



Lacey Planning Commission Meeting Agenda

Refer to the bottom of the agenda for meeting information.

Wednesday, October 8, 2025

6:00 PM

Council Chambers and Online

1. Call to Order

2. Roll Call

3. Land Acknowledgement

We, the City of Lacey, are on the ancestral land of the Tribal People of the Treaty of Medicine Creek, including the Nisqually Indian Tribe and Squaxin Island Tribe. We acknowledge and remember those Tribal People not recognized today who were absorbed or relocated into other tribes for survival. We recognize the ancestors and their descendants who are still here. We recognize and respect the Tribal People of the Treaty of Medicine Creek as the traditional stewards of this land since time immemorial and their role today in taking care of these lands in perpetuity. We recognize and have the responsibility to call attention to the histories of dispossession, forced removal, and abridged treaty rights that allowed our nation, state, and city to develop as they have today. We recommend that community members read the Medicine Creek Treaty of 1854.

4. Approval of Agenda and Consent Agenda Items

- A. Approval of Agenda
- B. Approval of August 27, 2025 meeting minutes
 - 1. August 27, 2025 Minutes

5. Public Comment

Refer to the bottom of the agenda for instructions on how to provide public comment.

6. Commission Members' Reports

7. Department Report

8. Public Hearing

- A. **2025 Comprehensive Plan Update: Ryan Andrews, Community Planning Manager and Hans Shepherd, Senior Planner.** The Planning Commission will conduct a public hearing to take testimony on the 2025 update to the Comprehensive Plan as prescribed by the Washington State Growth Management Act. Specifically, the Planning Commission will be taking testimony on the following:

- 1. Revisions to the Land Use (including a new Future Land Use Map),

Transportation, Economic Development, Housing, and Utilities Elements of the Comprehensive Plan.

2. Greenhouse Gas Reduction and Climate Resiliency Sub-Elements as required by RCW 36.70A.095.
3. Amendments to development regulations to implement the Comprehensive Plan as required by RCW 36.70A.130 including zone consolidations and zoning text amendments.
4. Community-identified rezone requests, as follows:
 - a. 5500 Martin Way East: CBD 6 to OSI
 - b. 180 Hoh Street SE: GC to MHDC
 - c. 8407 Steilacoom Road SE: LD, MD, HD to OSI
 - d. 6335 Pacific Avenue SE: LD to CBD 5
 - e. 837 Carpenter Road SE: LHN to CBD 4
 - f. 1302 Alder Street SE: OSI to LD
 - g. 5000 Mullen Road SE: OSI to MD
 - h. 2802 Boat Launch Street SE: LD to OSI
 - i. Long Lake Natural Area: LD to OSI

No formal action on the Comprehensive Plan Update is anticipated. The Planning Commission will consider the testimony received and is expected to make a formal recommendation to the City Council at the October 22nd regular meeting.

1. Comprehensive Plan Update Attachments

- B. **Permit Processing and Development Code Procedures: Shannon Vincent, Senior Project Planner.** The Planning Commission will conduct a public hearing to take testimony on proposed amendments to the Lacey Municipal Code (LMC) and the Development Guidelines and Public Works Standards Manual (DGPWS) related to permit processing and development code procedures. The proposed amendments will relocate and update several chapters of LMC Title 16 and Chapter 1 of the DGPWS manual, consolidating them into a comprehensive Development Procedures title. After the hearing, the Planning Commission will consider the testimony received and is requested to make a formal recommendation on the amendments to the City Council.

1. Permit Processing and Development Code Procedures Attachments

9. New Business

10. Old Business

11. Communications and Announcements

- A. Planning Commission Schedule

12. Next Meeting

13. Adjournment

Attendance and Public Comment

Attend Remote or In-Person

The public may attend the meeting in-person, or you may view or listen to the meeting using one of the following platforms:

In-Person	Council Chambers at Lacey City Hall 420 College Street SE, Lacey, WA 98503
Zoom:	https://us02web.zoom.us/webinar/register/WN_7UbqMM-wSqezyOpDulFI7A
Website:	https://cityoflacey.org/government/public-meetings/
Facebook:	https://www.facebook.com/cityoflacey
YouTube:	https://www.youtube.com/watch?v=TIHhdEN5Uds
Cable:	Channel 77 with your local cable provider
Phone:	(888) 788-0099 or (877) 853-5247 (Webinar ID 863 0466 0073)

Verbal Public Comment

Each speaker is limited to three minutes. Comments are welcome on matters connected to City business or specific agenda items.

Prior to starting your comments, please provide your:

- a. Name
- b. City of residence or connection to the City
- c. Topic or subject matter of your comments

Those wishing to provide verbal public comment may do so in-person or by Zoom:

In-Person:	Use the sign-up sheet located at the meeting location.
Zoom:	Preregister using the following Zoom link no later than two hours prior to the meeting: https://us02web.zoom.us/webinar/register/WN_7UbqMM-wSqezyOpDulFI7A

Instructions and access details will be provided once registration is complete.

Written Public Comment

Please email written public comments to PlanningCommission@cityoflacey.org. The comment period will close two hours before the meeting time. Commissioners will receive all written public comments provided by this deadline. Comments may not be addressed during the meeting. All comments are part of the official record.

MINUTES

Lacey Planning Commission Meeting
Wednesday, August 27, 2025 – 6:00 p.m.
Lacey City Hall Council Chambers, 420 College St SE – and via Zoom

The meeting was called to order at 6:00 p.m. by Jeff Gadman

Planning Commission members present: Jeff Gadman, Tonya Moore, Robert Lane, Kyrian MacMichael, Spencer Zeman, Jennifer Mangione, Elliot Kirk & Judith Doyle. Staff present: Sarah Schelling, Shannon Vincent, & Erin Skelley

Jeff noted a quorum present. Jennifer read the Land Acknowledgement.

Spencer Zeman made a motion, seconded by Kyrian MacMichael to approve the agenda for tonight's meeting. Elliot Kirk made a motion, seconded by Judith Doyle to approve August 13, 2025 minutes. All were in favor, both motions carried.

1) **Public Comments:** None

2) **Commission Members Reports:** None

3) **Department Report:** None

4) **New Business:**

A. Self-Guided Development Tour: Sarah Schelling, Current Planning and Economic Development Manager. The Planning Commission received a briefing from staff on a self-guided tour map that highlights recent development projects across the community.

5) **Old Business:**

A. Development Procedures Code Update. Shannon Vincent, Senior Project Planner. The Planning Commission reviewed proposed amendments to the Lacey Municipal Code and Development Guidelines and Public Works Standards related to permit processing and development code procedures. The proposed amendments will be scheduled for a public hearing to be held at the October 8, 2025 meeting.

6) **Communications and Announcements:** None

7) **Next Meeting:** October 8, 2025

8) **Adjournment:** 7:19 PM

To hear the full discussion of a specific topic, or the complete meeting, watch the recorded video available on YouTube: <https://www.youtube.com/watch?v=bnWMxiufVyE>



Planning Commission Staff Report Comprehensive Plan Update Public Hearing October 8th, 2025

SUBJECT: Comprehensive Plan Series: Public Hearing

RECOMMENDATION: Conduct a public hearing to take testimony on the 2025 Draft Update to the City of Lacey Comprehensive Plan. The Planning Commission will review public testimony and make a recommendation to the City Council or provide staff with direction on additional analysis needed before a recommendation can be made to City Council.

STAFF CONTACT: Vanessa Dolbee, Community and Economic Development Director *VD*
Ryan Andrews, Community Planning Manager *RA*
Hans Shepherd, Senior Planner *HS*

ORIGINATED BY: Community & Economic Development Department

ATTACHMENTS:

1. Communications and Community Engagement Plan ([Linked](#))
2. Previous Comprehensive Plan materials in Series ([Linked](#))
3. Comprehensive Plan Website ([Linked](#))
4. Future Land Use Map ([Linked](#))
5. Future Land Use and Zoning Storymap ([Linked](#))
6. Draft Comprehensive Plan Materials (Attached)
7. Title 16 Zoning draft text amendments (Attached)

PRIOR REVIEW: The Planning Commission was last briefed on the Comprehensive Plan as part of the August 13th, 2025 Planning Commission meeting.

BACKGROUND:

The Growth Management Act (GMA) requires every city to review and update its Comprehensive Plan and associated development regulations at least once every ten years. This review is intended to address relevant changes in the GMA and respond to changes in land use and population growth.

The Revised Code of Washington ([Section 36.70A.070](#)) goes on to further identify and define the mandatory elements of the Comprehensive Plan including requirements for the designation, location, extent, and general distribution of various land uses.

Once completed, this update will include community derived goals and policies on topics ranging from climate and sustainability, transportation, economic development, housing, land uses, and capital facilities. Sections of this update will also include a Future Land Use Map based on community growth projections, zoning amendments, and code revisions.

Zoning Consistency with the Future Land Use Map (FLUM)

For the 2025 Comprehensive Plan Update, a stand-alone FLUM (*Attachment 4*) has been developed to better illustrate the long-term vision for land development and growth, guiding where different types of uses should occur within the community. In partnership with the FLUM, the Lacey Zoning Map serves as a regulatory tool that dictates what can be built and operated on a property based on the identified district and associated development standards at a given time.



While these two maps serve different functions, the zoning map needs to remain consistent with the FLUM as it works to align development trends with the identified goals of the Lacey community.

Proposed Zoning Changes

Based on the guidance of the Lacey City Council, Planning Commission review of proposed zoning changes, and community participants through the 2025 Comprehensive Plan Update process, a range of updates to the existing City of Lacey Zoning Map have been proposed to bring current conditions and development trends into better alignment with the community vision for the city.

These changes can be generally separated into two categories:

1. **Zone Consolidation** – *where similar zoning designations are combined to better reflect the built-out conditions on the ground and improve the accessibility of the zoning map.*
2. **Minor text amendments** – *where the uses or intent of a district have changed over the last 10 years since the last Comprehensive Plan Update and minor changes are necessary to better reflect community goals and vision for the future.*

In total, nine existing zoning designations have been identified for consolidation and ten have been included as part of this review with minor text amendments to better align with community priorities as illustrated through the FLUM.

These proposed changes are mapped and discussed at greater detail within the City of Lacey Future Land Use and Zoning Maps – Storymap ([Linked Here](#)). Additionally, nine [community rezone requests](#) underwent review as part of this update and have been carried forward as part of the 2025 draft. These locations have been listed below and included as part of the Storymap with additional details including location, existing zoning designation, and requested zoning designation.

1. 5500 Martin Way East
2. 180 Hoh Street SE
3. 8407 Steilacoom Road SE
4. 6335 Pacific Avenue SE
5. 837 Carpenter Road SE
6. 1302 Alder Street SE
7. 5000 Mullen Road SE
8. 2802 Boat Launch Street SE
9. Long Lake Natural Area

Outreach Efforts:

In early 2024, City staff partnered with a consultant to create a Communications and Community Engagement Plan in preparation for the 2025 Comprehensive Plan. The aim of this plan was to ensure an inclusive, informative update to the Comprehensive Plan, fostering active community participation and a sense of ownership in the final product (Attachment 1).

Early Phases (1 and 2) of community outreach took an open ended and inclusive approach, engaging with the community on topics related to quality of life and visions for the future. These discussions were held in person at hosted events, and out within the community at parks and other local gatherings. An online platform was also produced and made available for collecting additional feedback virtually. In early 2025, the update process transitioned from broad community outreach and engagement to a more targeted approach, focusing on the required elements of the Comprehensive Plan and their corresponding draft policies.



In late Spring of 2025, we transitioned from Phase 2 of the Comprehensive Plan Update process, to Phase 3 where draft materials were released back to the community for additional review and feedback. The purpose of the review was to ensure that the draft policies, Future Land Use Map, and proposed zoning changes contained in the Comprehensive Plan align with the community vision.

To help raise community awareness and ensure broad community participation, staff published information to the city website, developed informational videos, posted links through city social media platforms, distributed emails to various community groups, and attended a range of community events including the Depot District Night Market, South Sound BBQ Festival, and Lacey in Tune events at Huntamer Park.



Revised Goals and Policies:

On August 13th, staff shared Phase 3 community feedback with the Planning Commission for review as part of the 2025 Comprehensive Plan Update. Discussion topics ranged from placing additional emphasis on non-motorized networks and associated amenities, tree protections along utility corridors, and the use of prescriptive language within the text of specific goals and policies.

Based on the guidance received through the August 12th City Council Worksession and August 13th Planning Commission review, staff updated draft language within the goals and policies section of the Comprehensive Plan to be more reflective of comments received through Phase 3 of the update process (*Attachment 7*).

Phase 3 of community outreach and active community engagement will culminate on October 8th with the 2025 Comprehensive Plan Public Hearing.

NEXT STEPS:

A Public Hearing has been scheduled for Wednesday, October 8th, 2025, at 6 p.m. within the Lacey Council Chambers to collect additional feedback from the community and hear directly from individuals interested in this update process.

Following this Public Hearing, the Planning Commission will analyze the testimony received and provide additional review of the draft update before making a formal recommendation to the Lacey City Council.

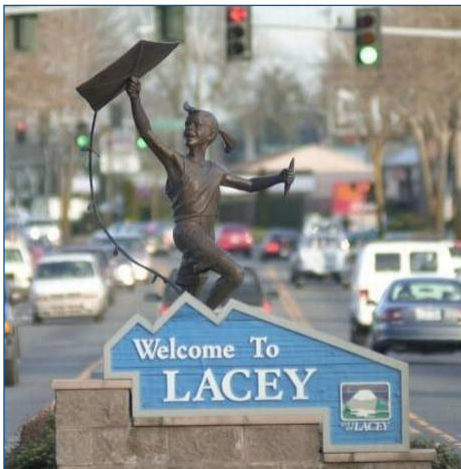


City of Lacey Comprehensive Plan

Draft for Public Review, October 2025

Introduction

Lacey's 2025 Comprehensive Plan Update provides a 20-year vision to guide growth, development, and public investment through 2045. It's our roadmap for land use,



compact development, housing diversity, economic vitality, and climate resilience shaped by extensive community input. The plan meets the requirements of Washington State's Growth Management Act (GMA), responds to new state laws, and our communities' evolving needs and priorities.

Key goals include promoting compact, walkable neighborhoods; expanding diverse and affordable housing; advancing multimodal transportation options; and protecting natural resources.

The Plan also supports economic vitality by preserving commercial areas and encouraging local job creation. Through updated land use classifications, a revised Future Land Use Map, and coordinated annexation strategies, the City ensures infrastructure alignment and growth readiness. Together, these efforts position Lacey for a vibrant, inclusive, and resilient future.



Comprehensive Plan Elements

The Comprehensive Plan comprises goals and policies for the following key elements:

- ◇ **Climate & Sustainability**
- ◇ **Transportation**
- ◇ **Economic Development**
- ◇ **Housing**
- ◇ **Land Use**
- ◇ **Parks & Recreation**
- ◇ **Capital Facilities**
- ◇ **Utilities**
- ◇ **Shorelines**



Acknowledgements

Land Acknowledgement

We acknowledge the ancestral land we are on today as the traditional territory of the Tribal People of the Treaty of Medicine Creek, signed in 1854, including the Nisqually Indian Tribe and Squaxin Island Tribe.

We acknowledge, remember, and must not forget those Tribal People that are named but not recognized today, and who were absorbed or relocated into other tribes for survival. We recognize the ancestors and their descendants who are still here.

We acknowledge, Indigenous People who called the land home before the arrival of settlers and have been here Since Time Immemorial.

We recognize the relationship that exists between Indigenous People and their traditional territories, which include the religious significance, self-determination, identity, and economic factors. The relationship helps all people heal from the past and learn how not to inflict new wounds today.

We recognize and respect Indigenous People as traditional stewards of this land, and acknowledge the Tribal Governments and their role today in taking care of these lands. We recognize that this land acknowledgment, and the Nisqually-Lacey Accord of 2011, are small steps toward true allyship. We commit to partnering with the Tribal People of the Treaty of Medicine Creek to continue to uplift the voices, experience, and histories of indigenous people of this land and beyond.

We recognize and have the responsibility to call attention to the histories of dispossession, forced removal, and abridged treaty rights that allowed our nation, state, and city to develop as it has today. We recommend that community members read the Medicine Creek Treaty of 1854 (<https://goia.wa.gov/resources/treaties/treaty-medicine-creek-1854>).

Acknowledgements, cont.

Lacey City Council

- Mayor, Andy Ryder
- Deputy Mayor, Malcolm Miller
- Lenny Greenstein
- Michael Steadman
- Carolyn Cox
- Robin Vazquez
- Nicolas Dunning
- Planning Commission
- Chair, Jeffrey Gadman
- Vice Chair, Tonya Moore
- Elliot Kirk
- Gail Madden
- Jennifer Mangione
- Judith Doyle
- Kyrian MacMichael
- Robert Lane
- Spencer Zeman

Special Acknowledgement

Commission on Equity and the Lacey Youth Council

Consultants and Partners

- **BERK** – Provided growth projects (jobs and housing units).
- **Fehr & Peers** – Drafted the Transportation Element.
- **MIG, Inc.** – Assisted in compiling the Comprehensive Plan Elements and developing the website.
- **raimi + associates** – Assisted in drafting the Climate Element and supported the development of the Comprehensive Plan.

- **Thurston Regional Planning Council** – Planning for and Accommodating Housing Needs in Thurston County.
- **Uncommon Bridges** – Housing Displacement Analysis and Comprehensive Plan Recommendations.

City Staff

- Rick Walk, City Manager
- Shannon Kelley-Fong, Assistant City Manager
- Aubrey Collier, Public Works, City Engineer
- Chris Baird, Public Works, Senior Maintenance Technician
- Chris Stolberg, Public Works, Transportation Engineer
- Doug Christenson, Public Works, Senior Utility Engineer
- Ed Taylor, Human Resources, Emergency Management and Safety Coordinator
- Hans Shepherd, Community and Economic Development, Senior Planner
- Jennifer Adams, Community and Economic Development, Housing Coordinator
- Jenny Wilson, Parks, Culture and Recreation, Senior Parks Planner
- Linsey Fields, Community and Economic Development, Climate and Sustainability Coordinator
- Martin Hoppe, Public Works, Transportation Manager
- Ryan Andrews, Community and Economic Development, Community Planning Manager
- Sarah Schelling, Community and Economic Development, Current Planning and Economic Development Manager
- Scott Devlin, Public Works, Operations Manager
- Shannon Bell, Community and Economic Development, Executive Assistant
- Shannon Vincent, Community and Economic Development, Senior Project Planner
- Teri O'Neal, Public Works, Utility Engineer
- Terry McDaniel, Community and Economic Development, Building Official/Fire Marshal
- Tyson Poeckh, Public Works, Project Administrator
- Veronica Hand, City Manager's Office, Equity and Inclusion Program Manager

- Wesley Nguyen, Community and Economic Development, Economic Development Coordinator
- Department Directors
- David Schneider, City Attorney
- Jennifer Burbidge, Parks, Culture and Recreation Director
- Leialani Su'e, Human Resources Director
- Robert Almada, Chief of Police
- Scott Egger, Public Works Director
- Troy Woo, Finance Director
- Vanessa Dolbee, Community and Economic Development, Director

Climate & Sustainability

Introduction

Lacey's Climate and Sustainability element comprises two distinct sub-elements: Climate Mitigation (GHG) and Climate Resilience.

Climate Mitigation planning is the process of limiting or eliminating greenhouse gases (GHG) through goals and policies that support decarbonization.

Climate resilience is the ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts on our natural systems, infrastructure, and communities.



Background

Climate Mitigation (GHG)

Lacey's largest GHG emissions come from the built environment (residential and commercial energy use) and transportation emissions (on-road vehicle miles). These two sectors account for roughly 80% of the region's GHG emissions.

Climate Resilience

Lacey has a relatively low level of vulnerability and risk associated with climate change hazards. However, the impacts from severe weather (extreme storms, wind, and cold), extreme heat, and wildfires are expected to increase over time.



Climate & Sustainability Goals and Policies

Climate Mitigation (GHG)

The goals and policies in the GHG Sub-Element:

- Prioritize energy efficiency policies and GHG reductions in the built environment
- Reduce vehicle miles traveled.
- Set land use policies that support GHG emissions reductions.
- Support city operations in achieving net-zero by 2050.



Collectively, the city has adopted 8 goals and 31 policies that will reduce GHG emissions.

There are 7 goals, broken into 26 policies, that support the reduction of community GHG emissions. These policies focus on prioritizing renewable energy projects, incentivizing the retrofitting of existing buildings, reducing vehicle miles traveled, supporting active transportation, and prioritizing capital investments that build on current EV infrastructure.

Goal 8 is a specific goal to reduce GHG emissions of City operations. The five policies under Goal 8 ensure the City can reach net-zero by 2050 through fleet electrification, decarbonization of City buildings, phasing out natural gas, and supporting commute trip reduction programs.

Community goals ensure equity through policies that support creating and maintaining funding sources for residential home energy rebates, supporting funding for purchases of electric bicycles, and incentivizing solar energy.

Three policies track progress toward reaching adopted goals; these include policies conducting GHG emissions inventories, vehicle miles traveled analysis, and updates to the Urban Forestry Management Plan.

Climate Resilience

The goals and policies in the Resilience Sub-Element:

- Safeguard and steward natural areas that foster climate resilience

- Mitigate the impacts of climate change hazards on homes and City infrastructure
- Reinforce socio-economic resilience, with a focus on the most vulnerable community members.

The policies are organized by 12 goals for reducing the vulnerabilities and risks facing Lacey as the climate changes. The first two goals help community members understand climate hazards and risks, know what they can do to prepare, and build their adaptive capacity. Policies focus on those who are most at risk of experiencing impacts from climate change hazards, youth, property owners, neighborhood leaders, and community-based organizations.

The third and fourth goals build the City's capacity to take action on climate resilience. Policies focus on funding, staffing, and maintaining an up-to-date understanding of climate changes and how to adapt.

The remaining eight ensure that development, natural and built infrastructure, and city facilities are resilient to climate change impacts. Policies focus on ecosystem health, the urban forest, land use and development, utilities, transportation, critical City facilities, and shelters/resilience hubs.



GHG EMISSIONS POLICY FRAMEWORK

Goal	Description
Goal G-1	Regionally implement activities for shared climate goals
G-1A	Explore local funding sources for the Thurston Climate Mitigation Plan strategies and actions.
G-1B	Partner with and support the Thurston Climate Mitigation Collaborative's climate work.
Goal G-2	Reduce GHG emissions by incentivizing the use of renewable energy, conservation, and efficiency technologies and practices in buildings
G-2A	Prioritize the use of lower-carbon building materials in new construction and building retrofits to reduce embodied carbon.
G-2B	Maintain and explore subsidies for low-income and overburdened communities to complete energy-efficient housing upgrades.
G-2C	Prioritize the preservation with weatherization of housing in overburdened communities, particularly at higher densities, to reduce emissions and increase resilience.
G-2D	Explore partnerships with public and private utilities to reduce energy use, invest in energy efficient programs, invest in microgrids and solar, and ensure energy needs are met for the Lacey community.
Goal G-3	Develop guidelines for the adaptive reuse of buildings
G-3A	Recognize the emission-reduction benefits of retaining existing buildings. Provide resources for weatherization and other resilience improvements.
Goal G-4	Increase tree canopy cover to boost carbon sequestration while increasing solar access where practicable
G-4A	Manage and preserve urban forest canopy and increase urban greenery to maximize or conserve carbon storage.
G-4B	Implement critical area regulations to maintain or increase these natural areas' carbon concentrations and avoid conversion of carbon-rich ecosystems.
G-4C	Consider solar panel incentives on buildings with large rooftops.
G-4D	Partner with Puget Sound Energy and other jurisdictions to support local microgrid solar and battery storage facilities in low-impact sites.
G-4E	Prioritize the goals and policies in the Urban Forestry Management Plan.
G-4F	Update the Urban Forestry Management Plan every 5 years starting in 2026.
G-4G	Explore State and Federal grants to expand the urban tree canopy through tree planting programs with native and adapted species.
Goal G-5	Reduce vehicle miles traveled
G-5A	Prioritize and support Intercity Transit to develop more efficient transportation routes and transit expansion through joint planning.
G-5B	Reduce parking requirements where multimodal options are available.
G-5C	Implement multimodal transportation planning to reduce single-occupancy vehicle dependence and greenhouse gas emissions.
G-5D	Implement a safe, well-connected, and attractive bicycle and pedestrian transportation network through prioritizing projects in the most recently adopted Lacey Pedestrian and Bicycle Plan.
G-5E	Increase multimodal capacity in strategic locations, including the Martin Way corridor and neighborhood commercial districts.
G-5F	Starting in 2026, conduct a vehicle miles traveled study with specific reduction goals. Update this plan every 5 years to measure progress toward goals.
G-5G	Consider subsidies for low-income residents to purchase electric bicycles.
Goal G-6	Prioritize availability of adequate and reliable housing, public facilities, and infrastructure to promote economic growth and activity
G-6A	Prioritize and encourage infill development.
G-6B	Support efforts to encourage more middle housing types.
G-6C	Discourage land use amendments that do not maintain existing densities. Support additional development opportunities in areas with existing infrastructure and well-served by transit and other services.
G-6D	Consider reducing the number of parking spaces near transit-oriented development to encourage use of transit and decrease single-occupancy vehicle travel.
Goal G-7	Education and outreach
G-7A	Provide emissions-reduction educational workshops, activities, and engagement opportunities, with a focus on equity and including under-represented communities. Encourage volunteer efforts to build community leaders.
Goal G-8	Reduce Greenhouse Gas Emissions to 45% below 2022 levels by 2035; reduce to 75% below 2022 levels by 2040 and achieve Net-Zero by 2050
G-8A	Explore retrofitting City-owned buildings for energy efficiency and conduct energy audits on City facilities.
G-8B	Phase out natural gas use in existing City-owned facilities and fleet vehicles by 2040.

G-8C	Develop supportive infrastructure and programs for zero-emission vehicles.
G-8D	Support commute trip reduction measures for City employees, including remote work policies and active transportation programs.
G-8E	Starting in 2027, conduct a Greenhouse Gas Emissions inventory for City operations, and repeat every three years to measure progress toward net zero.

