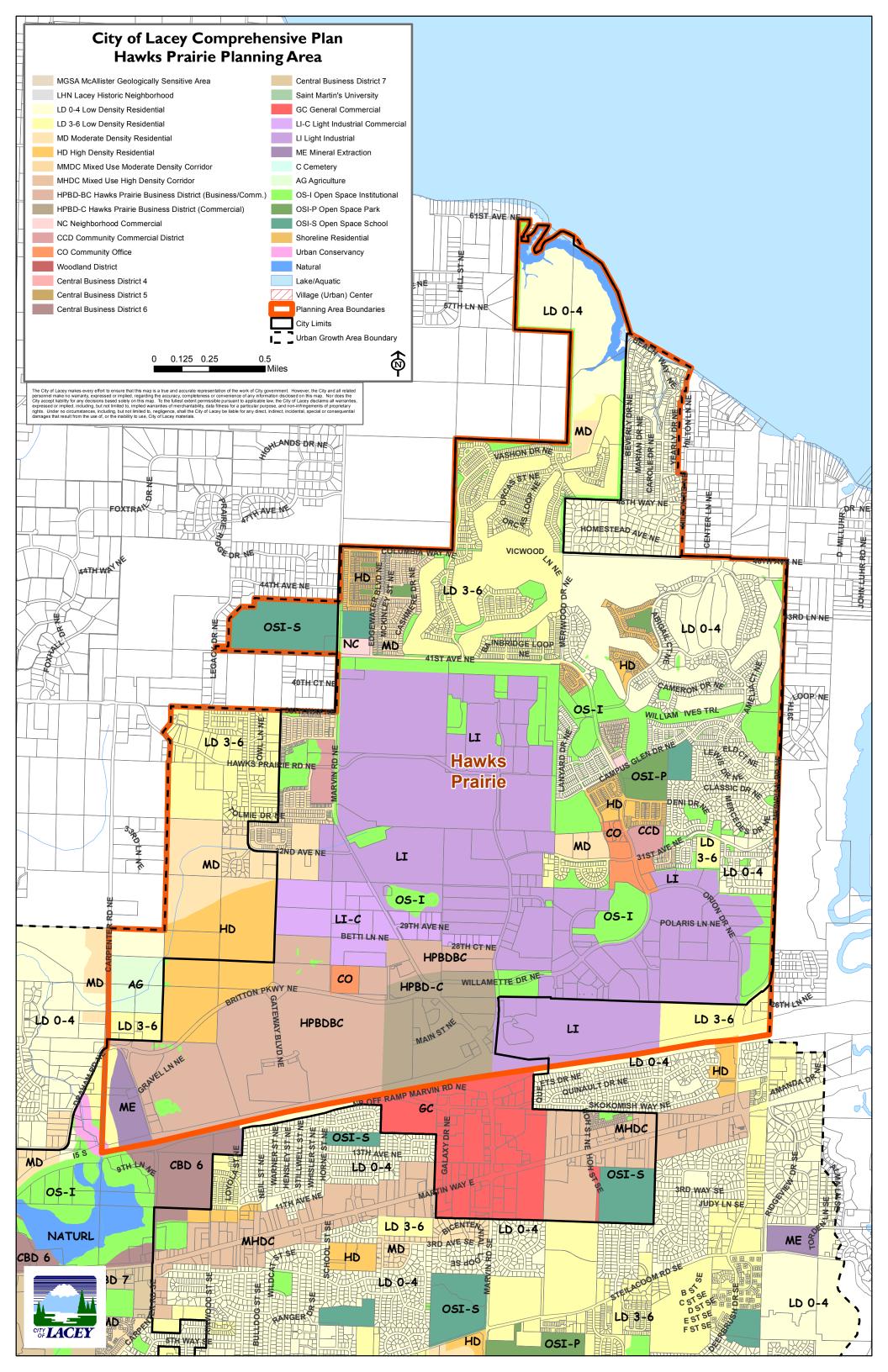
Policy A: Ensure consistency between the Land Use Element and both the City of Lacey Transportation Element and the Thurston County Transportation Element.

Policy B: Support the improvement of transportation corridors, particularly emphasizing multimodal transportation opportunities.

Policy C: 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.

IV. IMPLEMENTATION STRATEGIES

- 1) Complete an update to the Northeast Area Plan to reflect existing and future development patterns.
- 2) Amend density standards in the Moderate Density and High Density Residential Districts to identify minimum density standards and distinguish density intensities between the zones.
- 3) Continue to request that Intercity Transit extend regular bus service to northeast Lacey to serve and connect growing residential, commercial, and industrial development.
- 4) Consider re-designating the Cuoio Park property, considering its long-term use for park and open space purposes, and work with Thurston County to rezone it appropriately.



LAND USE HORIZONS PLANNING AREA

I. PROFILE OF HORIZONS PLANNING AREA

A. Location

The Horizons Planning Area is located in the southwestern portion of the city of Lacey and its Urban Growth Area. It is bounded by the Chehalis Western Trail along its west boundary and the Burlington Northern Railroad right-of-way along the south. It abuts the Central Planning Area to the north at 37th Avenue on the west side of College Street and at 31st Avenue on the east side of College, and along 34th Avenue immediately west of Ruddell Road. The Horizons Planning Area abuts the Lakes Planning Area along Ruddell Road from 34th Avenue south to the Yelm/Ruddell Road intersection where it shares Yelm Highway as a common boundary south to the Burlington Northern Railroad right- of-way.

B. Character and Functional Relationship to City

The Horizons Planning Area is characterized as a newer area of the City, with the majority of the development having occurred since the City began planning under the GMA. The area has developed with a number of diverse projects including cluster housing, townhouses, and mixed use developments. A number of these projects were master planned under the provisions for village (urban) centers, which allows mixed density neo-traditional residential development, commercial uses, common open spaces and community and public uses.

The Horizon Pointe and Summerwalk developments both include a range of development densities and housing types with commercial components. The Lacey Corporate Center was originally envisioned as a business park development with a high density residential component and accessory commercial uses. The southeastern portion of the property was re-designated for community commercial uses with a master plan and development agreement as part of the Crossroads development. This commercial area, as well as the surrounding commercial development along Yelm Highway, serves as the central commercial hub for the Horizons Planning area.

All of the Horizons Planning Area, with the exception of Capitol Golf Club Estates and Chambers Estates, are located within the incorporated limits of the city of Lacey. The exceptions noted above are located within Lacey's Urban Growth Area and are served by the City with water services. These developments are surrounded by the corporate limits of the City, with the exception of the western boundary of Chambers Estates which directly borders Thurston County. Lacey has plans to prepare an annexation study for this area to determine if this area should be annexed into the City.

This planning area is intended to serve a number of functions for the City. Functions include affordable housing, low and medium density residential uses, community and public uses, business park development, and neighborhood commercial use. The Community Commercial zone located along Yelm Highway serves the Horizons Planning Area, as well as adjacent planning areas and outlying

communities that are served by the highway. There are also designated Neighborhood Commercial areas along College Street and adjacent to the Horizon Pointe development that are intended to serve the neighboring areas.

C. Acreage

The planning area includes approximately 1,767 acres of property. There are some additional areas available for future single-family and multifamily development. There is also limited area for commercial and business park use. Much of the remaining single-family development areas have vested subdivision applications or are in the process of completing phased development of the project.

D. Population

The 2015 population of this planning area was estimated at 14,510 persons. Population growth and allocation projections anticipate the population in the Horizons Planning Area by the year 2035 will be 15,460 persons, an increase of 950 persons during the twenty-year planning period. An additional 630 housing units are expected during this period as well. The planning area experienced it greatest amount of growth after the City began planning under the GMA. There is limited potential for infill and redevelopment in the planning area.

E. Land Use - Current

There were a total of 6,103 dwelling units in the Horizons Planning Area in 2015. Approximately 60% of these dwellings are estimated to be single-family units, and 40% are multifamily units. Over the next twenty years, it is anticipated that approximately 2/3 of the dwellings built will be single-family homes and 1/3 will be multifamily units. The current residential density of the area is 3.4 units per acre.

Commercial land use in the Horizons Planning Area is limited to a large community commercial node located at the northwest, northeast and southwest corners of Yelm Highway and College. This commercial area extends down the north side of Yelm Highway in the front of the Summerwalk Village (Urban) Center property. The Community Commercial designation of the Summerwalk development has been recently developed with a neighborhood Walmart Center and adjacent retail establishments. These businesses are intended to provide services for the surrounding neighborhoods, as well as the regional area. The Community Commercial zone includes approximately 79 acres and has a small number of sites remaining to be developed.

Horizons Planning Area also includes the Lacey Corporate Center located at the NW corner of College Street and Yelm Highway. This development includes property designated for business park, commercial, and residential use. 32 acres of the southeast corner of the development was re-designated to a Community Commercial zone called Lacey Crossroads. Lacey Crossroads was designed as a "Main Street" style shopping center with retail and commercial buildings fronting on

interior streets to enhance the layout and overall pedestrian experience. There has been development completed in the business park portion of the project, including multifamily development. However, the zoning provisions for business park development currently call for a campus type development style that is no longer desired by the development community and is not particularly suited to this area. The development requirements for the Business Park District are recommended to be reviewed to determine if changes need to be made to the development standards or if another land use designation is more appropriate in this area.

Approximately 230 acres of property south of Capitol Golf Club Estates has been developed as Horizon Pointe, which was Lacey's first designated Village Center. This project is nearing completion with development of the final 69 lots. The Horizon Pointe development is the single largest development in this area with over 1,300 lots. The portion of the project that is designated as Neighborhood Commercial has not been developed at this point. The property north of Capitol Golf Course, across Yelm Highway, has an approved master plan called Summerwalk. Portions of this property have been developed for residential and commercial uses. The final phases of residential development have been approved and are moving toward completion.

F. Density Characteristics

The character of the planning area has evolved over the last twenty years and contains a significant variety of housing types and land use. This area has some remaining larger single-family lots and small single-family lots that are approaching 3,500 square feet. The area also has an ample supply of apartment complexes and several townhouse developments.

At one time, the majority of the Horizons Planning Area in the incorporated city limits was designated with a Moderate Density residential designation. In the late 1980's a rezone was accomplished for much of the area, designating the area north of 45th Ave. and east of College St. as Low Density for development of single-family residential structures at four units per net acre. As a result of this rezone, multifamily development has been limited to those areas designated as Moderate or High Density under the 1994 Plan. Those areas are located primarily along College Street, which is intended to create a corridor to accommodate transit.

In the 1980's and early 1990's, single-family development on lot sizes of 5,000 square feet or larger was the predominant land use pattern in the north portion of the planning area. The exception is a sizeable area with several mobile home parks developed at higher densities west of College Street and along 37th Avenue. The adoption of the 1994 Comprehensive Plan promoted higher densities, smaller lot sizes, and re-designating significant portions of the area as Moderate Density. Since that time, the area has developed at somewhat higher densities on average, with lot sizes ranging from 3,700 to 5,000 square feet. More recent subdivision development in the Moderate Density areas have taken advantage of the active market for affordable single-family homes and the development standards which have allowed single-family homes on lots approaching 3,700 square feet.

G. Parks/Open Space

The Horizons Planning Area contains Rainier Vista Community Park, which is a 40+ acre multipurpose community park that serves as the central recreational focus for this portion of the city of Lacey. Park facilities in this planning area also include William A. Bush Park and Horizon Pointe Park. A portion of the Chehalis Western Trail runs parallel along the western boundary of the planning area and includes the 67th Avenue trailhead.

The City also owns the historic Jacob Smith House in the Lacey Corporate Center. The home was constructed prior to the Civil War and is the oldest home in Lacey. The structure, and surrounding three acre grounds, is now used as a community facility for weddings, receptions, seminars and retreats. A number of other smaller open spaces developed during subdivision approvals are scattered throughout the zone and are reserved for park/open space purposes through subdivision conditions. Additionally, the Chehalis Western regional trail borders the west boundary of this planning area.

H. School District Facilities

There are three schools within the Horizons Planning Area. There is the Komachin Middle School located along College Street, Chambers Prairie Elementary located adjacent to Yelm Highway and Ruddell Road, and Horizons Elementary south of Yelm Hwy and west of Rainier Road. A construction bond passed by the district in 2014 included facility upgrades to Komachin Middle School. Phase I of these improvements began in 2015. There are currently no other school improvements anticipated in this planning area as part of the 2015-2021 North Thurston Public Schools Capital Facilities Plan. The district recently completed school boundary changes to balance enrollment and increase capacity at most schools.

