

VI. GENERAL GOALS AND POLICIES



Public participation was a major emphasis in development of the original plan and subsequent updates. This picture shows a packed house at the joint City and County Planning Commission hearing held at the Saint Martin's Pavilion in the spring of 2003. The hearing was the second joint public hearing held by both planning commissions. The first was held in 1994 during development of the original GMA Plan.

VI. General Goals and Policies for the Land Use Element Applying to All Planning Areas:

A. Coordination Between Comprehensive Plan Elements:

- 1. Goal: Provide coordination between other elements of the comprehensive plan, as well as other plans and regulatory land use codes.
 - a. Policy: Provide land use policies that are consistent with and help implement requirements of the State Growth Management Act.
 - b. Policy: Provide land use policies that are consistent with and implement countywide planning policies.
 - c. Policy: In joint planning, to the extent possible, use a consistent zoning approach, as is used throughout the north Thurston County unincorporated growth areas.
 - d. Policy: Through joint planning ensure consistency between County and City extraterritorial zoning for growth areas.
 - e. Policy: Through joint planning ensure County zoning is compatible with and a logical extension of City zoning on adjacent lands.
 - f. Policy: Through regional cooperative efforts continue to support a regional Transfer of Development Rights Program aimed at protecting long term agricultural lands.
 - g. Policy: Provide land use policies that are consistent with and implement other elements of the plan, as well as plans and land use regulations referenced by those plans, including the housing element, capital facilities element, utilities element, transportation element, Environmental Protection and Resource Conservation Plan element, Outdoor Recreation Plan, and Urban Trail Plan.

h. Policy: Provide land use policies that give specific guidance on amendment and implementation of the zoning code.

i. Policy: Provide land use policies that give specific guidance on amendment and implementation of subdivision regulations.

j. Policy: Provide land use policies with specific guidance and coordination of individual planning area goals and policies.

k. Policy: Provide land use policies that give specific guidance on amendment and implementation of design review requirements.

B. Plan Implementation/Amendment and Land Use Maps

1. Goal: The City of Lacey shall prepare and adopt legislation to implement this Plan. Rather than the County preparing implementing legislation relating to development standards, the City and County have adopted an annexation/urban development standards agreement which addresses specific City development standards that will be implemented within the urban growth area.

2. Goal: The City and County shall continue to work together to refine inter-local agreements to implement the Growth Management Act and the vision of the Land Use Plan for the Lacey Urban Growth Area.

3. Goal: Provide efficient, effective and cooperative joint planning process for amendment of the Plan.

a. Policy: Amendments of the Plan must meet all Growth Management Act requirements for timing. Amendments or revisions of the Comprehensive Plan shall be considered no more frequently than once every year unless an emergency exists. All amendments shall be considered concurrently so the cumulative effect of the various amendments can be ascertained.

b. Policy: Amendments relating to issues, goals or policies clearly identified as applying to those areas within the incorporated City of Lacey shall proceed through the City of Lacey’s normal comprehensive plan amendment process. The Board of Thurston County Commissioners will consider requests to amend portions of this plan which pertain to the unincorporated growth area concurrently with all other requests to modify the Thurston County Comprehensive Plan. The City of Lacey will schedule its annual hearings and action on such requests to accommodate the County’s schedule.

c. Policy: Amendments relating to issues, goals or policies that affect unincorporated areas shall proceed through a joint planning process. This process must involve both the City of Lacey and Thurston County’s normal comprehensive plan amendment process. The City and County shall explore options for a combined process, or a process where only the County Planning Commission holds a hearing on Comprehensive Plan amendments in the growth area to save time and money by avoiding duplication of testimony, hearings, and associated administrative work.

4. Goal: Identify appropriate locations for major land uses in advance of development proposals.

a. Policy: Preferred locations for specific land uses are identified on the Comprehensive Plan map for the Lacey Growth Area. This map, together with land use policies, will be the basis for land use zoning decisions.

b. Policy: The zoning map will be amended only if it is consistent with the Comprehensive Plan map for the Lacey Growth Area together with the Goals and Policies of this Comprehensive Land Use Plan.

C. Traditional and Innovative Land Use Techniques

1. Goal: Take advantage of a full range of cus-

tomary and innovative land use regulations in implementation of the comprehensive plan.

a. Policy: Lacey will continue to employ traditional zoning as well as alternative approaches to ensure a land use pattern consistent with plan goals.

b. Policy: Land use regulations will be actively enforced.

2. Goal: Achieve innovative cluster development design where necessary or desirable to accomplish retention of open space for recreation, environmentally sensitive areas protection, well head protection, habitat conservation corridors, urban trail networks and other public uses.

a. Policy: Require clustering concepts where necessary to achieve full urban densities, while protecting and properly managing environmentally sensitive areas and achieving habitat corridors and urban trail systems.

b. Policy: Promote clustering concepts that provide common recreation area for development residents.

c. Policy: Promote clustering concepts that provide open space areas for buffering of roads, adjacent incompatible uses, and provision of aesthetic green belts.

d. Policy: Provide legislation permitting clustering concepts in all zones with relief from normal zoning dimensional development standards, such as minimum lot size, yard area and setbacks where such achieve the goals of providing public open space benefits.

D. UGA Boundary and Densities

1. Goal: Use urban growth area (UGA) boundaries as the centerpiece of Growth Management Act land use policy for control of growth and sprawl.

a. Policy: Use UGA boundaries as focus for designation of residential densities to avoid sprawl and provide a logical service and utility planning.

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

- (1) Contain areas characterized by urban growth;
- (2) Are served by or planned to be served by municipal utilities;
- (3) Contain vacant land near existing urban areas capable of serving urban development;
- (4) Are compatible with the use of designated resource lands and critical areas;
- (5) Follow logical boundaries;
- (6) Consider citizen preferences;
- (7) Are of sufficient area and densities to permit the urban growth that is projected to occur in succeeding 20-year period.

c. Policy: Urban growth boundaries shall be amended in accordance with the Growth Management Act and countywide planning policies and other applicable law.

d. Policy: Accommodate urban densities within the UGA boundary. Implementing strategies may include minimum density requirements, providing options for smaller lot sizes, a transfer of development rights program, PRD bonuses, inclusionary zoning bonuses and other strategies for increase of densities.