RESILIENCE ELEMENT POLICY FRAMEWORK

Goal	Description
Goal R-1	Ensure public awareness of current and future climate hazard risks, public health impacts, hazard-specific adaptation steps to take, resources available, multi-hazard emergency preparedness, and evacuation options.
R-1A	Develop digital and print educational resources related to extreme heat events, wildfire, extreme storms and wind, and other climate hazards in collaboration with Thurston County Public Health and Social Services, TRPC, and other relevant agencies and non-governmental organizations.
R-1B	Tailor outreach to residents in high hazard areas. Tailor outreach and education for residents in high hazard areas (e.g., Wildland-Urban Interface (WUI) areas), with a focus on land management and building retrofitting.
R-1C	Tailor outreach and education for property owners, particularly those in high hazard areas (e.g., Wildland-Urban Interface (WUI) areas), with a focus on land management and building retrofitting
R-1D	Spread education through community networks. Partner with nonprofits, faith-based communities, businesses, tenant organizations, and civic organizations to connect community members with climate education.
R-1E	Educate youth and young adults about climate change and resilience strategies
Goal R-2	Recruit, train, and support teams of community resilience volunteers.
R-2A	Recruit and support volunteers to monitor and enhance ecosystem health, including shoreline areas, riparian zones, and forests
R-2B	Recruit and support volunteers with specific roles during hazard events, including neighborhood-specific leaders, radio operators, emergency response teams, and volunteers to assist vulnerable community members, including translation and interpretation
R-2C	Build partnerships with community-based organizations that educate and empower diverse coalitions of community members to implement climate resilience actions
Goal R-3	Ensure that the City has adequate funding and staffing to implement climate resilience goals and policies.
R-3A	Leverage mitigation grants to finance resilience projects
R-3B	Prioritize climate resilience funding and staffing in City budgets
R-3C	Advocate for State and Federal policies and funding that support resilience to climate change
Goal R-4	Use the most up-to-date data and analysis to regularly monitor changes in climate hazard impacts and related forecasts and to update resilience plans and strategies accordingly.
R-4A	Partner with state and Federal agencies, colleges, universities, and nongovernmental organizations to better understand and prepare for climate hazards
R-4B	Update climate impacts risk assessments and policies in the hazard mitigation plan, with increasing focus on extreme heat events and wildfire smoke.
R-4C	Prepare plans that guide post-disaster recovery, including changes in land use, modifications to infrastructure and facilities, and resilient development standards
Goal R-5	Prioritize resilience when planning future land uses.
R-5A	Implement the Shoreline Master Program with a focus on using strategies that promote natural functions and processes over concepts that require structural modification
R-5B	Ensure that development complements and does not interfere with natural shoreline processes, anticipating changes in shoreline ecosystems due to intensified storm events, erosion, and sea level rise.
R-5C	Prioritize infill. Prioritize denser infill development over greenfield development to avoid encroachment on potential hazard areas, critical areas, and other ecologically important lands.
R-5D	Avoid development in hazard-prone areas and ecologically important areas. Avoid new or intensified development in hazard-prone areas and ecologically important areas such as critical areas and open space corridors.
R-5E	Limit development on or acquire undeveloped hazard-prone areas and natural hazard buffer areas
Goal R-6	Expand and preserve ecosystems, natural habitat, and open space to reduce risks from flooding, wildfire, extreme heat, or other hazards.
R-6A	Develop and implement forest management strategies that reduce wildfire risk
R-6B	Restore and protect riparian ecosystems to reduce erosion and flooding during storm events
R-6C	Vegetate shorelines. Protect existing native shorelines and support vegetation of shorelines with materials supportive of natural shoreline functions and that will help maintain and improve water quality and habitat.
R-6D	Plan for ecosystem resilience. Create and support natural resource management plans that address existing stressors, consider climate change impacts, increase resilience, incorporate habitat connectivity, and guide adaptive management.
Goal R-7	Expand and maintain the urban tree canopy and forest to maximize resilience to heat, drought, wildfire, and other hazards.
R-7A	Grow the urban forest. Implement the Urban Forest Management Plan and develop additional strategies that reduce wildfire risk.
R-7B	Implement climate-smart forest management, including tree species that are well-adapted to climate changes like drought and new pest threats
R-7C	Maintain the City's status as a "Tree City"
R-7D	Update the City code to preserve trees during development, increase shade, and mitigate the impacts of tree roots on sidewalks.
Goal R-8	Update development standards to ensure the resilience of development and redevelopment projects.
R-8A	Incorporate wildfire and wildfire smoke mitigation techniques (e.g., defensible space, landscape species selection, HVAC upgrades, air filter systems) into development standards

R-8B	Update stormwater management standards as necessary for public infrastructure and private development to minimize flooding, maximize water recharge, and minimize pollution through the use of green infrastructure and low impact development (LID) practices
R-8C	Promote and incentivize sustainable building design and landscaping that protect against hazards (e.g., cold, heat, flooding, drought) while saving energy and conserving water
R-8D	Support resilience upgrades for low-income residents. Identify grants and low-cost financing options and develop programs (e.g. rebates, subsidies, giveaways) to help low-income homeowners and renters make resilience upgrades to homes.
R-8E	Advocate for lower insurance rates for property owners who reduce hazard risks
Goal R-9	Enhance infrastructure to reduce vulnerabilities to hazards.
R-9A	Protect City water sources and infrastructure from hazard risks, including impacts of flooding and drought on water supplies
R-9B	Maintain trees and consider solutions to reduce wind speeds around power lines to reduce fire risk and power outages during storms and high wind events.
R-9C	Continue collaborating with Puget Sound Energy to underground power lines in new developments
Goal R-10	Enhance transportation systems to reduce vulnerabilities to hazards and to maximize accessibility, particularly for the most vulnerable community members.
R-10A	Expand transportation networks. Maximize redundancy in multimodal and active transportation routes (especially evacuation routes) to account for hazard-related road closures.
R-10B	Ensure that multimodal transportation systems remain operable and accessible during hazard events, especially for the most vulnerable community members and active transportation travel
R-10C	Maximize accessibility and protection from hazards like heat on multimodal travel routes, especially for the most vulnerable community members
R-10D	Establish adequate storage of vehicle fuels, including charging for electric vehicles during power outages
Goal R-11	Harden public facilities against hazard risks, including wildfire, wildfire smoke, extreme heat, drought, high winds, and power outages, giving priority to critical facilities.
R-11A	Design and site new public buildings with future climate conditions in mind and for multiple flexible uses, including emergency and backup uses
R-11B	Ensure that critical facilities and shelters have backup power sources, including solar and battery storage when appropriate
R-11C	Provide backup water storage and/or auxiliary power at critical drinking water facilities
Goal R-12	Ensure that community members, especially the most vulnerable, have easy access to shelter when faced with hazards, including extreme temperatures, wildfire, wildfire smoke, and power outages.
R-12A	Identify and advertise “resilience hubs” that provide respite during hazard events (e.g., cooling/warming centers, emergency shelters, buildings with air filtering systems), possibly including schools, recreation centers, and senior centers

Transportation

Introduction

The Transportation Element supports a well-connected city where people can get where they need to go using diverse transportation options. The 2025 update to the City of Lacey's Transportation Element establishes a bold and comprehensive roadmap for transportation planning and investment through 2045. It reflects updated state mandates, community priorities, and regional coordination—addressing current mobility challenges while preparing for long-term growth and sustainability.

The plan is designed to align transportation decisions with the City's broader goals related to land use, housing, economic development, environmental protection, and social equity.

Background

The Transportation update embraces a multimodal approach that integrates walking, biking, transit, freight, and vehicle access within a connected and inclusive transportation network. As Lacey continues to evolve into a more urban, climate-resilient community, the plan supports investments in infrastructure that enhance mobility choices, improve safety for all users, and promote compact, mixed-use neighborhoods that reduce reliance on single-occupancy vehicles.



Transportation Goals and Policies

Key priorities include improving safety and accessibility, filling gaps in the walking and biking network, expanding transit options, and supporting infrastructure that meets the needs of all ages and abilities. The plan also promotes strategies to reduce greenhouse gas emissions and vehicle miles traveled in line with state climate goals.

In addition, the Transportation Element outlines how Lacey will maintain and upgrade its transportation system in a fiscally responsible way—balancing capital investments with long-term maintenance needs. The City will continue to work closely with regional and state partners to ensure a coordinated approach to funding, planning, and implementation.

This update is rooted in extensive public engagement and will serve as a guiding framework to ensure that Lacey's transportation system continues to support a safe, sustainable, and connected community through 2045.



TRANSPORTATION ELEMENT POLICY FRAMEWORK

Goal	Description
Goal T-1	Build a multimodal network for Lacey that connects people walking, rolling, biking, accessing transit, and making regional connections
T-1A	Develop an interconnected grid of streets, bike lanes, and trails that meet established multimodal level of service (MMLOS) standards and guidelines and increase individual travel options and neighborhood connectivity while improving efficient use of the overall network.
T-1B	Develop a low stress (level of traffic stress (LTS) 2 or better) network for active transportation and set LTS 2 or better as a guideline for future projects and developments.
T-1C	Proactively address congestion by following adopted City and State facility level of service (LOS) standards in coordination with GHG reduction goals and targets. For development impacts to identified Strategy Corridors, consider multimodal Complete Streets or adjacent street improvements to reduce impacts.
T-1D	Continue to use Traffic Impact Analysis guidelines to ensure developers help reduce multimodal network gaps.
T-1E	Encourage the use of public transportation within the City and support Intercity Transit's long-range plan.
T-1F	Work with local, regional, state, federal, and tribal agencies, as well as Intercity Transit and school districts to coordinate land use, transportation projects, and local planning efforts to ensure transportation facilities and programs function seamlessly across community borders, including unincorporated Thurston County development impacts.
T-1G	Support regional efforts to maintain the marine terminal, ensure the long-term viability of passenger and freight rail services, and provide appropriate services to meet general aviation needs.
Goal T-2	Prioritize safety and quality of life, especially for the most vulnerable users of the transportation network
T-2A	Implement a safe system approach to transportation, which comprehensively considers the transportation system for all users with safe vehicles, safe speeds, safe roadway designs, safety educational outreach, and post-crash care.
T-2B	Safe routes to schools. Provide safe and convenient walking and biking routes to schools. Continue to align with regional and state efforts including Safe Routes to Schools, high visibility crossings, and ensure private developments align with these policies and guidelines for new and existing facilities.
T-2C	Review access management, particularly along key corridors that have a history of severe injury collisions. Where appropriate, invest in roadway improvements that manage access and improve safety.
T-2D	Reduce serious injuries and fatalities in the network by developing and implementing a Comprehensive Safety Action Plan.
T-2E	Provide multimodal transportation options that are accessible for people of all ages and abilities, connecting jobs, housing, and services.
T-2F	Work to ensure transportation facilities comply with the Americans with Disabilities Act using Lacey's ADA Transition Plan, including addressing existing deficiencies through its guidance and prioritization.
T-2G	Traffic calming. Use design standards that include traffic calming features as an integral part of the design of new and existing developments and high visibility pedestrian crossings where appropriate.
Goal T-3	Support affordable housing and urban development with appropriate transportation infrastructure
T-3A	Structure key transportation programs and multimodal transportation facilities to support the development of affordable housing.
T-3B	Provide transportation facilities that support the location of jobs, housing, industry, and other activities as identified in the Land Use and Housing Elements.
T-3C	Support active transportation investments to encourage healthy living and community interaction.
Goal T-4	Prioritize sustainability and environmental conservation efforts
T-4A	Support national and state efforts to promote the use of alternative fuels, vehicle electrification including for transit, Electric Vehicle (EV) charging stations, and other technologies that reduce pollution emissions and other environmental impacts from motorized vehicles, in order to meet transportation-related greenhouse gas reduction targets as outlined in the Climate Change - Resiliency and GHG Reduction Sub-Elements of the Comprehensive Plan.
T-4B	Support transportation infrastructure that allows for compact, mixed-use development, reducing annual per capita vehicle miles traveled (VMT). Achieve a 50% reduction in annual per capita VMT by 2045 based on a benchmark year of 2022.
T-4C	Use transportation planning, design, and construction measures that minimize negative impacts on fish passage, their habitat, and other critical areas.
T-4D	Promote private and public sector transportation demand management (TDM) programs and services as a means to limit or reduce vehicle trips. Strategies could include technology-based approaches, parking management, curb management, commute trip reduction strategies, transit and e-bike programs, and improved drop off and pick up strategies.
T-4E	Ensure federal Title VI environmental justice requirements are met so that there are no disproportionate adverse human or environmental health impacts from transportation policies, programs, and investments for minority or low-income community members.
T-4F	Prioritize reasonable emergency response access, add system redundancy, retrofit essential transportation facilities, and design for impacts associated with changing climate patterns and natural disasters to build resiliency.

Goal T-5	Build and maintain Lacey's identity, support amenities, and promote recreation
T-5A	Design and invest in transportation projects that reflect the goals of the people who live and work in Lacey, which include maintaining community identity, placemaking, and connecting people via active transportation to amenities and recreation.
T-5B	Promote increased community understanding of the relationship between land use choices and transportation impacts. Encourage participation and involvement of regional users of the transportation system.
T-5C	Develop context-sensitive multimodal Complete Streets strategies that encourage active transportation as an alternative to driving. Prioritize primary transit routes, activity centers, biking, districts with an emphasis on pedestrian safety and comfort, and within walking distance of schools. Consider pedestrian amenities along these routes such as street trees, wider sidewalks, dedicated bike parking, art lighting, shade and seating.
T-5D	Designate Strategy Corridors. Use Strategy Corridors where needed to preserve community scale and minimize transportation impacts on adjacent land uses. Incorporate multimodal strategies in sections of the transportation system where corridor widening and traffic control devices are not preferred options to address congestion. Use road diets where appropriate to provide comfortable, safe, and supportive public streetscapes for transit riders and active transportation users.
T-5E	Support Thurston County's efforts to convert existing roadways in the urban growth area from rural to urban standards.
Goal T-6	Invest in transportation infrastructure that supports economic growth and local businesses
T-6A	Ensure investments are cost-effective for both initial capital and ongoing operations and maintenance, and equitable for all residents.
T-6B	Promote policies and design standards that allow movement of goods to Lacey businesses and minimize congestion impacts on local streets caused by deliveries.
T-6C	Address conflicts caused by the growth of freight movement within urban areas by implementing network and infrastructure, speed management, land use, and Travel Demand Management strategies where appropriate.
T-6D	Prioritize preventative maintenance programs, preservation, operation, and repair of the existing transportation system to minimize life-cycle costs and maintain a state of good repair. Create upfront lifecycle costs for future projects to help budget for maintenance and replacement needs.
T-6E	Make strategic transportation investments that reinforce well-planned and resilient growth and redevelopment decisions. Establish priority projects while being flexible when other funding opportunities arise.
T-6F	Continue policies that require new development to pay for its share of impacts on the transportation system including multimodal mitigations in addition to street capacity.
T-6G	Finance transportation facilities within the City's financial capacity. Support funding at the state and federal level where applicable. If funding is insufficient, adjust service standards, increase existing revenues if possible, and/or investigate the ability to adopt new revenue sources.

Economic Development

Introduction

The Economic Development Element supports a strong and healthy economy that provides economic opportunities for all citizens; generates sufficient revenues to ensure the provision of essential public services; and makes Lacey a great place to live, work, learn, shop, and play.

The Economic Development Element of Lacey's Comprehensive Plan plays a central role in guiding land use, utility planning, and revenue strategies to meet the evolving needs and aspirations of the community over the next twenty years. It outlines a long-term vision for building a diverse, resilient local economy—one characterized by quality job creation, infrastructure readiness, and strategic land use planning. To align our economic goals with community priorities, we are committed to fostering long-term growth through collaborative, sustainable, and locally driven policies.

Background

Thanks to its scenic and strategic location along the Interstate 5 corridor, Lacey is experiencing steady growth in both population and business activity. The city features a mix of educational institutions, public administration offices, retail centers, small businesses, light industry, healthcare uses and abundant natural amenities—including lakes, trails, and parks.

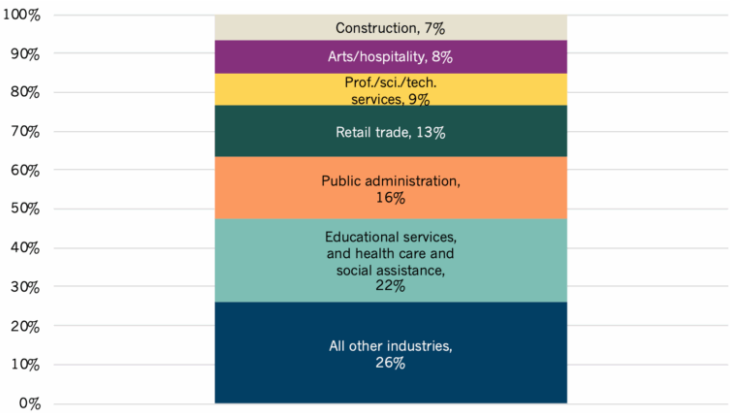
Lacey is home to the most statistically diverse population in Thurston County, with Hispanic/Latino and foreign-born populations increasing by approximately 4% and 0.6% between 2013 and 2023, respectively¹. Residents are employed across a wide range of sectors, including healthcare, government, education, and retail.



¹ ECONorthwest. (2025). Lacey Demographic and Economic Analysis.

Continued investments in infrastructure and sustainability have positioned the city as a thriving destination where people can live, work, shop, and enjoy outdoor recreation and community events. Lacey also strives to be a welcoming environment for new and expanding businesses. Containing 17,813,000 square feet of commercial real estate and a strong presence of home-operated businesses², the city offers support services and fosters local partnerships to encourage the development of a diverse, inclusive, and well-connected business community.

When updating the Economic Development Element, we focused our efforts on addressing ongoing economic challenges the community faces. Opportunities for livable wage employment, access to affordable and diverse housing types, and lack of civic identity were among the most frequently voiced concerns. Residents also prioritized preserving natural resources, expanding family-friendly activities, and building connected, walkable neighborhoods. These are objectives the element aims to address to continue to improve the quality of life for the Lacey community.



Economic Development Goals and Policies

The 2025 update to the Economic Development Element presents a cohesive vision for building a strong and resilient economic future for Lacey. It emphasizes the importance of fostering a positive business climate and promoting economic diversity, recognizing that entrepreneurship and local business growth are essential to a dynamic economic foundation. The City is also focused on preserving and revitalizing commercial areas to ensure they remain vibrant, accessible hubs for the community to enjoy. To support sustained economic activity, the Element highlights the need for housing across all incomes, transportation and utility infrastructure, and essential public services. Our approach is rooted in a commitment to social equity and environmental sustainability, ensuring that growth is both inclusive and ecologically responsible.

² Ibid.

Lacey's Economic Development Element includes targeted goals and policies to support job creation, improve city services, and encourage business activity.

The guiding principles for the six Economic Development Element goals include:

- **Business Support:** Recognizing the importance of businesses in supporting public services and community well-being.
- **Streamlined Processes:** Ensuring that permitting and development processes are efficient and user-friendly.
- **Infrastructure Investment:** Keeping roads, transportation options, utilities, and facilities aligned with commercial and residential needs.
- **Collaborative Partnerships:** Working closely with economic and community organizations.
- **Identity and Retention:** Attracting new businesses and helping existing ones grow through programs and outreach.

This Element works in tandem with the Economic Development Strategy, which describes ways we may achieve the Element's goals and policies and identifies specific actions for implementation.

Conclusion

Lacey is a growing, forward-thinking city with natural charm and economic ambition. Through strategic planning, placemaking, and investment in key sectors, the city aims to build a strong and sustainable economic future that makes Lacey a great place to live, work, learn, shop, and play.



ECONOMIC DEVELOPMENT ELEMENT POLICY FRAMEWORK

Goal	Description
Goal ED-1	Promote a positive business climate
ED-1A	Provide excellent customer service; supporting opportunities for employees to receive customer service training.
ED-1B	Provide timely, efficient processing of development permits.
ED-1C	Connect with the business community by conducting outreach and regular engagement to build relationships, foster collaboration, and gather meaningful feedback and perspectives.
Goal ED-2	Encourage a robust and diverse economy through strong partnership and workforce development
ED-2A	Collaborate with organizations such as the Thurston Economic Development Council, Port of Olympia, and other economic entities, to foster a creative economy.
ED-2B	Collaborate with Visitor and Convention Bureau, where appropriate to expand and promote tourism opportunities.
ED-2C	Work with partners to strengthen the industry clusters currently in place and emerging clusters.
ED-2D	Collaborate with partners, such as Lacey Makerspace, PacMtn Workforce Council, and South Puget Sound Community College, to deliver accessible workforce training opportunities to Lacey community members.
Goal ED-3	Foster a thriving, diverse, and resilient economy by supporting entrepreneurship, and strengthening local businesses
ED-3A	Encourage the sustainability and expansion of existing businesses while attracting new enterprises that reflect community values and provide living wage job opportunities.
ED-3B	Foster the development and growth of diverse businesses that supply goods and services to meet the needs of the community; inclusive of BIPOC and Veteran business owners.
ED-3C	Develop and strengthen business ecosystems that create career track jobs, drive revenue growth, and build economic resilience across diverse sectors.
ED-3D	Cultivate and promote the growth of small businesses and foster innovation by supporting partnerships that provide training, resources, and dedicated spaces, such as the MakerSpace and the ScaleUp program.
ED-3E	Advance initiatives that nurture new entrepreneurs and support their growth, such as the Food Truck Depot and Night Market.
ED-3F	Maintain safe, accessible, and welcoming commercial areas through clean, well-lit, and secure public spaces, and collaboration with businesses and law enforcement on safety concerns.
Goal ED-4	Preserve commercial areas to provide local goods, services, and vibrant community gathering places to live, work, shop and play
ED-4A	Integrate placemaking efforts through thoughtful architecture, public art, and site planning.
ED-4B	Prioritize placemaking and multimodal connectivity investments, in Midtown, Hawks Prairie Business District, and the Depot District.
ED-4C	Lead efforts in Midtown to create vibrant spaces, boost economic growth, and enhance the neighborhood through strategic planning, innovative design, and collaboration with partners.
ED-4D	Enhance opportunities for the growth and development of small businesses by strengthening development standards to promote mixed-use and retain commercial zoning designations in existing thriving centers.
ED-4E	Maintain neighborhood commercial districts, zoning, and development standards that provide diverse walkable and rollable commercial spaces throughout the city that are accessible to entrepreneurs and small businesses. Promote mixed-use development to support small-scale retail and amenities.
ED-4F	Leverage the regional trail system to drive economic growth by enhancing multimodal connectivity for community members to Lacey's Midtown and Depot Districts.
ED-4G	Promote trail-oriented businesses along trail corridors, and support zoning policies that enhance trail access, maintenance, and comfort for all users.
ED-4H	Promote business development aligned with community members' needs, focusing on indoor recreational facilities and targeted recruitment for suitable community locations.
Goal ED-5	Promote socially and environmentally sustainable businesses and development

ED-5A	Encourage/recruit businesses that provide products and services that support resource conservation, environmental stewardship, and the reduction of greenhouse gas emissions.
ED-5B	Encourage businesses to adopt eco-friendly building designs featuring energy efficiency, sustainable materials, and green spaces; and to adapt buildings for climate resiliency.
Goal ED-6	Prioritize availability of adequate and reliable housing, public facilities, and infrastructure to promote economic growth and activity
ED-6A	Continue to work with local partners, and the State to ensure adequate utilities and infrastructure are available to meet the needs of current and future businesses.
ED-6B	Prioritize public investment in improvements and infrastructure to support economic development, housing, land use, and transportation goals. Plan for climate resilience by establishing public facilities as resilience hubs.
ED-6C	Support housing policies that enable residents to live and work in Lacey.

Housing

Introduction

As Lacey grows and evolves, housing isn't just about buildings – it's about people, neighborhoods, and opportunity. Whether you're a long-time resident, a young family or individual looking for your first home, or a senior hoping to age in place, expanding housing options today will shape the city we'll all share tomorrow and promote social equity for all residents.

Housing plays a central role in shaping the quality of life in Lacey. As our community continues to grow, residents consistently express the importance of safe, affordable, and attractive neighborhoods that meet the daily needs of individuals and families across all life stages. Whether it's a standalone house, a cottage-style home, or a small multiplex near schools, parks, or bus routes, Lacey is planning for a full range of housing options to support a vibrant, livable, and connected community. Just as importantly, residents want to ensure that new housing development respects and reflects Lacey's identity – one that includes our tree canopy, open spaces, and strong environmental stewardship.

In order to support every resident having access to safe and affordable housing, Lacey has completed detailed studies on housing needs, land capacity, and displacement risk. While this document provides highlights, the full technical reports are available on the Envision Tomorrow website (www.EnvisionTomorrowLacey.org) in the Document Library.



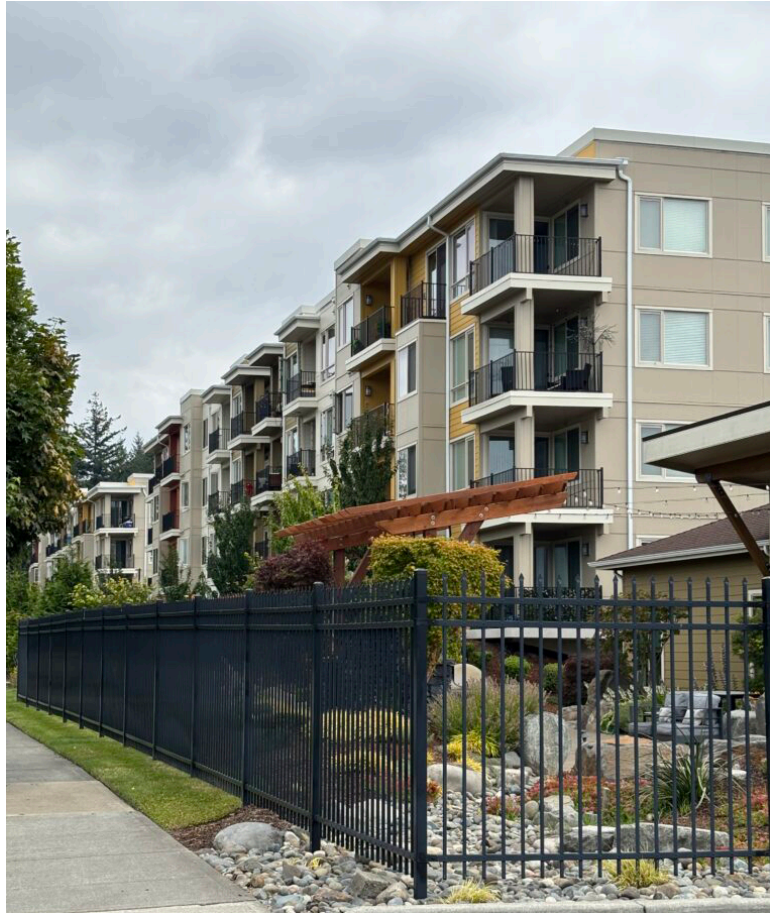
Background

Under new state laws like House Bill 1220 and House Bill 1110, Lacey is required to plan for and accommodate housing that is affordable to all income levels and to remove barriers to middle housing types like fourplexes and stacked flats in zones that have traditionally only allowed detached homes. While Lacey has increased allowable housing types in most residential districts ahead of state mandates, there

is still more we can do to accommodate the growing need for housing variety, affordability, and stability.

Regional data shows that Lacey will need to accommodate over 14,000 new housing units by 2045, with nearly half of those units needing to be affordable to household's making eighty percent or less than the area median income. We also face a growing need for housing that serves people experiencing homelessness and emergency housing needs, while continuing to provide housing that accommodates those with disabilities.

Lacey's housing projections are supported by the Thurston County Housing Allocations Report, which provides a detailed breakdown of Lacey's future housing demand by income level and housing type. The report also identifies special housing needs - including permanent supportive, transitional, and emergency housing, as well as housing for seniors and people with disabilities - helping ensure that City planning addresses both overall and vulnerable populations.



Housing challenges bring opportunities. As Lacey evolves from a suburban city to a more complete community with a strong employment base, we are embracing new housing styles, more compact neighborhoods, and a renewed focus on equity, anti-displacement, and preservation of naturally occurring affordable housing. Lacey residents also value walkability and neighborhood connections – while today's development patterns are mostly auto dependent, we're actively planning for a future where homes are closer to daily destinations, parks and safe walking routes.

Do We Have Enough Land for Future Housing?

Analysis from the Housing Allocations Report (2025) and the Buildable lands Report (2021) (Appendix _) confirms that the City has) sufficient land capacity to accommodate the projected housing demand through 2045. These reports show that with appropriate zoning, development regulations, and support for middle housing types, Lacey can meet both its overall housing targets and the needs of lower-

income and special needs populations. This capacity provides a foundation for the City to implement policies that encourage diverse, affordable, and equitable housing options.