I. Streets

Yelm Highway and 37th Avenue SE are the primary east-west transportation corridors in the Horizons Planning Area. 37th Avenue/Mullen Road comprises a portion of the northern border of the planning area. College Street is the primary north-south corridor serving the area. All of these roadways are designated as Arterials in the city of Lacey *2030 Transportation Plan*. The portions of College Street and Yelm Highway have the highest projected traffic volumes in the planning area.

Future street widening and improvement projects are identified in the City's *Transportation Improvement Plan* and are completed based on need and funding. Widening and pedestrian improvements are anticipated for 37th Avenue from College Street west to the city limits and portions of Yelm Highway.

The planning area is connected to the regional trail system. The Chehalis Western Trail runs the length of the planning area along the western border. The trail runs north-south and on the far north connects Woodard Bay to its southern extent at the city of Rainier. The Chehalis Western Trail is a former rail corridor that was constructed as part of the rails-to-trails conversion program.

J. Resource Designations

There are no agricultural or mineral extractions sites designated of long-term commercial significance within this planning area. A number of sites still are forested or have significant trees that fall under the jurisdiction of Lacey's tree protection ordinance. There are also sites designated as open space/agricultural for taxation purposes through the Thurston County Assessor's Office.

K. Environmentally Sensitive Area Designations

There is a site around Chambers Lake and a site adjacent to Southwick Lake that has been identified as wetland sensitive areas. A number of localized sites have been identified with geologically sensitive slopes within the planning area. Most of the planning area, as with most of the city of Lacey, is designated as sensitive for aquifer protection. The City also has some major well sites in the area with wellhead protection zones.

There has been some documentation of the presence of the Mazama Pocket Gopher on some sites in the southern portion of the planning area. Several subspecies of the gopher have been listed as "threatened" by the U.S. Fish & Wildlife Service. Special measures have been put in place by the Service to assist in the protection of these species.

II. ANALYSIS

The character of the planning area has been formed in part by development that has occurred after the adoption of the first Comprehensive Plan adopted under the provisions of the GMA. The area includes attractive single-family residential neighborhoods, a number of multifamily projects, as well as affordable housing projects and zero lot line cluster housing projects. A number of mobile home parks also exist in this planning area, providing another affordable housing resource for the City. The primary function of this planning area has been to provide residential areas for a full range of housing options.

The intersection of Yelm Highway and College St. is the site of a large Community Commercial District and the Lacey Corporate Center that effectively serves as a community and regional function for provision of commercial services. Commercial development in this area primarily began in the 1980's and has been incrementally added to over the years. The Community Commercial areas adjacent to College Street and Yelm Highway not only serve residents in the planning area but a large part of the southern portions of the City, as well as surrounding cities and rural areas. Neighborhood Commercial areas along College Street and adjacent to the Horizon Pointe development have been slower to develop.

The recent economic recession had an impact on residential and commercial development in this area by slowing the pace of residential and commercial growth. Many of these projects that had been put on hold are now being completed. Continued development of the Business Park District in the Lacey Corporate Center has been slow. The development standards for this zoning district

were adopted in the 1980's. Since that time, the construction of business park developments have dramatically changed from locating these uses outside of core areas in a campus like setting to the desire to be located in a more urban environment that is near amenities used by the employees such as restaurants, shopping, and recreational facilities. The Business Park District needs to be reviewed to determine if amending the provisions would provide for appropriate standards for business park use or if another land use designation is warranted.

Demographic and housing information for the planning period indicated that there is some potential for additional residential and commercial development in the planning area. Due to the age of the majority of housing stock, there is limited potential for infill and redevelopment opportunities. Changes to the regional transportation plan in the late 90's for major transportation connections designated Yelm Highway as the major east-west connector. Traffic through the crossroads intersection has continued to increase as the development of the planning area and surrounding communities have grown. Development in the planning area needs to continue to consider possible impacts to sensitive wellhead protection areas.

Annexation of the Capitol Golf Club Estates and Chambers Estates should be reviewed based on criteria established by the City Council for inclusion into the city limits. These properties are currently the only remaining areas that are not part of the city of Lacey. The Chambers Estates development contains an airstrip that should continue to be considered and accommodated as a private small aircraft airport in this area. As new plats have been approved, stipulations have been required in covenants and on the face of plats alerting new buyers to the airport's presence.

Continued coordination of multimodal and pedestrian facilities needs to occur to serve this area and promote successful urban mixed-use development.

III. GOALS AND POLICIES HORIZONS PLANNING AREA

Goal 1: Continue to encourage the development of a range of residential types, providing opportunity for high density residential development along arterials with transitions to existing low density residential development.

Policy A: Undeveloped property along College, Yelm, Ruddell, and Rainier Road should be zoned for moderate or high density residential development.

Policy B: Support infill development in higher density areas primarily around existing neighborhood centers, recognized nodes, and urban corridor areas.

Policy C: Encourage a full range of higher density residential uses, including single-family zero lot line developments, townhouse units, mixed residential use, planned residential developments and multifamily apartments.

Policy D: Pay careful attention to blend different land use types to minimize potential land use conflicts while maintaining walkability as a priority.

Goal 2: Provide for coordinated interconnection of new residential and commercial development emphasizing pedestrian, bicycle and mass transit opportunities.

Policy A: Require interconnections of streets, pedestrian trails and greenbelts with adjacent projects and properties unless there are apparent safety issues.

Policy B: Require access easements through private streets and apartment complexes to ensure an interconnection between adjacent properties and local collectors and arterials.

Policy C: Require exceptional pedestrian linkage and pedestrian, bicycle and mass transit improvements throughout the residential and commercial areas.

Goal 3: Provide convenient access to neighborhood commercial zones throughout the planning area with emphasis on pedestrian opportunities.

Policy A: Retain strategic sites for neighborhood commercial activities, providing neighborhood commercial activities within walking distance of all neighborhood areas.

Policy B: Pay particular attention to integration of neighborhood commercial sites to ensure the site is compatible with and complements and serves local neighborhood uses.

Policy C: Neighborhood Commercial zones should be designed and sited to serve neighborhood needs, as opposed to serving a larger community base or capturing the motoring public.

Goal 4: Maintain the local character of the Horizons Planning area by ensuring high quality aesthetic standards similar to the Lacey Corporate Center vision. Review the Business Park District to analyze development standards and the land use designation for its appropriateness.

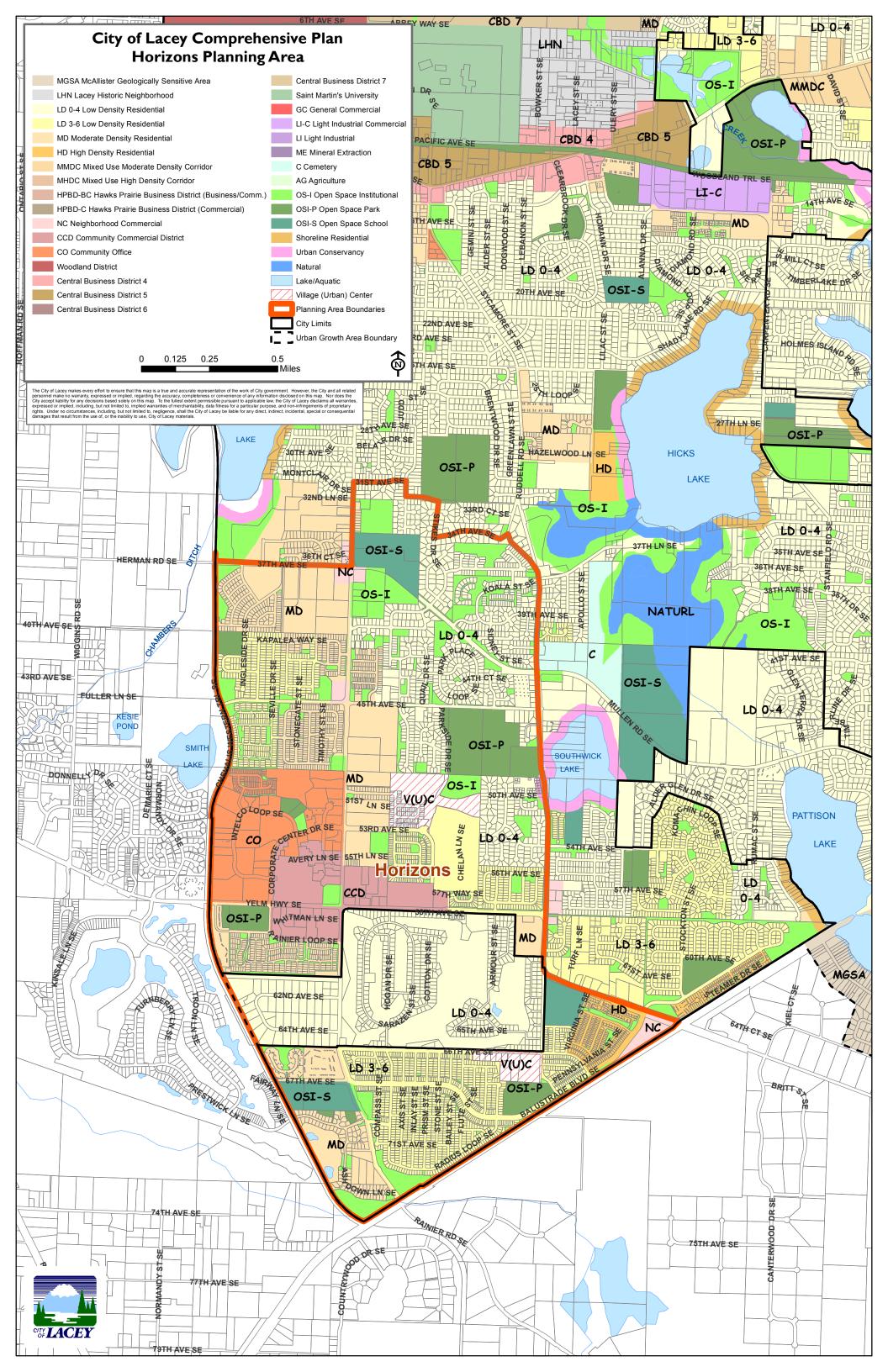
Policy A: Continue to require that retail development in the Lacey Corporate Center designated as Community Commercial adhere to special design and development conditions similar to those contained within the approved Crossroads Master Plan and Development Agreement in place.

Policy B: If the area currently designated as Business Park District is approved for re-designation or development standards are amended, maintain design standards and development conditions that consider impacts to existing and adjacent developments.

IV. IMPLEMENTATION STRATEGIES

- 1) Review the Business Park District designation in the Lacey Corporate Center to determine if changes need to be made to the development standards or if another land use designation is more appropriate.
- 2) Assess the viability of annexing Capitol Golf Club Estates and Chambers Estates based on the annexation criteria adopted by the City Council and the opportunity to convert the area to public sewer.

- 3) Encourage the development of a city-wide bike and trails plan that ensures linkages to commercial centers and transit opportunities.
- 4) Update implementation codes to ensure blending of different types of land uses.
- 5) Support commercial development and completion of remaining commercial properties in the College Street/Yelm Highway area.
- 6) Support infill development in the 37th /College and 45th/College areas by preparing conceptual master planning of these areas.



LAND USE LAKES PLANNING AREA

I. PROFILE OF LAKES PLANNING AREA

A. Location

The Lakes Planning Area includes those neighborhoods significantly influenced by Hicks Lake, Long Lake, Pattison Lake and Southwick Lake. It is delineated by the Burlington Northern Railroad right-of-way on the north, Marvin Road on the east, Alanna Drive and Ruddell Road on the west, Yelm Highway and Cate Farm on the south. Approximately half of the Lakes Planning Area is within the Lacey city limits.

B. Character and Functional Relationship to City

The Lakes Planning Area is characterized as Lacey's most environmentally sensitive area containing those immediate environs influenced by our major lakes. The primary function of the Lakes Planning Area is residential, with only a very small portion of developed land use allocated to commercial uses. Commercial uses are limited to a small Neighborhood Commercial zone at the corner of Carpenter and Mullen Roads, another at the corner of Ruddell Road and Yelm Highway, a number of light industrial commercial uses at the northwestern tip of the planning area on the north side of Carpenter Road, and the International Paper facility adjacent to and north of Long Lake.

Overall, the planning area provides a mix of residential housing with some of the highest value homes in Lacey located along the shorelines of area lakes, as well as apartment complexes and mobile home parks serving affordable housing needs.

C. Acreage

The planning area includes approximately 4,317 acres with approximately 1,950 acres within the city limits. Approximately 285 acres are still available for development, primarily located along the eastern portion of the planning area and east of Long Lake. Most of this property, however, lacks sewer service.