2. Goal: Have criteria for the location of a full range of urban densities based upon the UGA boundaries and the availability of roads, utilities and services and environmental limitations. This criteria can serve for development of the comprehensive plan's land use map and for future

decisions concerning amendment of the land use map.

a. Policy: High density and moderate density areas shall be located within the urban growth management area. Preference for high and moderate density development will be given along major arterials consistent with the Regional Transportation Plan. High and moderate density areas shall only be designated where road systems, utilities and services are available or can be provided concurrent with development.

b. Policy: Areas designated for high and moderate density residential development shall be planned to accommodate a minimum density of 6 units per acre. Both high and moderate density designations may accommodate from 6 units per acre to the full density that might be permitted given other policies and standards, including PRD bonuses, transfer of development right bonuses, and other density incentives.

c. Policy: Moderate density designations may be located between high density and low density zones to provide a transition between zones of significantly different land use character.

d. Policy: High and moderate density residential zones, ~~where possible~~, should be designed to accommodate a full range of uses, including small lot single family residential development, as well as multiple story apartment complexes meeting maximum densities allowed under the zone. Standards shall provide opportunity for a range and mix of housing ~~with appropriate design control and transitions to minimize land use conflicts~~. A design review program shall be developed to minimize land use conflicts and promote attractive, functional residential use that provides variety, interest, identity, complimentary character, and compatibility with existing neighborhood areas. Within the unincorporated urban growth area, design control will apply only to multifamily projects with more than four units, provided lots within the unincorporated area shall be larger than 4,000 square feet in size.

e. Policy: Two low density zones shall be created to provide a range of low density lot sizes and market opportunities for predominantly single family residential uses. The lowest density designation with largest lot sizes can be located anywhere where larger lots are desired. To promote land use compatibility with similar lot sizes, this zone may also be considered for location adjacent to where existing low density single family residential subdivisions have been developed. Additionally, to reduce environmental impacts this zone should be located adjacent to environmentally sensitive properties, and around most lake frontages where there is noted environmental sensitivity. This zone should be planned to accommodate between 0-4 units per acre.

f. Policy: The second low density designation with slightly higher density and smaller lots should be located adjacent to moderate or high density zones and sites surrounded by predominantly undeveloped areas. This designation should be avoided on sites with known environmental sensitivity, including problems such as high ground water table and drainage problems. This designation should be planned to accommodate a minimum of 3 to a maximum of 6 units per acre, unless environmentally sensitive characteristics or some other features make an even lower density prudent.

g. Policy: Low density designations may be located in the areas with no direct access to major arterials in areas where public transportation is not readily available and does not meet the criteria for moderate or higher density development because of limitations on utilities or other city services.

h. Policy: Development taking place without urban utilities of water or sewer shall be required to develop in a clustered design with urban size lots in order to reserve the balance of property for future development at urban densities.

i. Policy: Changes from one designation to

another, both in the comprehensive plan or the zoning map, shall take place only when it is consistent with the provision of roads and road systems as described in the transportation element, and with utilities and services as provided in the utilities element, capital facilities element, and other goals and policies of the land use element.

E. Residential Goals and Policies

1. Goal: Enhance appearance, quality and function of residential neighborhoods.

a. Policy: High quality, attractive, innovative design characterized by humanistic scale shall be encouraged in all residential projects. This will include specific design and performance standards that provide pedestrian and transit orientation, attractive streetscapes, open space, protection of the environment, and nuisances mitigation.

b. Policy: Promote the sense of community by encouraging mixed housing types and income levels. Ensure a variety of housing types will be available to people with a range of incomes in each planning area.

c. Policy: Promote the logical, orderly, attractive and functional placement of land uses of different intensities to avoid conflicts and provide smooth transitions so that land uses complement one another and provide for a more livable neighborhood.

d. Policy: ~~Require design review of land uses of different intensities, including multifamily, commercial, planned residential developments, planned unit developments, planned communities, and urban centers~~ all residential land uses to promote attractive and functional neighborhoods with variety, interest, individual identity, a sense of place, complementary character and enhanced livability. Design shall consider both aesthetic and functional components.

Aesthetic considerations shall include the look,

feel, character, and visual compatibility with surrounding development. Variety and interest will be an important emphasis.

Function shall include consideration of the needs of individual units to provide energy efficiency, privacy, security, yard area and convenience in the needs of daily living. Functional design will provide opportunities for residents to interact with the environment and surrounding neighborhood, including consideration of transportation strategies, common open space, pedestrian connections, schools and other important neighborhood focus points and activity centers. Aesthetic and functional design expectations shall be applicable to all residential development. Within the unincorporated urban growth area, design review will apply only to multifamily projects with more than four units, provided lots within the unincorporated area shall be larger than 4,000 square feet in size.

e. Policy: Require development to plan around and complement natural features and resources, such as topography, wetlands, tree stands, and other natural or environmentally sensitive features. The intent is to integrate development into the environment, demonstrating a reverence for nature.

f. Policy: Provide for and design public and civic spaces and uses such as school sites, neighborhood parks, or other public places so that they are well integrated into the development and create focal points for the neighborhood.

g. Policy: Develop an interconnecting network of streets and alleys designed for narrower widths and slower speeds. Provide pedestrian-friendly streetscapes, transit and alternative forms of transportation, curbside planting strips with trees and landscaping and civic identity.

h. Policy: Provide a connected system of community, neighborhood, and wildlife open spaces.

i. Policy: Street trees and planting strips are

integral to every residential concept. All proposals shall include plans for street trees in planting strips. Planting strips shall be a minimum of six feet wide to provide adequate area for tree growth. Planting strips that are wider are encouraged.

j. Policy: Develop property maintenance codes to provide neighborhoods free from nuisance characteristics, such as junk cars, unmaintained buildings and structures, or unkept yards. Design programs that promote pride in one's yard and neighborhood.

k. Policy: Require integrated planning for all residential developments and encourage large scale residential development, such as planned unit developments, planned residential developments, planned communities and urban centers that provide the opportunity for large scale integration of neighborhood needs.