Housing Barriers and Displacement Risk

Households across the income spectrum face barriers to stable, affordable housing - including rising rents, limited housing for extremely low-income residents, manufactured home park challenges, and too few options for seniors and people with disabilities. Lacey's Displacement Risk Analysis also points to systemic challenges such as high cost burdens, limited renter protections, and risks of economic and cultural displacement.

To address these issues, the City is exploring strategies such as reducing regulatory barriers, preserving manufactured housing communities, expanding emergency and supportive housing, and strengthening partnerships with local organizations that serve vulnerable populations.



Racially Disparate Impacts and Exclusion in Housing (Requirement)

Lacey's housing analysis shows that some groups - including people of color, low-income renters, seniors, and residents of manufactured home communities - face higher risks of housing instability and displacement. Certain zoning and policy approaches, such as limiting where different housing types can be built may unintentionally restrict housing choices or affect some populations more than others. Moving forward, Lacey remains committed to monitoring its policies to ensure they expand housing choices and do not create racially disparate impacts or exclude historically marginalized residents.

Housing Goals and Policies

Housing Element goals and policies support our strategy to meet local and regional housing goals, implement state requirements, and support thriving neighborhoods and housing opportunities for everyone who calls Lacey home - now and in the future.

HOUSING ELEMENT POLICY FRAMEWORK

Goal	Description
Goal H-1	Ensure housing availability and housing choice
H-1A	Promote housing choice for residents of diverse household sizes, incomes, and abilities by allowing a greater variety of housing types and by increasing residential densities.
H-1B	Incentivize mixed-income housing using tools such as tax incentives, density bonuses, and public-private partnerships to expand housing choices at various price points.
H-1C	Support the development of alternative housing models, including co- living, cottage housing, modular construction, and mixed-use developments – to diversify housing choices and adapt to changing community needs.
Goal H-2	Promote equitable and inclusive housing distribution
H-2A	Ensure equitable housing distribution by promoting the development of diverse housing types including affordable, workforce, and market-rate housing – in a variety of neighborhoods.
H-2B	Encourage a range of homeownership opportunities, such as townhomes, accessory dwelling units and cottage housing, to increase housing choices and support long-term socioeconomic diversity and stability.
H-2C	Support policies and programs that promote housing stability for renters, including initiatives that expand access to rental assistance, stability, and long-term affordability options.
H-2D	Implement the City's Diversity, Equity, Inclusion, and Belonging (DEIB) Plan by ensuring underrepresented communities, including renters, low-income residents, and historically marginalized groups, have a voice in housing policy decisions through proactive engagement and equitable participation.
Goal H-3	Support affordable and attainable housing solutions
H-3A	Strengthen partnerships with regional agencies, nonprofit organizations, and private developers to create and preserve attainable and affordable housing.
H-3B	Ensure compliance with accessibility standards such as the Americans with Disabilities Act (ADA) and the Fair Housing Act (FHA) while promoting innovative and flexible development standards.
H-3C	Support programs that provide financial assistance for low-income homeowners to maintain and improve their homes through rehabilitation and repairs.
H-3D	Expand and support programs that increase the availability of both affordable rental and homeownership opportunities.
H-3E	Support housing programs that meet the unique needs of military personnel, veterans, and their families by promoting well-located, affordable, and accessible housing options.
Goal H-4	Encourage sustainable, sufficient and compatible housing development
H-4A	Encourage housing development that prioritizes environmental sustainability, energy efficiency, and climate resilience.
H-4B	Support the preservation, rehabilitation, and maintenance of existing housing – including multifamily, middle housing types, manufactured homes in parks and historically significant homes – to retain affordability and extend their lifespan. Coordinate with citywide energy efficiency and weatherization programs, as outlined in the Climate element, to enhance sustainability efforts.
Goal H-5	Expand housing solutions to address unhoused populations
H-5A	Strengthen partnerships and coordination with regional agencies, service providers, faith-based organizations, and the private sector to expand and improve access to emergency, transitional, and permanent supportive housing options. This includes leveraging City, state, federal, and other funding sources to maximize support for unhoused populations.
H-5B	Facilitate the equitable and objective siting of emergency housing, ensuring compatibility with surrounding land uses while promoting access to transportation.
H-5C	Continue to monitor and evaluate housing solutions for unhoused populations to assess their effectiveness in providing long-term stability, particularly for at-risk and vulnerable groups.
H-5D	Identify and pursue opportunities to increase the availability and accessibility of housing options for unhoused individuals, including increased access to permanent supportive housing.

Goal H-6	Encourage the development of mixed-use centers at the neighborhood scale to provide convenient access to employment, amenities, and services.
H-6A	Pursue and leverage state, federal, and local funding to support housing rehabilitation, preserve affordability, and prevent displacement.
H-6B	Prioritize the use of surplus public lands to support affordable housing production.
H-6C	Prioritize equitable investments in housing-supportive infrastructure, such as active transportation networks, transit access, and public spaces, ensuring that historically underserved and high-need neighborhoods benefit from improvements that enhance livability and affordability.
H-6D	Align housing and economic development efforts through policies that incentivize and attract living-wage jobs and industries that enable residents to both live and work in the community and strengthen economic stability through a thriving local workforce.
Goal H-7	Preserve natural resources and use resilient design strategies in planning open space networks, community amenities, and public realm improvements.
H-7A	Support redevelopment projects in assessing displacement risks and encourage assistance or unit set-asides to help mitigate impacts on existing residents.
H-7B	Develop tools to support the preservation of manufactured home communities by considering strategies such as Manufactured Home Park (MHP) overlay zoning districts and incentives for resident-owned cooperatives.
H-7C	Explore incentives for landlords and property owners to maintain affordability, such as financial assistance, tax benefits, or voluntary agreements that foster long-term affordability, and prioritize the preservation of naturally occurring affordable housing units.
Goal H-8	Strengthen regional and stakeholder collaboration to address housing needs
H-8A	Work with Regional Housing Council, neighboring cities, state agencies, and other organizations to coordinate housing strategies, share best practices, and leverage funding opportunities to promote housing for extremely-low, low, and moderate income households.
H-8B	Foster collaboration with regional partners, housing advocates, and community stakeholders to ensure housing policies and programs are responsive to evolving community needs.
H-8C	Leverage the expertise of partners such as the Housing Authority or other public or non-profit organizations, and encourage such partners to take a lead role in tasks such as income qualification, program administration, monitoring affordability requirements and facilitating the development and stewardship of affordable housing units.
H-8D	Collaborate with nonprofit organizations for land acquisition and permanent affordable housing development.
Goal H-9	Ensure housing and land use policies support a well-connected, sustainable, and livable community
H-9A	Regularly assess housing demand, land availability, zoning capacity, programs such as the Multifamily Tax Exemption (MFTE), incentives and market trends to ensure adequate land supply for diverse housing needs while maximizing housing affordability and production, as well as efficient use of available land and resources.
H-9B	Evaluate and refine permitting processes and regulatory frameworks to facilitate diverse housing types and infill development, including middle housing (duplexes, triplexes, cottage housing), ensuring alignment with infrastructure capacity and community design principles.
H-9C	Encourage higher-density residential development in areas with strong access to employment centers, transit, schools, and essential services to reduce cost burdens, enhance economic mobility, improve walkability, and support sustainable growth patterns.
H-9D	Balance residential development with tree retention, green space preservation and urban canopy expansion while ensuring new development integrates within existing neighborhoods.
H-9E	Encourage housing development patterns that reduce vehicle miles traveled by supporting walking, biking, and transit access through mixed-use development, pedestrian-friendly site design and by encouraging housing near other community amenities. Support reduced and flexible parking standards where feasible to maximize land use efficiency and walkability.

Land Use

Introduction

Lacey's Land Use Element helps ensure that Lacey manages growth in a strategic and intentional manner—balancing future needs while retaining valued community character.

The Revised Code of Washington (Section 36.70A.070) identifies and defines the mandatory elements of the Comprehensive Plan including requirements for the designation, location, extent, and general distribution of various land uses. This section (known as the Land Use Element), also includes requirements for the allocation of lands for housing, commercial uses, and other public purposes including utility and transportation corridors, recreation areas, schools, public water supplies, and natural resources.

Background

The Land Use Element applies to the City of Lacey as currently incorporated and those surrounding areas identified as the Lacey Urban Growth Area (UGA). The UGA represents areas of unincorporated Thurston County that may get annexed into the City of Lacey over the next twenty years, serving as a limit to urban levels of development. Collectively, the City of Lacey and the Lacey Urban Growth Area are referred to as the Lacey Planning Area. At the time of this update, the City of Lacey encompasses an area of approximately 12,699 acres or 19.84 square miles. The UGA encompasses an additional 8,821 acres or 13.78 square miles for a combined total of 33.62 square miles (21,520 acres).

Based on population projections from April of 2025, approximately 61,717 people lived within the incorporated boundaries of the City of Lacey. An additional 37,167 people are estimated to live within the Lacey UGA for a combined population of approximately 98,884 Lacey residents. (OFM, BERK 2025)



Within the City of Lacey, this equates to a density of nearly 4.9 people per acre.

Within the Lacey UGA, the estimated density drops to around 4.2 people per acre.

Over the next twenty years, the population of the Lacey Planning Area is anticipated to grow by an additional 28,458 people (approximately 1,423 people per year). While the majority of this growth is anticipated to take place within mixed-use and urban centers towards the center of the city, the collective density of the community is anticipated to grow to around 5.9 people per acre.

To ensure the City of Lacey and other jurisdictions within Thurston County have sufficient capacity to accommodate this projected growth, the Thurston Regional Planning Council (TRPC) periodically conducts an assessment of development trends and available land capacity. The latest Buildable Lands Report was completed in 2021. Two of the key findings from this report are included below.

While the latest Buildable Lands Report seeks to answer the capacity questions, it is up to the Comprehensive Plan—and specifically the Land Use Element—to identify where the needed additional homes and jobs will go to support this growth and how established levels of service will be maintained across the community.

To answer these questions, the Land Use Element consists of two principal components: the Future Land Use Map (FLUM) and Land Use goals and policies. The FLUM assigns land use designations within the Lacey Planning Area to accommodate the housing, employment, and service needs of the Lacey community for the next twenty years. Each land use designation defines the mix of uses (such as residential, office, industrial, or public) and the intensity of development (such as residential densities).

Future Land Use Map (FLUM)

The FLUM illustrates the community's long-term vision for land development and growth, guiding where different types of uses should occur. This is accomplished by categorizing general areas of the community into different land uses based on existing and planned development, available infrastructure, growth projections, and where natural features exist.

A separate zoning map in Title 16 (Zoning) of Lacey's Municipal Code identifies the zones that generally exist within each future land use designation. While the FLUM represents the community's vision for the future, the zoning code serves as a regulatory tool that dictates what can be built and operated on a specific property based on the identified location and associated development standards. Over time, the zoning map should gradually shift to ensure development patterns are reflective of the goals and vision of the community as illustrated through the FLUM.

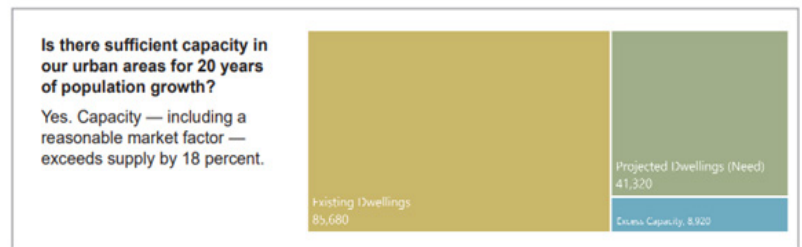
Starting in 2024, the Lacey community was invited to learn about the comprehensive

planning process and share feedback with the project team on their goals and visions for the future.

As part of this community-driven process, 3 FLUM alternatives were created consistent with expressed community visions, state-level growth requirements, and guidance from the Lacey Youth Council, Planning Commission, Commission on Equity, and Lacey City Council.

In early 2025, these three alternatives were consolidated into a single map based on additional community review and an assessment of available lands for future growth.

The FLUM features **six land use designations** ranging from natural open spaces to areas of more intensive urban development::



Residential

Definition: Areas designated for a diverse range of building types to support the full spectrum of household sizes, types and living arrangements. These areas are intended to support a high quality of life through the integration of green spaces, community gathering destinations, and recreational opportunities. Development should promote walkability, multimodal connectivity, and access to neighborhood-oriented stores, schools, and other essential services.

Open Space – Institutional

Definition: Land designated for accessible parks, open spaces, recreation, and facilities used for public purposes such as libraries, community centers, and municipal buildings. These areas are meant to serve as hubs for social interaction, recreation, cultural activities, and the preservation of natural amenities. Development in these areas should preserve trees, natural corridors and features, prioritize smart carbon-neutral/carbon-negative construction practices, and promote environmental stewardship and resilience.

Light Industrial

Definition: Areas intended for innovative and low-impact industrial uses compatible with surrounding residential and commercial zones. This includes manufacturing, warehousing, distribution, medical and technology hubs, research, and light assembly operations that do not create significant noise, pollution, traffic, or other adverse environmental impacts. These areas may include green infrastructure and smart technologies to mitigate impacts and allow for complimentary uses such as small-scale office space and service-related businesses.



General Commercial

Definition: Areas designated for retail, office, and service-based businesses that serve the local and regional community. Commercial areas should emphasize support for local businesses through development incentives, flexible design standards, and human-scaled architecture. These districts should be pedestrian- and transit-oriented, with parking located to the rear of buildings and away from primary streets. Storefronts should be integrated with transportation corridors and public spaces to encourage vibrant, activated spaces throughout the day.

Commercial Mixed-Use

Definition: Areas intended to function as vibrant commercial-residential zones with an emphasis on activated, ground-floor, and corner commercial uses. Residential uses should generally have reduced ground floor footprints, occupying areas away from high-visibility, high-activity frontages. These areas should be strategically reserved for uses that ensure long-term economic vitality. Design should foster extended hours of activity through engaging streetscapes, high-density developments, public transportation access, and pedestrian-oriented design.

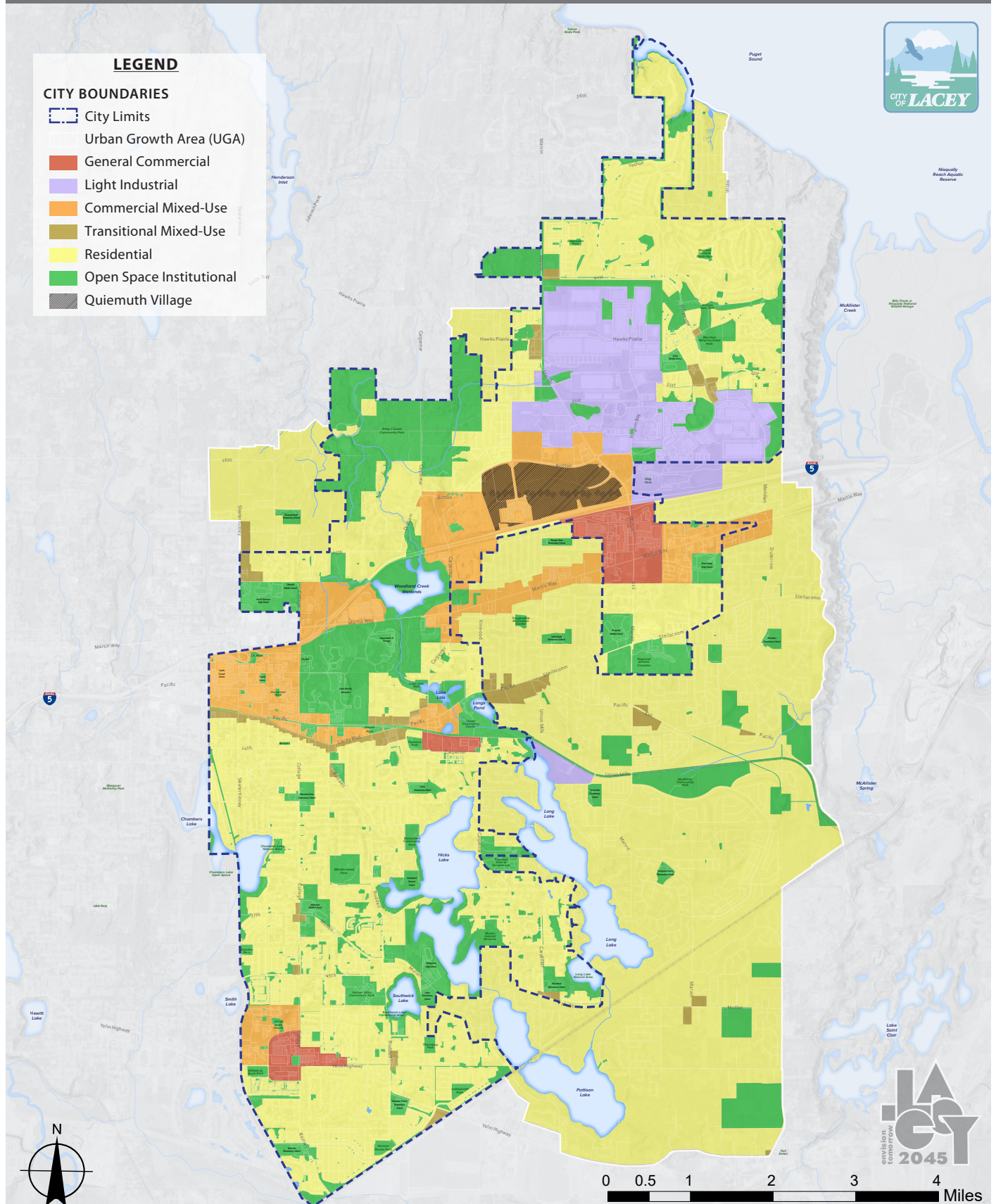
City of Lacey | Future Land Use Map



LEGEND

CITY BOUNDARIES

-  City Limits
-  Urban Growth Area (UGA)
-  General Commercial
-  Light Industrial
-  Commercial Mixed-Use
-  Transitional Mixed-Use
-  Residential
-  Open Space Institutional
-  Quiemuth Village



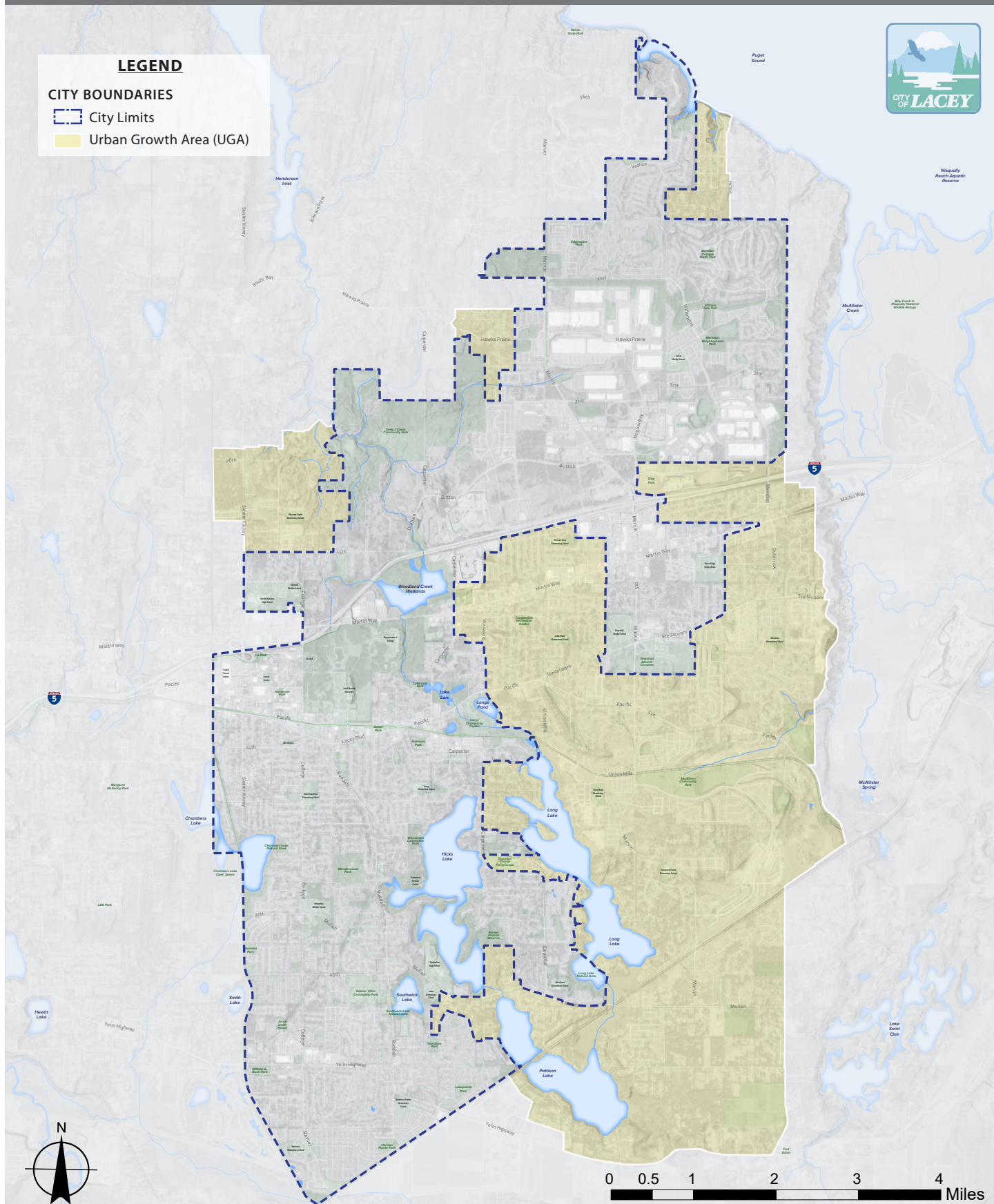
City of Lacey | Urban Growth Area



LEGEND

CITY BOUNDARIES

-  City Limits
-  Urban Growth Area (UGA)



Transitional Mixed-Use

Definition: These areas are designed to mitigate the impact of adjacent higher-intensity land uses on nearby residential neighborhoods while still promoting mixed-use development to foster a diverse range of economic and residential opportunities. Development should maintain a pedestrian-friendly scale and character, support local-serving retail and services, and include design elements that reduce conflicts between adjacent uses.

Land Use Goals and Policies

The Land Use Policies are organized into thirteen goal areas that together advance Lacey's vision for compact, sustainable, and equitable development. Specifically, the policies focus on creating walkable, well-connected, mixed-use neighborhoods with a strong sense of place. These neighborhoods include a diverse mix of housing types, employment opportunities, services, and public amenities that meet the needs of residents and businesses. In anticipation of future growth, these policies establish inclusive, community-driven approaches to inform future land use decisions focused on subareas and annexation.

Building upon the goals and policies identified within the 2016 Comprehensive Plan, updates for the 2025 Comprehensive Plan are further informed by recently adopted State legislation (since 2016), community provided guidance gained through 2024 and 2025 outreach efforts, the 2023 Joint Plan with Thurston County Countywide Planning Policies last updated in 2025, City Council, Planning Commission, and Youth Council priorities identified through 2024 visioning sessions.

LAND USE ELEMENT POLICY FRAMEWORK

Goal	Description
Goal LU-1	Promote compact development that prioritizes infill, supports mixed-use development, and multimodal transportation.
LU-1A	Update land use designations and zoning to provide a greater housing diversity that promotes compact, mixed-use developments while avoiding sprawl and the development of natural areas.
LU-1B	Prioritize mixed-use development to provide greater access to jobs, amenities and services.
LU-1C	Incentivize infill over greenfield development, and prioritize corridors, centers, and areas with established infrastructure.
LU-1D	Annex only after carefully considering available infill opportunities, and consistent with annexation policies. Coordinate annexation plans with other jurisdictions to align with County policies.
LU-1E	Coordinate efforts to ensure that infrastructure improvements are aligned with land use planning, to streamline the development pipeline and make efficient use of available resources and funding.
LU-1F	Avoid the co-location of incompatible land uses and employ mitigating measures like vegetated buffers as needed to address conflicts between adjacent land uses.
Goal LU-2	Establish walkable neighborhoods that improve public health and safety.
LU-2A	Evaluate established development models such as the “20-minute city”, “complete neighborhoods”, and others for lessons that can be applied to Lacey. Develop design and planning guidance (such as for land uses, street layouts, etc.) for new large-scale projects and revitalization efforts.
LU-2B	Allow flexibility in land uses and development standards to encourage neighborhood-serving amenities such as corner stores, home offices, live-work units, flex spaces, etc.
LU-2C	Align land use and transportation project goals and objectives to be mutually supportive in creating walkable and rollable places.
Goal LU-3	Increase housing diversity to support a range of household types, income levels, and lifestyle preferences.
LU-3A	Allow and encourage a diverse range of building types to support the full spectrum of household sizes, types, and living arrangements that reflect community needs. Encourage innovation in housing types to allow aging-in-place and multi-generational living.
LU-3B	Increase minimum residential densities in primary residential areas to provide for housing diversity and to enable compact growth patterns.
LU-3C	Expand housing choices for both market-rate and subsidized housing. Develop strategies to promote homeownership.
Goal LU-4	Promote economic vitality by attracting new investment and employment while protecting established local businesses.
LU-4A	Promote Lacey Midtown as an economically healthy city center offering a variety of retail, office, service, residential, cultural, civic, and recreational opportunities.
LU-4B	Update development standards, focusing new office and commercial uses along major transportation corridors.
LU-4C	Ensure commercial and mixed-use zoning designations consider business retention and anti-displacement strategies for existing small businesses and support new small-scale business growth.
LU-4D	Encourage industrial uses to adopt industry best practices to minimize environmental impacts.
LU-4E	Update industrial development standards to allocate areas to support new small-scale light industrial/commercial and flex spaces (such as maker spaces, artist lofts, small-scale manufacturing, laboratories, and incubator spaces) to provide opportunities for local entrepreneurs, manufacturers, artists, and artisans.
Goal LU-5	Advance multimodal (walk/bike/roll and transit) connectivity both within Lacey and to neighboring destinations.
LU-5A	Expand existing alternate transportation facilities such as trails and bike paths, and plan new infrastructure to establish a comprehensive, connected multimodal network throughout Lacey. Consider innovative approaches and land use agreements to help connect existing gaps in multimodal networks, with the intent to make walking, biking, and rolling convenient, safe and practical for everyday activities and daily trips, not just for exercise and recreation.

