

LAND USE SEASONS PLANNING AREA

I. Profile of Seasons Planning Area

A. Location

Seasons Planning Area is bounded by Burlington Northern Railroad and the Meadows Planning Area on the north, Pacific Highway 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 unincorporated.

B. Character and Functional Relationship to City

The Seasons Planning Area is strictly residential with varying densities. Parcel sizes range from 80 acres to 1/4 acre lot sizes in suburban plats. There are numerous 5, 10 and 20 acre pieces, and a substantial number of 1/4 acre and 1/3 acre lots in existing plats. The character is thus described as ranging from rural to suburban.

Overall, while there are examples of affordable single family housing for moderate and lower income families, the most prevalent form is middle to upper income, with houses ranging from \$150,000 to 250,000 and up. The predominant form of housing is single family residential, with scattered individual manufactured homes on large ownerships. There is no multifamily, and less than 10 acres of duplex units.

Of all the planning areas, it is probably the least balanced, composed almost entirely of single family residential structures and no commercial or industrial land uses. Residents in this planning area rely solely on commercial services outside the planning area.

C. Identified Neighborhood Groups and Homeowner's Associations

There are four clearly defined neighborhood groups in this area, including Evergreen Estates,

the Seasons, Eagle Crest, and Country Home Estates. The Seasons, Eagle Crest and Evergreen Estates neighborhoods have been represented at land use workshops.

D. 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 of the planning area.

E. Transportation Analysis Zones

The Seasons Planning Area includes four transportation analysis zones: 24, 25, 26, and 76.

F. Census Delineation

The planning area is in census tracts 0123 and 011620 and includes a number of census blocks.

G. Acreage

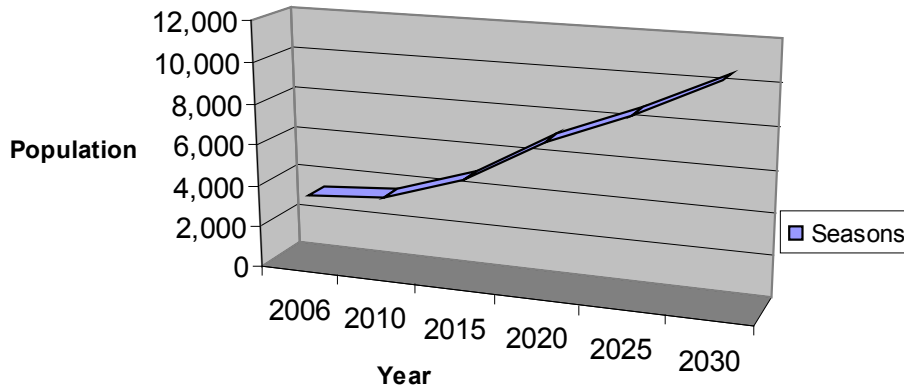
This planning area includes approximately ~~2,298~~ 2,371 acres. Of this amount, it is calculated that approximately ~~1,504~~ 1,017 acres are vacant and available for development as of this writing.

H. Population

~~Data provided by Thurston Regional Planning based upon the 2000 census put~~ The population of this planning area ~~at 2,570 in 2000~~ 2006 is estimated at 3,450. Approximately ~~1,504~~ 1,017 acres of vacant land exist within the planning area for development as of ~~2002~~ 2007. Population growth and allocation projections anticipate the population in Seasons Planning area by the year ~~2025~~ 2030 will be ~~8,170~~ 10,570 persons; Chart 36 displays population projections for this planning area. According to Regional projections, ~~under a current trends scenario~~ there will be approximately ~~2,830~~ 3,690 single family units, ~~70~~ 140 manufactured homes and ~~90~~ 160

**Chart 36A
Population Forecast for the Seasons Planning Area
2007 to 2030**

Data Provided By Thurston Regional Planning



multifamily units by the year 2025 2030.

See section on housing for discussion of housing forecasts and illustrations.

Increasing densities over existing zoning designations or actions encouraging high density in this planning area would extend the vacant land resources and increase long term potential, density and population.

I. Land Use - Current

Map 16 displays existing land use for this planning area. This map is based upon assessor’s information for 2002. Table 13 shows the number of single family dwellings, multifamily dwellings, and manufactured homes within the planning area as of 2002 2006 and projections for 2030, based upon information provided by Thurston Regional Planning. See section on housing for a more detailed discussion and illustrations.

Chart 37 provides an allocation breakdown of developed properties by percentage in each general land use category.