D. Population

As of 2015, the estimated population of this planning area is 17,360. Population growth and allocation projections anticipate the populations in the Lakes Planning Area by the year 2035 will be 20,000 persons with an anticipated 1,170 residential units added in the next twenty years. Approximately 2/3 of the residential units are anticipated to be located in the unincorporated portion of the planning area with the remainder to be located in the city limits.

E. Land Use - Current

In 2015, there are a total of 6,806 dwelling units in the Lakes Planning Area with approximately 80% of those being single family and 20% being multifamily. Over the next twenty years, it is anticipated that approximately 80% of the housing units added in the Lakes Planning Area will be single family. Approximately 300,000 square feet of commercial space is located in the Lakes Planning Area. This space is primarily located north of Carpenter Road in the Light Industrial/Commercial zoning district and associated with the International Paper facility on Union Mills Road. Two small neighborhood commercial areas, one at the intersection of Mullen and Carpenter Roads and the other at the intersection of Ruddell Road and Yelm Highway, make up the area's only other commercial uses.

F. Density Characteristics

The primary residential form in the Lakes Planning Area is single-family residential on larger lots of approximately 1/4 acre, much of which has been constructed for utilization of septic tank and drain fields. This has significantly limited the potential density and has also resulted in much of the planning area being zoned Low Density Residential 0-4 units per acre. Several newer subdivisions have been developed on smaller lots and are mostly served by STEP (Septic Tank Effluent Pump) or grinder systems. Higher density residential has occurred where areas of gravity sewer are available, including along Ruddell Road, the northern portion of Carpenter Road, areas north and east of Long Lake, and within the Lakepointe subdivision.

G. Parks/Open Space

Recreational opportunities within the Lakes Planning Area include four designated public park sites owned by the city of Lacey, a number of private open space areas within subdivision developments, three public boat launch areas, and the County Fairgrounds.

Public park areas include Long Lake Park off of Carpenter Road, Wanschers Park west of Hicks Lake, and Thornbury and Lakepointe Parks both designated as neighborhood parks. The public boat launches are owned by the State and include sites adjacent to Wanschers and Long Lake Parks and a site on the east side of Pattison Lake.

The City has obtained several properties in this planning area as the result of property dedications through subdivision or other means for open space purposes and protection of area lakes and wetland complexes. The most recent dedications to the City were associated with the Southlake and Southwick Lake Estates subdivisions. The City should continue the policy of property dedication as a condition of development along lakes and wetland complexes in this planning area.

H. School Facilities

There are five public elementary schools in this planning area, including Lakes Elementary on Mullen, Woodland Elementary on Carpenter, Evergreen Forest Elementary on Marvin, Seven Oaks

Elementary off Mayes Road and Lacey Elementary on Homann Drive. There is one magnet middle school in the area on 54th Avenue, Aspire Middle School for the Performing Arts. Timberline High School on Mullen Road is the one high school in this planning area.

I. Streets, Trails, and Connections

Ruddell Road, Carpenter Road and Marvin Road are the primary north-south transportation corridors in the Lakes Planning Area. Yelm Highway and Mullen Road are the primary east-west corridors.

There are no regional trails within the planning area; however, there are several walking paths and neighborhood connections throughout the Lakes Planning Area.

J. Resource Designations

There are no agricultural or mineral extraction sites designated within this planning area.

K. Environmentally Sensitive Area Designations

The planning area is centered on Hicks, Long, Pattison and Southwick Lakes and their associated wetlands. The uses along these lakes and their wetlands are regulated by the applicable Shoreline Master Program and critical area regulations. A major issue affecting the lakes is the proliferation of septic systems around them. As gravity sewer is spotty in the planning area (and are mostly STEP systems), most of the developed areas around the lakes are on individual septic systems. These septic systems and the associated leeching into adjacent water bodies have created water quality issues frequently resulting in warnings related to blue/green algae blooms. The City should make these areas a priority for sewer service to prevent septic system related water quality issues.

Portions of this planning area are within the McAllister Springs Geologically Sensitive Area and have specific requirements for groundwater protection.

II. ANALYSIS

The Lakes Planning Area has an extensive number of single-family residences and it is anticipated this will be the primary use that would continue through the next planning horizon. Sewer is a high priority in this planning area because of the environmentally sensitive properties. Presently, most sewer is in the form of Septic Tank Effluent Pump (STEP) systems connected to single-family residences. The primary method of sewage treatment around the planning area's lakes is septic systems with drain fields. These systems have caused water quality issues in area lakes and often result in blue/green toxic algae warnings in the late summer. Consistent with the policies of the Shoreline Master Program, a priority for the area should be extension of sewer to lots around lakes which would also provide the opportunity for smaller lot sizes and clustered developments removed from environmentally sensitive areas.

The emphasis should be to protect and enhance the environmentally sensitive areas and try to utilize environmental amenities. This could be accomplished through the provision of waterfront park areas and interconnecting trails and pedestrian systems designed to afford the public the opportunity of enjoyment of environmental amenities. Opportunity exists for extensive interconnection of pedestrian trails and sidewalk systems along existing undeveloped environmentally sensitive areas if standards are in place to require proper interconnections at the time of development.

The Environmental Protection and Resource Conservation Plan and regulations require proper buffering and dedication of environmentally sensitive properties to the City as development occurs on adjacent ownership. The opportunity exists to provide interconnecting habitat corridors with environmentally sensitive resources and to provide interpretive nature trails on the outer edge to provide the public the opportunity to enjoy these resources. Hicks and Southwick Lake provide the best opportunity for this, with an opportunity to provide a trail along the west side of Hicks Lake and along the entire perimeter of adjacent wetland areas south of Hicks Lake. Key dedications can also be obtained around Southwick Lake, which will provide an opportunity for a trail system along the south side of the lake as adjacent properties develop.

The area is weak on provision of commercial services. However, this is appropriate given the environmental restrictions and land use patterns which currently exist. The planning area does have two small neighborhood commercial areas, one at the northeast corner of the Ruddell and Yelm Highway intersection, and one at the corner of the Carpenter and Mullen Road intersection. These two neighborhood commercial sites can serve the southern portion of the planning area. The intersection of Carpenter and Mullen Roads will be improved with a future planned roundabout which will also reduce the amount of Neighborhood Commercial zoning due to the right-of-way needs. Proximity to the Central Business District will provide services to the north end of the planning area. The area is limited for economic development opportunities; however, at the north end of Long Lake is the International Paper facility which is an important job provider in the Lacey area.

The McAllister Springs Geologically Sensitive Area in the southeastern corner of the planning area has seen little development in the last twenty years, primarily because of the cost associated with extending sewer service. Unless sewer service can be reasonably accommodated in the next twenty years, the City should consider removing those areas not sewered, or immediately adjacent to sewered areas, from the UGA. Should they be removed from the UGA, they should be put in an "urban reserve" designation so that no further subdivision of residential lots can occur until such time that these areas are part of an urban growth area.

Since much of the unincorporated area is directly adjacent to the Lacey city limits, opportunities do exist for future annexation. Priority areas for annexation would be around area lakes where higher assessed valuation would provide more property tax income associated with annexation and would help offset provisions of additional City services associated with serving the annexed area. Most of the properties around area lakes, however, are un-sewered and would be a potential liability should sewer service be extended to these areas.

Many of the primary corridors within the planning area are converted county roads—Carpenter, Mullen, Kagy and Marvin Roads. These corridors are old "farm to market" roads that were built

to bring goods to commercial areas within the Lacey area nearly 100 years ago. Since that time, most of these corridors have had minimal improvements. They lack sidewalks, bike lanes, and other pedestrian improvements and are not sized to handle the ultimate build-out of the area. Most of these unimproved corridors are also within Thurston County's jurisdiction. A priority for the planning area is for both the city of Lacey and Thurston County to upgrade the major transportation corridors to accommodate growth and multimodal transportation opportunities.

III. GOALS AND POLICIES LAKES PLANNING AREA

Goal 1: Protection of environmental resources in this planning area shall be a priority.

Policy A: Require development to work around environmentally sensitive areas and take advantage of and promote environmental resources as an amenity.

Policy B: All development shall be sensitive to protecting environmentally sensitive areas.

Policy C: In balancing competing goals and interests, the City shall weigh in favor of strict application of environmental regulations and public access requirements.

Goal 2: Interconnect all environmentally sensitive areas providing uninterrupted wildlife corridors and pedestrian interpretive trails.

Policy A: Each development with wetlands and habitat sites shall be required to work towards providing interconnected environmentally sensitive areas with adjacent properties.

Policy B: Where wetlands, habitat conservation areas, or other sensitive or resource lands exceed five acres in size or are contiguous with adjacent wetlands, the City may provide the option for dedication in conjunction with development of such sites to ease the burden and responsibility of maintenance of such sites by homeowner associations. The City would actively maintain and provide for such sensitive lands for the benefit of the homeowners of the development, as well as the community at large.

Policy C: Habitat studies shall pay particular attention to interconnection of wildlife corridors and impact of development on adjacent environmentally sensitive areas.

Policy D: Each development shall pay particular attention to providing public pedestrian opportunities around environmentally sensitive areas, providing an extensive interconnecting pedestrian trail system throughout the Lakes Planning Area.

Policy E: Interpretive trails shall be designed to interconnect all residential areas, as well as environmentally sensitive areas.

Goal 3: Maintain existing moderate and high density housing opportunities along major arterials with convenient access to transit where no impact to environmentally sensitive areas will occur.

Policy A: Maintain areas for medium density development opportunities along Ruddell Road.

Goal 4: Improve infrastructure in the planning area particularly related to sewer and transportation.

Policy A: Consistent with the policies of the Shoreline Master Program, extension of sewer service shall be prioritized around lakes to protect water quality.

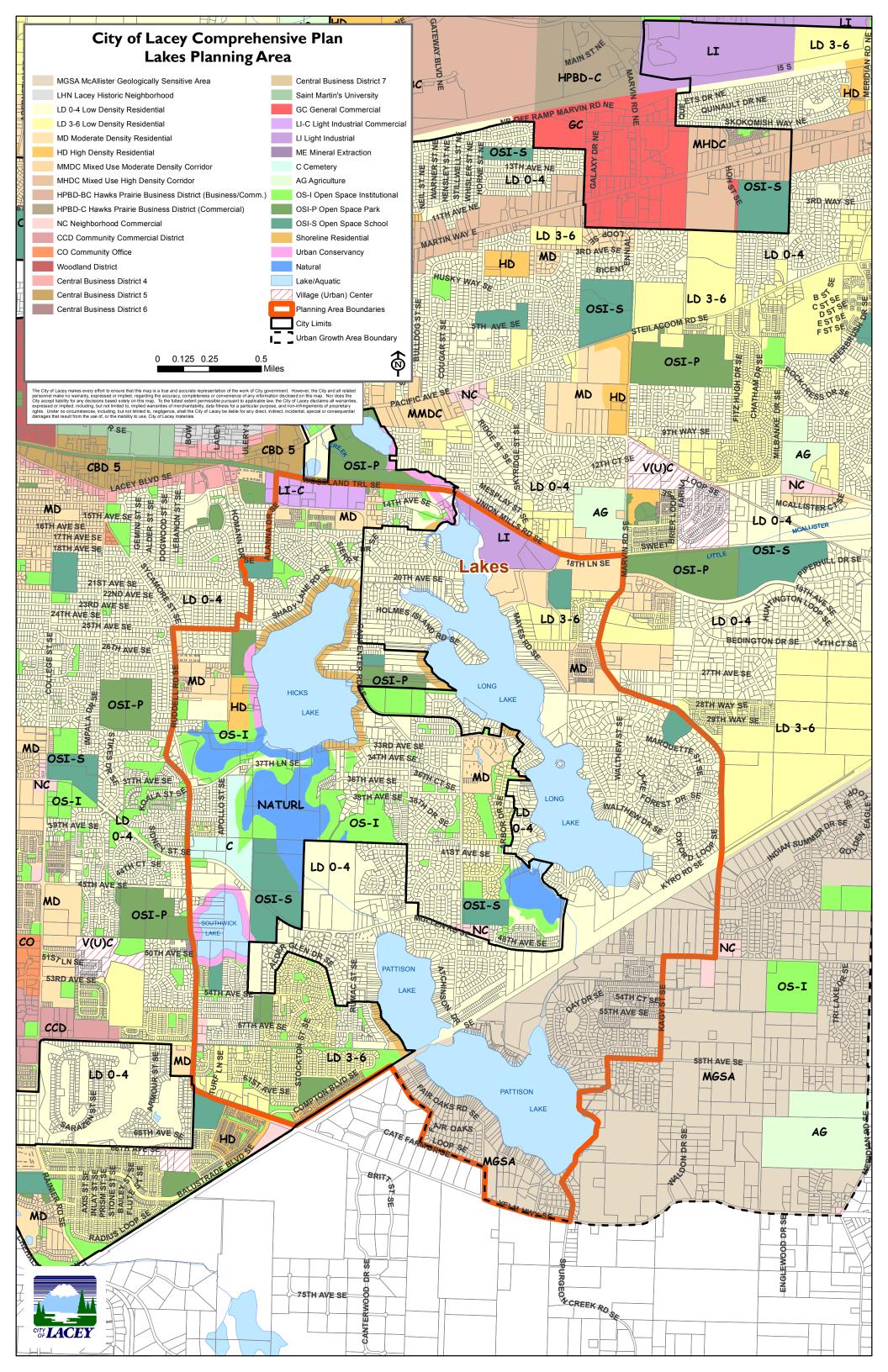
Policy B: Ensure consistency between the Land Use Element and both the City of Lacey Transportation Element and the Thurston County Transportation Element.