LU-5B	Ensure that street designs encourage all modes of transportation including transit, pedestrians, bicyclists, and automobiles, and are accessible to people using mobility devices.
LU-5C	Prioritize a network of “safe routes” connecting schools, libraries, sports venues, and other popular community destinations, to promote alternate transportation modes. Design networks to prioritize the safety of the most vulnerable populations such as children, the elderly, and users of mobility devices.
LU-5D	Establish public realm standards that prioritize walkability, accessibility, bikability, pedestrian comfort, and multimodal connectivity. Include amenities such as seating, shade, lighting, and bike parking.
LU-5E	Evaluate land use and transportation projects for GHG reductions when employing multimodal connectivity compared to car-centric development. Communicate the GHG reduction benefits achieved by increasing the modal share of walk/bike/roll trips as an alternative to driving.
Goal LU-6	Encourage the development of mixed-use centers at the neighborhood scale to provide convenient access to employment, amenities, and services.
LU-6A	Designate areas across Lacey for small mixed-use centers or local “main streets” with Neighborhood Commercial zoning to allow flexible development standards and building types such as live/work.
LU-6B	Allow flexibility in development regulations for neighborhood mixed-use centers, such as parking standards, and allow mixed-use building types such as live-work, flex spaces, maker spaces, and home offices.
LU-6C	Establish minimum residential densities to support centers of different sizes and land use mixes.
LU-6D	Update development regulations to provide incentives to support the development of retail and amenities in mixed-use centers.
Goal LU-7	Preserve natural resources and use resilient design strategies in planning open space networks, community amenities, and public realm improvements.
LU-7A	Continue to protect and restore important environmental areas such as wetlands, urban forests, reservoirs, and the Woodland Creek basin watershed by adopting compact land use patterns.
LU-7B	Preserve mature and heritage trees in development projects and develop strategies to increase tree canopy cover citywide.
LU-7C	Focus on redevelopment in areas where existing infrastructure is available. Plan for resiliency and include guidance in development standards.
Goal LU-8	Design and develop public spaces to build a unique identity and a strong sense of community.
LU-8A	Design public spaces to be multipurpose, accessible, easy to maintain, and inviting as community gathering locations.
LU-8B	Make investments that emphasize Lacey as a welcoming place and enhance the character of the community.
LU-8C	Update Development regulations to consider the public realm, particularly providing for opportunity for gathering spaces, placemaking, cultural activities, art, and walkability.
Goal LU-9	Advance environmental justice by mitigating environmental health disparities for vulnerable populations.
LU-9A	Monitor community vulnerabilities and environmental health disparities.
LU-9B	Prioritize City amenities for known vulnerable communities and areas with environmental health disparities.
LU-9C	Analyze and seek community input on whether new legislation will reduce, increase, or have no impact on environmental justice and vulnerable communities.
LU-9D	Ensure that everyone enjoys the same degree of protection from environmental and health hazards, access to the decision-making process, and the benefits of a healthy environment.
Goal LU-10	Carry out robust community engagement for planning projects, with a focus on equity and inclusion
LU-10A	Employ outreach best practices to ensure robust community input informs local planning, and to build community leadership. Monitor engagement to evaluate success and continue to improve existing outreach processes.
LU-10B	Use community visioning and input to carry out placemaking initiatives and enhance the sense of community and identity in planning projects.
Goal LU-11	To implement the Comprehensive Plan vision, develop and implement subarea plans in coordination with regional partners.

LU-11A	Use community-driven subarea plans to guide development at the local level and advance land use goals, including compact mixed-use development, walkable neighborhoods, housing diversity, economic vitality, connectivity, environmental stewardship, and sense of community.
LU-11B	Implement innovative zoning and development tools, such as form-based codes, objective design standards, climate resiliency, etc. Utilize subarea plans to enhance community character and identity through placemaking initiatives.
LU-11C	Use the scope and timeline of sub-area planning efforts to identify and prioritize future public investments, with climate resiliency and environmental goals taken into consideration.
Goal LU-12	Develop strategic alliances with regional partners, explore innovative partnership models, and development incentives to attract investment and catalyze revitalization.
LU-12A	Proactively solicit development partners and employ public-private partnerships to implement priority projects.
LU-12B	Consider creative commercial design approaches to support small businesses, including performance-based tools.
Goal LU-13	Continue to complete annexations to balance growth while ensuring financial sustainability.
LU-13A	Prioritize the completion of annexations that qualify as unincorporated islands, contain significant development capacity, contain commercial development, reduce the loss of agricultural lands, and qualify for the state sales tax credit.
LU-13B	Carefully assess the fiscal and environmental impacts of annexation to avoid straining municipal services and reducing levels of service.
LU-13C	Produce a report one year after an annexation has occurred to identify actual impacts to the city and to ensure that the annexation is delivering the expected outcomes.

Parks & Recreation

Introduction

The Parks Element presents a vision for an equitable, high-quality, and diverse parks, culture, and recreation system.

The Element is informed by the Lacey Parks, Culture, and Recreation (LPCR) Plan, which defines strategic goals, policies, and objectives for future parks, cultural programs, and recreation facilities. It also establishes level-of-service standards, outlines implementation strategies, and includes cost estimates and potential funding sources to support those actions.

Background

Located at the southern tip of Puget Sound, the City of Lacey offers urban living with abundant natural beauty. Positioned along the I-5 corridor, Lacey has become a recognized hub for sports and recreation. Residents have daily access to expansive forests, freshwater lakes, and views of Mount Rainier. Lacey's intricate river, lake, and wetland system encompasses hundreds of acres of land and provides critical habitat to local fish and wildlife populations. These environmentally sensitive areas support essential ecological habitats and play a key role in sustaining the health of both the ecosystem and the community.

The City of Lacey develops, maintains, and promotes park facilities to ensure public access while preserving and enhancing them for future generations. Lacey's park system spans more than 1,263 acres and features a variety of modern facilities and diverse recreational programs. LPCR offers a wide array of special events for all ages, and residents take pride in the system's parks, as well as its trails, plazas, habitat reserves, and public facilities.

As the city's population continues to grow, LPCR remains responsive to increasing



recreational demand by prioritizing the expansion and improvement of existing facilities. Over the past several decades, the City has invested heavily in acquiring parkland and open space. Today, Lacey’s per capita park acreage surpasses national benchmarks. Looking ahead, the City will primarily concentrate its financial resources on enhancing current parks and improving public access. Currently, 41% of the park system is developed, while 750 acres remain undeveloped.

Parks & Recreation Goals and Policies

A primary goal of the Parks & Recreation Element is to remove barriers to participation while providing facilities, programs, and events that strengthen community bonds, encourage social engagement, and enhance the city’s overall livability. Lacey remains deeply committed to ensuring equitable access to natural areas, promoting volunteerism, and maintaining its facilities to the highest standards.

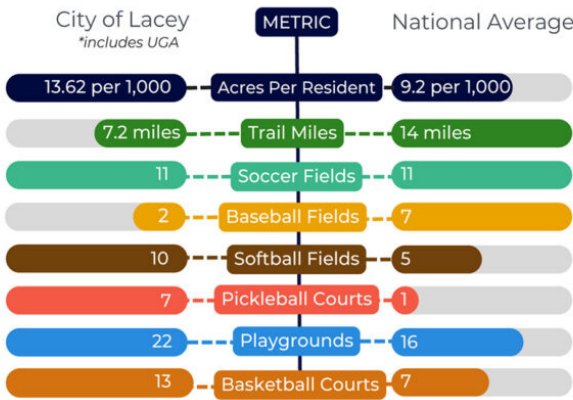
Looking ahead, the City will focus on developing and improving existing parks rather than acquiring additional land. To support this shift, the plan emphasizes the importance of identifying sustainable, long-term funding sources and building strong partnerships that expand community services. A key initiative will be the creation of a comprehensive trail network that connects parks, neighborhoods, schools, open spaces, and public facilities—encouraging physical activity and healthy lifestyles through safe, accessible, multipurpose trails.

The LCPR plan also highlights the importance of preserving and celebrating Lacey’s cultural and historical resources. This will be achieved through mission-driven educational programs, public exhibits, and the establishment of a future Lacey Museum and Cultural Center.

The Parks & Recreation Element encourages sustainable practices that address environmental, economic, social, and cultural priorities for the benefit of future



BENCHMARK COMPARISONS



generations. These efforts include expanding public access to natural areas, protecting wildlife habitats, and preserving connected open spaces to support the needs of Lacey's growing population. Through these integrated goals and policies, the City of Lacey aims to enhance quality of life and natural resources while honoring its commitments to equity, sustainability, and community heritage.

PARKS & RECREATION ELEMENT POLICY FRAMEWORK

Goal	Description
Goal P-1	Develop a high-quality, equitable, diversified parks, culture and recreation system where physical, financial, social and cultural barriers are eliminated, and which includes unique facilities, events, and recreation and cultural programs. This encourages social interaction, cultivates community spirit, and strengthens the livability of Lacey in addition to meeting community needs.
P-1A	Provide robust and community-driven parks, culture, and recreation resources where physical, financial, social, and cultural barriers are eliminated.
P-1B	Ensure Lacey's Park system includes opportunities for its community members to experience nature and solitude.
P-1C	Encourage and provide opportunities for volunteer stewardship.
P-1D	Maintain parks, culture, and recreational facilities at a high standard.
P-1E	Create a planning structure and accountability for recreation programs to ensure programs, amenities, and facilities meet the community's needs.
P-1F	Continue free and low-cost events with community and regional draws.
P-1G	Provide rental spaces for special private events.
P-1F	Ensure a robust planning process considers parks near all community members and addresses site suitability, development, and preferred amenities.
Goal P-2	Prioritize LPCR projects and facilities, identify corresponding current and future funding sources, leverage investments and partnerships, and maintain Lacey's eligibility for grant funding.
P-2A	Transition from a property acquisition to a park development phase.
P-2B	Investigate and identify sustainable, stable, long-term, and revenue-producing options for funding projects and ongoing maintenance and operations.
P-2C	Initiate and strengthen partnerships to offer the community optimum services that would impossible without the partnership.
Goal P-3	Develop a trails system that interconnects parks, schools, neighborhoods, open spaces, other trail systems, and important public facilities.
P-3A	Continue to provide a high-quality system of multipurpose trails and corridors.
P-3B	Continue to provide a trail system that promotes physical activity and a health-conscious community.
Goal P-4	Educate and engage the public with the heritage of Lacey and the South Sound region through mission-driven programs and exhibits and by preserving sites and artifacts of historical and cultural importance and making them accessible to the community.
P-4A	Preserve significant, high-quality historical and aesthetic resources that reflect our diverse community.
P-4B	Create and deliver high-quality, mission-driven educational experiences.
P-4C	Build the new Lacey Museum & Cultural Center (LMCC) and ensure its financial stability.
P-4D	Preserve, care for, and manage collections professionally.
P-4E	Build and foster community partnerships to increase capacity and sustainability.
Goal P-5	Use sustainable systems and practices that ensure the environmental, economic, social and cultural needs and desires of future generations will not be compromised.
P-5A	Increase community access and engagement.
P-5B	Protect and preserve natural habitats for people and wildlife.
P-5C	Connect natural areas and open space in the developed areas. Preserve these open areas to meet the future needs of Lacey's increasing population.

Capital Facilities

Introduction

The Capital Facilities Element, required by the Growth Management Act, outlines how Lacey will finance the implementation of its Comprehensive Plan. It helps the City allocate limited funds effectively and align budgeting, planning, and development decisions with community needs and goals.

The Element includes a Capital Facilities Plan that helps the City plan, prioritize, and fund public infrastructure. The Capital Facilities Plan draws from facility-specific master plans for water, sewer, stormwater, parks, and transportation, and is reviewed annually to adjust priorities. It also addresses general government facilities not covered in other plans, such as City Hall, Public Works Headquarters, and the Senior Center.



Background

Capital facilities—such as streets, parks, public buildings, and water and sewer systems—form the essential infrastructure the public relies on every day. These facilities require careful, long-term planning to ensure they are available and sufficient when needed.

Under the Growth Management Act (GMA), jurisdictions must provide public facilities in step with new development or population growth — a requirement known as concurrency. This means facilities must either be in place at the time of demand or have funding to be built within six years. They must also meet locally defined levels of service, which are measurable standards like park acres per capita or water system capacity. If a city cannot maintain these standards, it must either limit new development or adjust the service levels. Lacey's Capital Facilities Plan identifies where and when these facilities will be needed and outlines how the City will fund them to uphold concurrency and service standards.

Capital Facilities Goals and Policies

The Capital Facilities Element relies on the Capital Facilities Plan—a vital tool that helps the City of Lacey plan, prioritize, and fund the infrastructure necessary to support a growing community. This plan ensures that essential public facilities are

available, sufficient, and aligned with the City's long-term goals. By guiding responsible growth and maintaining service standards, it helps preserve Lacey's high quality of life. The Capital Facilities Plan addresses goals for the following facility types:

Government Facilities

The 2023 Government Facilities Master Plan guides Lacey's facility investments for the next 20 years. It prioritizes immediate needs and proposes a phased investment strategy for Public Works, Animal Services, Administration and Public Safety, and Parks, Culture and Recreation facilities. The plan recommends a new Police Station and a Museum and Cultural Center. With Lacey's population expected to grow to 72,326 by 2045, the plan enables the City to address updates to outdated facilities, meet increasing service demands, and pursue opportunities for land acquisition and facilities partnerships.



Parks Facilities

The 2023–2029 Lacey Parks, Culture & Recreation Comprehensive Plan outlines key goals, major challenges, and investment priorities to enhance the city's parks and cultural amenities. It sets a clear vision for creating an equitable, high-quality, and diverse parks, culture, and recreation system. The plan also defines the goals, policies, and strategies Lacey will use to achieve that vision.



Transportation Facilities

The City aims to support future growth and enhance mobility for all users by developing new transportation infrastructure guided by “Complete Streets” principles. This approach prioritizes walkability, multimodal options, and safety for all travelers. The Transportation Element provides additional direction for transportation

investments, while the Safety Action Plan identifies high-risk areas, addresses equity concerns, and recommends safety improvements. At the same time, the City continues expanding its bicycle and pedestrian network through the Pedestrian and Bicycle Plan, working to create a more connected and accessible system.

Wastewater Facilities

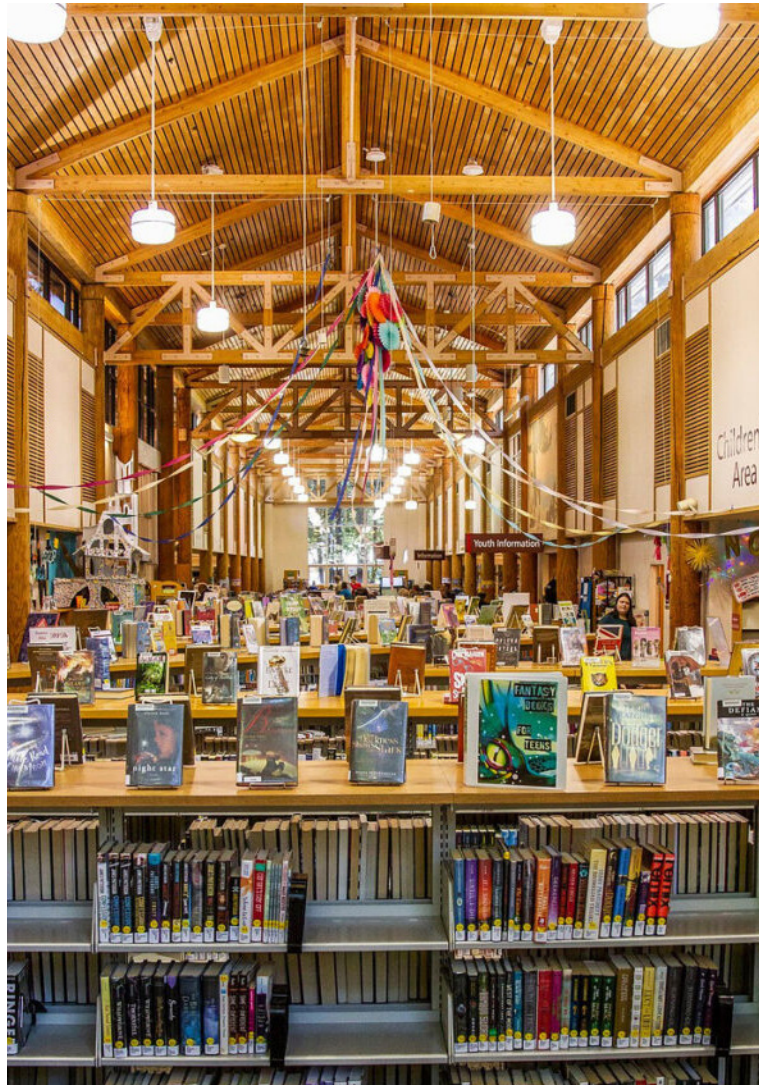
Lacey's Wastewater Plan seeks to simplify, reduce maintenance, and ensure growth capacity of our wastewater system. It focuses on replacing aging pump stations, upgrading infrastructure, and phasing out outdated components.

Stormwater Facilities

The City's Stormwater Management Program protects water resources while reducing flooding and erosion risks. In the near term, the program focuses on meeting regulatory requirements, implementing water quality retrofits, and enhancing planning, coordination, and tracking efforts.

Water Facilities

Lacey's Water System Plan addresses long-term needs for water quality, capacity, and infrastructure. Planned projects support population growth, regulatory compliance, and the repair or replacement of aging systems.



Utilities

Introduction

The Utilities Element of the Comprehensive Plan defines the City's goals and policies to ensure sustainable, efficient, and equitable utility services while prioritizing environmental protection and supporting community growth.

This Element addresses both City-managed and privately provided utilities. The City manages public utilities—including drinking water, wastewater, and stormwater—while private entities provide services such as electricity, natural gas, telecommunications, and cable. Lacey guides its utility services through the Water System Comprehensive Plan, Wastewater Comprehensive Plan, and Stormwater Comprehensive Plan. These plans inform the Capital Facilities Plan and supplement this high-level Utility Element overview.



Background

The City of Lacey operates and maintains drinking water, wastewater, and stormwater utilities, each governed by an individual comprehensive plan. The City manages public utilities—including drinking water, wastewater, and stormwater—while private entities provide services such as electricity, natural gas, telecommunications, and cable. Individual utility plans for water systems, wastewater, and stormwater inform the Capital Facilities Plan and supplement the high-level Utility Element.

Drinking Water Utility

Lacey manages its drinking water system under state oversight and serves most of Lacey and its Urban Growth Area (UGA). Lacey coordinates with neighboring jurisdictions and continues to secure new water rights to support future demand. The City aims to expand service, acquire additional rights, and promote reclaimed water use to ensure long-term supply.

Wastewater Utility

Lacey operates a wastewater system that provides service to approximately 13,800

acres, with regional facilities treating the collected wastewater¹. The Wastewater Comprehensive Plan guides expansion to 21,200 acres by 2032².

Stormwater Utility

Lacey manages stormwater using low-impact development (LID) techniques and was the first city in Washington to adopt a zero-effect drainage ordinance. The City requires LID Best Management Practices where feasible, and coordinates regionally to improve stormwater outcomes.



Natural Gas Service

Puget Sound Energy (PSE) provides natural gas to approximately 13,000 customers in Lacey as of 2016³. As an investor-owned utility, PSE plans services based on demand, coordinates with other providers, and uses shared utility corridors for efficient infrastructure development.

Electrical Service

PSE supplies electricity to Lacey and surrounding areas, using a mix of renewable and fossil fuel sources. Its Integrated Resource Plan guides future demand and conservation efforts. PSE typically places infrastructure in public rights-of-way and seeks public input for new facilities.

Telephone, Telecommunications, and Cable Service

CenturyLink serves as Lacey's primary phone provider, with other companies operating through agreements. The federal Lifeline program assists low-income residents in maintaining phone access. Lacey aims to update zoning to accommodate evolving wireless technologies and minimize land use conflicts. Comcast holds the local cable franchise, providing high-speed internet and TV service through extensive

¹ City of Lacey. (2016). City of Lacey Utilities Element of the Lacey Comprehensive Plan, 3

² Ibid.

³ Ibid.

fiber and coaxial infrastructure, coordinating efforts with other utilities.

Utilities Goals and Policies

City of Lacey shaped the Utilities Element goals and policies through requirements of the Growth Management Act, interdepartmental coordination, and public engagement. The 2025 update removes outdated references and integrates climate-related requirements. The utility goals emphasize sustainable growth, resource conservation, coordination, equity, and community input.

We aim to ensure that the residents and businesses within City of Lacey and the Urban Growth Area are adequately supplied with utilities and services for planned growth while protecting and conserving surface and groundwater resources. Key policy themes include evaluating development impacts, securing water rights, and promoting reclaimed water use. To protect water quality, the City prioritizes safeguarding wellhead areas, connecting septic systems to the sewer where possible, and enforcing stormwater regulations. Because coordinated utility and land use planning is essential to meet future needs, Lacey promotes multi-jurisdictional cooperation, shared data, and timely permitting. We also focus our efforts on energy efficiency in water and wastewater systems and advocate that utilities follow environmentally sensitive management practices.

The City of Lacey aims to ensure that residents and businesses within its limits and the Urban Growth Area receive reliable utility services that support planned growth while conserving surface and groundwater resources.

UTILITIES ELEMENT POLICY FRAMEWORK

Goal	Description
Goal U-1	Ensure that water, sewer, and stormwater utility services are adequately served through planning that considers growth demand, the environment, and asset management
U-1A	Analyze all proposed developments for anticipated impact on utilities and services.
Goal U-2	Protect ground and surface water resources to maintain adequate supplies of clean drinking water
U-2A	Protect the City's wellhead protection areas from contamination to prevent the need for additional treatment.
U-2B	Protect City's water supplies, lakes, and Puget Sound by encouraging existing septic systems to connect to sewer, should the service be available.
U-2C	Support strategies for extending the wastewater collection system into areas not currently served in the City and UGA.
U-2D	Protect groundwater and ensure that projects meet or exceed the most current stormwater requirements.
U-2E	Control runoff from new development, redevelopment, and construction sites through plan review and enforcement coordination, documentation, and tracking.
U-2F	Use Class A reclaimed water to recharge aquifers and enhance stream flows.
Goal U-3	Coordinate utility and land use plans so that utility services can be provided and maintained for anticipated future land uses
U-3A	Consider resources necessary to serve urban development needs at the earliest possible stages of planning for development. Plan critical facilities with consideration for resiliency and disaster preparedness.
U-3B	Collaborate in planning multi-jurisdictional agreements and improvements.
U-3C	Continue to encourage coordination and cooperation between the City and the various private utilities.
U-3D	Coordinate with utilities to share information regarding development plans, population growth projections, and other relevant data related to growth and connected demand for services for the development and implementation of capital improvement programs and area plans.
U-3E	Incorporate input from utilities in developing ordinances or resolutions that may impact utility services.
Goal U-4	Support programs that conserve resources and reduce costs for residents and businesses
U-4A	Analyze contracts of private utility providers to ensure that services are coordinated, efficient, and cost effective. Provide resources and education to enable improvements.
Goal U-5	Designate utility corridors
U-5A	Coordinate with the utilities to designate utility corridors to be located in public rights-of-way where feasible.
Goal U-6	Require joint trenching of utility corridors and facilities consistent with prudent utility practice
U-6A	Coordinate with utilities to provide timely and pertinent information necessary for planning joint trenching including plats, LID's, and road construction projects.
Goal U-7	Require compatibility of utility development with existing and planned land uses
U-7A	Require buffers and/or screening with native and/or drought-tolerant vegetation and/or architecturally compatible integration of all new above-ground utility facilities.
U-7B	Review and update siting and design standards for wireless communication facilities to integrate them into the surrounding environment and limit negative aesthetic impacts.
Goal U-8	Encourage public participation during planning for the siting of utilities
U-8A	Provide for community input on the siting of proposed utility facilities.
Goal U-9	Regulate vegetation management by utilities
U-9A	Enforce regulations that, except in an emergency situation, require approval from the City prior to spraying, trimming, or removing vegetation within the public right-of-way and prior to vegetation removal on private property. After approval and prior to the work being done, notify affected property owners and neighbors.

U-9B	Enforce regulations that require trimming and vegetation removal to be performed according to professional arboricultural specifications and standards. Educate the community on proper pruning practices (i.e. no tree topping), directional pruning, and phased replacment of incompatable vegetation within the right-of-way.
U-9C	Implement requirements for trees planted under power lines by planting appropriate species that will not grow to interfere with the lines, or become potential hazard trees to the lines because of size.
Goal U-10	Increase the efficiency of water and wastewater infrastructure
U-10A	Encourage efficiency improvements to municipal water and sewage treatment systems. Prioritize the replacement of components that consume the most energy and have high greenhouse gas emissions, and plan for resilience.
U-10B	Encourage conservation of energy in City utility facilities.
Goal U-11	Encourage provisions for land resources for utilities
U-11A	Where possible accommodate land resources for utility substations and improvements within the developments that necessitate the utility improvements.
U-11B	Coordinate regionally to develop regulations for battery energy storage locations that carefully consider appropriate areas for siting facilities.

Shorelines

Introduction

The Shorelines Element provides clear direction for the protection and wise management of Lacey's shoreline resources.

The Shorelines Element was drawn from the City of Lacey Shoreline Master Program document created in 2021, which provides general provisions, environmental designations, use and development standards, and other important information related to Lacey's shorelines.

Background

The state Shoreline Management Act was adopted by the voters in 1972. It demonstrated a broad public support for the wise management of the state's shoreline resources.

There are three pillars of the Act that provide the fundamental concepts implemented in this Shoreline Master Program (SMP). These are:

- Protection of environmental functions and values of our shoreline resources
- Prioritizing the use of shorelines dependent upon the need to be located on shorelines
- Public access and public use and enjoyment of shoreline resources

The Shoreline Management Act identifies certain shorelines as "shorelines of statewide significance" and raises their status by setting use priorities and requiring "optimum implementation" of the Act's policy.



Shorelines Goals and Policies

The Shoreline Act's policy of protecting ecological functions, fostering reasonable use and maintaining the public's right of navigation, access and corollary uses encompasses the general goals and policies contained in the Comprehensive Plan.

These goals and policies provide the framework for development of Lacey's Shoreline Program and compliance with state requirements.



SHORELINES ELEMENT POLICY FRAMEWORK

Goal	Description
Goal SH-1	Provide an opportunity for public participation in the update of the Shoreline Master Program to help identify key issues for Lacey, develop a program meeting state and local objectives and achieve community support for the wise management, protection, restoration and use of Lacey's shoreline resources
SH-1A	Ensure the public has opportunity to provide early, continuous and meaningful input into development of Lacey's shoreline program and periodic updates and amendments.
SH-1B	Look for and utilize a full range of approaches for educating and informing the public about shoreline management concepts that promote healthy shorelines, water quality, more productive habitat and other public interests.
Goal SH-2	Identify functions and values specific to Lacey's shoreline resources to develop a program tailored to Lacey's needs that will provide protection, restoration and utilization of these resources
SH-2A	Identify and designate each distinct shoreline reach with a classification based upon its function, values and public benefit.
SH-2B	Use the shoreline inventory to achieve the best utilization and management of Lacey's shoreline resources.
SH-2C	Base land use decisions on the shoreline designation and what is necessary to maintain shoreline functions and values and provide priority shoreline use to the public.
SH-2D	Incorporate input from utilities in developing ordinances or resolutions that may impact utility services.
SH-2E	Preserve large, intact ecological systems such as floodplains, wetlands or tidelands.
SH-2F	Designate an adequate supply of land for future water-dependent or water-related uses.
Goal SH-3	Develop a Shoreline Master Program that will achieve integration with the state Growth Management Act (GMA) to provide a long-range community vision for the wise management and use of Lacey's shoreline resources over the long term; provide development standards designed to regulate and protect areas within shoreline jurisdiction as Lacey faces urbanization under GMA; no net loss of ecological functions and restoration of impacted areas to protect and improve the public's long term interest in shoreline resources
SH-3A	To provide consistent treatment of critical areas in shoreline jurisdiction, reference and apply critical area ordinance standards as part of the SMP.
SH-3B	Provide opportunities for land use form that will achieve GMA goals for urbanization, while providing superior opportunities for protection of shoreline processes and public access opportunities.
SH-3C	Design, locate and construct residential development in a manner that will maintain existing public access to the publicly-owned shoreline, not interfere with the public use of water areas fronting such shorelines, and not adversely affect aquatic habitat.
SH-3D	Adopt a full range of development standards and incentive opportunities to protect and achieve no net loss of existing shoreline ecological functions and processes.
Goal SH-4	Achieve public access opportunities necessary to serve the needs of the Lacey community
SH-4A	Develop a public access plan that will use a full range of strategies and incentive program(s) approved by the Lacey Council to gain public access and acquire ownership of shoreline resources for the Lacey community.