Table 14 provides an allocation breakdown of zoned properties by number of acres in each zon-

ing classification, including both developed and undeveloped land. This information is graphically displayed in Chart 38.

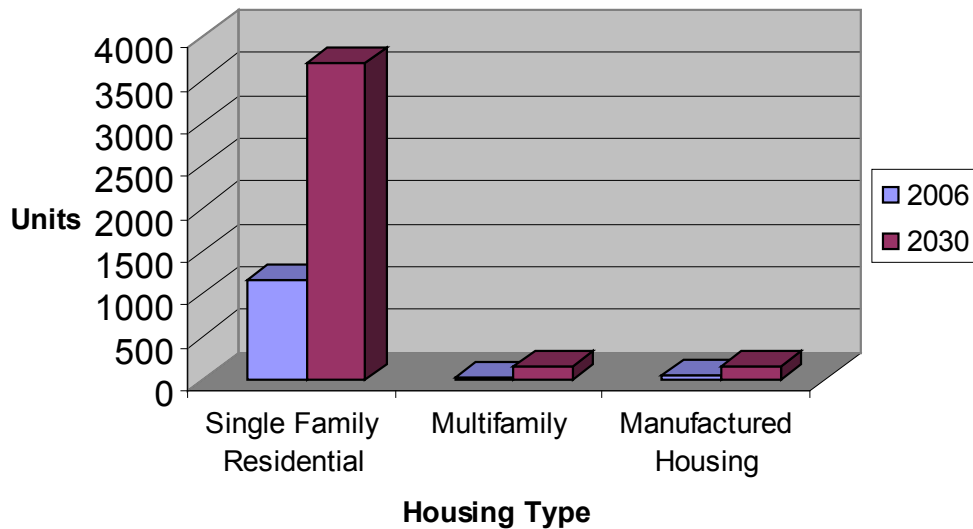
The majority of land in this planning area is residential, encompassing approximately 81% 88% of the developed land use. The other major category represented is resource production, accounting for 10%. The large percentage in resource production is due to the DNR tree farm on the southeastern edge of the planning area and large landowners taking advantage of open space or open space forestry taxation laws.

J. Density Characteristics

The land use in this planning area ranges from suburban 1/4 acre lot sizes to 80-acre undeveloped properties. The primary suburban subdivision lot size ranges from 1/3 of an acre to 2 acre

Table 13	
Residential Units In	
Seasons Planning Area 2006	
Single Family	1170
Multifamily	20
Manufactured Housing	50

Chart 36B
2006 to 2030 Housing Forecast for the Seasons Planning Area
Housing Units Shown By Type
Data Provided By Thurston Regional Planning



lot sizes. There are a significant number of 5, 10 and 20 acre pieces, either entirely undeveloped or with one single family residence.

Previously there was no sewer to this planning area, which accounts for the larger suburban to rural lot sizes that were served by septic tank and drain fields.

K. Parks/Open Space

This planning area has one undeveloped public park sites under control of the City of Lacey.

Several private open space areas have been developed as open space for subdivisions, most notably in Seasons, Eagle Crest and Country Home Estates.