Policy C: Ensure that the various transportation elements identify strategies to improve corridors to meet growth projections.

Policy D: Support the improvement of transportation corridors, particularly emphasizing multimodal transportation opportunities.

IV. IMPLEMENTATION STRATEGIES

- 1) Study and analyze the cost benefit of designating "urban holding areas" within the McAllister Springs Geologically Sensitive Area, which would not be developed until such time that sewer service should be available. Should development in this area not be anticipated during the next twenty-year planning horizon, the City should consider removing the property from the urban growth area, in conjunction with a robust public participation campaign.
- 2) Complete an annexation study for the unincorporated portion of the planning area around Long Lake and the northern portion of Pattison Lake.



LAND USE MEADOWS PLANNING AREA

I. PROFILE OF MEADOWS PLANNING AREA

A. Location

Meadows Planning Area is delineated by I-5 on the north, the Nisqually Bluffs representing the growth boundary on the east, the Burlington Northern Santa Fe (BNSF) Railroad right-of-way on the south, and Marvin Road on the west. The Meadows Planning Area abuts the Tanglewilde/ Thompson Place Planning Area to the west and the Seasons Planning Area to the south.

With the exception of a portion of commercial areas adjacent to and east of Marvin Road, a portion of the Martin Way Mixed Use Corridor, and River Ridge High School in the northwest portion of the planning area, all of the Meadows Planning Area is within unincorporated Thurston County.

B. Character and Functional Relationship to City

The Meadows Planning Area is characterized primarily as a residential area, with a suburban development pattern. Most of the residential development that has occurred in this area was sized to accommodate on-site septic tank and drain field systems. There is an area of commercial at the intersection of I-5 and Marvin Road, spotted commercial uses along Martin Way and some neighborhood commercial uses along Pacific Avenue. The Hawks Prairie commercial area has developed into a major retail and service area that serves not only the planning area but the regional population.

The planning area provides a mix of residential housing, with a notable amount of mobile home parks, single-family residential structures, and some duplex and multifamily development in Tanglewilde East in the northern part of this planning area. Considering the residential balance, more emphasis could be placed on multifamily and duplex opportunities in this planning area. Currently, there are very few designated areas for multifamily development.

C. Acreage

This planning area includes approximately 2,256 acres. Of this, approximately 365 acres are located in the Lacey city limits. Approximately 400 acres are currently available for development within the Meadows Planning Area.

D. Population

The 2015 population of this planning area was estimated at 11,610. Population growth and allocation projections anticipate the population in the Meadows Planning Area by the year 2035 will be 15,140 persons. According to TRPC projections, there will be approximately 1,460 residential

units added to this planning area by the year 2035. See section on Housing for housing forecasts and illustrations. Increasing densities over existing zoning designations or actions encouraging high density would extend the vacant land resources and increase potential densities.

E. Land Use - Current

The majority of land use in this planning area is residential, encompassing approximately 87% of the developed land use. Commercial land use accounts for approximately 6%.

A small portion of the planning area was included in the sub-area plan for the Northeast Planning Area Element completed in 1992. This area included properties adjacent to and east of Marvin Road from I-5 to the north, to the northern boundary of the Hawksridge subdivision. The plan identified this area as general commercial adjacent to Marvin Road with public facilities and moderate density residential to the east of these commercial areas. This area has developed as part of the Hawks Prairie commercial district with major retailers such as Costco and Home Depot and smaller retail and commercial uses. This commercial area was identified to serve the planned residential communities and additional residential growth in the surrounding UGA.

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

F. Density Characteristics

The primary form of development in the Meadows Planning Area is single-family residential units on suburban lot sizes because of the necessity to accommodate septic tank systems. Most of the lots are therefore 1/4 acre or more in size, resulting in a density of developed acres of less than four units per net acre. Sewer has been extended into the planning area from the south as a result of development of projects in the Seasons Planning Area and the Madrona Subdivision. Sewer has also been extended into the area from the north as a result of development of River Ridge High School and designated commercial areas in the north.

The historic absence of sewer along with market conditions accounts for the absence of significant multifamily areas. There are two designated multifamily areas within this planning area. One is located in Tanglewilde East, where a large open space area serves as a community drain field area.

G. Parks/Open Space

Recreational opportunities within the planning area include two public schools and the Regional Athletic Complex (RAC). The RAC is a regional park with community park elements. The park is 97.4 acres in size and is a joint venture with Thurston County Parks and Recreation and the Public

Facilities District. The park consists of soccer, softball and baseball fields, basketball courts, picnic areas, play areas and associated facilities. Twenty-six acres of undeveloped property lies west across Marvin Road and is located in the Tanglewilde/ Thompson Place Planning Area. A 4.39 acre piece of property was purchased by the City on the southeast corner of the Marvin Road and Steilacoom Road for possible uses that would complement the RAC.

There are no neighborhood parks in the planning area. The two schools sites, Meadows Elementary and River Ridge High School, currently assist in serving these needs and together contain multipurpose court, gymnasiums, playfields and playgrounds, and an indoor pool. The RAC also provides neighborhood park amenities and trail connections for convenient pedestrian and bicycle access from adjacent residential areas.

There are also numerous open space areas in common ownership in subdivisions. Most notably, there is a large area in Tanglewilde East, significant open space and green belts throughout the Meadows, a large park site in Madrona Park and a large open space area in Evergreen Terrace.

H. School District Facilities

The North Thurston School District owns and operates two schools within this planning area including Meadows Elementary, located in the Meadows subdivision, and River Ridge High School located off Martin Way. Middle School students in this area are served by Nisqually Middle School, which is located in the adjacent Tanglewilde/Thompson Place Planning Area. The school district currently owns a ten acre piece of property in the Madrona Park area off of Wakeman Drive that can be utilized for a possible elementary school site.

I. Streets, Trails, and Connections

Marvin Road is the primary north-south transportation corridor in the Meadows Planning Area. Most of Marvin Road within the planning area is part of the state highway system (Highway 510). Dutterow Road and Deerbrush Drive have been joined to provide a north-south corridor from Martin Way in the north to Pacific Avenue in the southern portion of the planning area. Martin Way, Pacific Avenue, and Steilacoom Road are the primary east-west corridors. Interstate 5 forms the northern boundary of the planning area and provides access to Marvin Road via Exit 111.

J. Resource Designations

This planning area contains resource designations and a mushroom farm that is currently designated for residential use in anticipation of redevelopment in the future. The mushroom farm is located at the northeast corner of Marvin and Steilacoom Roads. This farming activity has been in operation for a number of years, predating subdivision development around it. In recent years as residential development has occurred, the mushroom farm has been the target of complaints based on the significant odors generated as a result of composting at the site. The site is considered of local agricultural significance, but not state-wide significance.

Two parcels along Marvin Road have also been actively farmed for years. In the 1990's, the owners requested an agricultural designation so they could continue the agricultural activity. This property is currently surrounded by residential subdivisions to the north, east and west and a neighborhood commercial area to the south. In addition to the agricultural properties, the County also owns a gravel pit on Steilacoom Road. This pit is considered of long term significant use and has been designated as such until this area is ready to transition to another use.

K. Environmentally Sensitive Area Designations

This planning area has some significant wetlands, most notably in the southern area along portions of the BNSF Railroad right-of-way. There is a small section of important White Oak habitat located in the southwestern portion of the planning area which provide significant habitat for various birds and small animals. There is also a stream and ravine drawing out of the southeast corner of the Meadows subdivision. Additionally, this area has some geologically sensitive areas regarding slopes along Nisqually Bluffs at the easternmost end of the planning area which provides important habitat for birds and animals living in the Nisqually Delta Wildlife Refuge area.

II. ANALYSIS

The Meadows Planning Area is predominantly single-family residential, but the commercial area of the northwestern portion has been expanded and has taken on a regional emphasis.

There are some remaining undeveloped resources designated Mixed Use High Density Corridor (MHDC) along Martin Way. This designation provides the opportunity for existing commercial properties to redevelop and new commercial activities to develop as mixed uses. This designation is a continuation of the MHDC from the Tanglewilde/Thompson Place Planning Area. Land uses in the Meadows Planning Area of the Martin Way corridor were designated to transition away from strip commercial auto-oriented development into higher density and non-vehicle oriented uses. An exception was made to accommodate food and general merchandise stores where the design of site can be integrated to serve the local pedestrian traffic and be compatible with adjacent land uses. This zoning district should be re-examined to ensure that the vision is still valid for this corridor. Implementation measures should be reviewed in consideration of the recommendations by the Urban Corridors Task Force in 2012 and the desire to improve residential densities in a mixed-use land form.

The area also has the potential to explore additional opportunities for commercial services considering the Martin Way corridor and proximity to the I-5 Marvin Road intersection. Enhancements to the I-5 interchange at Exit 111 will improve access to the area and advance the appeal as a regional draw. Due to the long term need of providing for desired commercial uses at the intersection of Marvin Road and Steilacoom Road, and increasing land use compatibility issues with the mushroom farm, an annexation and land use study would be beneficial to determine the highest and best use for these properties while recognizing the mushroom farm as a valued regional resource. Continue to support the existing Neighborhood Commercial area along Pacific where neighborhood commercial uses exist and the Urban Center at the Pacific and Marvin Road intersection.

Sewer has been a high priority in this planning area because areas have been identified that have a high proportion of groundwater contamination potential due to soil characteristics and proximity to groundwater resources. Existing urbanized areas and projected development further the need to extend sewer into the remaining portions of this planning area.

III. GOALS AND POLICIES MEADOWS PLANNING AREA

Goal 1: Continue to pursue the evolution of the existing Martin Way commercial corridor into an attractive high density mixed-use corridor.

Policy A: Use the "Evolution of a Corridor" and the recommendations of the Urban Corridor Task Force developed by the Thurston Regional Planning Council as a guide for redevelopment of Martin Way in this area.

Policy B: Evaluate the policies and implementation measures for the portion of the Martin Way Corridor in the planning area to ensure that the vision remains valid and implementation measures reflect the vision.

Policy C: Work on pedestrian connections to the corridor for surrounding residential neighborhoods and the high school.

Goal 2: Accomplish coordinated multi-modal transportation planning with Thurston County and other area transportation partners.

Policy A: Support the improvement of transportation corridors that provide adequate multimodal transportation opportunities.

Policy B: Require interconnections of streets, pedestrian trails and greenbelts with adjacent projects and properties. Pay particular attention to interconnection of the Urban Center site and interconnections to wetland, habitat corridors, park sites and school sites.

Policy C: Require exceptional pedestrian linkage between residential and commercial areas.

Goal 3: Encourage development of the Urban Center at the corner of Marvin and Pacific.

Policy A: Continue to promote a range of mixed residential uses, the planned school site, and limited neighborhood commercial use in the Urban Centers designed to serve this planning area.

Policy B: Require proper integration of the Urban Center with surrounding developed and undeveloped properties. Integration should emphasize pedestrian connections, streetscape, trails, open space, the planned school site and logical transitions and blending of land uses of different intensities.

Goal 4: Encourage development of a range of residential types, with emphasis on providing additional medium and high density opportunities in area served by sewer.

Policy A: Continue to support the designation of areas along arterial and collector streets for medium and high density to support multimodal transportation opportunities and efficient use of available land resources.

Policy B: Pay careful attention to creating effective transitions between new developments of higher density and existing low density development.

Policy C: Recognize the importance of providing this urbanized area with sewer and encourage provision of sewer to built-out residential neighborhoods.