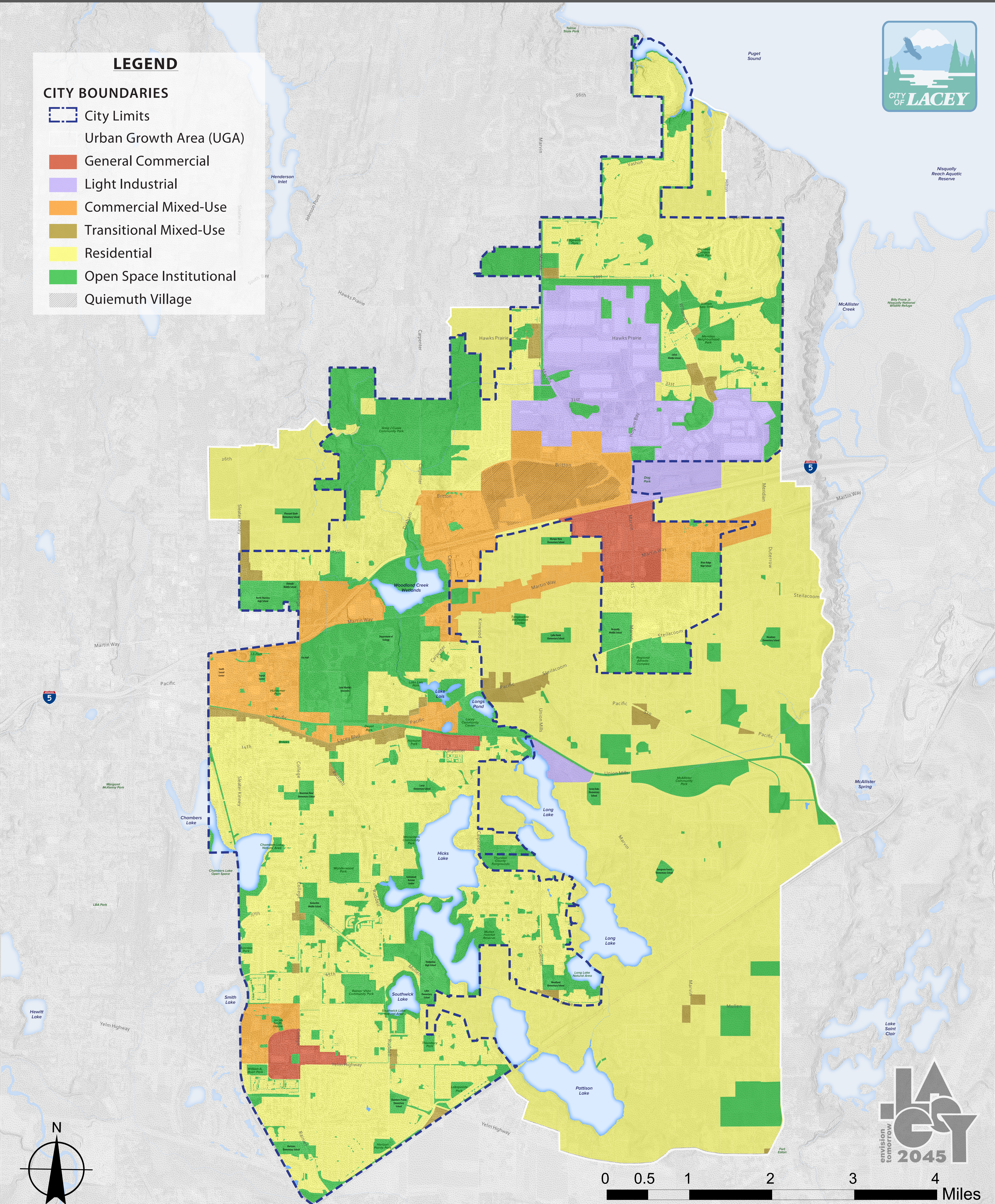
City of Lacey | Future Land Use Map



LEGEND

CITY BOUNDARIES

- City Limits
- Urban Growth Area (UGA)
- General Commercial
- Light Industrial
- Commercial Mixed-Use
- Transitional Mixed-Use
- Residential
- Open Space Institutional
- Quiemuth Village



Lacey Comprehensive Plan Update

Summary of Updated Population Projections

BERK has prepared planning-level population projections for the City of Lacey and its associated unincorporated Urban Growth Area (UGA), as described in the following sections. This memorandum also includes allocations of projected housing and population growth to local sub-geographies (Census Blocks and sewer basins).

Countywide Projected Net Housing Growth (2024-2050)

Countywide growth for the planning period is based on the 2022 OFM GMA population forecasts (medium scenario). Using the Washington Department of Commerce Housing Planning for All Tool (HAPT), BERK calculated the countywide housing growth associated with Thurston County's projected growth in population. The assumed countywide population and housing growth, including a comparison to the most recent Thurston Regional Planning Council (TRPC) forecast, is shown in Exhibit 1.

Compared to the TRPC forecast, OFM's 2022 forecast projects lower population for Thurston County in 2030 and 2035, indicating a slower rate of growth. However, the OFM forecast predicts higher population than the TRPC forecast after 2040. Future housing units (as projected by BERK) remain lower than the TRPC forecast throughout the planning period. This is likely due to assumptions in the HAPT that future household sizes in Thurston County will decrease over time as the population ages.

Exhibit 1. Thurston County Projected Population and Housing Growth (2024-2050)

Year	Population (OFM)	Housing Units (OFM/BERK)	Population (TRPC)	Housing Units (TRPC)
2024¹	307,000	127,797	307,000	129,200
2025²	313,985	133,991		
2030	333,783	144,764	336,000	150,700
2035	352,953	155,218	354,400	160,500
2040	371,542	165,182	370,700	169,000
2045	389,659	174,680	383,500	175,800
2050²	407,392	183,842		

1. 2024 values reflect the latest population and housing unit estimates published by OFM and TRPC.

2. TRPC forecast (updated June 2024) does not provide projections for 2025 or 2050.

Historical Population and Housing Growth Trends

Historically, population in Lacey has grown at a faster rate than Thurston County overall. Housing growth rates in Lacey have also historically been higher than the county, but to a lesser degree. As shown in Exhibit 2, population growth rates increased in both the Lacey UGA and Thurston County in the years prior to the COVID-19 pandemic, followed by a slight decline in the years since 2020. The rate of housing growth in Lacey gradually increased through the 2010's and has continued to increase since 2020. During this same period, the housing growth rate for Thurston County overall remained relatively stable.

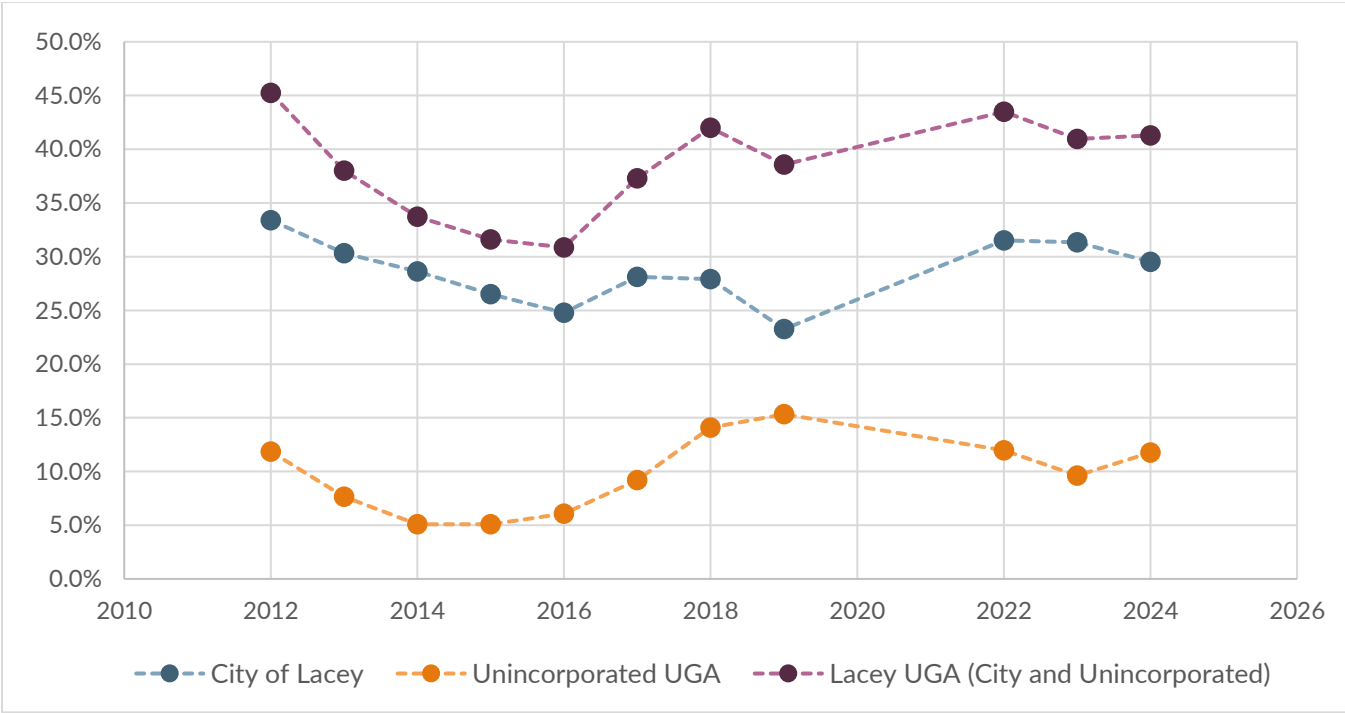
Exhibit 2. Lacey UGA Historical Population and Housing Growth Rates

Geography ¹	2011-2015	2015-2019	2021-2024 ²
Population – Average Annual Growth Rate			
City of Lacey	2.0%	2.4%	1.5%
Lacey Unincorporated UGA	0.7%	1.8%	1.0%
Lacey UGA (Total)	1.5%	2.2%	1.3%
Thurston County	1.3%	1.7%	1.0%
Total Housing Units – Average Annual Growth Rate			
City of Lacey	1.2%	1.9%	2.1%
Lacey Unincorporated UGA	0.3%	1.2%	1.2%
Lacey UGA (Total)	0.9%	1.6%	1.8%
Thurston County	1.2%	1.2%	1.2%

1. Geographies reflect 2024 City and UGA boundaries. To control for annexations, BERK calculated growth rates based on fixed boundaries using historical estimates requested from the OFM Small Area Estimates (SAEP) program.
 2. OFM population and housing estimates may include adjustments in decennial years to improve consistency with U.S. Census counts. To avoid potential errors, net growth and growth rates are not calculated for 2019-2020 or 2020-2021.
 Source: OFM Small Area Estimates Program (2025).

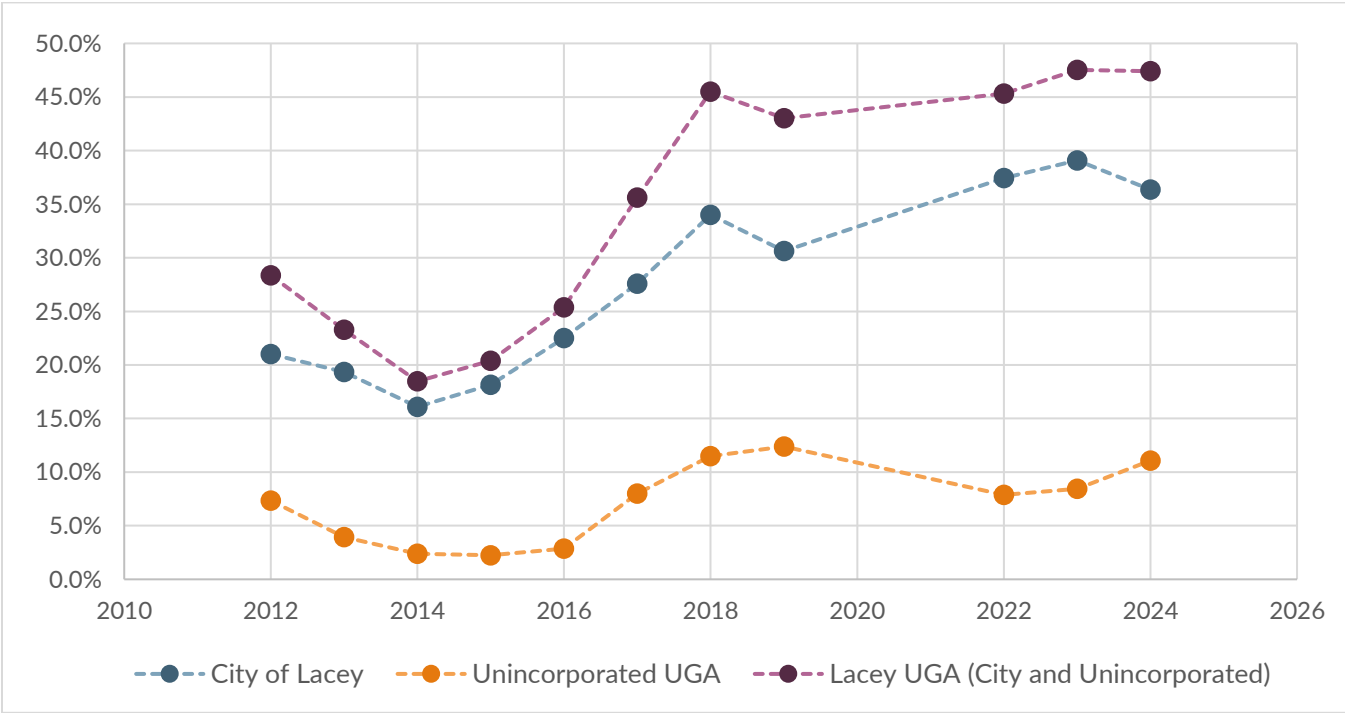
BERK also reviewed historical population and housing growth in Lacey as a percentage of countywide growth. Historically, the amount of population and housing growth in the Lacey UGA have varied widely from year to year, creating substantial variation when calculating shares of countywide growth at the annual level. Exhibit 3 and Exhibit 4 show the Lacey UGA's historical shares of countywide growth using a 2-year moving average to smooth annual variation and more clearly illustrate trends.

Exhibit 3. Lacey UGA Share of Historical Countywide Population Growth (2-Year Moving Average)



* OFM population and housing estimates may include adjustments in decennial years to improve consistency with U.S. Census counts. To avoid potential errors, net growth was not calculated for 2019-2020 or 2020-2021.
Source: OFM Small Area Estimates Program (2025).

Exhibit 4. Lacey UGA Share of Historical Countywide Housing Growth (2-Year Moving Average)



* OFM population and housing estimates may include adjustments in decennial years to improve consistency with U.S. Census counts. To avoid potential errors, net growth was not calculated for 2019-2020 or 2020-2021.
Source: OFM Small Area Estimates Program (2025).

As shown in Exhibit 5 shows average shares of county population and housing for the City of Lacey, the unincorporated UGA, and the UGA as a whole for the periods 2011-2015, 2015-2019, and 2021-2024.

Exhibit 5, Lacey’s share of countywide population growth declined during the mid-2010’s but recovered in the latter half of the decade. The Lacey UGA’s share of county housing growth (Exhibit 4) experienced a similar decline during the same period but recovered more rapidly, capturing approximately 45% of county housing growth by 2018 and remaining near or slightly above this level in the years since 2020. Exhibit 5 shows average shares of county population and housing for the City of Lacey, the unincorporated UGA, and the UGA as a whole for the periods 2011-2015, 2015-2019, and 2021-2024.

Exhibit 5. Lacey UGA Average Share of Historical Countywide Population and Housing Growth

Geography ¹	2011-2015	2015-2019	2021-2024 ²
Population – Average Share of Countywide Growth			
City of Lacey	28.2%	25.8%	27.5%
Lacey Unincorporated UGA	6.3%	12.2%	11.8%
Lacey UGA (Total)	34.5%	37.9%	39.3%
Housing Units – Average Share of Countywide Growth			
City of Lacey	18.8%	29.2%	35.0%
Lacey Unincorporated UGA	3.1%	10.3%	10.7%
Lacey UGA (Total)	21.8%	39.4%	45.8%

1. Geographies reflect 2024 City and UGA boundaries. To control for annexations, BERK calculated growth rates based on fixed boundaries using historical estimates requested from the OFM Small Area Estimates (SAEP) program.

2. OFM population and housing estimates may include adjustments in decennial years to improve consistency with U.S. Census counts. To avoid potential errors, net growth and growth rates are not calculated for 2019-2020 or 2020-2021.

Source: OFM Small Area Estimates Program (2025).

This recovery in the share of county housing growth coincides with a sharp increase in the amount of multifamily housing development in Lacey. According to OFM permitting records, Lacey averaged 5 multifamily housing units completed per year between 2010 and 2016. From 2017 through 2024, the City has averaged 386 completed multifamily housing units per year. This rapid development of multifamily housing would likely contribute to the observed divergence between the trends in population and housing growth shares since multifamily housing units frequently house fewer residents than a single-family home.

Projected Future Housing Growth

Based on review of the growth trends described above, BERK projected future housing growth for the Lacey UGA for each 5-year forecast period using the following steps.

- **2024-2025 Housing Growth:** Because of the short time interval, BERK projected housing units for 2025 as an extension of recent housing growth trends by applying regression analysis to the

housing unit estimates for the years 2010-2024. This method resulted in projected housing growth of 1,025 units in the Lacey UGA between 2024 and 2025, an increase of approximately 2.6%.

- **2025-2030 Housing Growth:** During this forecast period, the Lacey UGA is anticipated to capture a similar share of county housing growth as recent years. Housing growth was projected using a weighted average of the housing growth shares shown in Exhibit 5 for 2015-2019 (39.4%) and 2021-2024 (45.8%).
- **2030-2050 Housing Growth:** Both the latest OFM and TRPC forecasts demonstrate decreasing growth rates after 2030, predicting a gradual slowing of growth. BERK's projections for the Lacey UGA also assume a gradual decrease in the share of county housing growth, regressing to the UGA's long-term (2011-2024) average share of county housing growth after 2035 (34.8%).
- **City vs Unincorporated UGA Housing Growth:** TRPC's growth forecast and Thurston County's adopted growth allocations direct the majority of future housing growth in the Lacey UGA to unincorporated areas. TRPC buildable lands data also indicates the unincorporated UGA contains more residential development capacity than the City of Lacey. However, City staff have observed extensive environmentally critical areas in the unincorporated UGA that may limit future development. Using estimates of critical area coverage prepared by City staff, BERK has adjusted the TRPC parcel-level capacity estimates direct future growth away from areas constrained by the presence of critical areas. Future growth in the UGA is divided between the City and unincorporated areas based on this updated distribution of development capacity.

Exhibit 6 shows projected future housing in the Lacey UGA.

Exhibit 6. Lacey UGA Projected Housing Units (2025-2050)

	2024	2025	2030	2035	2040	2045	2050
Assumed Share of Future County Housing Growth							
Lacey UGA			42.2%	36.9%	34.8%	34.8%	34.8%
City of Lacey			24.3%	21.3%	20.1%	20.1%	20.1%
Unincorporated UGA			17.8%	15.6%	14.7%	14.7%	14.7%
Projected Future Housing Units							
Thurston County	127,797	133,991	144,764	155,218	165,182	174,680	183,842
Lacey UGA	39,550	40,575	45,116	48,969	52,434	55,737	58,922
City of Lacey	25,583	26,246	28,865	31,087	33,086	34,990	36,828
Unincorporated UGA	13,967	14,329	16,251	17,882	19,348	20,746	22,095

Source: OFM, 2025; BERK, 2025.

Projected Future Population

Exhibit 7 shows projected future population in the Lacey UGA. For each 5-year forecast period, BERK converted future housing units to total population using the method and assumptions established in the HAPT:

- Conversion calculations assume a 6% housing unit vacancy rate.
- Household population for each part of the UGA is calculated by applying individual household size assumptions to the number of projected housing units for that area. Household sizes for both the City and unincorporated UGA are assumed to decrease over time in keeping with countywide trends.
- Total population is calculated by applying an adjustment factor to projected household population to reflect residents living in group quarters. This adjustment factor is based on the percentage of county population living in group quarters as of the 2020 Census (approximately 0.98%).

Exhibit 7. Lacey UGA Projected Population (2025-2050)

	2024	2025	2030	2035	2040	2045	2050
Assumed Future Household Size							
Lacey UGA		2.47	2.43	2.40	2.37	2.35	2.33
City of Lacey		2.46	2.42	2.38	2.36	2.34	2.32
Unincorporated UGA		2.65	2.61	2.57	2.55	2.52	2.51
Projected Future Population							
Thurston County	307,000	313,985	333,783	352,953	371,542	389,659	407,392
Lacey UGA	96,428	98,884	106,445	113,986	120,765	127,342	133,761
City of Lacey	60,172	61,717	66,195	70,308	74,017	77,631	81,168
Unincorporated UGA	36,256	37,167	40,250	43,678	46,748	49,711	52,593

Source: OFM, 2025; BERK, 2025.

Exhibit 8 and Exhibit 9 provide comparisons of projected population and housing in the Lacey UGA to TRPC's latest forecast.

Exhibit 8. BERK Projections Compared to TRPC Forecast – Population

	2024	2025*	2030	2035	2040	2045	2050*
Lacey UGA (OFM/BERK)	96,428	98,884	106,445	113,986	120,765	127,342	133,761
Lacey UGA (TRPC)	96,050		102,370	106,030	109,740	113,440	
City of Lacey (OFM/BERK)	60,172	61,717	66,195	70,308	74,017	77,631	81,168
City of Lacey (TRPC)	60,210		58,320	59,560	60,530	61,350	
Unincorporated UGA (OFM/BERK)	36,256	37,167	40,250	43,678	46,748	49,711	52,593
Unincorporated UGA (TRPC)	35,840		44,050	46,470	49,210	52,090	

* TRPC forecast (updated June 2024) does not provide projections for 2025 or 2050.

Source: OFM, 2025; BERK, 2025; TRPC, 2024.

Exhibit 9. BERK Projections Compared to TRPC Forecast – Housing Units

	2024	2025*	2030	2035	2040	2045	2050*
Lacey UGA (OFM/BERK)	39,550	40,575	45,116	48,969	52,434	55,737	58,922
Lacey UGA (TRPC)	39,380		44,960	46,940	48,870	50,730	
City of Lacey (OFM/BERK)	25,583	26,246	28,865	31,087	33,086	34,990	36,828
City of Lacey (TRPC)	24,980		26,380	27,180	27,840	28,410	
Unincorporated UGA (OFM/BERK)	13,967	14,329	16,251	17,882	19,348	20,746	22,095
Unincorporated UGA (TRPC)	14,400		18,580	19,760	21,030	22,320	

* TRPC forecast (updated June 2024) does not provide projections for 2025 or 2050.

Source: OFM, 2025; BERK, 2025; TRPC, 2024.



MEMBERS:

City of Lacey
City of Olympia
City of Rainier
City of Tenino
City of Tumwater
City of Yelm
Confederated Tribes of the
Chehalis Reservation
Nisqually Indian Tribe
Town of Buxton
Thurston County
North Thurston Public Schools
Olympia School District
Tumwater School District
Intercity Transit
LOIT Clean Water Alliance
Port of Olympia
PUD No. 1 of Thurston County

ASSOCIATE MEMBERS:

Lacey Fire District #3
Puget Sound Regional Council
The Evergreen State College
Thurston Conservation District
Thurston Economic
Development Council
Timberland Regional Library

MEMORANDUM

TO: Hans Shepard, Senior Planner
City of Lacey Community & Economic Development

FROM: Scott Carte, GIS and Modeling Manager
Michael Ambrogi, Senior Planner
Thurston Regional Planning Council

DATE: May 27, 2025

SUBJECT: Proposed 2025 Comprehensive Plan Updates

OVERVIEW

The City of Lacey is proposing changes to its future land use map and zoning as part of its 2025 comprehensive Plan periodic update. City staff requested that Thurston Regional Planning Council (TRPC) review the proposed changes to identify potential impacts to the City's capacity for future housing units and congestion on roadways.

BACKGROUND

Thurston Regional Planning Council (TRPC) maintains two models relevant to jurisdictions' Comprehensive Planning requirements:

- A land capacity model which estimates acres of developable land and number of future dwelling units on a parcel based on existing land use, zoning, and development regulations. The current model is based on assumptions developed as part of TRPC's population and employment forecast (2018 update) and the 2021 Buildable Lands Report for Thurston County. Documentation is available at <https://www.trpc.org/236> (See "Population and Employment Land Supply Assumptions").
- A regional travel demand model which estimates vehicle volumes and vehicle volume to capacity (V/C) ratios on roadways. The current model was developed as part of TRPC's 2050 Regional Transportation Plan for the Thurston Region. Documentation is available at <https://www.trpc.org/319>.



Marc Daily
Executive Director

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City staff provided a list of parcels with a proposed zoning change. Changes fell into three categories:

- Clean Up: Proposed changes bring the zoning in better alignment with existing use and parcel boundaries.
- Consolidation: Zones are being combined based on high level of permitted use overlap.
- Private Application: Rezone requests from the community or property owner.

FINDINGS

Future Land Use Map Changes

Although the City of Lacey is proposing changes to its future land use map as part of its Comprehensive Plan update, the changes do not affect TRPC's models, which are based on zoning and development regulations.

Effects on Future Housing

TRPC's land capacity model estimates that the proposed zoning changes would reduce future residential capacity on five parcels (20 units total) and increase capacity on two parcels (20 units total). The remaining 449 parcels are projected to have no change in future residential capacity.

Effects on Vehicle Volumes

Based on the relatively small projected change in future residential capacity due to the proposed zoning changes, TRPC expects future vehicle volumes and V/C ratios in line with those reported in the 2050 Regional Transportation Plan for the Thurston Region.

Scope and Timing of Proposed Changes

The City of Lacey is considering a range of Future Land Use Map amendments and zoning changes as part of the 2025 Comprehensive Plan Update. While all of these potential locations were evaluated by TRPC as part of this review, some of these proposed changes may not be adopted as part of the 2025 review cycle. That said, the reviewed locations would represent the greatest potential impact as a result of these proposed updates on both the land capacity model and the regional travel demand model. In the event that some of these locations are not adopted as part of the 2025 Comprehensive Plan, this would represent a smaller change than what was reviewed as part of this assessment. Based on the relatively small projected change in future residential capacity due to the proposed zoning changes, TRPC expects future vehicle volumes and V/C ratios in line with those reported in the 2050 Regional Transportation Plan for the Thurston Region.

Table 1: Summary of Proposed Zoning Changes

Change	Current Zoning	Proposed Zoning	Number of Parcels	Acres
Clean Up	CBD 7	OSI	15	348.3
Clean Up	CO	HDR	2	8.5
Clean Up	CO	NC	10	15.2
Clean Up	GC	MHDC	1	1.3
Clean Up	HD	NC	1	0.4
Clean Up	LD	OSI	3	42.0
Clean Up	ME	CBD 6	1	8.9
Clean Up	MMDC	MDR	86	10.9
Clean Up	MMDC	OSI	6	3.6
Clean Up	OSI	LDR	1	5.3
Clean Up	LD/MD/HD	OSI	7	42.2
Consolidation	CBD 7	CBD 6	15	18.3
Consolidation	CCD	GC	50	78.3
Consolidation	CCD	HDR	1	4.8
Consolidation	CCD	NC	5	12.9
Consolidation	CCD	OSI	1	0.5
Consolidation	MMDC	NC	10	9.7
Consolidation	OSI	MDR	1	5.9
Consolidation	Village Center	MDR	212	16.3
Consolidation	Village Center	OSI	13	4.1
Private	LHN	CBD 4	6	2.1
Private	LDR	CBD 5	8	17.5
Private	OSI	LDR	1	1.1

LAND USE POLICY FRAMEWORK

2nd Administrative Draft

April 17, 2025





Table of Contents

Introduction	1
Purpose of the Policy Framework	1
Future Land Use Map (FLUM)	1
Urban Growth Area (UGA)	2
Implementation	4
Policy Foundations	5
Growth Management Act (GMA) Goals	5
Department of Commerce Checklist for Fully Planning Cities.....	6
Current Policy (2016 Comprehensive Plan)	8
Countywide Planning Policies	9
Community Engagement.....	12
Policy Framework.....	14
Approach	14
How to Read	14



INTRODUCTION

Purpose of the Policy Framework

This Administrative Draft Policy Framework identifies an initial set of Land Use Element goals and policies for discussion with City policy makers. After input from the Planning Commission and City Council and refinement in collaboration with City staff, it will serve as the foundation for the Public Draft Land Use Element.