2. Goal: Develop residential zones with a mix of housing options, particularly in high and medium density zones. Options should include a full range of single family and multifamily opportunities to avoid concentrated areas of rental housing or housing serving only lower income groups.

a. Policy: Utilize standards for subdivisions and building projects in medium and high density residential zones to provide opportunities for well-designed and properly integrated mixed residential uses.

b. Policy: Provide for limited multifamily options in the low density 3-6 zone where duplexes, triplexes and quadraplexes are designed to look like single family structures and can be properly integrated into areas of single family residential development.

c. Policy: Utilize ~~demanding~~ residential design criteria ~~considering transitions and blending of residential uses of different intensities to promote integration and compatibility of mixed~~

residential uses for all residential development. Design of mixed residential use developments shall consider transitions and strategies for blending of residential uses of different intensities to minimize impacts and promote integration and compatibility. Within the unincorporated urban growth area, design review will apply only to multifamily projects with more than four units, provided lots within the unincorporated area shall be larger than 4,000 square feet in size.

F. Mixed Use Goals and Policies

1. Goal: Provide opportunities that allow mixed uses, enhancing character, functionality and desirability of planning areas.

Policies Regarding New Urban Centers

a. Policy: Utilize the urban center concept with specific development requirements as one strategy to promote a mixed use concept.

b. Policy: Consider designation of residential parcels of 60 acres or greater in size, or parcels that are surrounded by vacant residential parcels totaling 60 or more acres in size that can reasonably be integrated into a mixed use concept, as new urban centers. New urban centers shall be designed to have interconnecting streets and appropriate placement of open spaces and commercial use to serve adjacent parcels. Encourage the integrated design of adjacent parcels less than 60 acres in size to develop in conjunction with and to complement urban centers. Where multiple parcels are involved, participation in dedication of land for public purposes and distribution of land uses shall be balanced as much as possible.

c. Policy: Urban center zones shall include a full range of housing choices, park area, transit services, pedestrian orientation and civic spaces. Additionally, they shall include neighborhood or community commercial scale retail and service businesses and offices, if considered appropriate to the site, and a school site if deemed necessary by the North Thurston Public Schools.

d. Policy: Developments within Urban Center zones shall be designed and recorded as subdivisions and binding site plans for the commercial sections, with detailed covenants and requirements for homeowners associations, as opposed to generalized master plans. Lot sizes, land uses, and street and open space locations shall all be permanently fixed in place. The location and use type of buildings shall be coded into the binding site plans and subdivisions to maintain continuity and consistency over time.

e. Policy: An Urban center may include a business or employment center focused on a primary job generation. The project size must be sufficient to accommodate this use in addition to all other required elements of the mixed use concept. The business component must fit within the character of the development and surrounding neighborhood and not be the prominent land use element of a project. Those businesses must meet all development, environmental, nuisance and noise standards. Urban centers with Neighborhood Commercial designations shall be designed primarily for localized neighborhood use, as opposed to uses located within commercial zones designed to predominantly capture traffic along major arterials. Zones with Community Commercial designations may be designed to achieve a balance in serving the new urban center and the surrounding community.

Policies Regarding Mixed Use Arterial Corridors

a. Policy: Provide for a mixed use arterial corridor zone along Martin Way encouraging high density residential infill and redevelopment opportunities along this commercial strip as a strategy to promote a mixed use concept.

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

c. Policy: Establish the Martin Way corridor as

a mixed use high density district that provides specific areas where auto related businesses are permitted and others where they are restricted.

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

e. Policy: The City and County monitor and coordinate needed safety improvements for the Martin Way corridor.

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

g. Policy: Use the 1993 study conducted by Thurston Regional Planning titled "Evolution of a Corridor – From Auto-Oriented Arterial to High Density Residential Corridor" as a guide for creation of the mixed use arterial zone and accompanying standards.

h. Policy: Provide strong emphasis on the commercial aspects of the corridors as a way of strengthening Lacey's commercial base.

Policies Applying to All Mixed Use Concepts

a. Policy: Provide adequate flexibility within clear development standards to ensure that mixed use concepts are adaptable to varying needs and

conditions without compromising the desired result.

b. Policy: Use mixed use concepts to create communities with an integrated sense of place, neighborhood identity, human scale and continuity, and that provide a mix of housing types which will be available to all income levels and age groups.

c. Policy: In all mixed use concepts, develop an interconnecting network of streets and alleys designed for narrower widths and slower speeds. Create attractive pedestrian-friendly streetscapes, transit and alternative forms of transportation, allow on-street parking to replace or reduce uninterrupted expanses of parking lots. Require curbside planting strips with trees, significant landscaping and civic identity.

d. Policy: Use mixed use concepts to promote reduced dependency on single occupancy vehicle use by providing some selected services within walking distance of residences.

e. Policy: Require a specific mix of component land uses for mixed use concepts.

f. Policy: High quality, attractive, innovative design characterized by humanistic scale shall be the foundation of all mixed use concepts. This will include specific design and performance standards that provide pedestrian and transit orientation, spatial relationships between buildings, building and facade articulation, window and entrance treatments, the relationship of buildings to streets and pedestrians, attractive streetscapes, transportation, open space and protection of the environment, and nuisances mitigation.

g. Policy: Mixed use concepts should ensure an integrated relationship between buildings and their positive relationships to streets. Buildings and their primary entrances shall face streets.