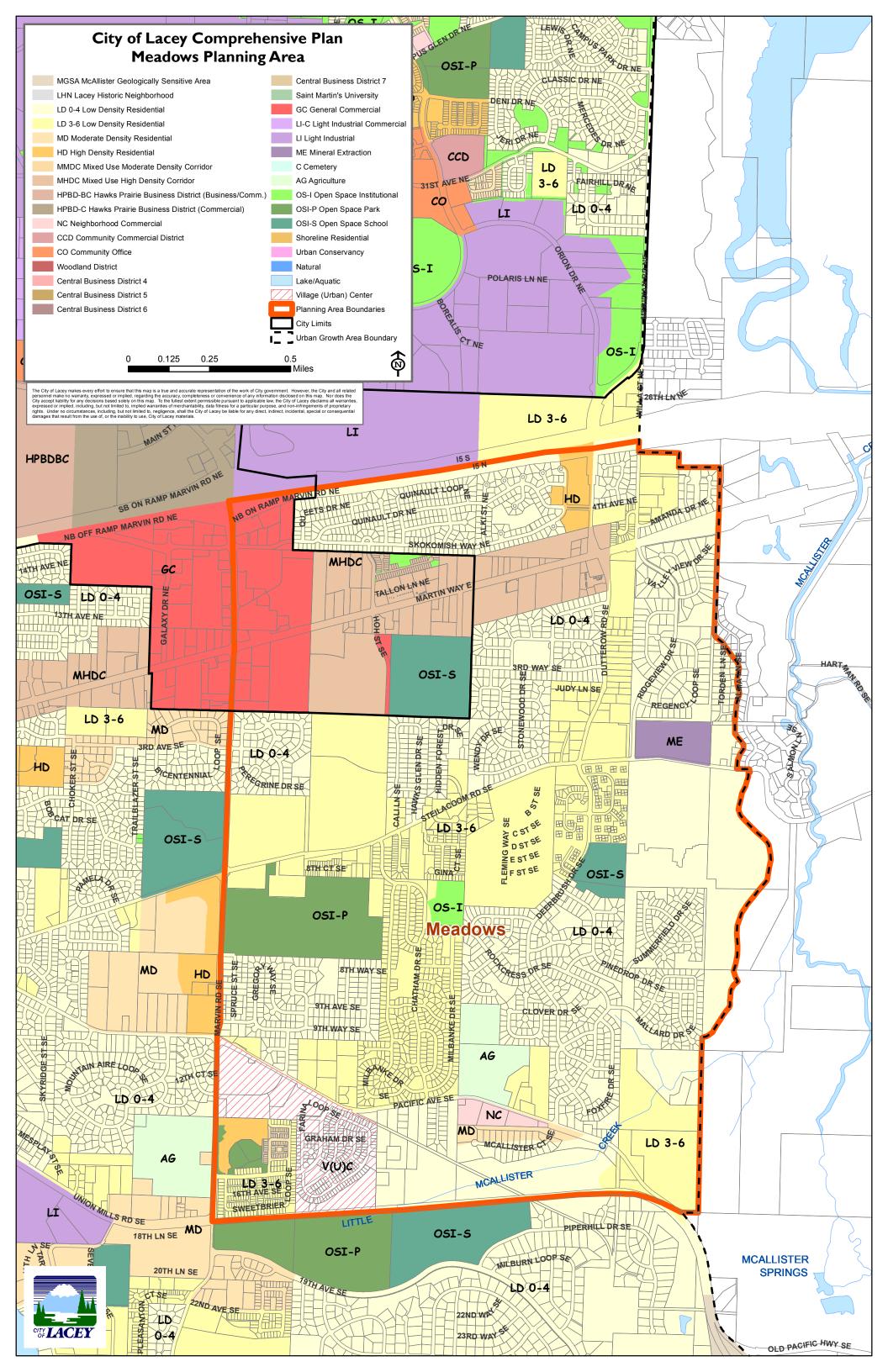
Goal 5: Protect natural resources in this planning area.

Policy A: Continue to provide protections to environmentally sensitive areas, including critical aquifer recharge areas.

Policy B: Consider designating "urban reserve areas" or "urban holding areas" for designated Agriculture districts until adequate utilities and services are provided to allow for urban densities.

IV. IMPLEMENTATION STRATEGIES

- 1) In conjunction with Thurston County, re-examine the Mixed Use High Density Corridor designation for the planning area to ensure that the vision is in line with the community's vision and consistent with the Urban Corridor Task Force recommendations and that implementation measures reflect the vision.
- 2) To promote mixed-use residential development along the Martin Way transit corridor, consider a range of incentives that fit the vision of the corridor, such as development bonuses, multifamily tax exemption programs, and planned action programs.
- 3) Study and analyze the cost benefit of designating "urban reserve areas" or "urban holding areas" for designated Agriculture districts until adequate utilities and services are provided to allow for urban densities.
- 4) Consider the preparation of an annexation and land use study to determine the highest and best uses for properties at the intersection of Marvin Road and Steilacoom Road to address long term land use compatibility issues and highest and best uses for these properties, while recognizing the mushroom farm as a valued regional resource.



LAND USE PLEASANT GLADE AREA

I. PROFILE OF PLEASANT GLADE PLANNING AREA

A. Location

The Pleasant Glade Planning Area is located in the northwestern portion of the city of Lacey and its Urban Growth Area. The planning area is located north of I-5, west of Carpenter Road and Draham Road, and east of Sleater Kinney Road. The Pleasant Glade Planning Area is located north of the Central Planning Area and west of the Hawks Prairie Planning Area.

The majority of the Pleasant Glade Planning Area is unincorporated. Approximately one third of the planning area is within the city of Lacey.

B. Character and Functional Relationship to City

This planning area has historically been almost exclusively residential, with the exception of approximately 102 acres in the southeast corner that is designated as Central Business District. The commercial area is adjacent to and east of College Street and adjacent to and north of I-5.

In the 1990's, property located east of and adjacent to Sleater Kinney Road was designated as Mixed Use Moderate Density Corridor. The intent of this zone is to provide some opportunity for local commercial services and retail functions. The proximity of Lilly Road and the Hospital also includes the potential to expand medical service activities under this designation. A daycare center has been constructed to the north of North Thurston High School and proposed commercial use has been approved by the City but has not been constructed to date. The majority of the development that has occurred in this area has been multifamily and moderate density development.

Commercial services located along Martin Way and in the Central Business District are the closest commercial services for residents of this planning area.

The planning area provides a mix of residential housing, with a number of single-family houses, duplexes, several apartment buildings, manufactured home parks and scattered manufactured homes.

C. Acreage

This planning area includes approximately 1,373 acres. There are approximately 441 acres available for single-family, multifamily, and commercial development. There are a few subdivisions that have received preliminary approval within the city limits portion, with the number of lots ranging from 28 to 57. There are also some vested subdivisions in the unincorporated portion of the UGA.

D. Population

The population was approximately 2,620 in 2015. Roughly 40% of the population is within the incorporated portions of the planning area, and the remaining 60% located within the unincorporated area. Population growth and allocation projections anticipate the population of the Pleasant Glade Planning Area by the year 2035 will be 7,300 persons. According to TRPC projections, by 2035 there will be approximately 2,020 additional housing units expected. See section on Housing for discussion of housing forecasts and illustrations.

Some of the areas currently designated for residential development are encumbered by environmentally sensitive areas or have been purchased as future park land. The extension of sewer into parts of the planning area will also be necessary to realize the highest and best usage of land resources.

E. Land Use - Current

There were a total of 980 dwelling units in the Pleasant Glade Planning Area in 2015. Approximately half of the units are single-family dwellings, one fourth multifamily dwellings and one fourth manufactured homes.

The southwest portion of the planning area is designated for commercial use. This area has been primarily developed with a mixture of commercial uses aimed at the traveling public and consists of hotels, restaurants, and convenience services. The commercial area currently contains private school uses. Only about thirty percent of property in the Central Business District has been built out.

The majority of land in this planning area is residential, encompassing approximately 70% of the developed land use. There is also an extensive amount of wetlands, as well as the Woodland Creek Corridor and associated wetlands. Review of the zoning data indicates an extensive amount of undeveloped vacant land remains in the low density residential category, and some of the commercial property contained within the Central Business District is also available for development.

F. Density Characteristics

The primary land use form in the Pleasant Glade Planning Area is residential units. Older residential uses were completed with septic tank/drain field systems. Some newer development has been completed with sewer provided by the city of Olympia and the city of Lacey. Woodland Creek Estates has been converted to a STEP sewer system. Newer subdivisions in the area have been required to extend sewer service to the property. Lot sizes in the area have been limited because of the unavailability of sewer, as well as proximity to environmentally sensitive areas.

G. Parks/Open Space

This planning area has two parks owned by the City: Pleasant Glade Park and Greg J. Cuoio Community Park. Pleasant Glade is a neighborhood park of 31.75 acres and was acquired in 2002. This park features a small pond and over 2,100 feet of Woodland Creek frontage. Minor improvements to the park were completed in 2015 to allow for public access. Future low-impact improvements are proposed for the park based on a concept plan and forest management plan.

The City purchased 407 acres of pastoral and forested land adjacent to Pleasant Glade Park in 2011 for a future active and passive community park. This park is intended to provide for open space preservation, water rights mitigation, natural storm water filtration, water quality protection in the Woodland Creek watershed, wildlife habitat corridors, and the potential for fisheries enhancement. The park contains significant wetland areas with creek frontage on Woodland, Fox and Eagle Creeks, native plant communities, and relatively few invasive plants. A portion of the site is leased for hay field management to assist with vegetation management. Master and management planning is planned for future park improvements. Portions of the park are split between the Pleasant Glade and Hawks Prairie Planning areas. Approximately half of the property is located within the unincorporated urban growth area, with the remainder in the unincorporated county. The property is currently designated for low density and some moderate density development. Re-designation of this property should be considered due to its anticipated use for park and open space.

There are four public schools in the planning area; Pleasant Glade Elementary School, Chinook Middle School, South Sound High School, and North Thurston High School. Together the schools provide many opportunities for active recreation including gymnasiums, fields, tennis courts, playgrounds, basketball courts, a running track, indoor pool, and classrooms. Northwest Christian Academy, a private school, has classrooms, football/soccer field, tennis courts and over 60 acres of open space. Pleasant Glade Elementary is the site of a summer lunch program that also includes recreation and educational activities offered by the Lacey Parks and Recreation Department.

H. School District Facilities

The North Thurston Public School District has North Thurston High School, South Sound High School, Chinook Middle School and Pleasant Glade Elementary School in this planning area. North Thurston High School and Chinook Middle School are located adjacent to each other and are between College and Sleater Kinney, just south of 6th Avenue. South Sound High School is an alternative choice high school that works with students 14 to 20 years of age who have struggled in traditional school settings and could be considered "at risk" of not completing high school. Pleasant Glade Elementary School is on Abernethy.

The planning area also includes two private educational institutions, Northwest Christian High School and Community Christian Academy. The high school serves approximately 200 students and Community Christian Academy includes facilities to serve preschool to 8th grade students.

I. Streets, Trails, and Connections

Sleater Kinney Road, College Street NE, and Carpenter Road NE provide the primary north-south transportation corridors in the Pleasant Glade Planning Area. 15th Avenue NE is the primary eastwest roadway.

The planning area is connected to the regional trail system. The Chehalis Western Trail runs along the western border. The trail is a former rail corridor that was constructed as part of the rails-to-trails conversion program. The trail is owned and maintained by Thurston County.

J. Resource Designations

There are no agricultural or mineral extraction sites designated in this planning area. However, several land owners have property designated in open space tax designations for tax purposes through the Thurston County Assessor.

K. Environmentally Sensitive Area Designations

This planning area has significant wetland areas and contains the Woodland Creek corridor, which also has associated wetlands. These areas have protection requirements as delineated in the City's critical areas regulations. Protection of wetlands and riparian areas impacts the placement and density of adjacent development. Properties abutting Woodland Creek are designated as environmentally sensitive areas due to proximity to the creek and adjacent wetland areas. While much of the Woodland Creek riparian area is included in the proposed Cuoio Community Park, this area should be considered to be re-designated for Open Space Institutional designation. Properties located adjacent to Woodland Creek and its associated wetlands are also within the jurisdiction of the Shoreline Master Program.

Significant areas of geological sensitivity regarding steep slopes are also found here. Due to the environmental sensitivity of this area it is critical that sewer be required for future development.

II. ANALYSIS

Pleasant Glade Planning Area is primarily residential and it is anticipated that this would be the primary use that would continue to dominate in the future. While there is extensive property for development, a significant amount of vacant property lies adjacent to wetlands and will have limitations for development. The arterials of Sleater Kinney and 15th Avenue provide the opportunity for some moderate, high, and mixed-use density development. The extension of sewer service is necessary to realize the highest and best uses for the properties in the growth area, while also protecting environmentally sensitive areas. Until sewer service can be extended to the northwest portion, consideration of designating it as an "urban reserve area" or "urban holding area" should be given to protect environmentally sensitive areas and allow for urban densities.