Other than the Introduction, there are two main parts to this Administrative Draft. The first section, “Policy Foundations,” introduces and summarizes the work that informed the development of the second section, the “Policy Framework.”

Future Land Use Map (FLUM)

The Land Use Element has two principal components: first, the Future Land Use Map (FLUM) and second, land use policies, which are organized by goal area. This Policy Framework focuses uniquely on land use policies.

The preparation of the FLUM is on a parallel, concurrent path. The FLUM performs the following functions in carrying out the vision of Lacey’s Comprehensive Plan:

- Allocates land use within the Lacey Planning Area (comprising of the City of Lacey and the Lacey Urban Growth Area) to accommodate the housing, employment and service needs of the Lacey community for the next twenty years.
- Determines land use allocations to reflect the mix of uses (such as residential, office, industrial) and the intensity of development (residential densities) required to adequately accommodate estimated changes in population and household characteristics, economic development goals and other community priorities.
- Identifies lands for public purposes as well as growth within the Lacey Urban Growth Area while maintaining the Comprehensive Plan vision and consistency with State and County planning policies.



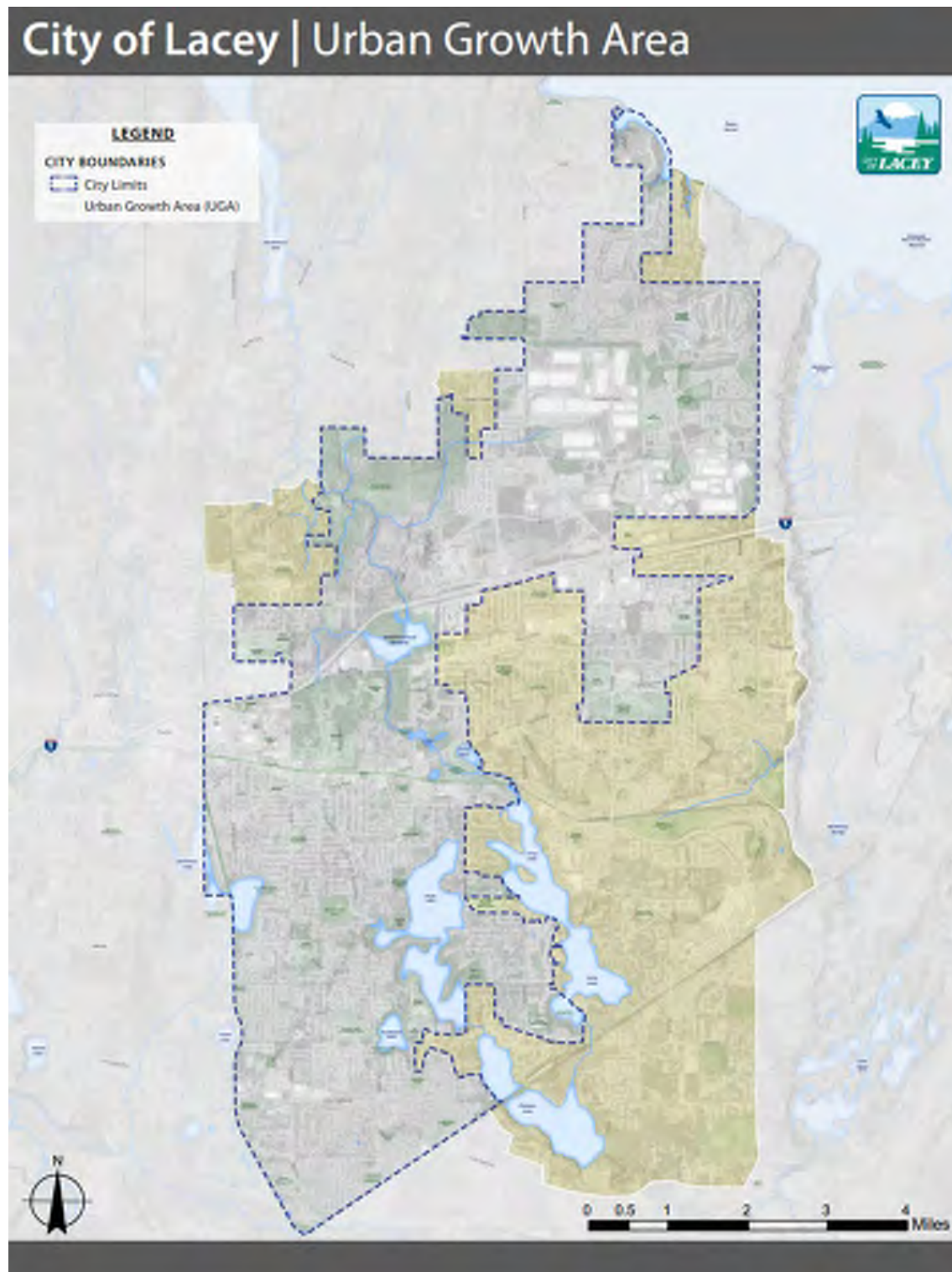
The update to the FLUM includes revised demographics and projections, integrates economic and housing data, addresses the potential consolidation of commercial zones, and implements a community-driven process for site-specific rezones.

The 2025 Land Use Element will feature six overarching land use categories in the Future Land Use Map (FLUM): General Commercial, Light Industrial, Commercial Mixed-Use, Transitional Mixed-Use, Residential, and Open Space Institutional. A separate zoning map will show the zoning designations that will implement the FLUM and will be coordinated with Title 16 (Zoning) of Lacey’s Municipal Code. Only changes to the FLUM would require a formal amendment of the Comprehensive Plan, which can reduce the review and entitlement timelines for development proposals.

Urban Growth Area (UGA)

The Comprehensive Plan applies to the Lacey Planning Area, which comprises an area of approximately 21,295 acres and includes the City of Lacey as well as unincorporated Thurston County lands within the Lacey Urban Growth Area (UGA). The City of Lacey has jurisdiction over land use and development within its city boundary, and Thurston County has jurisdiction over land within the Lacey UGA but outside City of Lacey limits.

Lacey’s 2016 Comprehensive Plan contains goals and policies in the Land Use Element that are intended to guide land use decisions for both the City of Lacey and the Lacey Urban Growth Area (UGA). In contrast, land use goals and policies for this Comprehensive Plan update, Envision Tomorrow, focuses on areas within the incorporated City of Lacey. The Joint Plan (described later in this section) provides policy guidance for the UGA. The 2023 Joint Plan Update sets goals and policies that apply to the unincorporated lands within the UGA. Until areas of the UGA are incorporated into the City, regulations adopted by each jurisdiction governing the UGA may temporarily differ; but the Growth Management Act requires regulations impacting land use to be consistent across jurisdictions within the UGA. The map below shows the extents of the Lacey UGA including the City of Lacey boundaries,





Implementation

The 2016 Comprehensive Plan includes “residential implementation strategies” in its Land Use Element. To make the plan more accessible, the 2025 update will focus on goals and policies, with the assumption that the strategies will be defined in more detail in Lacey’s subarea plans, zoning code and related implementation tools.



POLICY FOUNDATIONS

This section provides a background summary of what has informed the drafting of goals and policies in the Land Use Policy Framework. The “Sources” column of the Policy Framework tables cross-references the sub-sections below.

Growth Management Act (GMA) Goals

A starting point for the Land Use Element update is the State Growth Management Act (**RCW 36.70A.020**). The Growth Management Act (GMA) has fifteen goals to guide the development and adoption of local Comprehensive Plans. Most of the GMA goals are relevant to the Land Use Element, but several relate directly to land use:

- **Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- **Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- **Property rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- **Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- **Natural resource industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands and discourage incompatible uses.
- **Open space and recreation.** Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
- **Environment.** Protect and enhance the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.



- **Citizen participation and coordination.** Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.

Department of Commerce Checklist for Fully Planning Cities

The State Department of Commerce (Commerce) provides detailed guidance for Comprehensive Plan updates, outlining requirements in the form of a checklist for jurisdictions to follow when assessing compliance with RCW 36.70A.070(1), as amended in 2023¹ (see the Appendix). The 2016 Comprehensive Plan is compliant with State guidance, so the focus in this Policy Framework is on the recently adopted State legislation noted immediately below.

Environmental Justice

Jurisdictions must give special consideration to achieving environmental justice in goals and policies, including efforts to avoid creating or worsening environmental health disparities. ([RCW 36.70A.070\(1\)](#) amended in 2023).

“Environmental justice” means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice includes addressing disproportionate environmental and health impacts in all laws, rules, and policies with environmental impacts by prioritizing vulnerable populations and overburdened communities and the equitable distribution of resources and benefits. (RCW 36.70A.030(16))

Vulnerable populations in Lacey are identified in the Vulnerability and Risk Assessment prepared for the Resilience Sub-element. Lacey has no overburdened communities². However, the Washington Environmental Health Disparities Map³ identifies several Census tracts in Lacey

¹ <https://deptofcommerce.box.com/s/yz46cek0susmbc93nislraox4cc9xci>

² <https://storymaps.arcgis.com/stories/c10bdbfc69984a9d85346be1a23f6338> and <https://ecology.wa.gov/air-climate/climate-commitment-act/overburdened-communities>

³ <https://deohs.washington.edu/washington-environmental-health-disparities-map-project> and <https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map>



with high health disparities relative to other communities in Washington, primarily due to socioeconomic factors, concentrations of sensitive populations, and/or proximity to hazardous waste facilities or heavy traffic. Therefore, the model goals and policies in the 2020 final report of the Environmental Justice Task Force were adapted for inclusion in this Policy Framework.

If helpful, a more detailed methodology can be included in future drafts of the Land Use Policy Framework.

Wildfire

The Land Use Element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools and through wildfire preparedness and fire adaptation measures. ([RCW 36.70A.070\(1\)](#) amended in 2023). Currently, land use policies related to climate change and natural hazards, including wildfire, are incorporated into the Resilience Sub-Element Policy Framework.

E2SHB 1110, Sec. 3(1)(a) adopted in 2023

This legislation outlines middle housing requirements for communities. Lacey is a “Tier 2” city (with a population of at least 25,000 but less than 75,000) and is required to allow a minimum density of 2 dwelling units per lot (du/lot) in predominantly residential zones and a minimum density of 4 du/lot within a ¼ mile walking distance of a major transit stop in predominantly residential zones, unless zoning permits higher densities. Cities must implement the requirements no later than six months after their next periodic update required under RCW 36.70A.130, which for Lacey would mean implementation by mid-2026.



Current Policy (2016 Comprehensive Plan)

Goals and Policies in the 2016 Comprehensive Plan Land Use Element

The 2016 Comprehensive Plan includes goals and policies related to land use and related topics in Chapter III, Community Vision. The goals and policies are organized under several categories. A short summary is provided below, and the Appendix includes tables that track how existing (2016) Land Use Element goals and policies have been integrated into the Policy Framework.

- The Community Vision chapter provides a set of “Framework Land Use Policies,” which function as overarching policies. **These have been incorporated into the Policy Framework as goals.**
- The Community Vision chapter also provides additional goals and policies under the following categories: Residential, Commercial and Industrial, Subarea, Urban Growth Area, Transportation, Parks and Open Spaces, Utilities and Capital Facilities, and Essential Public Facilities. Relevant goals from these sections have been integrated into the Policy Framework.
- The most relevant categories for this purpose were Residential, Commercial and Industrial, and Subareas. Tables at the end of this document show how the policies in each of these sections have been incorporated into the Policy Framework.
- The Urban Growth Area goals have not been specifically included, since the focus of this update is on the incorporated City of Lacey; however, the intent of these goals is reflected in the Policy Framework.
- The goals and policies pertaining to the Transportation, Parks and Open Spaces, Utilities and Capital Facilities, and Essential Public Facilities are referenced in the Policy Framework, but most are quite specific and are better addressed in other Elements.



Countywide Planning Policies

Joint Plan (2023 Update)

As of 2023, the City of Lacey and its UGA encompasses a total of 33.27 square miles (19.02 square miles in the City and 14.25 square miles in the UGA).

Thurston County, with the Cities of Lacey, Olympia, and Tumwater, initiated the process of joint planning in 1988. The 1990 Growth Management Act (GMA) required Thurston County and each of its cities to adopt a Comprehensive Plan and to establish a 20-year urban growth boundary jointly for each urban area. To guide this planning effort, the Act mandated Thurston County to create County-Wide Planning Policies (CWPP's), which the county adopted in 1992 in collaboration with its cities and towns. The CWPPs ensure internal and inter-jurisdictional consistency as well as consistency with other plans and regulations.

The Joint Plan is updated at regular intervals to reflect changes in existing conditions and to address the needs of the community over the next twenty years. The 2023 Joint Plan Update includes a community vision, goals and policies, an updated land inventory and population forecasts. It also takes into account the growing need for affordable housing and the impacts of climate change, while preparing for future uncertainties within the next twenty years.

The goals and policies apply to the unincorporated lands within the UGA. Until areas of the UGA are incorporated into the City, regulations adopted by each jurisdiction governing the UGA may temporarily differ. However, underlying land use regulations are required by the GMA to be consistent across jurisdictions within the UGA and this is done through compliance with the CWPP's.

Annexation

Annexations are carried out through a legislative action that can be initiated by individual property owners or through a collaborative effort between the City of Lacey and Thurston County. (RCW 35A.14 – Annexation by Code Cities).

Since its incorporation in January of 1967, the City of Lacey has increased in area through the annexation process 51 times. The boundaries of the City of Lacey and Lacey UGA are a result of these annexation actions. Consistent with the "1988 Memorandum of Understanding: An Urban



Growth Management Agreement between Thurston County and Its Cities”, UGAs establish the areas of the county where future city annexations are possible.

(Note: Content will be added here by the City once the annexation strategy is finalized.)

County-Wide Planning Policies

To achieve coordinated regional planning efforts, the GMA requires counties and the cities therein to jointly develop policies to guide the development of each jurisdiction’s comprehensive plan. These policies are called County-Wide Planning Policies (CWPP’s). Each local plan is then required to demonstrate that the policies have been followed in the development of their plan. The CWPPs for Thurston County were last updated in 2014, and the 2016 Lacey Comprehensive Plan is consistent with those CWPPs. Likewise, this Policy Framework maintains that CWPP consistency.

The Buildable Lands Program

Understanding the amount of land available for development is important to understand where projected growth can be accommodated and how much land will be set aside for environmental protection, parks and recreational uses, and resource lands. The GMA requires cities and counties to develop plans on how they will accommodate growth. Lacey and the cities in Thurston County worked in conjunction with the County and TRPC to establish UGAs. In 1997, the State legislature added a monitoring and evaluation provision to the GMA for six western Washington counties. This provision is referred to as the “Buildable Lands Program,” which includes Thurston County and all the cities and towns within. The Buildable Lands Report is a monitoring report developed and updated by the TRPC to determine if growth in Thurston County is consistent with the goals of the state GMA. In particular, it answers two key growth-related questions:

- Is residential development in the UGAs occurring at the densities envisioned in local comprehensive plans?
- Is there adequate land in the UGAs for the projected growth in population and employment?

If the answer to either of these questions is no, Thurston County and its cities and towns are required to identify reasonable measures in their Comprehensive Plan updates to bring development trends into alignment with GMA. The 2021 Buildable Lands Report found that



development in Thurston County is consistent with GMA's goals and reasonable measures are not necessary. Specifically, the following key metrics were assessed:

- Achieved densities in urban areas are more than 4 housing units per acre and increasing. Rural densities are being achieved in rural areas.
- There is sufficient land in urban areas to accommodate the next 20 years of growth, with an 18 percent surplus. There is also sufficient vacant and redevelopable land for commercial and industrial development.

Sustainable Thurston

In 2013, the Thurston Regional Planning Council adopted the regional **“Creating Places — Preserving Spaces: A Sustainable Development Plan for the Thurston Region”** plan that includes twelve priority goals, two of which address land use and development patterns in urban and rural areas:

- **Create vibrant centers, corridors, and neighborhoods while accommodating growth.** This set a target to have 72 percent of all (new and existing) households in Thurston cities, towns, and unincorporated UGAs to be within a half-mile (comparable to a 20-minute walk) of an urban center, corridor, or neighborhood center by 2035, with access to goods and services to meet some of their daily needs. This target has not been met; the percentage is currently at 57 percent.
- **Preserve environmentally sensitive lands, farmlands, forest lands, prairies, and rural lands and develop compact urban areas.** This sets a target that between 2010 and 2035, no more than five percent of new housing will locate in rural areas, and 95 percent will be within cities, towns, unincorporated urban growth areas, and tribal reservations. Rural areas are defined as outside of the cities, towns, unincorporated urban growth areas, and tribal reservations. At present, approximately 13 percent of new housing is projected to locate in rural areas, thus not meeting the target.

Sustainable Thurston falls outside of GMA’s planning framework, and failing to meet its goals does not require Thurston County jurisdictions to identify and adopt reasonable measures. However, to align with regional goals, Sustainable Thurston includes recommended strategies for the cities and county to include as part of their periodic Comprehensive Plan updates due in 2025. Similarly, the Thurston Climate Mitigation Plan, adopted in 2021 by Lacey, sets targets



related to reduction of greenhouse gases that are more ambitious than currently required by the State.

Meeting the targets set by Sustainable Thurston and the Thurston Climate Mitigation Plan will require changes to expected development patterns, focusing more growth in urban areas and limiting conversion of natural resource lands in rural areas. This policy direction is reflected in the Policy Framework.

Community Engagement

The 2045 Comprehensive Plan update is being informed by robust outreach, in which over 45,000 community members have been contacted. Of those who have provided feedback as of March 2025, 88 percent live in Lacey (with over 60 percent having lived in Lacey for over five years).

Summer 2024 Visioning Sessions

The Comprehensive Plan update process was initiated in 2024 with visioning sessions held by the City Council, Planning Commission, and Youth Council to guide the priorities surrounding the update within the framework of the GMA and other legislative requirements. Key themes from these sessions highlighted the importance of strong community relationships, abundant parks and natural beauty, the growing need for more walkable commercial activity centers, and the critical issue of affordable housing. Each of those themes is reflected in the Policy Framework.

Fall 2024 Community Survey and Core Community Priorities

The online survey for the Comprehensive Plan conducted in the Fall of 2024 included two overarching questions regarding how Lacey could grow:

1. When thinking about the future of our city, what do you want it to look like?
2. In what ways can the City of Lacey support and improve upon our community's quality of life?

Based on the responses, the City of Lacey identified the following **six core community priorities**:

1. Create **connected neighborhoods** where people can walk and bike easily.



2. Establish City services and infrastructure that promote **public health and safety**.
3. Develop spaces for a **diversity of housing types** and income levels that enhances our built environment.
4. **Preserve our natural resources** and focus on environmentally sustainable practices.
5. Build a compelling **community identity** with family-friendly parks, amenities, and diverse activity centers.
6. Promote **economic vitality** and support commercial areas so local businesses can thrive.

Each of these priorities is reflected in the Policy Framework.



POLICY FRAMEWORK

Approach

The recommended goals and policies for the 2025 Land Use Element have been developed by using the following approach:

- The 2016 Comprehensive Plan is the foundation for this update. As described in the Policy Foundations section, the 2016 Land Use Element’s “Framework Land Use” policies, which are overarching in scope, have been used to frame the recommended goals in the Policy Framework.
- The goals and policies within the “Residential”, “Commercial and Industrial”, “Sub-area”, “Transportation and Land Use”, “Parks and Open Spaces”, “Utilities and Capital Facilities” and “Essential Public Facilities” sections of the 2016 Land Use Element were integrated as policies, as described in the Policy Foundations section (with additional detail in the Appendix).
- As needed, additional policies were added that address the state Growth Management Act’s guidance for Land Use Element updates, as described in the Policy Foundations section.
- The goals and policies also align with the regional vision of Sustainable Thurston, Thurston Climate Mitigation Plan and the Joint Plan; and reflect best practices in land use planning.
- The six core community priorities that were identified through community outreach (listed in the Policy Foundation section) also informed the policies.

How to Read

To facilitate review of draft goals and policies, this Administrative Draft of the Policy Framework is organized as a table below that includes supplemental information about each goal and policy. Subsequent drafts of the Policy Framework may not include all of this information, and the Land Use Element will likely only include the goal and policy text.



Each row in the table is dedicated to a single policy. To facilitate review of draft goals and policies, each goal of the Land Use Element is stated, followed by a table with the following information organized into columns:

- **Policy Signpost:** a shorthand summary of the policy
- **Policy Text:** the full text of the draft policy
- **Sources:** Policy Foundations introduced above inform the policy
- **Related Elements:** other Comprehensive Plan Elements that are related to the policy (such as Housing; Transportation; Environment/Climate Change; Stormwater; Parks, Culture, and Recreation; Capital Facilities; Utilities and Economic Development.

Goals and Policies

The City of Lacey’s overall goal is to enrich the quality of life for all citizens by building an attractive, inviting, and secure community. The City will work in partnership with the community to foster community pride, to develop a vibrant and diversified economy, to plan for the future, and to preserve and enhance the natural beauty of our environment. To carry out this overarching goal, the following goals are recommended for the Land Use Element update:

Climate Vulnerability and Risk Assessment

City of Lacey Resilience Sub-Element



January 31, 2025
Prepared by Raimi + Associates

Table of Contents

List of Acronyms	iii
1. Executive Summary	iv
1.1 Key Findings	iv
2. Introduction	1
2.1 Purpose.....	1
2.2 Assessment Overview	1
2.3 Methods.....	1
3. Climate-Related Hazards in Lacey	5
3.1 Climate-Related Hazards	5
3.2 Priority Climate-Related Hazards	9
4. Population and Public Health Vulnerabilities and Risks	11
4.1 Key Findings	11
4.2 Social Vulnerability in Lacey	12
4.3 Climate Hazard Population Exposures and Consequences	14
5. Sector Vulnerabilities and Risks	21
5.1 Key Findings	22
5.2 Buildings and Zoning	23
5.3 Critical and Community-Serving Facilities	25
5.4 Infrastructure and Utilities	27
5.5 Habitats and Ecosystems	29
5.6 Economic Development.....	31
5.7 Agriculture and Food Systems	32
6. References.....	33
7. Appendix A: Social Vulnerability Mapping.....	35
8. Appendix B: Asset Mapping.....	42
8.1 Hazard and Asset Maps	42
8.2 Critical and Community-Serving Facilities Maps	45
8.3 Infrastructure and Utilities Maps	48
8.4 Habitats and Ecosystems Maps.....	52

Table of Figures

Figure 1. Components of Vulnerability and Risk	4
Figure 2. National Risk Index Scores (Census Tracts)	7
Figure 3. Typical La Niña Pattern	8
Figure 4. CDC/ATSDR SVI Components	12
Figure 5. Lacey Social Vulnerability Scores (Census Tracts).....	13
Figure A - 1. CDC/ATSDR SVI Components	35
Figure A - 2. Composite CDC SVI Score	37
Figure A - 4. Socioeconomic Status	38
Figure A - 5. Household Characteristics	39
Figure A - 6. Race and Ethnic Minority Status	40
Figure A - 7. Housing Type and Transportation	41
Figure B - 1. SLR Passive Flooding (2050, 1% chance scenario)	42
Figure B - 2. SLR Passive Flooding (2100, 1% chance scenario)	43
Figure B - 3. High Tide Flooding (Current).....	44
Figure B - 4. City Services in 100-Year Flood Zone	45
Figure B - 5. Schools in 100-Year Flood Zone	46
Figure B - 6. Developed Parks in 100-Year Flood Zone	47
Figure B - 7. Major Roads in 100-Year Flood Zone.....	48
Figure B - 8. Transit Routes and Stops in 100-Year Flood Zone	49
Figure B - 9. Lacey Water System	50
Figure B - 10. Stormwater Infrastructure in 100-Year Flood Zone	51
Figure B - 12. Habitats and Ecosystems in 100-Year Flood Zone.....	52

Table of Tables

Table 1. Summary of Climate Hazard Projections for Thurston County.....	6
Table 2. Summary of Lacey Climate Hazard Risk Ratings (Regional HMP)	9
Table 3. Assets by Sector	21
Table 4. Buildings Exposed to Climate-Related Hazards	23
Table 5. Critical and Community-Serving Facilities Exposed to Hazards	25
Table 6. Infrastructure and Utility Assets Exposed to Hazards.....	27
Table 7. Habitats and Ecosystems Exposed to Hazards.....	29
Table 8. Economic Assets Exposed to Hazards	31
Table A - 1. Summary of CDC/ATSDR Rankings.....	36

List of Acronyms

ACS: American Community Survey

CDC/ATSDR: Centers for Disease Control Agency for Toxic Substances and Disease Registry

Commerce: Washington Department of Commerce

DNR: Washington Department of Natural Resources

ENSO: El Niño Southern Oscillation

FEMA: Federal Emergency Management Agency

HMP: Hazard Mitigation Plan

HVAC: Heating, Ventilation, and Air Conditioning

IPCC: Intergovernmental Panel on Climate Change

JBLM: Joint Base Lewis-McChord

Lacey HMP Annex: Lacey Annex to the Hazard Mitigation Plan for the Thurston Region

NOAA: National Oceanic and Atmospheric Administration

NRI: National Risk Index

PSE: Puget Sound Energy

PSPS: Public Safety Power Shutoff

RCP: Representative Concentration Pathway

Regional HMP: Hazard Mitigation Plan for the Thurston Region

SVI: Social Vulnerability Index

TRPC: Thurston Regional Planning Council

UGA: Urban Growth Area

UW: University of Washington

WUI: Wildland-Urban Interface

1. Executive Summary

The Lacey Climate Vulnerability and Risk Assessment (Assessment) is a high-level evaluation of the climate-related hazards that affect the city. The Assessment is the technical analysis supporting the development of the Lacey Resilience Sub-Element of the Comprehensive Plan, as required by state law HB 1181. Specifically, the Assessment identifies potential climate hazard impacts that will affect Lacey and determines the impact of these hazards on key assets and populations within the city and its urban growth area (UGA). This analysis helps identify areas where additional adaptation strategies are needed to mitigate the negative impacts of climate change and guides the development of goals and policies for the Resilience Sub-Element.

1.1 Key Findings

1.1.1 Priority Climate-Related Hazards

Overall, Lacey has a low level of vulnerability and risk associated with climate change hazards. Only a small portion of the buildings, infrastructure, and other assets in the city and urban growth area (UGA) are projected to be impacted by climate change. Even so, events like heat waves, microburst storms, and wildfires that have not historically been part of Washington's climate are projected to be more frequent and extreme by mid- and end-of-century.

Severe weather, especially extreme winds, is a priority hazard based on historical events and the breadth of the impacts to people and assets. Severe weather events including extreme storms, winds, and cold can cause significant impacts that can be particularly dangerous for vulnerable populations.