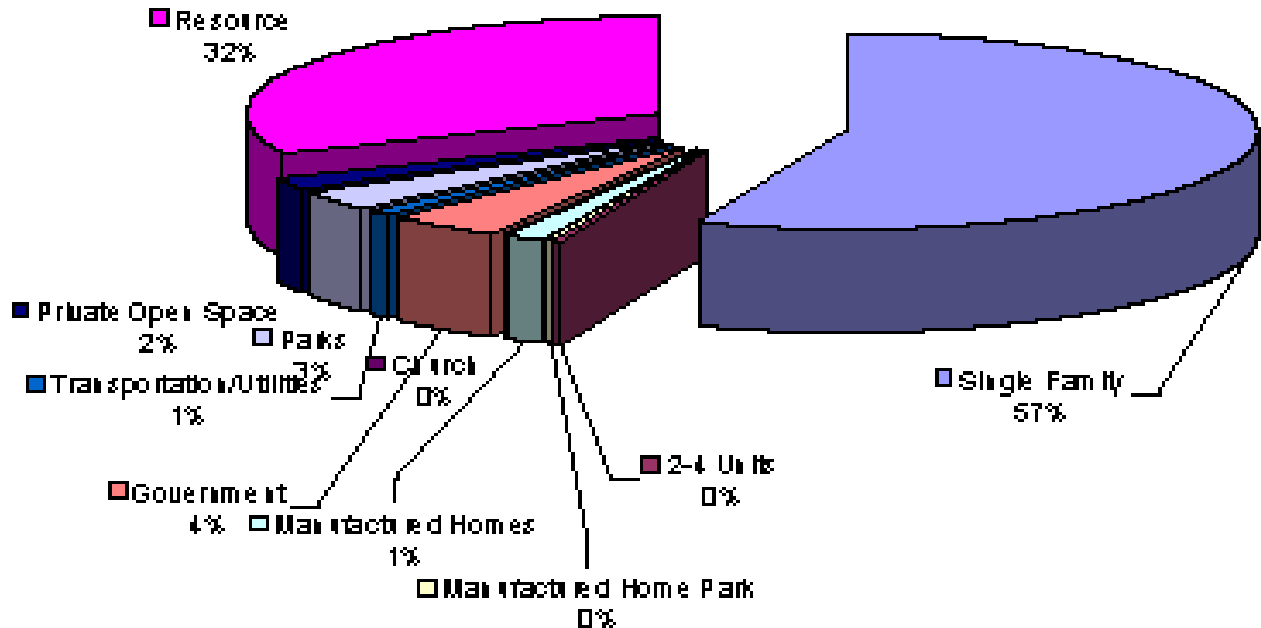
L. Resource Designations

A major resource designation site in this planning area is the Department of Natural Resources tree farm. This is a large 110-acre site at the southeast end of the planning area. During review of agricultural resources and development

Table 14			
SEASONS PLANNING AREA			
NUMBER OF DEVELOPED AND UNDEVELOPED ACRES BY ZONE			
Zoning Category	Developed	Buildable	Total
Agriculture	7	105	112
McAllister Geologically Sensitive Area	646	457	1103
Low Density Residential 0-4	370	59	429
Low Density Residential 3-6	140	354	494
Moderate Density Residential	27	31	58
Neighborhood Commercial	3	11	14
Open Space Institutional	161	0	161

Chart 37 Existing Land Use In Seasons Planning Area

Measured in Acres Of Land Consumed
Based Upon Aerial Data 2002



of the Resource Conservation and Environmental Protection Plan, this site was not designated as a resource area of long term commercial significance.

However, it is definitely of local value and needs to be accommodated as long as the State determines it is a vital tree-growing site.

M. Environmentally Sensitive Area Designations

This planning area has several environmentally sensitive area designations. These are wetland areas by Pattison Lake, along the northern boundary of the planning area by the Burlington Northern Railroad right-of-way and in the northeast section of the planning area in close proximity to McAllister Springs.

In addition to the wetlands, there are designated eagle habitat sites along the southeast perimeter of Pattison Lake. For specific locations of des-