h. Policy: Provide for public and civic spaces and uses that are well integrated into mixed use

concepts and create focal points for the neighborhood.

i. Policy: Pedestrian-friendly techniques and improvements such as street trees in wide planting strips, sidewalks with brick crosswalks, pedestrian-scale lighting, street furniture and bus stops are integral to mixed use concepts. All proposals shall include plans for such improvements in conjunction with pedestrian corridors and key pedestrian intersections shown on the future land use plan map.

j. Policy: Mixed use concepts should be designed to promote the sense of community by mixing land uses, housing types and income levels. Concepts need to integrate these uses in proximity to essential services and workplaces. Concepts must have significant interconnections of roads and sidewalks. To meet housing goals, concepts should provide a variety of housing types available to people with a range of incomes.

k. Policy: Promote the following essential mix of land uses in mixed use proposals: housing, neighborhood-oriented shopping and services, offices, civic uses and spaces, workplaces, open

spaces, and natural systems network.

l. Policy: Mixed use concepts must promote efficient land use by encouraging infill, ensuring development at more compact, higher urban densities, and placing residential uses in close proximity to basic retail and support services, as well as work places.

m. Policy: Mixed use concepts shall be designed with a variety of housing types.

n. Policy: Mixed use concepts shall provide a connected system of community, neighborhood, and wildlife open spaces.

o. Policy: Mixed use developments shall integrate development into the environment, demonstrating a reverence for nature.

G. Environmental Quality

1. Goal: All developments should complement natural resources and environmentally sensitive areas.

a. Policy: Development shall be consistent with the Lacey environmental protection and resource conservation element. This element shall provide protection for Lacey's critical areas consistent with practices of best available science.

b. Policy: Based upon Regional aerial photographic studies or other studies by or for Lacey or the County, wetland areas and buffers shall be designated as open space institutional on land use maps to clearly identify development limitations and in anticipation of dedication requirements. In the event of a question or disputed wetland boundary, on-site review shall determine actual wetland delineation. In the event actual on-site studies show the wetland and buffers to be smaller than the area designated OSI on the map, that portion of property designated OSI shown to be out of the wetland or buffer shall be allowed to be used and developed under the requirements of the adjacent designation. Wet-

Steve Morrison



Steve, a senior planner for Thurston Regional Planning, was responsible for the extensive wetland work in creating our local wetland inventory.

land areas on private lands within the unincorporated urban growth area will not be designated OSI, although wetland maps are available for public review at the Thurston County Development Services office. Wetlands in this area are protected through the Thurston County Critical Areas ordinance.

c. Policy: For purposes of calculating density credit in wetland buffers, wetland buffers designated OSI in residential areas shall be considered to have an allowed density of 4 units per acre.

H. Parks and Recreation

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

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

b. Policy: Provide incentives for provision of

Bush Park



Named after long time Council Member Bill Bush, Bush Park was achieved by consolidation of open space required in the original short plat of this area, including the Beckonridge and Rainer Commercial Center parcels.

Bill Bush



Bill served on the Lacey Planning Commission from 1969 until he was appointed to the Lacey City Council in 1973. He served on the Council for the next 24 years until he retired on December 31, 1997. This photograph was taken of Bill when he served as Mayor between 1974 and 1976. His leadership on the Planning Commission and Council was key to Lacey's growth and development as a City from its formative years in the late 60's, through implementation of Growth Management Act concepts and strategies in the mid 90's.

additional open space areas. Provide open space wherever extremely sensitive natural environments are found.

c. Policy: Provide for public and/or private parks and playgrounds within each neighborhood.

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

e. Policy: Provide for coordination of land use policies with the open space requirements of the Environmental Protection and Resource Conservation Plan.

f. Policy: Link pedestrian and bicycle pathways with greenbelts, priority habitat sites, wetlands,

and open space between neighborhoods. Open space shall be designed into a project from the outset, with sizable and meaningful pieces set aside. It shall not be left to the end, using only those restricted and small spaces that are left over. It should be designed in conjunction with school and community sites whenever possible and should provide a focus for neighborhood areas and developments.

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

h. Policy: Where feasible, open space requirements for contiguous properties may be combined to provide more opportunities for active recreation purposes. In instances where open spaces or contiguous open spaces exceed 5 acres, the City should take over responsibilities for ownership and maintenance of the park to better guarantee and achieve open space goals for the residents and surrounding community.

i. Policy: Where wetlands, habitat conservation areas, or other sensitive or resource lands exceed 5 acres in size, or is contiguous with adjacent wetlands, the City may require dedication in conjunction with development applications. Dedication should ease the burden and responsibility of maintenance of such sites for homeowner's associations and should actively maintain and

Beckonridge Alley



A long dead concept in Lacey, Beckonridge resurrected the idea of alleys in the early 90's.

Meridian Campus Streetscape



Meridian Campus was designed as a planned community in the late 1980's. It provides lots for many of Lacey's upper end homes. Streetscapes in Meridian Campus are attractive showing sidewalks, planter strips and street trees.

provide for such sensitive lands for the benefit of the homeowners of the development, as well as the community at large.