Extreme heat is a priority hazard and should be considered separately from the other types of severe weather when crafting policy. Vulnerabilities to extreme heat are significantly different from those associated with other severe weather (extreme storms, wind, and cold). Specifically, extreme heat can be fatal within the span of a few-day event, and it requires preventative mitigation as much as it does rapid response like other weather-related hazards (e.g., getting power back on, clearing roads of trees, helping people whose homes have been damaged).

Wildfire smoke causes few impacts to assets but many serious impacts to people, particularly vulnerable populations. Wildfire smoke will become an even more serious hazard in Lacey in the future even if no wildfires occur within the city's boundaries. The same factors that make people vulnerable to the impacts of heat apply to the impacts of wildfire. The City should consider policies that address both hazards, especially since it is possible that extreme heat and wildfire smoke occur simultaneously.

Reassess wildfire risk when better mapping is available. Wildfire is rated as a low-risk hazard based on currently available mapping and data. However, the City recognizes the importance of wildfire and will reassess its risk level when new DNR wildfire risk assessment maps are available.

1.1.2 Population Vulnerabilities

Household characteristics are a leading factor in the climate vulnerability of Lacey residents. Specifically, age and health status are associated with some of the most severe consequences from extreme heat and wildfire, including smoke, due to physiological factors and less ability to evacuate.

Housing and transportation characteristics are the second greatest source of climate vulnerability of Lacey residents. Characteristics of housing quality, especially those related to insulation and cooling/ventilation, are associated with negative health impacts from extreme heat and wildfire smoke. People living in homes without air conditioning may be more likely to become ill or pass away during extreme heat events. Lack of air filtration systems to filter indoor air during smoky conditions can increase residents' likelihood of negative cardiovascular and/or pulmonary symptoms. Lack of transportation impacts residents' ability to travel to safer location when a climate hazard event is occurring.

People experiencing homelessness are extremely vulnerable to climate change impacts. Unsheltered residents are particularly vulnerable to climate-related hazards by virtue of being exposed to the elements. People experiencing homelessness may also have compounding risk factors such as age and health status.

1.1.3 Sector Vulnerabilities

The electrical grid is a significant infrastructural vulnerability. Electrical grid outage is a potential vulnerability for buildings, critical and community-serving facilities, infrastructure and utilities, and economic development. Multiple climate-related hazards can cause electrical grid outages, and their impacts can be far-reaching. Severe storms and wind can cause outages when downed trees and wind damage transmission lines; when combined with blocked roadways and debris associated with these events, residents can go multiple days without power. Extreme temperatures also stress the electrical grid by increasing demand from the use of heating and air conditioning. Though heating during winter has historically been a large demand for Puget Sound Energy (PSE), higher temperatures, heat waves, and the increase of buildings with air conditioning will cause greater stress on the grid in summer as well.

Existing buildings are vulnerable to heat and wildfire smoke. Existing buildings without central air conditioning can reach dangerous temperatures indoors for residents, workers, and visitors during extreme heat events. Relying on opening windows for cooling may be insufficient to combat high indoor temperatures, even at nighttime. Insufficient ventilation can also lead to unhealthy indoor air quality when there is wildfire smoke.

2. Introduction

2.1 Purpose

The Lacey Climate Vulnerability and Risk Assessment (Assessment) is a high-level evaluation of the climate-related hazards that affect the city.

The Assessment is the technical analysis supporting the development of the Lacey Resilience Sub-Element, a new Comprehensive Plan Element required by state law HB 1181. The Assessment fulfills two steps recommended by the WA Department of Commerce (Commerce) to comply with HB 1181:¹ (1) identify potential climate hazard impacts that will affect Lacey and (2) determine the impact of these hazards on key assets and populations within the city and UGA.

Paired with the findings of the Plan and Policy Audit, this analysis helps identify areas where additional adaptation strategies are needed and guides the development of goals and policies to mitigate the negative impacts of climate change. These goals and policies will be the foundation for the Resilience Sub-Element of the Comprehensive Plan.

2.2 Assessment Overview

The Assessment includes three substantive sections that correspond with Commerce’s guidelines for climate vulnerability assessments:

- **Section 3, Climate-Related Hazards in Lacey.** Summarizes the projected trends of climate-related hazards that are likely to impact Lacey and the Urban Growth Area (UGA).
- **Section 4, Population and Public Health Vulnerabilities and Risks.** Analyzes the ways that populations can be impacted by climate-related hazards, with a focus on more vulnerable populations.
- **Section 5, Sector Vulnerabilities and Risks.** Analyzes the ways that community assets can be impacted by climate-related hazards. The assets are organized by sector: Buildings and Zoning, Critical and Community-Serving Facilities, Infrastructure and Utilities, Habitats and Ecosystems, Economic Development, and Agriculture and Food Systems.

2.3 Methods

The Assessment is compliant with the Commerce Planning Element Guidance for exploring climate impacts and assessing vulnerability and risk.²

Lacey has a FEMA-compliant Hazard Mitigation Plan (HMP), adopted in March 2024, which identifies the risks to the city and its UGA from hazards, including those that are not impacted by or related to climate change. This Assessment builds on the Lacey HMP Annex and the Regional HMP and supplements them with additional mapping of hazards and assets and an assessment of impacts to vulnerable segments of the community.

¹ WA Department of Commerce. (2024). *Intermediate Planning Guidance*. <https://deptofcommerce.app.box.com/s/fpg3h0lbwln2cta9jg7jg802h54ie19jx>

² WA Department of Commerce. (2024).

The time horizons of the HMP and the Comprehensive Plan are well-aligned. The HMP makes long-term projections of climate-related hazards. Likewise, the Comprehensive Plan is a long-range plan that should take into account trends through the end of the century.

2.3.1 Data Sources

The Assessment relies on the best available data from the University of Washington (UW) Climate Impacts Group for climate hazard projections. The UW data is sourced directly from the “Climate Mapping for a Resilient Washington” mapping application, or as referenced in the Regional HMP. The Climate hazard risk ratings are from the FEMA National Risk Index (NRI) as cited in the Regional HMP. Data for the social vulnerability assessment is from the Center for Disease Control and Prevention and Agency for Toxic Substances and Disease Registry Social Vulnerability Index (CDC/ATSDR SVI), which uses data from the American Community Survey 2018-2022 5-year estimates.

The data used to assess wildfire risk is subject to change. The wildland-urban interface (WUI) mapping used to assess wildfire risk in the Regional HMP, the Lacey HMP Annex, and this Assessment is subject to change in the near future. The Regional HMP and Lacey Annex used the WUI maps prepared by the Department of Natural Resources (DNR) in 2019 to identify areas prone to wildfire. The WUI identifies communities adjacent to wildlands that could be impacted by wildland fire hazards (because a fire may originate in the wildland area and spread to structures and dwellings and vice versa), but it does not reflect wildfire risk. In 2024, SB 6120 was adopted and directs DNR to establish a new statewide wildfire hazard map and base-level wildfire risk maps for each county.³ DNR is expected to provide the wildfire risk maps tool and analysis by June 2026.

2.3.2 Key Terms

The following key terms related to climate-related hazards and their impacts are used in this Assessment.

2.3.2.1 Resilience

Throughout the Assessment, the term **resilience** is shorthand for **climate resilience**. State law defines climate resilience as:

*The ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts to our natural systems, infrastructure, and communities. For natural systems, increasing climate resilience involves restoring and increasing the health, function, and integrity of our ecosystems and improving their ability to absorb and recover from climate-affected disturbances. For communities, increasing climate resilience means enhancing their ability to understand, prevent, adapt, and recover from climate impacts to people and infrastructure.*⁴

2.3.2.2 Hazards

Hazards are defined by FEMA as “something that is potentially dangerous or harmful, often the root cause of an unwanted outcome is potentially dangerous or harmful.”⁵ This is an umbrella term covering man-made hazards (like dam failure), natural hazards, and technological hazards. The

³ Washington State Fire Marshalls. (2025). WUI Updates – DNR Wildfire Risk Maps, New HB 1254. <https://wsafm.com/news/13451798>

⁴ Greenhouse Gas Emissions-Cap and Invest Program. Definitions. RCW 70A.65.010.

⁵ FEMA. (n.d.) Analyzing Hazards. <https://training.fema.gov/programs/emischool/el361toolkit/analyzinghazards.htm>. Accessed 12/20/24.

subject of the Assessment is only the subset of natural hazards related to climate (see climate-related hazards definition).

Climate-related hazards are natural hazards that are exacerbated by global climate change, such as extreme heat events, flooding, sea level rise, and wildfire. These can be long-term, chronic changes (sometimes referred to as stressors) or acute events (sometimes referred to as shocks).

Climate hazard events are acute events (sometimes referred to as shocks) of a climate-related hazard. Examples are an extreme storm or a weeklong heat dome event.

2.3.2.3 Vulnerability

Vulnerability in this Assessment is shorthand for **climate vulnerability**, meaning “susceptibility of a system to harm from climate change.” Vulnerability is a function of exposure, sensitivity, impact, and adaptive capacity.⁶ (see Figure 1)

Exposure is the “presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.”⁷

Sensitivity is “the degree to which a built, natural, or human system is directly or indirectly affected by changes in climate conditions (e.g., temperature and precipitation) or specific climate change impacts (e.g., sea level rise, increased water temperature).”⁸

Impacts are “specific negative result[s] of a climate change effect, generally on a particular population or asset.”⁹ They are a function of exposure and sensitivity. For example, if a person is exposed to extreme heat and they have more sensitivity due to having asthma, a potential impact to that person is heat illness.

Adaptive capacity is “the ability to adjust to potential damage, to take advantage of opportunities, or to respond to consequences.”¹⁰ In the FEMA NRI, this concept of adaptive capacity is called **community resilience**.¹¹

⁶ UW. (2007). *Preparing for Climate Change: A Guidebook for Local, Regional, and State Governments*. <https://cig.uw.edu/wp-content/uploads/sites/2/2020/12/snoveretalgb574keyterms.pdf>. P. 6.

⁷ CalOES. (2020). *California Adaptation Planning Guide*. <https://www.caloes.ca.gov/wp-content/uploads/Hazard-Mitigation/Documents/CA-Adaptation-Planning-Guide-FINAL-june-2020-Accessible.pdf#search=adaptation%20planning%20guide>

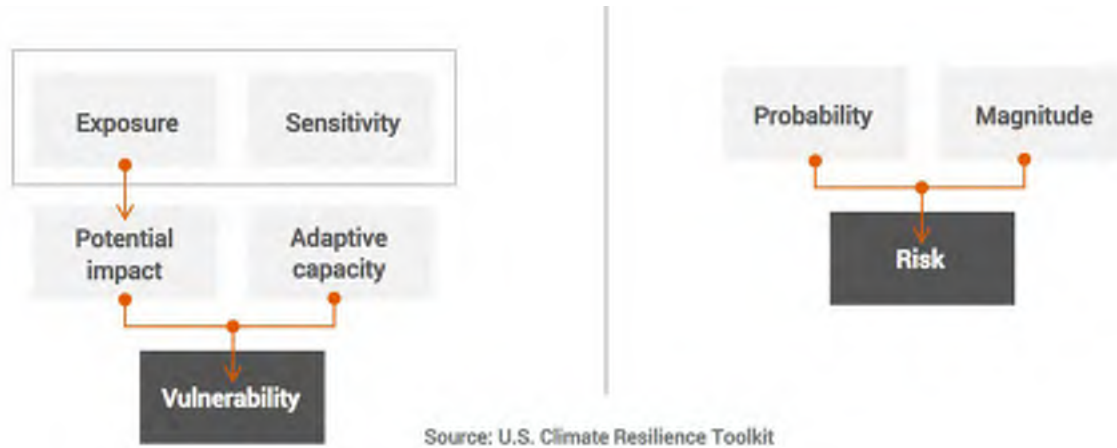
⁸ UW. (2007). P. 5.

⁹ CalOES. (2020).

¹⁰ Ibid.

¹¹ FEMA. (2023). *National Risk Index Technical Documentation*. https://www.fema.gov/sites/default/files/documents/fema_national-risk-index_technical-documentation.pdf

Figure 1. Components of Vulnerability and Risk



Source: US Climate Resilience Toolkit, as cited in Commerce Intermediate Planning Guidance

Social vulnerability in this Assessment is “the susceptibility of social groups to the adverse impacts” of climate-related hazards, “including disproportionate death, injury, loss, or disruption of livelihood. Social Vulnerability considers the social, economic, demographic, and housing characteristics of a community that influence its ability to prepare for, respond to, cope with, recover from, and adapt to environmental hazards.”¹²

Risk is the probability and magnitude of impacts from a climate-related hazard (see Figure 1, right side). The Assessment uses the risk ratings from the Regional HMP, which are from the FEMA NRI.

¹² FEMA. (2023).

3. Climate-Related Hazards in Lacey

Chapter 4: Risk Assessment of the Regional HMP assesses the location, extent/severity, impacts, previous occurrences, future probability, and projected changes due to climate change of natural hazards that are likely to occur in Thurston County in the future. The Regional HMP uses the University of Washington Climate Impacts Group Climate data, which presents climate data at the county scale. These county-level projections are applicable to Lacey because the city is subject to the same regional climatic patterns and changes. The Lacey HMP Annex provides additional Lacey-specific details, such as past hazard events in the city. This Assessment uses and builds on the HMP and the Lacey Annex and supplements them with additional analysis.

3.1 Climate-Related Hazards

The Regional HMP assesses the hazards that have a connection to climate change and that Commerce requires to be assessed to develop the Resilience Sub-Element:

- Flood (Chapter 4.3): Riverine, groundwater, tidal, and urban flooding
- Landslide (Chapter 4.4)
- Sea level rise (Chapter 4.5)
- Severe weather (Chapter 4.6): Hazardous temperatures (heat and cold), precipitation, and wind
- Wildfire (Chapter 4.9).

In the analyses of climate projections, two trends (or scenarios) are presented. They are the result of different modeled global climate scenarios, called Representative Concentration Pathways (RCPs), assessed by the Intergovernmental Panel on Climate Change (IPCC).

- RCP 4.5 is a low-intermediate GHG emissions scenario where carbon dioxide (CO₂) emissions peak around 2040, then decrease and stabilize around end-of-century. In this scenario, global warming could be limited to 3°C (5.4°F).
- RCP 8.5 is a very high GHG emissions scenario where CO₂ emissions continue in a business-as-usual trend, resulting in roughly double the emissions from current levels by 2050. In this scenario, global warming could exceed 4°C (7.2°F) by 2100.

Available climate hazard projections for the county are summarized in Table 1. Strong winds are assessed qualitatively and have a risk index rating in the Regional HMP as part of the analysis of severe weather, but there are no climate change projections specifically for strong winds in the UW data. Unlike the other climate-related hazards, flooding does not have projections for the two RCPs because it is assessed using historical data. Extreme cold/cold waves are assessed qualitatively but did not receive a risk index rating in the Regional HMP.

Table 1. Summary of Climate Hazard Projections for Thurston County

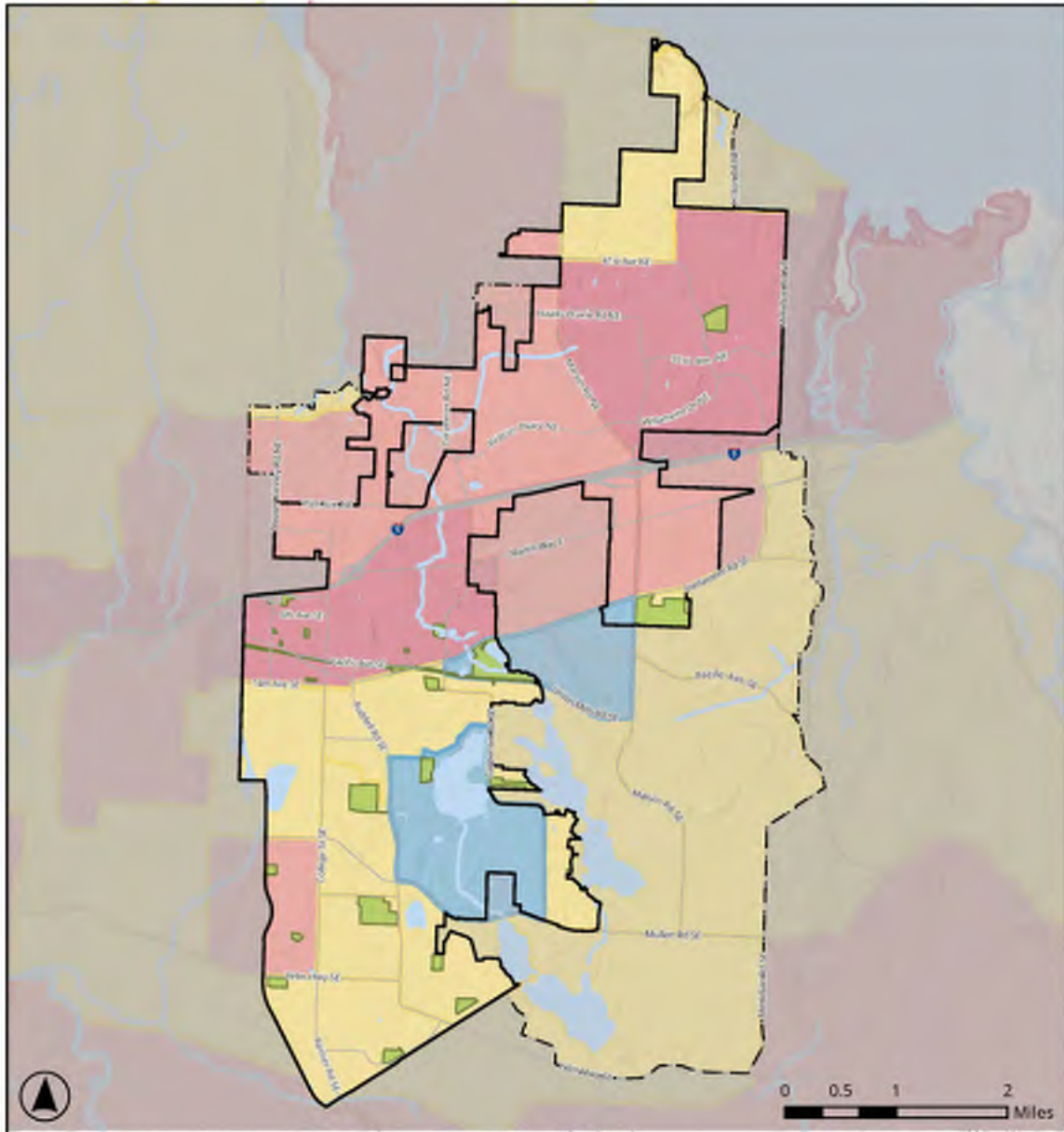
Climate Hazard	Trend	RCP	Mid-Century Projection* (2040-2069)	End-of-Century Projection* (2070-2099)
Extreme Heat	Increasing temperatures and number of hot days	RCP 4.5	~4°F increase in average summer maximum temperature ~22 more days per year with maximum humidex >90°F	~5°F increase in average summer maximum temperature 29.5 more days per year with maximum humidex > 90°F
		RCP 8.5	~6°F increase in average summer max. temperature ~34.5 more days per year with max. humidex >90°F	~10°F increase in average summer max. temperature 62 more days per year with max. humidex >90°F
Wildfire	More days with wildfire conditions, increasing chance of smoke and poor air quality	RCP 4.5	+3% change in wildfire likelihood 7 more high fire days per year	+13% change in wildfire likelihood High fire days not assessed
		RCP 8.5	+5% change in wildfire likelihood 9 more high fire days	+12% change in wildfire likelihood High fire days not assessed
Precipitation, Storms, and Wind	More intense storms, greater seasonal precipitation variation (but no change in total annual precipitation)	RCP 8.5	Heavy (2-year) storms will have 14% more precipitation Extreme storms (25-year) will have 17% more precipitation No projections for wind	Heavy (2-year) storms will have 15% more precipitation Extreme storms (25-year) will have 31% more precipitation No projections for wind
Flooding	See rightmost column	N/A	Higher probability of localized urban and groundwater flooding due to more intense storms. Nisqually River is prone to atmospheric river flooding.	
Changes in Streamflow	More flow in winter, less in spring	RCP 4.5	In both emissions scenarios, streams in the county will have more flow in winter and less in spring. The trend becomes more pronounced between mid- to end-of-century and with the high emissions scenario. In both emissions scenarios and both timeframes, there is a 100% chance of snowpack drought.	
		RCP 8.5		
Sea Level Rise	Higher sea levels, higher tidal/storm surge	RCP 4.5	0.8 feet (likely scenario) 1.4 feet (high scenario)	1.8 feet (likely scenario) 4.4 feet (high scenario)
		RCP 8.5	0.8 feet (likely scenario) 1.5 feet (high scenario)	2.3 feet (likely scenario) 5.1 feet (high scenario)
Drought	Drier summers	N/A	Regional projections indicate that longer, warmer, and drier summers will become the norm by mid-century	

Source: University of Washington Climate Impacts Group, Hazards Mitigation Plan for the Thurston Region (2023)

* Median projection. Rounded to the nearest 0.5 day

FEMA's National Risk Index (NRI) indicates that the census tracts directly north and south of the I-5 are the most at risk for natural hazards based on a composite score of expected annual loss, social vulnerability, and community resilience (Figure 2). The tract along the southwestern edge of the city (bordered by Herman Rd SE, College St SE, and Yelm Hwy SE) also has a high score. However, NRI is based on measurements for 18 natural hazards, many of which are not relevant to climate change (such as volcanic activity and earthquake). NRI scores for climate-related hazards only are in Table 2.

Figure 2. National Risk Index Scores (Census Tracts)



Legend

City Limits	National Risk Index	Relatively Moderate
Urban Growth Area	Very High	Relatively Low
Parks	Relatively High	

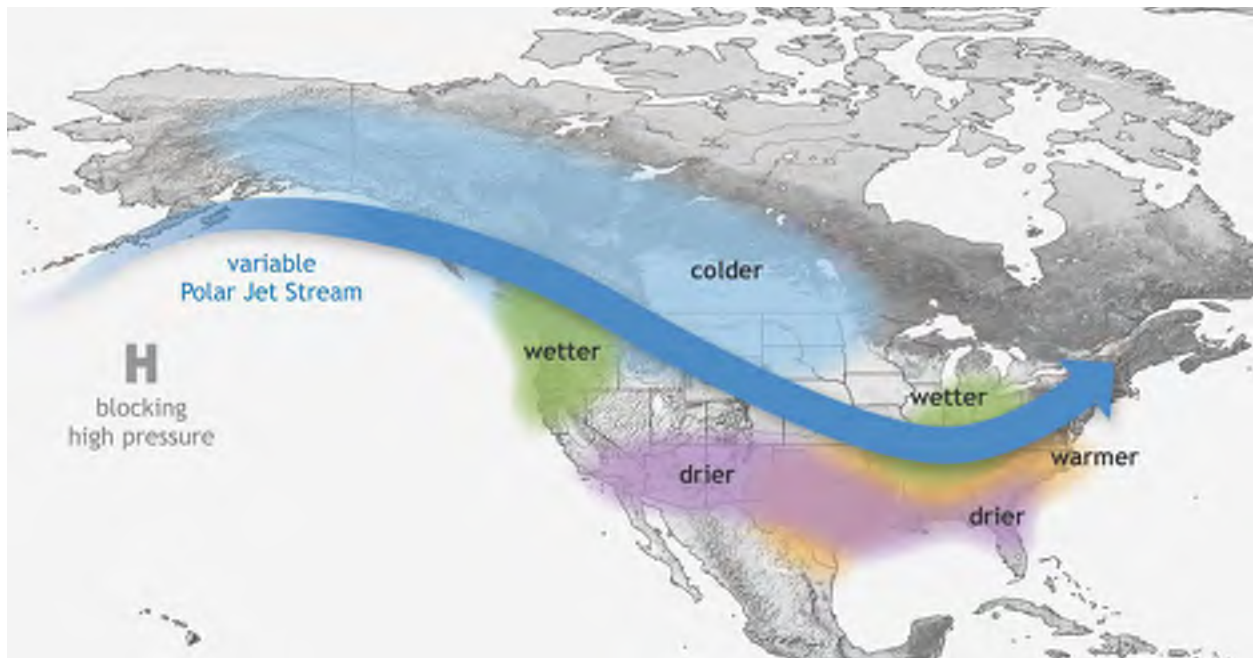
Sources: City of Lacey (2024), FEMA (2023).

3.1.1 Impacts of ENSO

Though the Regional HMP provides a comprehensive description of climate hazard projections, there is another element of potential climate change impacts that it does not address related to severe cold and storms.

There is some uncertainty around the future severity of extreme cold and storms because of the El Niño Southern Oscillation (ENSO), which is the cycle of El Niño and La Niña. In the Pacific Northwest and Canada, La Niña generally leads to heavy rains and flooding and can cause cooler than normal winter temperatures¹³ (Figure 3). La Niña's effects in the Pacific Northwest are caused by trade winds that bring cold waters to the surface of the Pacific Ocean, pushing the Polar Jet Stream (blue arrow in Figure 3) northward.¹⁴

Figure 3. Typical La Niña Pattern



Source: NOAA

Warmer global air and ocean temperatures could alter the severity and frequency of La Niña events in the future. Researchers have found that there is a high likelihood that the rise of greenhouse gas concentrations in the atmosphere since 1960 have caused larger swings (10% change) in ENSO.¹⁵ With this, "ENSO variations are likely to become even stronger (by 15-20% under high emission scenarios) later this century if atmospheric greenhouse gas concentrations continue to rise."¹⁶

¹³ NOAA. (n.d.). What are El Niño and La Niña?

<https://oceanservice.noaa.gov/facts/ninonina.html#:~:text=La%20Ni%C3%B1a%20has%20the%20opposite,rich%20water%20to%20the%20surface>. Accessed 12/12/24.

¹⁴ Ibid.

¹⁵ McPhaden, M. (2023). Has climate change already affected ENSO? <https://www.climate.gov/news-features/blogs/enso/has-climate-change-already-affected-enso>

¹⁶ Ibid.

3.2 Priority Climate-Related Hazards

The Regional HMP rates the hazard risk for each hazard in Lacey, summarized in Table 2. It uses the hazard-specific ratings from the FEMA National Risk Index which considers expected annual loss, social vulnerability, and community resilience. It identifies heat and severe weather events and landslide as the highest risk hazards for Lacey.

Discussions with City staff and community stakeholders confirmed that all three components of severe weather (heat, precipitation/storms, and winds) are a major concern in Lacey. Staff and stakeholders underscored the dangerous impacts of previous incidents (especially the deadly 2021 heat dome) and the likelihood that they will continue to occur in the future. For this reason, extreme heat is assessed separately from the other types of severe weather because of its medium-high impact on people.

Wildfire smoke from wildfires burning outside the Puget Sound is another hazard that City staff and community stakeholders have identified as a priority to address. HB 1181 also requires the Resilience Sub-Element to consider wildfire smoke a climate hazard. Actual wildfire events occurring within Lacey's boundaries are less of a priority compared to smoke, as they have a low risk rating within the city boundary and UGA.