A mixed-use designation adopted along Sleater Kinney, with the ability of providing commercial services, should be retained Although commercial uses have been slow to develop, medical activities and support services could be established due to its proximity to hospital facilities and Olympia's Lilly Road medical services designation.

Because of the significant number of single-family residences on septic tank and drain field and the significant amount of environmentally sensitive areas, sewer is a high priority for this planning area. Sewer will provide the opportunity for undeveloped parcels to develop with smaller urban-sized lots and eventually provide the opportunity for hook-up to existing development in the area.

Emphasis should be to protect and enhance environmentally sensitive areas and try to utilize environmental amenities. This can be accomplished through the provision of wildlife and pedestrian corridors and interconnecting trails designed to afford the public the opportunity to enjoy the natural environment. Opportunities exist to provide interconnecting habitat corridors. The purchase of over 400 acres for the future Greg J. Cuoio Community Park provides the public future access to recreational and natural resource opportunities. Lacey currently has a policy to not develop park property until it is incorporated into the City. This property should be considered for possible annexation in order to realize the public use of this site.

This planning area currently provides an appropriate balance of residential uses, considering the environmental sensitivity of the area and the absence of sewer.

While the area contains a section of the Central Business District, it is weak on neighborhood supporting commercial services. The opportunity for mixed-use development along a portion of Sleater Kinney provides the flexibility for local professional and medical services, which would strengthen the area's commercial base.

III. GOALS AND POLICIES PLEASANT GLADE PLANNING AREA

Goal 1: Protection of environmental amenities in this planning area is of paramount concern.

Policy A: Require development to work around environmental amenities and create developments that take advantage of and promote environmental resources as an amenity.

Policy B: Provide increased development protections to Woodland Creek, such as extending the required 200 foot buffer to all portions of the creek.

Policy C: In balancing competing goals and interests, the City shall weigh in favor of strict application of environmental regulations.

Policy D: Require the extension of public sewer for new development and to support the future connection of existing non-sewered development.

Goal 2: Provide opportunities for moderate and high density housing along major arterials with convenient access to potential transit, designating "urban reserve areas", and annexing areas for public use where appropriate.

Policy A: Maintain existing areas for moderate and high density development opportunities along arterials of Sleater Kinney and 15th Avenue, contingent on provisions for public sewer.

Policy B: Study and analyze designating the northwest portion of the planning area as an "urban reserve area" or "urban holding area" until sewer service can be extended..

Policy C: Consider the annexation of the Greg J. Cuoio Community Park property for the future completion for public access.

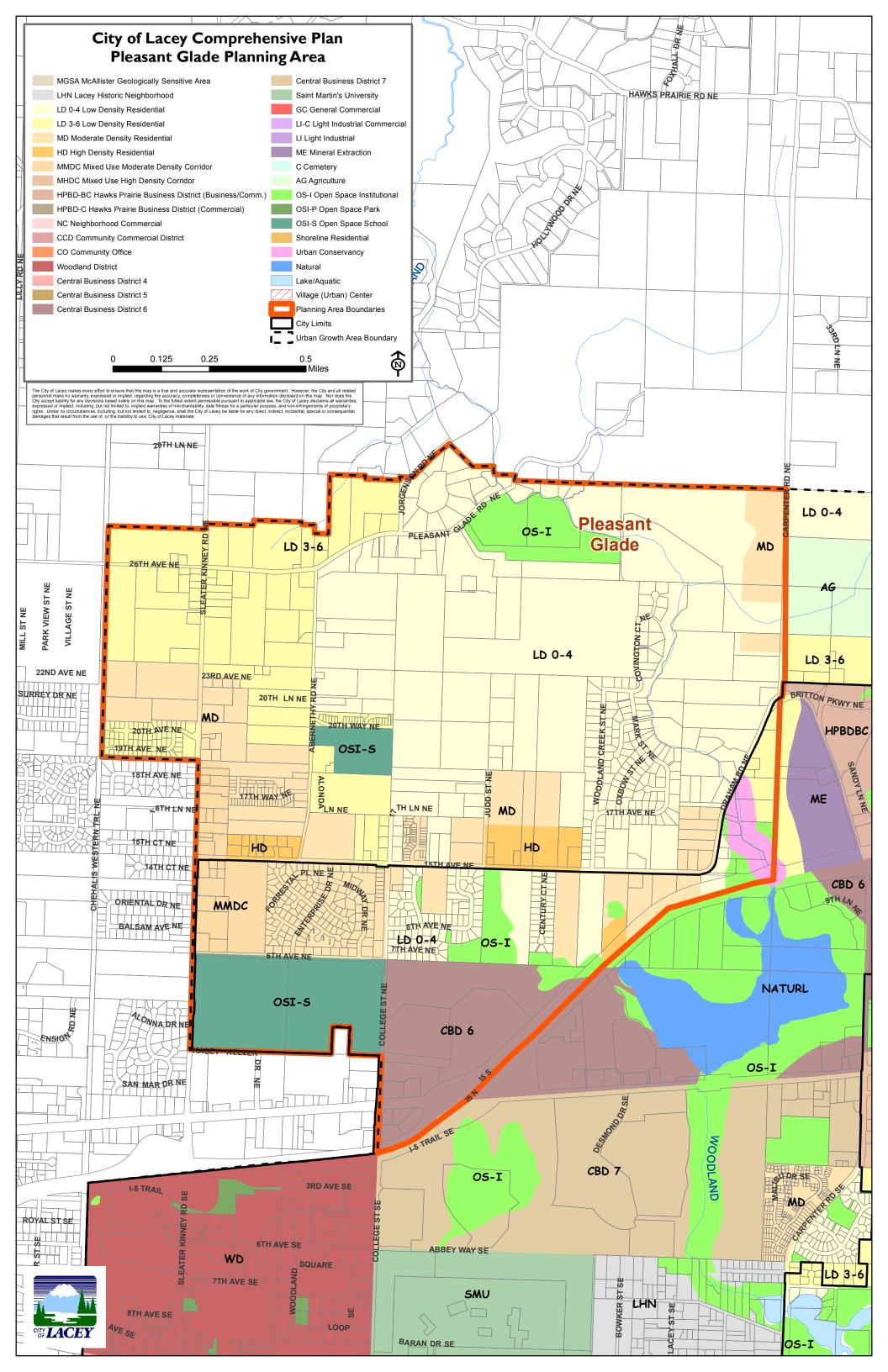
Goal 3: Maintain the existing Mixed Use Moderate Density zone along a portion of Sleater Kinney, including medical use and supporting services.

Policy A: Maintain the designation of a portion of Sleater Kinney for Mixed Use Moderate Density.

Policy B: The design and use theme for the Mixed Use Moderate Density uses in this planning area should include medical opportunities resulting from the close proximity of hospital facilities and the adjacent Olympia medical services designation.

IV. IMPLEMENTATION STRATEGIES

- 1) Consider re-designating the Greg J. Cuoio Park property for its long term use for park and open space purposes and work with Thurston County to rezone it appropriately.
- 2) Study and analyze designating the northwest portion of the planning area as an "urban reserve area" or "urban holding area", which would not be developed until such time that sewer service is available.
- 3) Extend the required 200 foot buffer area to all portions of Woodland Creek.



LAND USE SEASONS PLANNING AREA

I. PROFILE OF SEASONS PLANNING AREA

A. Location

Seasons Planning Area is bounded by Tacoma Rails Capital Line and the Meadows Planning Area on the north, Old Pacific Highway (510) and Meridian Road on the east, Yelm Highway on the south and Marvin Road and Lakes Planning Area to the west. All of the Seasons Planning Area is currently in the unincorporated Urban Growth Area.

B. Character and Functional Relationship to City

The Seasons Planning Area is primarily residential in nature with varying densities. Parcel sizes range from approximately 80 acres to smaller residential lots in suburban style plats. There are many 5, 10 and 20 acre pieces remaining in this area, primarily south of the Burlington Northern Santa Fe (BNSF) railroad right-of-way that crosses the planning area from east to west. The majority of the area south of the rail line is primarily located in the McAllister Springs Geologically Sensitive Area. Development has been minimized in this environmentally sensitive area due to the requirement of sewer for lot sizes less than five acres and increased water quality standards for the protection of aquifer sensitive areas. The character is thus described as ranging from rural to suburban.

Overall, while there are examples of affordable housing in the planning area, most of the housing in this area has middle to upper income values. These home values are due in part to the lack of diversity in the housing stock and larger parcel sizes. There are a small number of individual manufactured home sites and a very small amount of multifamily development.

Of all the planning areas, it is probably the least balanced, composed almost entirely of single family residential structures and limited agricultural use. There are no commercial or industrial uses in this planning area. There are four properties that are designated for Neighborhood Commercial use. Three of these properties are located at the intersection of Mullen and Marvin Roads, and one is located in the SE corner of the planning area. The properties located at Mullen and Marvin Roads have yet to be developed for commercial purposes. The area located on Yelm Highway provides a very small area of commercial use. Residents in this area rely on commercial services outside the planning area.

While measures are in place to implement the joint planning of the Seasons Planning area, as this area is located outside of the incorporated limits of the City, land use policies and decision making is within the jurisdiction of Thurston County.

C. Acreage

This planning area includes approximately 2,371 acres. Of this amount, it is calculated that approximately 1,022 acres are available for development. The areas available for future development are primarily located south of the BNSF rail line in the McAllister Springs Geologically Sensitive Area.

D. Population

The population of this planning area in 2015 was estimated at 3,800. Population growth and allocation projections anticipate the population in the Seasons Planning area by the year 2035 will be 11,990 persons. Significant growth in this area has been projected based on past housing trends and the availability of vacant buildable land supply. According to Regional projections, there will be approximately 4,650 housing units by the year 2035. All of these units are anticipated to be located in the unincorporated portions of the urban growth boundary. See section on housing for discussion of housing forecasts and illustrations.

E. Land Use - Current

In 2015, there were a total of 1,339 dwelling units in the Seasons Planning Area, with over 98% of those being single-family residential units.

The majority of land in this planning area is zoned for residential use, which currently encompasses over 88% of the developed land. Another category represented is resource production, accounting for 10%. The large percentage in resource production is due to the Department of Natural Resource's tree farm on the southeastern edge of the planning area and some landowners taking advantage of open space or open space forestry taxation laws.

The northwest portion of the planning area contains two areas adjacent to Marvin Road that are designated for Moderate Density development. This zone allows for densities ranging from six to twelve units an acre.

There are properties in the planning area that are designated as Open Space /Institutional. The majority is in the ownership of the North Thurston School District and is intended for possible future school sites. There is also property located adjacent to McAllister Creek that provides increased protection to this environmentally sensitive area and is intended for a future community park.

A substantial amount of residential subdivision proposals have been submitted or approved over the previous planning period. The number of lots contained in these proposals has ranged from a relatively small amount to a substantial number, as was approved in the Oak Tree Preserve subdivision which includes 1,040 residential lots proposed to be built out in phases.

F. Density Characteristics

The land use ranges from suburban 1/4 acre lot sizes to 80 acre undeveloped parcels. The primary residential form in the Seasons Planning Area is suburban subdivision style lots with lot size ranging from 1/4 of an acre to 2 acres. There are a number of larger acreages that remain either undeveloped or with one single-family residence.

Previously, there was no sewer which accounts for the larger suburban to rural lot sizes that are served by individual septic tank and drain fields. The majority of plats approved in this planning area have been developed with public water and on-site septic systems. The McAllister Park development was vested through court action to allow several hundred units to be developed on septic tank and drain fields. This area was included in the UGA to ensure that these units were connected to sewer. The recent approval of the Oak Tree Preserve subdivision also requires sewer. The provision of public sewer allows an average lot size of approximately 5,400 square feet for this development.

G. Parks/Open Space

This planning area has one undeveloped public park site under control of the city of Lacey, the proposed McAllister Community Park, a site of approximately 60 acres. The future park site identified in the City of Lacey Comprehensive Plan for Outdoor Recreation includes a portion of McAllister Creek and its associated wetland area that will be protected for passive recreational use. The park property is located next to a future school site. The park and school will share facilities for both community recreation and student needs. Several private open space areas have been developed as open space for subdivisions. The park plan also identifies the need for the acquisition of additional neighborhood park property as this area develops.