I. Residential Streets

1. Goal: Streets and transportation systems shall enhance the appearance, quality, and functionality of residential neighborhoods.

a. Policy: Ensure coordination with Thurston Regional Transportation Plan.

b. Policy: Ensure coordination with Lacey transportation element of the comprehensive plan.

c. Policy: Residential developments shall require strong, multi-modal transportation and pedestrian orientation. Pedestrians need friendly streetscapes, sidewalks, pedestrian links, and convenient covered bus stops. Multifamily areas may benefit from buildings organized along the streets.

d. Policy: Street sections shall be characterized by an interconnected network or modified grid pattern, an attractive streetscape that is inviting

to pedestrians as well as vehicles, planting strips with street trees between street and sidewalks, sidewalks on both sides of streets, pedestrian scale lighting and on-street parking. Design shall promote the safe coexistence of pedestrians and vehicles in close proximity. Streets shall have narrower widths and slower speeds, accommodations for bicycles and bike parking. Nearly all streets shall terminate to other streets. Alleys shall be designed down the center of blocks and interconnected with other alleys and internal streets serving the development. Provisions shall be made for transit stops to accommodate attractive shelters.

e. Policy: Strong emphasis on encouraging alleys down the center of blocks, except where critical areas and development site edges may preclude alleys. Alleys provide alternative access to lots and are preferable locations for garages, parking and utilities.

f. Policy: Garage scapes ought to be discouraged. Emphasis shall be on garages locating along alleys or designed so they are located to be unobtrusive and not the predominant initial focus of a residential lot. If garages are located in the front of lots they should be encouraged to be recessed behind the front of the house.

g. Policy: Traffic calming techniques shall be used where appropriate to enhance street space and experience by reducing vehicular speed and helping to create a sense of place for streets that serve pedestrians and cyclists, as well as vehicles. Techniques may include “T” intersections, roundabout islands and other diversions, offset intersection and slow points, such as planting bulbs that provide protected parking and force regular changes of direction.

h. Policy: Parking lots serving mixed use developments and commercial sites in residential areas shall be located to the rear or sides of the buildings. They shall not be located on the street side of buildings. Any parking located to the sides of buildings must be designed and screened

such that it neither disrupts nor distracts from the streetscape continuity.

i. Policy: All parking lots in mixed use developments and in commercial sites in residential areas shall provide bicycle parking and shall be screened. Lots shall be heavily landscaped throughout and along the edges, and shall include numerous trees and internal planting bays.

J. Special Needs Housing

1. Goal: Integrate special needs housing throughout the growth area.

a. Policy: Continue a liberal accessory dwelling unit concept, allowing for second residences that provide apartments for the elderly and young families, while promoting infill at a higher density in the residential zones.

b. Policy: Allow group homes, where groups live together in a family environment and whose outward appearance and activity levels are comparable to single family homes, to be located in any residential zone,

c. Policy: Provide for larger institutional special needs homes to be located in any residential zone as a conditional use permit, where proper design and buffering can be used to integrate the project into a residential setting.

d. Policy: Emphasize housing for special needs populations in high and moderate density zones, where access will necessarily be provided to major arterials close to transit that special needs populations may require.

K. Neighborhoods

1. Goal: Recognize and help maintain defined neighborhood areas, promoting citizen pride, ownership and participation in neighborhood activities and use neighborhood areas and identified values and goals as a focus for land use planning.

a. Policy: Promote the formation of neighborhood action committees and groups. Support community interest activities at the local level. To aid in organization, encourage formation of representative groups in the various geographic sectors of the community.

b. Policy: Promote the development of focal points for neighborhood activities. Neighborhood unity is enhanced by having a physical focus or center for the area. Lacey will support the development of such features as neighborhood parks, community centers and schools.

c. Policy: Support the placement of signs identifying the neighborhoods of the community. Clear identification of neighborhood enhances residents' interest in the area and encourages individual activity in support of the neighborhood.

d. Policy: Encourage a diverse population to occupy the housing in each neighborhood. Diversity enhances the residential experience. The City supports the formation of neighborhoods which include people of various backgrounds, skills, interests and lifestyles.

e. Policy: Require strong covenants creating

Neighborhood Commercial Site at Mullen and Marvin Roads



A parcel designated for neighborhood commercial in 1994 to serve the Seasons Planning Area stands vacant in 2003.

strong homeowner's associations with property maintenance codes and clear neighborhood vision supporting goals of the comprehensive land use plan.

f. Policy: Develop a public participation process early for all land use submittals to obtain comments from existing neighborhoods.

g. Policy: Encourage innovative public participation techniques in order to mediate differences.

L. Commercial Goals and Policies

1. Goal: Provide a full range and appropriate siting and design of commercial facilities to support the residential environment of Lacey and support the development of Lacey as an attractive, functional regional commercial center. All commercial development should enhance the quality of life of our residents.

a. Policy: The location of community commercial or neighborhood commercial centers should be based on suitability of circulation and access, compatibility of use with surrounding uses, market feasibility, and strategic placement to provide coverage to the entire Lacey growth area. Neighborhood Commercial zones need to be placed within residential areas, and should provide coverage within walking distance of most residential neighborhoods. Location of Community Commercial zones should be at the periphery of residential areas, on arterials, and should provide primarily to a market area within five miles of every planning area.

b. Policy: Neighborhood commercial uses that supply nearby residents with everyday convenience shopping goods should be encouraged within residential areas to reduce traffic generation. Generally, these uses will be very small, not generate excessive traffic, and be compatible with nearby residences. Uses may include a full range of small commercial activities that provide convenience to the surrounding neighborhood, such as grocery stores, drug stores and laun-

South Sound Center 2003



Lacey's original regional mall developed by Bob Blume in the 1960's was redeveloped in the late 1990's, eliminating small mall businesses to create room for the Target store.

dries.

c. Policy: Neighborhood commercial activities are best provided through new urban center concepts and other means of achieving large scale mixed use development projects.

d. Policy: Business and professional offices that can provide local services to neighborhoods should be encouraged to develop in community or neighborhood commercial areas.

e. Policy: As retail and personal services are business uses dependent on walk-in traffic, they should be encouraged to group together, preferably within planned centers to maximize sales and pedestrian movement within the concentration and to provide safer and more efficient facilities for access, internal circulation and parking.

f. Policy: Large city-wide or regional general commercial uses should be grouped into centers, rather than dispersed throughout the city. These centers shall have a landscaped urban park quality.

g. Policy: Future development of commercial areas should rest on a comprehensive integrated planning scheme incorporating performance

standards regarding greenbelts and buffering, landscaping, public service, utilities, parking facilities, commute reduction techniques consistent with the State Commute Reduction Law, and other items of site design important to the community.

h. Policy: In order to improve traffic-bearing capacity of streets designated as arterials or collectors for through traffic, the indiscriminate stripping of commercial uses along the frontage should not be allowed. Developers shall be required to concentrate non-residential land uses in integrated centers in order to ensure convenient access and prevent strip development. Further extensions of strip commercial development shall not be permitted.

i. Policy: New business development should be designed to encourage buses, pedestrians and bicyclists, as well as motorists.

j. Policy: Seek methods of safely introducing the pedestrian and bicyclist into existing business areas, including, but not limited to, requiring such

Changing Message Center Signs



Approval of this Walgreens sign on College St. set off a controversy over attractiveness of changing message signs and led to an amendment of the sign code to limit their use.