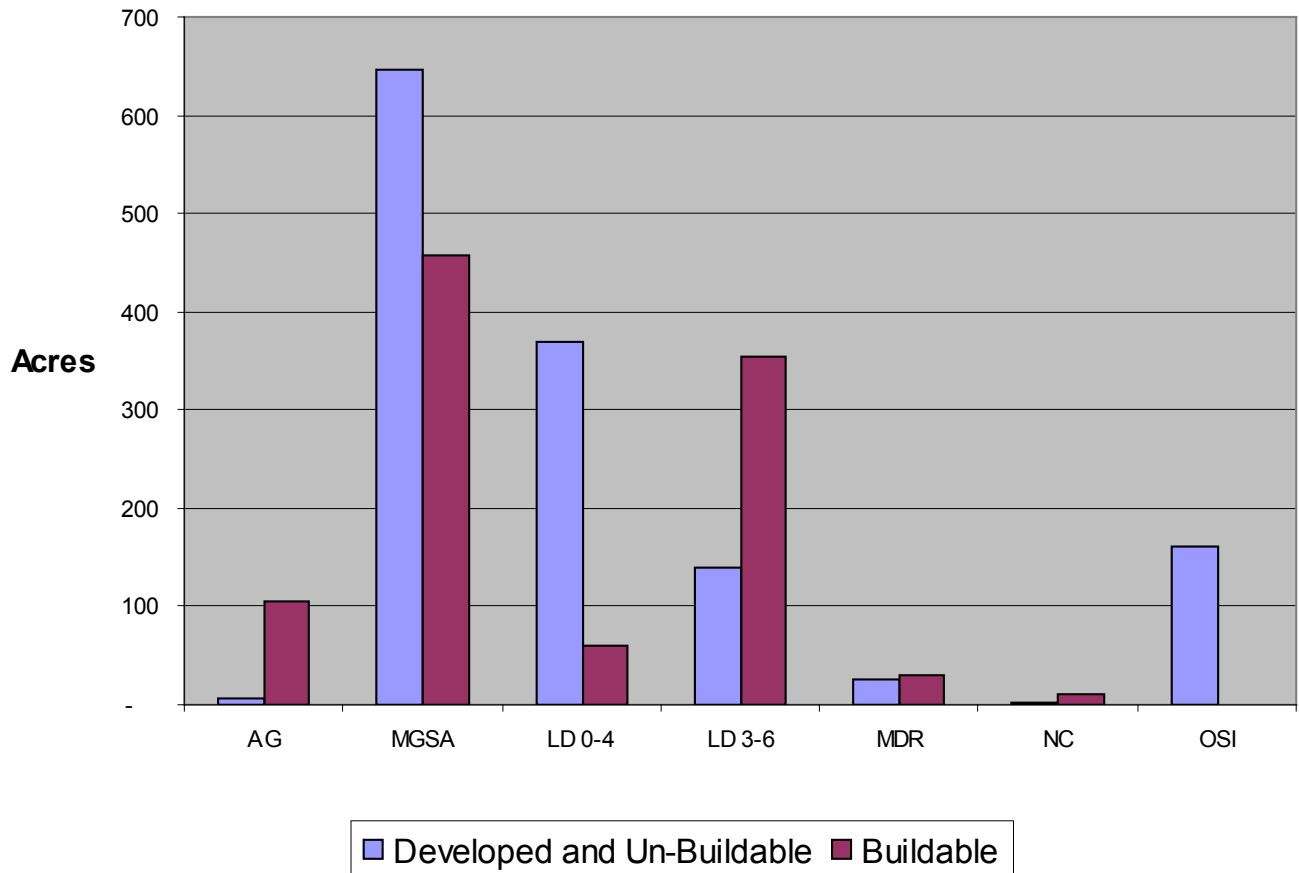
ignated environmentally sensitive areas, please refer to the Environmental Protection and Resource Conservation Plan, Chapter 2. The McAllister Springs Geologically Sensitive Area also occurs in this planning area. Its designation here has resulted in a conservative zoning classification of 1 unit per 5 acres in much of the planning area. Specific protection requirements are currently in place under County Ordinance 9707.

II. Analysis

A. Primary Land Use Characteristics and Existing/Potential Functions

Current land use in the Seasons Planning Area is predominantly single family residences and it is anticipated that this will be the primary use that would continue to dominate in the future. While there is extensive property for development, the entire area, with the exception of the northern most part, is currently unsewered. The McAl-

Chart 38
2007 Seasons Planning Area
Developed and Buildable Land Resources
Data Provided By Thurston Regional Planning



McAllister Springs Geologically Sensitive Area is of great concern and significantly inhibits growth potential until sewer is available.

As a result of a court suit that vested a development (McAllister Park) in the McAllister Springs area, sewer was extended to the northern most portion of this planning area so development would be less threatening to McAllister Springs. Another issue is provision of commercial services to this planning area. A Neighborhood Commercial designation was adopted at the corner of Mullen and Marvin Roads. To date this site has not been developed, 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.

B. Land Use Balance

Development in this area is currently all low density and the zoning provides very little opportunity for moderate density development, virtually no opportunity for high density development, and as discussed above very little commercial services.

Considering high and moderate density potential over the long term, opportunities could be realized along Marvin, Mullen, 58th and Yelm Highway. These areas could be designated for moderate and high densities over the long term anticipating the provision of services and utilities over the next decade.

C. Proposed Land Use

Map 17 shows proposed land use conforming to recommendations of this plan.

III. Goals and Policies

A. Goal: The Seasons Planning Area will provide for long term growth.

1. Policy: The majority of property in this planning area should remain under an interim designation until such time as utilities are available to the area, road infrastructure is adequately developed and other criteria of the plan are satisfied.

B. Goal: Accomplish coordinated multi-modal transportation planning in this area.

1. Policy: Utilize extensive tracts of vacant land to accomplish early street planning, with particular emphasis on necessary interconnections for multi-modal transportation and pedestrians.

2. Policy: Coordinate a modified street grid layout throughout the planning area to ensure adequate connections throughout existing vacant lands in the planning area.

3. Policy: Provide coordinated interconnection of new residential and commercial development emphasizing pedestrian opportunities.

4. Policy: Require development taking place to conform to street grid requirements.

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

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

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

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

1. Policy: 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.

2. Policy: Encourage a full range of moderate and high density residential uses, including single family zero lot line developments, townhouse units, mixed residential use and planned residential developments and multifamily apartments and condominiums.

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