H. School District Facilities

There are no school district facilities within this planning area. However, the Evergreen Forest Elementary School borders the planning area just to the west of Marvin Road and Woodland Elementary School is approximately one mile to the west.

The North Thurston School District currently owns three separate parcels that are proposed as future school sites when development warrants additional educational facilities.

I. Streets, Trails, and Connections

Marvin Road is the primary north-south transportation corridor in the Seasons Planning Area. Mullen Road and the Yelm Highway are the primary east-west corridors.

There are no regional trails within the planning area; however there are neighborhood trails and connections that have been developed.

The Seasons Planning area includes two rail lines. The BNSF rail line slices from east to west through the planning area. This rail line continues to be used for freight and passenger services. A portion of the northeast planning area boundary includes a railway branch line that provides freight service for Union Mills to St. Clair. This line is operated by Tacoma Rails Capital Division.

J. Resource Designations

A resource designation site at the southeast end of this planning area is the Department of Natural Resources tree farm, which comprises 110 acres. During review of agricultural resources for long-term commercial significance, this site was not designated. However, the site was zoned as Agriculture to allow the continued resource use of the property. Discussion of areas currently designated as Agriculture has recommended the possible inclusion of these areas in an urban reserve that precludes development until they are rezoned or sewer is available.

K. Environmentally Sensitive Area Designations

This planning area has several environmentally sensitive area designations. These are wetland areas by Pattison Lake, along the northern boundary by the Burlington Northern Railroad right-of-way and in the northeast section in close proximity to McAllister Springs. In addition to the wetlands, there are eagle habitat sites along the southeast perimeter of Pattison Lake and identified White Oak habitat areas.

The McAllister Springs Geologically Sensitive Area (MGSA) also occurs in this planning area and includes approximately 500 acres of land. This designation has specific requirements for ground-water protection. Groundwater protection is a critical concern, as this area is sensitive considering the protection of the aquifer and the high risk for contamination of groundwater resources that provide 100% of the area's potable water. The MGSA designation requires the density of one unit per five acres in much of the planning area without provisions for sewer.

II. ANALYSIS

Current land use in the Seasons Planning Area is predominantly single-family residential development. It is anticipated that single-family use will continue to be the leading development type in the future. While there is existing capacity for additional development, the planning area, with the exception of some portions located in the northern section, is currently unsewered. The McAllister Springs Geologically Sensitive Area is of great concern and significantly inhibits potential growth of the area south of the BNSF rail line until sewer is available. The protection of the aquifer is critical in this area due to the high risk for contamination of groundwater resources that provide the north county UGA's with potable water. Continued protection of McAllister Creek and designated habitat areas should remain a priority.

The area south of the BNSF located in the MGSA has seen little development over the last planning period. Development has been limited due to the cost associated with providing urban sewer

service. Unless sewer can be reasonably accommodated in the next planning period, this area should be included in an "urban reserve" or "urban holding area" designation so that no further residential development can occur until such time as sewer is available. The area designated as Agriculture should also be considered for an "urban holding area" so it is precluded from developing until it is rezoned and/or sewer is available.

An issue in the planning area has also been locating commercial services to serve neighboring areas. A Neighborhood Commercial designation was adopted for properties located at the intersection of Mullen and Marvin Roads and the southeast corner of the planning area adjacent to Yelm Highway. To date these areas have not been developed for commercial use, so the planning area is still without commercial services, with the exception of a very small Neighborhood Commercial zone at the corner of Yelm Highway and Meridian. These areas should continue to be designated for future neighborhood commercial use which will be warranted once density increases to support additional commercial uses to serve this area. The planning area has limited economic development opportunities.

Development in this area is primarily low density and the zoning provides minimum opportunity for increased densities. As sewer is extended to serve more areas, opportunities for providing for higher densities could be realized along Marvin, Mullen, 58th and Yelm Highway. These areas should be considered for greater density development to occur over the long term when provisions of adequate services and utilities can be made available.

Due to the distance of the planning area from the current Lacey city limits, it is unlikely that opportunities for annexation exist. Planning areas to the north and west that are adjacent to existing incorporated areas should be prioritized for annexing into the City.

The vehicular transportation corridors serving the Seasons Planning area are within Thurston County's jurisdiction. These transportation corridors have had minimum improvements to them and are not sized to adequately serve the future development of this area. As the planning area continues to build out, issues with adequate transportation facilities will continue to be exacerbated. Joint capital planning with Thurston County and identified system improvements are necessary to improve these corridors to the capacities needed to provide multimodal transportation opportunities and support identified future growth.

III. GOALS AND POLICIES SEASONS PLANNING AREA

Goal 1: Provide appropriate provisions to allow the Seasons Planning Area to adequately provide for long term growth while protecting environmentally sensitive areas.

Policy A: Continue to provide development protections to the McAllister Springs Geologically Sensitive Area until such time as utilities are available, road infrastructure is adequately developed and other criteria identified in the plan are satisfied.

Policy B: Study and analyze the cost benefit of designating "urban reserve areas" or "urban holding

areas" in the MGSA and designated Agriculture districts so they are precluded from developing until they are appropriately rezoned and adequate utilities and services are provided to protect groundwater resources and allow for urban densities.

Goal 2: Accomplish coordinated multimodal transportation planning in the Seasons Planning Area with Thurston County and other transportation partners.

Policy A: Support the improvement of transportation corridors that provide adequate multimodal transportation opportunities.

Policy B: Coordinate street layout to ensure adequate connections exist throughout the planning area and require development taking place to conform to planned street connection requirements.

Policy C: Provide coordinated interconnection of residential and commercial development emphasizing pedestrian and multimodal opportunities.

Policy D: Require interconnections of streets, pedestrian trails and greenbelts with adjacent projects and properties. Pay particular attention to interconnections to wetland and habitat corridors, park sites, and school sites.

Goal 3: Over the long term, encourage development of a range of residential types, with emphasis on providing additional moderate and high density opportunities.

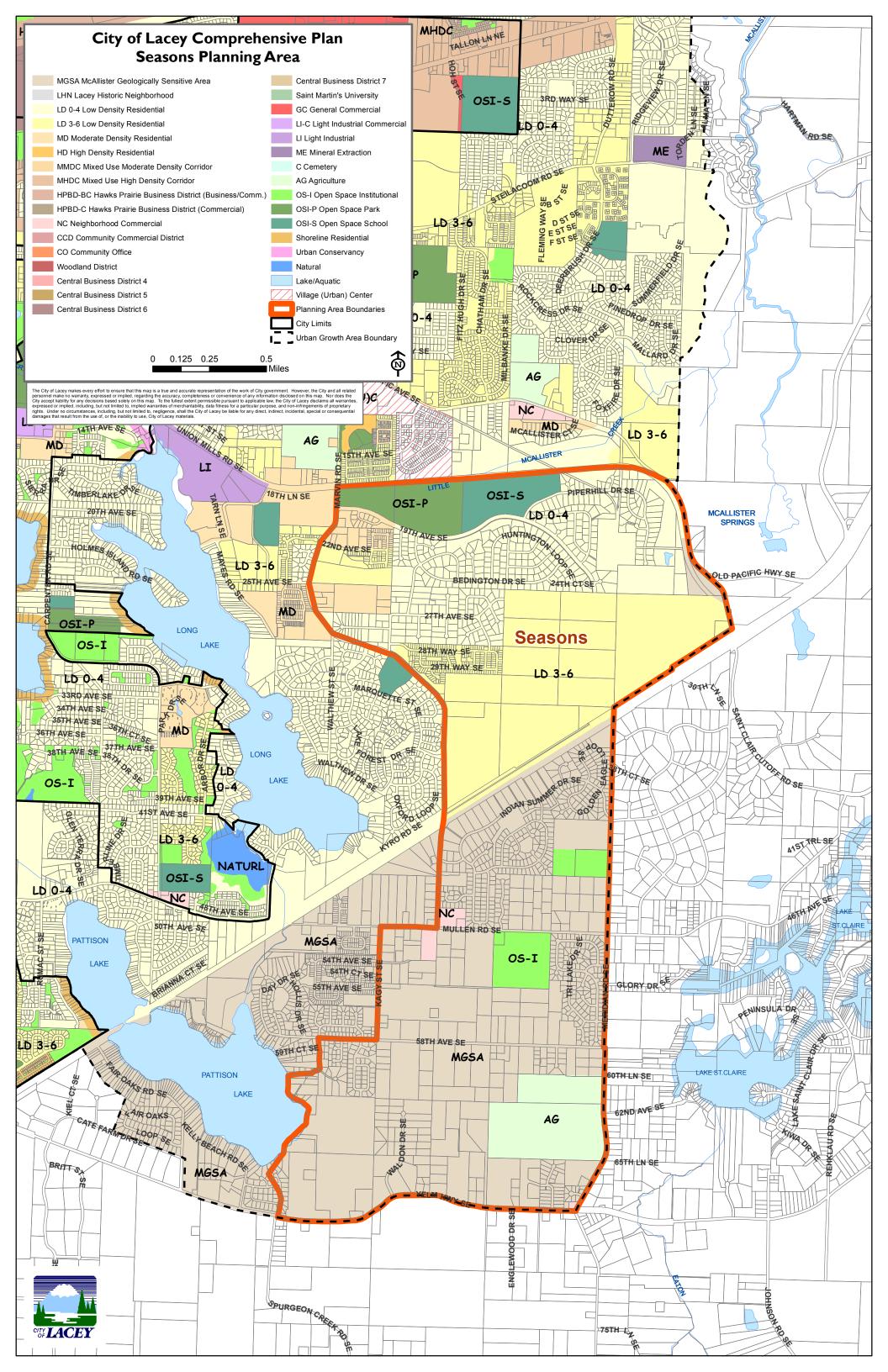
Policy A: Maintain areas along Marvin Road for moderate density development as sewer becomes available. Review areas along Mullen, Yelm Highway, and 58th for moderate density development as sewer becomes available. Moderate and High Density zones should be planned to provide transitions to existing low density residential development.

Policy B: Encourage a full range of residential uses when adequate facilities and services are available to serve them.

Policy C: Pay careful attention to creating effective transitions between new developments of moderate density and existing low density development.

IV. IMPLEMENTATION STRATEGIES

- 1) Study and analyze the cost benefit of designating "urban reserve areas" or "urban holding areas" within the McAllister Springs Geologically Sensitive Area and designated Agriculture areas, which would not be developed until such time that sewer service is available.
- 2) Consider providing for increased development densities in areas along Marvin, Mullen, 58th, and Yelm Highway once full public utilities and services can be provided.



LAND USE TANGLEWILDE/THOMPSON PLACE PLANNING AREA

I. PROFILE OF TANGLEWILDE/THOMPSON PLACE PLANNING AREA

A. Location

The Tanglewilde/Thompson Place Planning Area is located just east of the Central Planning Area, bordered by I-5 on the north, Marvin Road on the east, Burlington Northern Railroad and Union Mills Road on the south and Carpenter Road generally on the west. It abuts the Hawks Prairie Planning Area on the north, the Meadows Planning Area on the east, the Lakes Planning Area on the south and the Central Planning Area on the west. Most of the Tanglewilde/ Thompson Place Planning Area is located outside of the incorporated limits of the city of Lacey.

B. Character and Functional Relationship to City

The Tanglewilde/Thompson Place Planning Area is comprised principally of two older established neighborhoods dating from the late 50's and early 60's, the Tanglewilde Planned Unit Development and Thompson Place. These two developments built out at suburban densities, with average lot sizes of approximately 10,000 square feet. Both Tanglewilde and Thompson Place are served by Thurston PUD No. 1 water and individual septic systems. These neighborhoods provide an established, traditional, and affordable housing stock that serve a high number of active and retired military from JBLM.

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

The Tanglewilde/Thompson Place Planning Area also contains Woodland Creek Community Park and the Lake Lois Habitat Reserve, two important recreational and cultural facilities.

C. Acreage

This planning area includes approximately 1,918 acres of property. Of this, approximately 400 acres are located in the Lacey city limits. Approximately 270 acres are undeveloped or categorized as underdeveloped (greater than 1 acre in size and not built to permitted density). Most of the undeveloped property is located near the intersections of Pacific, Steilacoom and Marvin Road and are designated for Moderate or High Density Residential. However, some of this property contains known occurrence of Mazama pocket gopher which may limit development potential.

D. Population

As of 2015, the estimated population was 9,100. Population growth and allocation projections anticipate the populations in the Tanglewilde/Thompson Place Planning Area by the year 2035 will be 11,900 persons, with an anticipated 1,320 residential units added in the next twenty years. The residential units are anticipated to be located in the unincorporated portion of the planning area.