2003 Construction of the One Way Couplet



Rapid growth has necessitated extensive street improvements. This shows construction of the one way couplet at Pacific Avenue and Lacey Blvd.

things as pedestrian improvements, bike lanes and bike parking with development of commercial sites.

k. Policy: All commercial developments that lie adjacent to residential areas should be adequately buffered and screened by greenbelts and landscaping.

l. Policy: Whenever practical, site planning and design of non-residential land uses should permit the shared use of parking facilities for off-hour activities. Additionally, park and rides should be permitted and should qualify as parking for surrounding commercial activities.

m. Policy: Distributive business services and light fabrication should be located with access provided to expressways or major arterial truck routes so that traffic will not pass through residential areas. These uses should be located adjacent to industrial areas except where special circumstances dictate a separate location.

n. Policy: Auto-oriented businesses should be located functionally convenient to major arterials as a part of other business areas. Preferably, the location should be on the edge of the business area convenient to arterials, freeway, or express-

way interchanges, dependent upon the intensity of the use.

o. Policy: Business development should occur only after sufficient right-of-way improvements and special controlled access points have been assured to accommodate the added traffic generated. This should include provision for proper entrances and exits, internal traffic circulation of parking, the separation of streets from parking areas, and public transportation and pedestrian access.

p. Policy: So that College Street and Ruddell Road can continue to move through traffic and not become congested with commercial traffic, the portions south of Lacey Blvd. should not be allowed to develop with commercial uses except in areas designated as Neighborhood Commercial or Community Commercial.

q. Policy: Reclassification of other land for commercial uses in a given planning area normally should not occur if that planning area already has more than twice as much land available for commercial use as is in commercial use at the time, unless there are compelling reasons in the best interest of the public to do so.

Design Review That Didn't Work



Early efforts to enforce design review requirements with doors on the street to accommodate pedestrians led to this development sporting doors on the street, but were utilized only for employee access.

r. Policy: The available Central Business District zoning presently designated for commercial use should be largely developed prior to reclassification of other property adjacent to the core for commercial uses.

s. Policy: Future regional commercial/retail shopping centers should be located in one of the Central Business Districts, Woodland District, the General Commercial zone at the Marvin Road I-5 Interchange, or in the Hawks Prairie Planning Area. Stand-alone regional uses are also encouraged to locate in these zones.

t. Policy: Signage in all commercial areas should be adequate to identify businesses but not so large, garish, or numerous as to create visual clutter. Sign should also complement the building.

u. Policy: Shopping centers should be designed to support pedestrian activity and encourage social interaction, as well as retailing.

(1) Shopping center design should give people the opportunity to stroll, browse, eat, sit, and relax, as well as shop.

(2) Circulation in the shopping center should induce people to walk in front of stores. Pleasant surroundings separated from automobiles and vehicular traffic create environments in which people want to congregate.

(3) Shopping center parking lots should provide easy access for shoppers and transit passengers with bus loading zones. Interior planters, islands, and sidewalk planters should be planted with trees and shrubs. Benches, courtyards, and entry plazas can direct pedestrians to store entries and can provide transitional space between parking and shopping.

v. Policy: Use the city's comprehensive design review program as a tool to achieve design expectations for commercial development.

2. Goal: Create a healthy and attractive setting along the arterial commercial entrances to Lacey; Martin Way from College to Marvin and Marvin Road from I-5 to Martin, at the entrances on Pacific and along streets within Lacey's core commercial areas.

a. Policy: Establish urban design plans for each of Lacey's arterial entrance corridors. These plans should set design criteria which accomplish the policies of this section and which are sensitive to the unique conditions along each corridor.

b. Policy: Site planning, landscaping, architecture, signage and street design in arterial commercial entrance corridors should combine to create a pattern of visual continuity at a scale appropriate to automobile travel, but also consistent with policies for the Martin Way Mixed Use High Density Corridor, to make the corridor friendly and inviting to pedestrians.

c. Policy: Site design, setbacks and landscaping should be used to define a strong edge to the street corridor, helping create visual order rather than chaos.

d. Policy: Urban design along Lacey's arterial entrance corridors should reinforce the sense of gateway or entrance to the city.

e. Policy: Setbacks should be appropriate to the setting. The Martin Way corridor has extensive right of way, providing enough room for significant street frontage improvements. Setbacks along Martin Way need to be consistent with policies developed for the Mixed Use High Density Corridor. Setbacks for other commercial zones should be consistent with the intent and emphasis of the zone.

f. Policy: Development should use setbacks, site designs and landscaping to avoid creating a corridor with parking lot after parking lot and to promote safe pedestrian walkways within parking lots. This should encourage walking, public transportation and bicycle use.

g. Policy: Landscaping in all commercial areas should be used to:

- (1) Enhance the visual experience in the street by softening the appearance of buildings and parking areas;
- (2) Create a buffer separating buildings, parking areas, adjacent streets and adjacent uses; and
- (3) Make arterial commercial areas more attractive and comfortable for pedestrian use.

h. Policy: Landscaping in all commercial areas should be:

- (1) Compatible with adjoining projects in order to establish visual continuity; and
- (2) Suited to our local climate; and
- (3) Designed to permit easy maintenance; and
- (4) Maintained in healthy and attractive manner.

i. Policy: Architecture in all commercial areas should:

- (1) Be distinctive to our community rather than standardized nationally or regionally;
- (2) Take into account the relationship to its surroundings; and
- (3) Improve the overall quality of design in the vicinity.

j. Policy: Arterial commercial entrance corridors should also incorporate facilities for non-automotive transportation, including:

- (1) Pedestrian facilities that provide easy access but with strong separation from heavy street traffic; and
- (2) Bikeways designed to be distinct from pedestrian paths; and

(3) Transit facilities.

k. Policy: Public investments within the street corridor should also be consistent with the policies in this section, especially regarding landscaping, pedestrian facilities and transit facilities.

M. Industrial

1. Goal: Provide for high quality industrial development.

a. Policy: Land use plan policies shall implement the goals, policies and objectives of the City's economic development plan.

b. Policy: Encourage industrial development which adds to the tax base, provides high paying jobs and diversifies and strengthens our local economy.

c. Policy: Industrial development should be designed, built, landscaped, operated and maintained in a way that will ensure that it will be a good neighbor to nearby land uses. Industrial areas and uses should be located where preservation of natural characteristics, development of buffers, or man made transitions like commercial offices will separate industrial uses from residential areas or other incompatible uses, providing a smooth transition.

d. Policy: Industrial areas should be reasonably scaled to the probable demand and need.

e. Policy: Industrial areas should be located with access to major transportation routes, including major arterial truck routes and transit facilities.

f. Policy: Industrial areas should be located where they can be adequately served by necessary major utility lines, such as electric power stations and transmission lines, trunk sewer lines, trunk water lines and trunk gas lines.

g. Policy: Non-industrial uses should not be encouraged in industrial areas, with the exception

of commercial establishments serving the industrial firms and their employees. Additionally, uses determined to be most appropriately located in the zone, such as live adult entertainment and transition facilities for sexual predators may be permitted.

h. Policy: Use the city's comprehensive design review program as a tool to achieve design expectations for industrial development.

N. Utilities and Capital Facilities

1. Goal: Coordinate with the Comprehensive Plan's Utilities Element and Capital Facilities Element to ensure land use policies provide for developments that take full advantage of, but do not exceed, capabilities of utilities or infrastructure to provide necessary services.

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

b. Policy: Preference normally should be given to providing adequate public facilities to settled areas, rather than extending new services to sparsely settled or undeveloped areas, and to serve the incorporated land before serving unincorporated areas. However, sewer extension shall be allowed to areas for purposes of ground water protection, surface water protection or the correction of identified existing residential, commercial or industrial need for sewer service; also for the extension of water utility service into the City's established water service area to solve water service or water quality problems. Provided further sewer may also be extended to vacant or developed lands in the growth area, if it is wholly funded by private parties through LID's or as a development requirement.

c. Policy: Public agencies work with developers to determine where and when new public facilities are to be placed to permit proper de-

velopment of commercial and residential projects. This process should be directly related to the capital facilities plan, utilities element, and transportation element in order to achieve concurrency.

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

e. Policy: Residences and businesses utilizing private wells for water systems which have City water service available shall be required to connect to it when the well fails, needs replacement, requires major repairs or is sold.

f. Policy: A large portion of the Lacey growth area is in the designated McAllister Springs Geologically Sensitive area. Property located in this area should not develop at densities greater than one unit per five acres on septic tanks and drain fields. When such property is developed at one unit per five acres, it shall be done so in a clustered manner that will allow redevelopment at urban densities once sewer is made available. The City and County will work cooperatively with the Health Department and the Fire District to assure that hazardous materials are contained properly and are not discharged in ways that can contaminate ground water or the environment.

O. Water Resources

1. Goal: Reduce impacts from flooding, encourage efficient stormwater management and ensure the quality and quantity of groundwater resources are protected and preserved for all uses.

a. Policy: Ensure that new development is in conformance with requirements and standards

of the North Thurston Groundwater Protection Plan.

b. Policy: Ensure that new development is in conformance with requirements and standards of the Drainage Design and Erosion Control Manual for City of Lacey and Thurston Region.

c. Policy: Ensure coordination with the Puget Sound Water Quality Management Plan, the Northern Thurston County Ground Water Plan, the Coordinated Water System Plan, the Chambers Lake Stormwater Management Plan, the Woodland Creek/Lake Lois Enhancement Plan, the Chambers Creek Comprehensive Drainage Basin Plan, the Woodland and Woodard Creek Comprehensive Drainage Basin Plan, the Chambers/Ward/Hewitt Comprehensive Basin Management Plan, the McAllister/Eaton Creek Comprehensive Drainage Basin Plan, the Henderson Inlet Watershed Action Plan, the Budd/Deschutes Watershed Action Plan, the McAllister Springs Wellhead Protection Plan and the City of Lacey Wellhead Protection Plan.

d. Policy: Ensure that new development is in conformance with the City's Environmental Protection and Resource Conservation Plan section on aquifer protection.

e. Policy: Participate in regional efforts towards developing and protecting long range domestic drinking water supplies outside of Urban Growth Management boundaries and identify groundwater watershed protection areas.

f. Policy: Ensure that groundwater, as a finite resource, is managed effectively to support all beneficial uses. Participate in regional efforts to manage ground and surface waters.

g. Policy: Recognize and pay attention to the phosphorous leaching problem in our lakes and deal with the problem through a comprehensive water resources management approach.

h. Policy: Within the UGA, encourage and pro-

mote sewer to the McAllister Springs Geologically Sensitive Area. Densities of no more than 3-6 units per acre may be considered to further this purpose. Consideration of additional data and research on the effects of residential development on ground water quality may be used in future evaluation of appropriate density and standards for zoning.

i. Policy: Consider additional ground water protection measures within wellhead protection areas throughout the planning area, such as using subdivision CCR's to help regulate land use activities that affect ground water, encouraging developments with open space areas to preserve native vegetation or to landscape with vegetative materials certified as "low input" and other appropriate measures.

j. Policy: The City of Lacey has taken, and shall continue to take appropriate action to safeguard the City's water supply as outlined in procedures developed by the Operations Division of the Public Works Department for water system security.