E. Land Use - Current

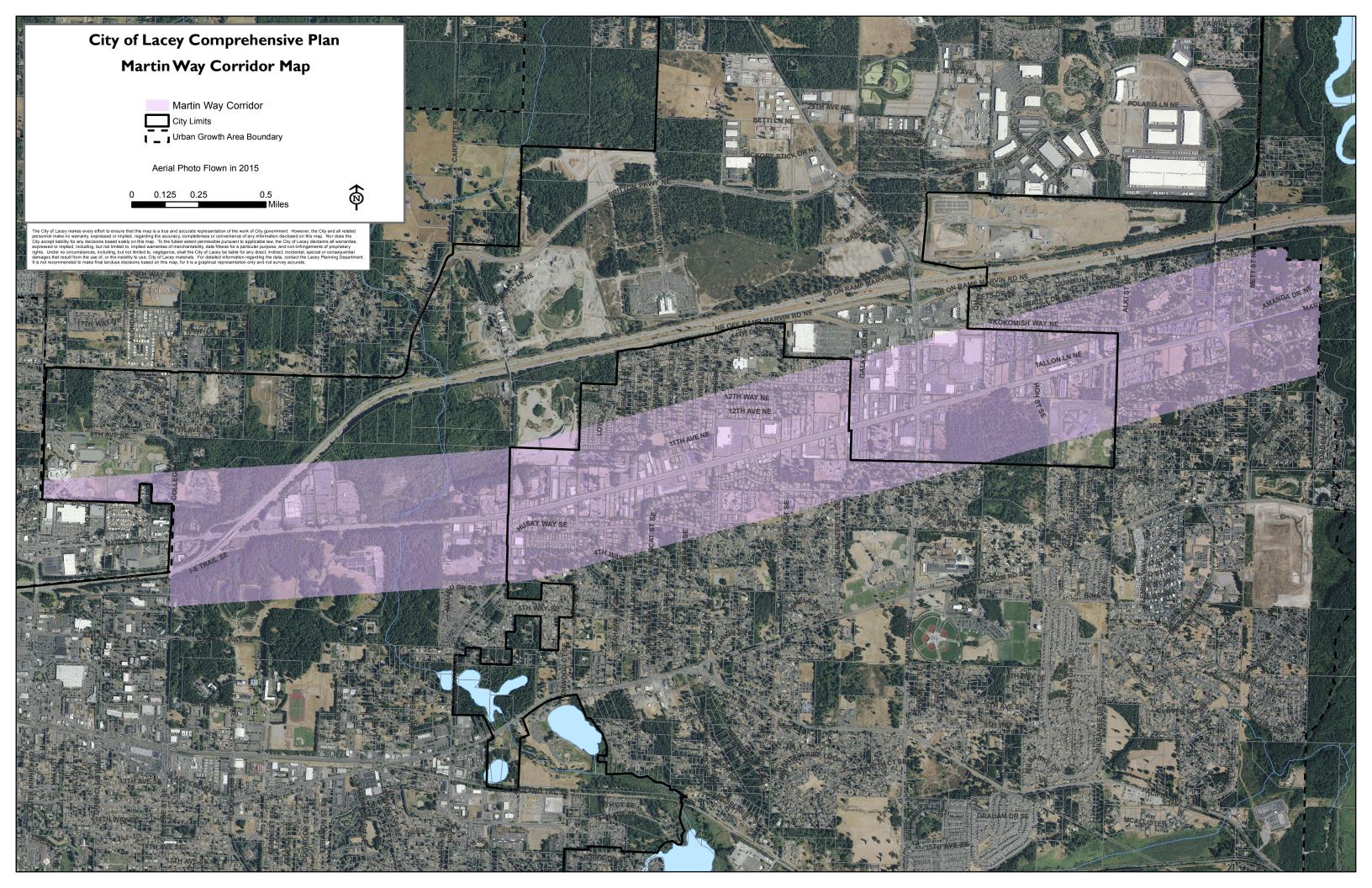
In 2015, there are a total of 3,747 dwelling units in the Tanglewilde/Thompson Place Planning Area with approximately 71% of those being single family and 29% being multifamily. Over the next twenty years, it is anticipated that approximately 2/3 of the housing units added in the Tanglewilde/Thompson Place Planning Area will be multifamily located primarily along the Martin Way Corridor and in the Moderate and High Density zoning districts. The remainder will be single family added through infill within existing neighborhoods.

Over 1.4 million square feet of commercial buildings have been constructed in the Tanglewilde/ Thompson Place Planning Area. The commercial property in the planning area serves as a local hub for retail and other services including a Wal-Mart Superstore, Hawks Prairie Mall, the Landing at Hawks Prairie, and the Mixed Use High Density Corridor properties along Martin Way, which contains a WinCo grocery store and many smaller retail establishments. Most commercial property has been developed in this planning area; therefore, it is expected that most development associated with commercial properties will be in the form of redevelopment to higher intensities over the next twenty years.

F. Subareas

Martin Way

A future subarea plan for the Martin Way corridor is a priority for development in the short term. The plan would be centered on the area between Carpenter Road and Galaxy Drive and would also include the adjacent residential neighborhoods including Tanglewilde and Thompson Place. As part of Thurston Regional Planning Council's report dated July 2012 from the Urban Corridor Task Force, the recommendation was to further refine the corridor district (in this case the Mixed Use High Density Corridor district) to focus innovative development strategies, encouraging private investment opportunities in corridors where transit, walking, and biking are viable alternatives to driving. Since much of this area of the Martin Way Corridor covered under a future subarea plan would be within Thurston County, this would need to be a project completed in a partnership between the County and the city of Lacey. The subarea plan could also lead to a future form-based code which would help better define the desired character of the corridor, as well as be a regulatory incentive for private investment. See attached map of the Martin Way corridor.



G. Density Characteristics

The primary residential form in the Tanglewilde/ Thompson Place Planning Area is single-family residential on larger lots of approximately 1/4 acre, much of which has been constructed for utilization of septic tank and drain fields, which has significantly limited the potential density. However, approximately 1/3 of the developed land area is also multifamily. Additional new residential development will be limited to a small number of remaining green field sites and redevelopment along the Martin Way corridor, including the projected addition of 1,320 units along the corridor.

H. Parks/Open Space

Recreational opportunities within the Tanglewilde/Thompson Place Planning Area include the Woodland Creek Community Park (which includes the Lacey Community Center and the Virgil S. Clarkson Senior Center), Lake Lois, and Bucknell Field. This planning area has three older private parks associated with the Tanglewilde/Thompson Place neighborhoods, including a 5.2 acre park with a community recreation center, swimming pool, tennis courts, and outdoor basketball court. The private parks are owned and maintained by private corporations that are comprised of neighborhood residents.

I. School Facilities

North Thurston Public Schools owns and operates three schools in this planning area, including Lydia Hawk Elementary School within the Tanglewilde neighborhood, Olympic View Elementary School within the Thompson Place neighborhood and Nisqually Middle School at the corner of Marvin and Steilacoom Roads.

J. Streets, Trails, and Connections

Carpenter Road and Marvin Road are the primary north-south transportation corridors in the Tanglewilde/Thompson Place Planning Area. Most of Marvin Road within this planning area is part of the state highway system (Highway 510). Martin Way, Pacific Avenue and Steilacoom Road are the primary east-west corridors. Interstate 5 runs east-west through the northern portion of the planning area with full access provided at exit 111 off of Marvin Road.

A portion of the City's trail system connects to the Tanglewilde/Thompson Place Planning area. The Lacey Woodland trail runs along the southern edge and connects to the Woodland Creek Community Park. This trail runs west from the park and eventually connects to the Olympia Woodland Trail and terminates near the Capitol Campus.

K. Resource Designations

There are no agricultural or mineral extraction sites designated of long-term commercial significance within this planning area. However, there is one site slightly less than 40 acres located along

Marvin between Pacific Avenue and the railroad right-of-way that is actively farmed and is currently designated with Agriculture zoning.

L. Environmentally Sensitive Area Designations

This planning area includes portions of Lake Lois and the Woodland Creek corridor and associated wetlands that run from Lake Lois to the northern tip of Long Lake. These areas are designated environmentally sensitive and have specific protection requirements as delineated in the City of Lacey Environmental Protection and Resource Conservation Plan. There are some known occurrences of Mazama pocket gophers in this planning area, including the undeveloped city of Lacey-owned property at the intersection of Marvin Road and Pacific Avenue.

II. ANALYSIS

The residential portions of this planning area include areas in unincorporated Thurston County that were urbanized in the 1960's. The Tanglewilde and Thompson Place neighborhoods are extensively built out with single-family residential units on lots of 1/4 acre, with little opportunity for additional development until sewer service is extended to the area. The majority of undeveloped residential property in this planning area is near the intersection of Pacific Avenue and Marvin Road, which was designated for a higher density to promote the Transportation Plan's goal for densification along major arterials.

Martin Way has historically developed as a strip commercial area. Over the last twenty years, this area was designated as Mixed Use High Density Corridor with the intent to provide an opportunity for high density redevelopment designed under the "Evolution of a Corridor" concept developed by Thurston Regional Planning (and re-affirmed by the Urban Corridors Task Force in 2012) for higher densities that support a mix of uses. The best alternatives for increasing density and providing commercial services within the planning area are along the Martin Way corridor; however, as the Mixed Use High Density Corridor designation is more than twenty years old, the zoning district needs to be re-examined to ensure that the vision is valid and that the implementation measures accurately reflect the vision.

Within the city limits, the General Commercial zone around the intersection of Martin Way and Marvin Road has fully developed within the last planning period for regionally-oriented commercial uses. Improvements to the Interstate 5 interchange, including addition of a slip ramp in the early 2000's, have made this a good area for automobile-oriented uses and regional access. Additional future improvements at Exit 111 will improve access to the area and improve the area's attractiveness as a regional retail draw.

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

not limited to, financing programs, regulations and connection requirements. Private investment by property owners needs to occur to ensure that these neighborhoods are converted to City sewer.

As this planning area is adjacent to the existing city limits on three sides, it is often part of community discussion about future potential annexation. While the commercial property associated with the unincorporated portion of Martin Way is attractive from a property tax and potential sales tax standpoint, it has not developed to the same standards as that portion within the City. Additionally, the adjoining neighborhoods of Tanglewilde and Thompson Place have substandard infrastructure and issues with existing septic systems. These factors make the Martin Way corridor in this area less than desirable to annex. A full annexation study of this area would be beneficial to identify and weigh the issues associated with future potential annexation.

III. GOALS AND POLICIES TANGLEWILDE/THOMPSON PLACE PLANNING AREA

Goal 1: Continue to promote the implementation of the evolution of Martin Way into an attractive, high-density, and mixed-use corridor.

Policy A: Use the "Evolution of a Corridor" study and the recommendations of the Urban Corridor Task Force developed by the Thurston Regional Planning Council as a guide for redevelopment of Martin Way.

Policy B: Recognize that viable auto-related uses exist along Martin Way that should be allowed to mix with other uses to maintain a healthy business environment.

Policy C: In development of the mixed use corridor, pay particular attention to ensuring compatibility with adjacent low density residential areas.

Policy D: Ensure that pedestrian connections are provided connecting the corridor to surrounding residential neighborhoods.

Goal 2: Promote the Mixed Use Moderate Density zone along portions of Pacific Avenue with emphasis on office and professional services to support this planning area.

Policy A: Support portions of Pacific Avenue that are undeveloped, or with opportunities for redevelopment, with a Mixed Use Moderate Density zone.

Policy B: The use and design theme developed for the Mixed Use Moderate Density zone should emphasize opportunities to provide the commercial service needs serving residents within this planning area.

Goal 3: Promote the extension of sewer service throughout the planning area.

Policy A: Recognizing the importance of providing this urbanized area with sewer, encourage provision of sewer to residential neighborhoods in this area, including Tanglewilde and Thompson Place.

Policy B: Support the creation of a long term interjurisdictional strategy to facilitate conversion from septic to sewer.

IV. IMPLEMENTATION STRATEGIES

- 1) In conjunction with Thurston County, complete a subarea plan for the Martin Way corridor area between Carpenter Road and Galaxy Drive.
- 2) In conjunction with Thurston County, reexamine the Mixed Use High Density Corridor designation to ensure that the vision is in line with the community's vision and consistent with the recommendation of the Urban Corridor Task Force in order to ensure that the implementation measures accurately reflect the vision.
- 3) Complete an annexation study for the unincorporated portion of Martin Way between Carpenter Road and Galaxy Drive including the adjoining Tanglewilde and Thompson Place subdivisions.
- 4) Provide assistance in developing a septic conversion program for the Tanglewilde and Thompson Place subdivisions.