P. Institutional Uses

1. Goal: Provide public and institutional land use to improve the image of Lacey as a community and to meet social needs of the community.

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

b. Policy: Lacey should continue to review potential for development of a convention center. Lacey should identify strategic sites for a structure with meeting, restaurant and hotel space and should assist in the development of such a facility through a public/private partnership, if market demand becomes favorable for this use.

c. Policy: Lacey shall assist in the preparation of detailed plans for areas of special community significance. These supplementary plans may

include St. Martin's College campus, which lies in the core of the community and may provide a focal point for community activity. The City will work with the college to ensure that its campus will continue to enhance the quality of life in the community.

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

a. Policy: Work with North Thurston Public Schools to facilitate school district planning. Assess the need for additional school sites in the area north of Interstate 5 (Pleasant Glade and Hawks Prairie Planning Areas) when reviewing development projects.

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

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

d. Policy: Ensure all developments within the sphere of influence of a school provide a design with features such as pedestrian trails, bike trails, bus stop improvements, access points and interconnected open space that recognizes and enhances the development's tie to the school.

Q. Essential Public Facilities

1. Goal: Maintain consistent countywide planning policies for siting of essential public facilities.

a. Policy: Essential public facilities may be allowed as conditional uses in the zoning ordinance. Essential public facilities shall be subject, at a minimum, to the policies provided in adopted countywide planning policies and policies and standards specified in this Comprehensive Plan, the City/County Zoning Ordinance and other applicable codes and regulations.

b. Policy: Essential public facilities shall be classified as follows:

(1) Type One: Multi-county facilities. These are major facilities serving or potentially affecting more than one county. These facilities include, but are not limited to, regional transportation facilities, such as regional airports, state correction facilities and state educational facilities.

(2) Type Two: These are local or inter-local facilities serving or potentially affecting residents or property in more than one jurisdiction. They could include, but are not limited to, county jails, county landfills, community colleges, sewage treatment facilities, communication towers, and inpatient facilities (e.g., substance abuse facilities, mental health facilities, and group homes). NOTE: Such facilities which would not have impacts beyond the jurisdiction in which they are proposed to be located would be Type Three facilities.

(3) Type Three: These are facilities serving or potentially affecting only the jurisdiction in which they are proposed to be located. In order to enable the City and County to determine the project's classification, the applicant shall identify the approximate area within which the proposed project could potentially have adverse impacts, such as increased traffic, public safety risks, noise, glare, emissions, or other environmental impacts.

c. Policy: Provide early notification and involvement of affected citizens and jurisdictions as follows:

(1) Type One and Two Facilities: At least 90 days before submitting an application for a Type One or Type Two essential public facility, the prospective applicant shall notify the affected public and jurisdictions of the general type and nature of the proposal, identify sites under consideration for accommodating the proposed facility, and identify opportunities to comment on the proposal. Applications for specific projects shall not be considered complete in the absence of proof of a published notice regarding the proposed project in a newspaper of general circulation in the affected area. This notice shall include the information described above and shall be published at least 90 days prior to the submission of the application.

The Thurston Regional Planning Council may provide the project sponsor and affected jurisdiction(s) with their comments or recommendations regarding alternative project locations during this 90-day period. (The purpose of this provision is to enable potentially affected jurisdictions and the public to collectively review and comment on alternative sites for major facilities before the project sponsor has made their siting decision.)

(2) Type Three Facilities: Type Three essential public facilities are subject to standard notification requirements for conditional uses.

d. Policy: Essential public facilities shall not have any probable significant adverse impact on critical areas or resource lands, except for lineal facilities, such as highways, where no feasible alternative exists (adapted from Countywide Policy 4.2[a]).

e. Policy: Major public facilities which generate substantial traffic should be sited near major transportation corridors (adapted from Countywide Policy 4.2[b]).

f. Policy: Applicants for Type One essential public facilities shall provide an analysis of the alternative sites considered for the proposed fa-

cility. This analysis shall include the following:

(1) An evaluation of the site's capability to meet basic siting criteria for the proposed facility, such as size, physical characteristics, access, and availability of necessary utilities and support services;

(2) An explanation of the need for the proposed facility in the proposed location;

(3) The site's relationship to the service area and the distribution of other similar public facilities within the service area or jurisdiction, whichever is larger; and

(4) A general description of the relative environmental, traffic, and social impacts associated with locating the proposed facility at the alternative sites which meet the applicant's basic siting criteria. The applicant shall also identify proposed mitigation measures to alleviate or minimize significant potential impacts.

(5) The applicant shall also briefly describe the process used to identify and evaluate the alternative sites.

2. Goal: Provide appropriate standards and expectations for facilities that will protect Lacey's community and neighborhoods.

a. Policy: Develop specific standards for location and design of transitional facilities that will provide our community and neighborhoods security and protection.

b. Policy: Require commercial level design and landscaping treatment for transitional facilities to ensure aesthetic compatibility with the neighborhood.

3. Goal: Encourage planning and coordination between jurisdictions to site secure community transfer facilities in the most appropriate location from a regional planning perspective.

a. Policy: Promote an application process for secure community transfer facilities through the Regional Planning Council, to suggest preferred site(s) to meet State requirements for bed ratios for Thurston County. Siting should be based upon State guidelines and valid consideration of applicable issues throughout Thurston County.

b. Policy: Recommendations through a process as suggested in the above should not limit a jurisdiction's responsibility to review an individual site and facility or its authority to condition or deny a proposed site or facility based upon its guidelines and standards.