Based on City and community input, priority hazards for the Resilience Sub-Element to address should be expanded to:

- Extreme heat
- Severe weather (storms and wind) and landslide¹⁷
- Wildfire smoke
- Wildfire¹⁸

Table 2. Summary of Lacey Climate Hazard Risk Ratings (Regional HMP)

Climate Hazard	Hazard Risk Rating; Justification
Extreme Heat	Medium; high probability of occurrence, but low impact on people and buildings
Wildfire	Low; low probability of occurrence
Severe Weather Events (precipitation, storms, wind)	Medium; high probability of occurrence, but low impact on people and buildings
Landslide	Medium; high probability of occurrence
Flooding (50-, 100-, and 500-year flood, groundwater)	Low; medium-high probability of occurrence, but low impact on people property, and economy
Changes in Streamflow	Not rated but is discussed in flooding
Sea Level Rise	Low; low probability of occurrence
Drought	Not rated but relates to precipitation, streamflow and heat

Source: Lacey Annex to the Hazards Mitigation Plan for the Thurston Region (2024) and Hazards Mitigation Plan for the Thurston Region (2023)

Note: Risk assessment was not performed for drought in the Regional HMP or Lacey Annex. Drought may be profiled in a future Regional HMP update if the Hazard Mitigation Planning Workgroup decides it is an emerging threat or if new evidence warrants its inclusion.

¹⁷ Per Commerce guidance, landslide should be discussed in the context of extreme precipitation, as landslide risks are expected to change in the future because of heavy rain events that can make slopes unstable.

¹⁸ Wildfire is rated as a low-risk hazard. However, the City recognizes the importance of wildfire and will reassess its risk level when new DNR wildfire risk assessment maps are available.

As noted above, the assessment of wildfire risk is subject to change. The wildland-urban interface (WUI) mapping used to assess wildfire risk in the Regional HMP, the Lacey HMP Annex, and this Assessment is subject to change in the near future. The Regional HMP and Lacey Annex used the WUI maps prepared by the Department of Natural Resources (DNR) in 2019 to identify areas prone to wildfire. The WUI identifies communities adjacent to wildlands that could be impacted by wildland fire hazards (because a fire may originate in the wildland area and spread to structures and dwellings and vice versa), but it does not reflect wildfire risk. In 2024, SB 6120 was adopted and directs DNR to establish a new statewide wildfire hazard map and base-level wildfire risk maps for each county.¹⁹ DNR is expected to provide the wildfire risk maps tool and analysis by June 2026.

¹⁹ Washington State Fire Marshalls. (2025). WUI Updates – DNR Wildfire Risk Maps, New HB 1254. <https://wsqfm.com/news/13451798>

4. Population and Public Health Vulnerabilities and Risks

The section of the Assessment focuses on the impact of climate-related hazards on the general population of Lacey, with added emphasis on the effects on sub-populations that are more vulnerable.

Social vulnerabilities and physiological sensitivities of a population can affect exposure to climate-related hazards and their sensitivity to impacts. Climate stressors and shocks can both expose people to a wide range of stress-inducing and hazardous situations (e.g., emergency evacuations, more illnesses due to increased air pollution and aeroallergen concentration, increased energy costs during extreme heat events), which can result in greater negative health outcomes. Older adults, young children, and people with chronic diseases and disabilities are generally more sensitive to impacts from the effects of climate-related hazards, such as droughts, extreme heat, and poor air quality. In addition, low-income populations, including homeless populations and communities of color, are generally more likely to be exposed to climate-related hazards, are more sensitive to these hazards, and have the fewest resources to cope or adapt.

4.1 Key Findings

Household characteristics are a leading factor in the climate vulnerability of Lacey residents.

Specifically, age and health status are associated with some of the most severe consequences from extreme heat and wildfire, including smoke, due to physiological factors and less ability to evacuate.

Housing type and transportation characteristics are the second greatest source of climate vulnerability of Lacey residents.

Characteristics of housing quality, especially those related to insulation and cooling/ventilation, are associated with negative health impacts from extreme heat and wildfire smoke. People living in homes without air conditioning may be more likely to become ill or pass away during extreme heat events. Lack of air filtration systems to filter indoor air during smoky conditions can increase residents' likelihood of negative cardiovascular and/or pulmonary symptoms. Lack of transportation impacts residents' ability to travel to a safer location when a climate hazard event is occurring.

People experiencing homelessness are extremely vulnerable to climate change impacts.

Unsheltered residents are particularly vulnerable to climate-related hazards by virtue of being exposed to the elements. People experiencing homelessness may also have compounding risk factors such as age and health status.

4.2 Social Vulnerability in Lacey

The NRI methodology used to determine risk in the Regional HMP utilizes the Centers for Disease Control's Social Vulnerability Index (CDC/ATSDR SVI) to understand the level of residents' social vulnerability in each census tract. The CDC/ATSDR SVI score is based on four categories of data available from the American Community Survey 2018-2022 5-Year Estimates: Socioeconomic Status, Household Characteristics, Racial & Ethnic Minority Status, and Housing Type & Transportation (Figure 4).

The overall CDC/ATSDR SVI vulnerability score identifies the following census tracts with the highest overall vulnerability in the City and UGA:

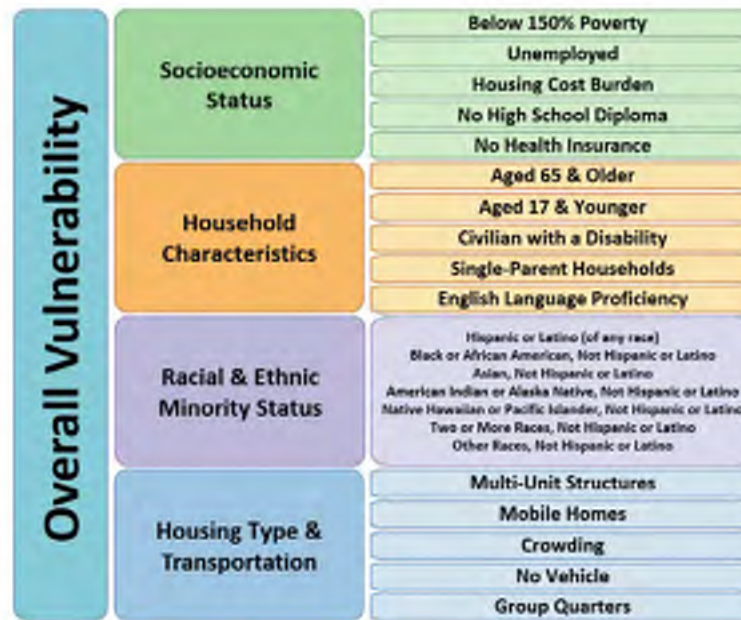
- Tract 112
- Tract 113
- Tract 115
- Tract 116.25
- Tract 116.26
- Tract 123.30.

As shown in Figure 5, census tracts with the most socially vulnerable residents are concentrated along the southern side of the Interstate 5 and the southwestern edge of the city.

Maps of each of the four component scores are in

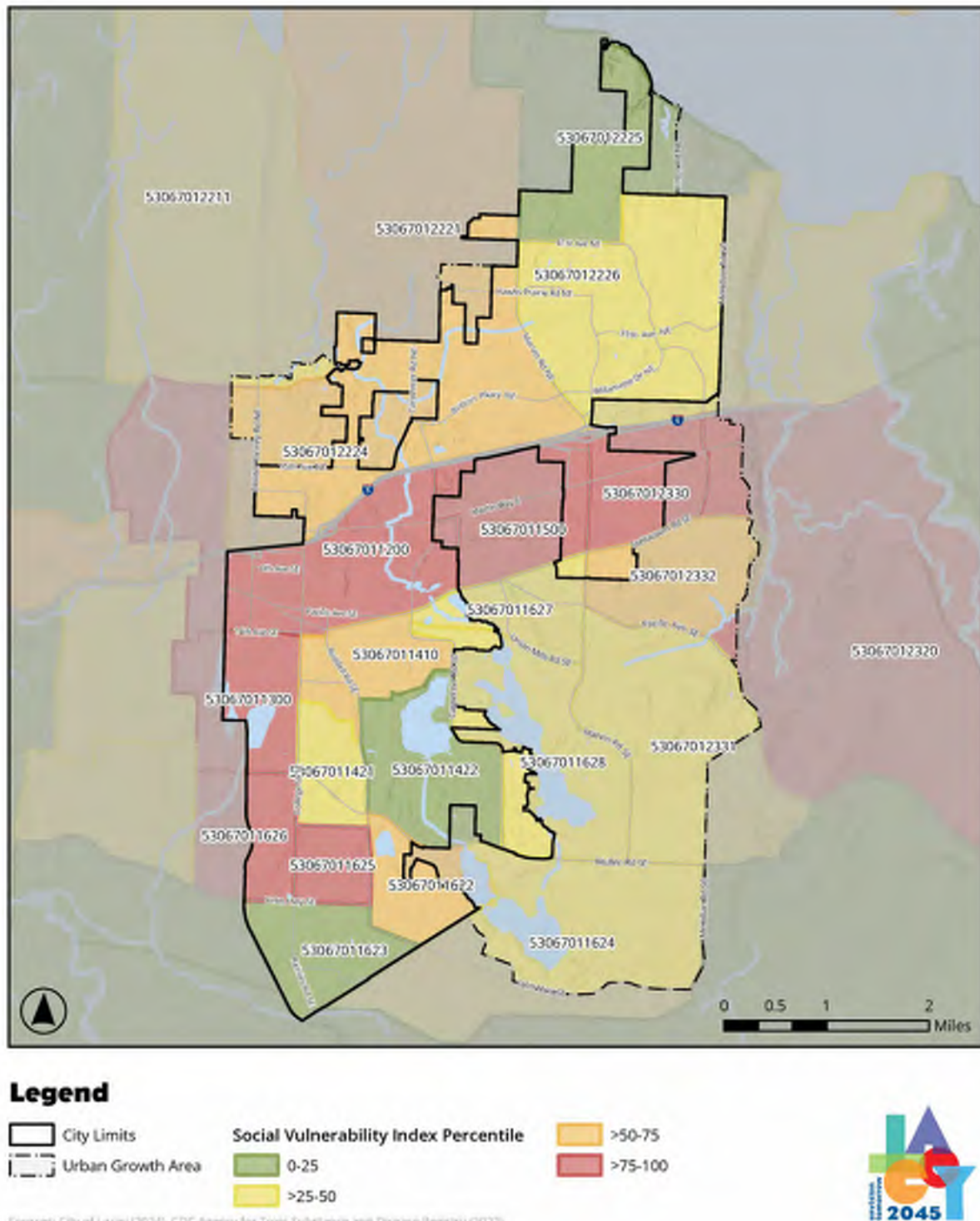
Appendix A. Of the four components, Household Characteristics and Housing Type & Transportation are larger drivers of social vulnerability in Lacey than Socioeconomic Status and Race & Ethnic Minority Status. However, it is notable that tract 116.25 (North of Yelm Hwy SE and East of College St SE) is the only one with a high Race & Ethnic Minority Status percentile score in the city and UGA.

Figure 4. CDC/ATSDR SVI Components



Source: CDC/ATSDR

Figure 5. Lacey Social Vulnerability Scores (Census Tracts)



Source: National Risk Index, with data from CDC/ATSDR.

4.3 Climate Hazard Population Exposures and Consequences

The following sections describe the ways that Lacey residents, particularly those who have high social vulnerability, can be impacted by climate-related hazards.

Chapter 4 of the Regional HMP describes the impacts of each hazard to people. This Assessment uses and builds on the HMP and the Lacey Annex and supplements them with additional analysis.

Each of the four priority climate-related hazards identified above – extreme heat, severe weather and landslides, wildfire smoke, and wildfire – are discussed in sections 4.3.1 through 4.3.4 below. Each section analyzes the factors that increase people's vulnerability to the climate hazard and then identifies the census tracts where those social vulnerabilities are highest, if available. When the factors are part of one of the four components of the CDC/ATSDR SVI (Figure 4), the census tracts with high vulnerability (a score in the 75th percentile or above) are listed. Maps of the four vulnerability score components are in Appendix A.

4.3.1 Extreme Heat Population Exposures and Consequences

All Lacey residents are vulnerable to higher temperatures and extreme heat events because they occur on a regional scale. Any person can experience acute debilitating or life-threatening heat-related illnesses regardless of age, sex, or health status if they are exposed to extreme heat (especially if participating in physical activities) and cannot cool down their body. Additionally, because houses in the region have not historically needed air conditioning, most residents regardless of income are likely to live in a home that can be dangerous during an extreme heat event.

All Lacey residents can experience other health impacts related to extreme heat. There may be a link between heat and poor mental health, specifically increased incidence of aggressive behavior, violence, and suicide.²⁰ People may experience more or worsening pollen allergies as rising temperatures extend the length and timing of pollen season.²¹

Residents who have higher social vulnerability have an increased susceptibility to heat illness, cardiac strain, pulmonary strain, and/or death associated with extreme heat based on the following factors:

4.3.1.1 Age and Health Status (older adults, children, and people with underlying health conditions)

- Older adults, children, people with some underlying health conditions, and people who take certain medications have a reduced ability to regulate their body temperature. This increases their risk of heat illness and heat-related mortality.²²
- Older adults have higher rates of underlying health conditions, like high blood pressure, diabetes, and kidney disease, that can increase likelihood of heat illness and heat-related mortality.

²⁰ Dodgen, D., D. Donato, N. Kelly, A. La Greca, J. Morganstein, J. Reser, J. Ruzek, S. Schweitzer, M.M. Shimamoto, K. Thigpen Tart, and R. Ursano, 2016: Ch. 8: Mental Health and Well-Being. *The Impacts of Climate Change on Human Health in the United States: A Scientific Assessment*. U.S. Global Change Research Program, Washington, DC, 217–246. <http://dx.doi.org/10.7930/J0TX3C9H>

²¹ Washington State Department of Health. (n.d). Pollen and Climate Change. <https://doh.wa.gov/community-and-environment/climate-and-health/pollen>. Accessed 1/31/25.

²² Dodgen et. al. (2016)

- Heat accelerates the process that produce ground-level ozone, an air pollutant that can exacerbate symptoms for people who have asthma or other respiratory conditions.²³
- Older adults and people with underlying health conditions are more likely to use medical devices or refrigerators for medication, which can be shut off in the event of a blackout or brownout during an extreme heat event.
- Individuals with mental health or psychiatric conditions have an increased incidence of hospital admissions and risk of death due to heat wave exposure.²⁴

The CDC/ATSDR Household Characteristics score includes age and disability status and can serve as a proxy for where the populations noted above live in Lacey. Census tracts with high vulnerability due to Household Characteristics include: 113, 114.10, 114.21, 116.22, 122.26, 123.20, and 123.32.

4.3.1.2 Low Income

- Heat waves and warm nights cause households to consume more energy if they are running fans and/or air conditioning for long periods of time. Even though there are programs to assist low-income households with energy costs, low-income households may face higher energy costs which are difficult for them to absorb.
- Low-income individuals are likely to have less access to healthcare.²⁵ This is associated with higher rates of underlying health conditions (like high blood pressure, diabetes, asthma), which in turn increase the likelihood of heat illness.

The CDC/ATSDR Socioeconomic Status score includes multiple factors associated with low-income status, including having an income below 150% poverty status, unemployment, and housing burden. The Socioeconomic Status score can serve as a proxy for where low-income populations live in Lacey. Census Tracts with high vulnerability due to Socioeconomic Status include: 112, 113, 116.22, 116.25, 123.20, and 123.30

4.3.1.3 Homelessness

- Unsheltered individuals have inadequate shelter from extreme heat.
- Unsheltered individuals do not have regular access to water and power. They may have limited access to drinking water, making it more difficult to stay hydrated and reduce their risk of heat illness.
- 43% of people experiencing homelessness countywide reported experiencing a disability, meaning the vulnerabilities related to age and health status on page 14 apply as well.

Countywide, over half of the people experiencing homelessness are unsheltered (living in a micro shelter, tent or encampment, vehicle, RV without water or power, or on the street).²⁶

4.3.1.4 Working Outdoors

- People who work outdoors, such as landscapers, construction workers, and agricultural workers, conduct strenuous physical activity for extended periods of time in the heat. Without preventative measures like frequent breaks to cool down, this can lead to heat illness and death.

²³ US EPA. (2024). *Ground-Level Ozone Basics*. <https://www.epa.gov/ground-level-ozone-pollution/ground-level-ozone-basics>

²⁴ Dodgen, D. et. al. (2016).

²⁵ WA Department of Health. (2018). *State Health Assessment*. <https://doh.wa.gov/sites/default/files/legacy/Documents/1000/SHA-HealthcareAccess.pdf>

²⁶ Thurston County. (2024). *2024 Thurston County Point in Time Count Preliminary Data Report*. https://s3.us-west-2.amazonaws.com/thurstoncountywa.gov/2024-03/2024%20PIT%20Prelim%20Report_03-28-2024.pdf

4.3.1.5 Linguistic Isolation

- Individuals or households that are linguistically isolated may not have access to emergency notifications or information about what to do/where to go during an extreme heat event.

The CDC/ATSDR Household Characteristics score includes English proficiency and can serve as a proxy for where these populations live in Lacey. Census tracts with high vulnerability due to Household Characteristics include: 113, 114.10, 114.21, 116.22, 122.26, 123.20, and 123.32.

4.3.1.6 Renters

- Renters are reliant on their landlord to implement heat resilience upgrades to their homes. For example, they cannot install air conditioning on their own.

34.3% of the housing in the city and the UGA are occupied by renters.²⁷

4.3.1.7 Housing without Air Conditioning or with Poorer Insulation

- Unless they were built or remodeled recently, most homes in Lacey are unlikely to have air conditioning.
- Many mobile homes, especially older models, were built with thin walls, single-pane windows, and insufficient insulation in walls, floors, and ceilings. This results in higher heat gain in the summer as compared to conventional homes. Older mobile homes may have gaps or poorly sealed windows, doors, and seams, which makes it harder to maintain cool indoor temperatures.

The CDC/ATSDR Housing Type & Transportation score includes factors that indicate poorer-quality housing, including mobile homes and crowding. The Housing & Transportation score can serve as a proxy for where these populations live in Lacey. Census tracts with high vulnerability due to Housing Type & Transportation include: 112, 113, 115, 116.25, 116.26, 116.27, 122.24, and 123.30.

4.3.2 Severe Weather and Landslide Population Exposure and Consequences

There is not a defined geospatial area in Lacey where severe weather events are likely to occur, so all residents in Lacey are potentially vulnerable to the impacts of an extreme storm/wet microburst, hazardous wind event, and landslide triggered by severe weather. Any resident, regardless of income and housing type, could experience extended power outages when wind leads to fallen trees that down power lines. Affected people can also experience mental health impacts including stress, post-traumatic stress disorder, depression, and general anxiety.²⁸

Residents who have higher social vulnerability can experience greater impacts from severe weather and landslide due to the following factors:

4.3.2.1 Age and Health Status (older adults, children, and people with underlying health conditions)

- Older adults and people with underlying health conditions are more likely to use medical devices or refrigerators for medication, which can be shut off during an intermittent or extended power outage.
- Older adults, children, and people with underlying health conditions are more likely to rely on others to evacuate if a landslide is imminent, increasing the risk of injury and mortality.

²⁷ Shepherd, H. (2024, December 11). *Comp Plan Outreach Results* [PowerPoint presentation].

²⁸ Dodgen, D., et al. (2016).

The CDC/ATSDR Household Characteristics score includes age and disability status and can serve as a proxy for where these populations live in Lacey. Census tracts with high vulnerability due to Household Characteristics include: 113, 114.10, 114.21, 116.22, 122.26, 123.20, and 123.32.

4.3.2.2 Low Income

- Low-income households who experience food insecurity may not have the funds to purchase a stockpile of food and supplies (such as a portable generator) necessary to survive an extended power outage.
- Low-income households will be more cost-burdened by home repairs after severe weather events.

The CDC/ATSDR Socioeconomic Status score includes multiple factors associated with low-income status, including having an income below 150% poverty status, unemployment, and housing burden. The Socioeconomic Status score can serve as a proxy for where low-income populations live in Lacey. Census Tracts with high vulnerability due to Socioeconomic Status include: 112, 113, 116.22, 116.25, 123.20, and 123.30

4.3.2.3 Homelessness

- Unsheltered individuals have inadequate shelter from rain, pooled water, and winds.
- 43% of people experiencing homelessness countywide reported experiencing a disability, meaning the vulnerabilities related to age and health status on page 16 apply as well.
- Countywide, over half of the people experiencing homelessness are unsheltered (living in a micro shelter, tent or encampment, vehicle, RV without water or power, or on the street).²⁹

4.3.2.4 Linguistic Isolation

- Individuals or households that are linguistically isolated may not have access to emergency notifications or information about what to do/where to go during severe weather events and landslides.

The CDC/ATSDR Household Characteristics score includes English proficiency and can serve as a proxy for where these populations live in Lacey. Census tracts with high vulnerability due to Household Characteristics include: 113, 114.10, 114.21, 116.22, 122.26, 123.20, and 123.32.

4.3.2.5 No Vehicle

- Households without a vehicle will not be able to evacuate by car if a landslide is imminent.

The CDC/ATSDR Housing Type & Transportation score includes households that do not have access to a vehicle and can serve as a proxy for where these populations live in Lacey. Census tracts with high vulnerability due to Housing Type & Transportation include: 112, 113, 115, 116.25, 116.26, 116.27, and 122.24.

4.3.3 Wildfire Smoke Population Exposure and Consequences

All Lacey residents are vulnerable to the impacts of wildfire smoke because it can affect the entire region. Any person can experience pulmonary and/or cardiac stress from smoke, as studies have linked wildfire smoke exposure to an increased risk of sudden cardiac arrest, heart attacks, and

²⁹ Thurston County. (2024). 2024 Thurston County Point in Time Count Preliminary Data Report. https://s3.us-west-2.amazonaws.com/thurstoncountywa.gov/2024-03/2024%20PIT%20Prelim%20Report_03-28-2024.pdf

coronary artery disease.³⁰ The increase is most notable for older adults (65 and older) but can affect all people exposed. Another impact that is not life-threatening but does impact quality of life is decreased time spent outdoors. When conditions are smoky, people are advised to avoid physical activity outside. Residents are likely to spend less time outdoors for recreation or physical activity.

Residents who have higher social vulnerability are more susceptible to heat illness, cardiac strain, pulmonary strain, and/or death associated with wildfire smoke based on the following factors:

4.3.3.1 Age and Health Status (older adults, children, and people with underlying health conditions)

- Older adults, children, and people with some underlying health conditions are more susceptible to cardiac and respiratory strain due to smoke exposure. Smoke in the air exacerbates symptoms for people who have asthma or other respiratory conditions.

The CDC/ATSDR Household Characteristics score includes age and disability status and can serve as a proxy for where these populations live in Lacey. Census tracts with high vulnerability due to Household Characteristics include: 113, 114.10, 114.21, 116.22, 122.26, 123.20, and 123.32.

4.3.3.2 No Health Insurance

- Households without health insurance may have higher incidences of chronic diseases such as asthma, heart disease, and obesity which are risk factors for experiencing negative health impacts from wildfire smoke.

The CDC/ATSDR Socioeconomic Status score includes no health insurance and can serve as a proxy for where this population lives in Lacey. Census Tracts with high vulnerability due to Socioeconomic Status include: 112, 113, 116.22, 116.25, 123.20, and 123.30

4.3.3.3 Homelessness

- Unsheltered individuals are more exposed to wildfire smoke because they cannot close themselves off from the outside air in an insulated shelter.

Countywide, over half of the people experiencing homelessness are unsheltered (living in a micro shelter, tent or encampment, vehicle, RV without water or power, or on the street).³¹

4.3.3.4 Working Outdoors

- People who work outdoors, such as landscapers, construction workers, and agricultural workers, conduct strenuous physical activity for extended periods of time in smoky conditions. Even with preventative measures like using a respirator or face mask, they likely have higher amounts of smoke inhalation than people working indoors.

4.3.3.5 Linguistic Isolation

- Individuals or households that are linguistically isolated may not have access to emergency notifications or information about what to do/where to go during smoky conditions.

The CDC/ATSDR Household Characteristics score includes English proficiency and can serve as a proxy for where these populations live in Lacey. Census tracts with high vulnerability due to

³⁰ American Heart Association. (2023). Wildfires may fuel heart health hazards: smoke exposure increases cardiovascular risks. <https://newsroom.heart.org/news/wildfires-may-fuel-heart-health-hazards-smoke-exposure-increases-cardiovascular-risks>

³¹ Thurston County. (2024). 2024 Thurston County Point in Time Count Preliminary Data Report. https://s3.us-west-2.amazonaws.com/thurstoncountywa.gov/uf-us-west-2/s3fs-public/2024-03/2024%20PIT%20Prelim%20Report_03-28-2024.pdf

Household Characteristics (which includes English proficiency) include: 113, 114.10, 114.21, 116.22, 122.26, 123.20, and 123.32.

4.3.3.6 Housing without Air Filtration or with Poorer Insulation

- Unless they were built or remodeled recently, most homes in Lacey are unlikely to have an HVAC system that can filter the outside air.
- Mobile homes may have outdated or less effective air filtration systems. Older mobile homes may have air leaks around doors and windows that allow for the infiltration of smoke into the living area.

The CDC/ATSDR Housing Type & Transportation score includes factors that indicate poorer-quality housing, including mobile homes and crowding. It can serve as a proxy for where these populations live in Lacey. Census tracts with high vulnerability due to Housing Type & Transportation include: 112, 113, 115, 116.25, 116.26, 116.27, 122.24, and 123.30.

4.3.4 Wildfire Population Exposure and Consequences

The risk of wildfire within Lacey's city boundaries and the UGA is low based on existing analysis in the Regional HMP. This risk rating may change in the future, since DNR is tasked with creating new wildfire risk maps. These new maps will be more accurate than DNR's WUI maps from 2019, which is the data that the Regional HMP relies on.

Despite the low risk rating, wildfire is a hazard that the City should continue to monitor. If a wildfire event occurs in Lacey, all residents in the affected area would be at risk for severe life and safety impacts. Affected people can also experience mental health impacts including stress, post-traumatic stress disorder, depression, and general anxiety.³²

Residents with high social vulnerability are even more susceptible and may have more difficulty recovering based on the following factors:

4.3.4.1 Age and Health Status (older adults, children, and people with underlying health conditions)

- Older adults, children, and people with underlying health conditions are more likely to rely on others to evacuate from their homes during a wildfire. Without assistance they may be more susceptible to injury or death.
- Older adults and people with underlying health conditions are more likely to use medical devices or refrigerators for medication which can be shut off in the event of a blackout, brownout, or intentional power shutoff by the power company during high wildfire conditions or an active wildfire.

The CDC/ATSDR Household Characteristics score includes age and disability status and can serve as a proxy for where these populations live in Lacey. Census tracts that are in the WUI and have high vulnerability based on Household Characteristics include: 113, 114.21, 116.22, 122.26, 123.20, and 123.32.

4.3.4.2 Low Income

- Low-income households will be more cost-burdened by home repairs if a wildfire affects their home or property.

³³ WA Department of Commerce. (2024). *Intermediate Planning Guidance*. <https://deptofcommerce.app.box.com/s/fpg3h0lbwl2ctqjg7jg802h54ie19jx>

The CDC/ATSDR Socioeconomic Status score includes multiple factors associated with low-income status, including having an income below 150% poverty status, unemployment, and housing burden. The Socioeconomic Status score can serve as a proxy for where low-income populations live in Lacey. All census tracts with high vulnerability based on Socioeconomic Status are in the WUI: 112, 113, 116.22, 116.25, 123.20, and 123.30.

4.3.4.3 Linguistic Isolation

- Individuals or households that are linguistically isolated may not have access to information about what to do during or after a wildfire. This includes emergency notifications, evacuation directions, and information/support that may be available to help victims recover from impacts to their home, mental health, etc.

The CDC/ATSDR Household Characteristics score includes English proficiency and can serve as a proxy for where these populations live in Lacey. Census tracts that are in the WUI and have high vulnerability due to Household Characteristics include: 113, 114.21, 116.22, 122.26, 123.20, and 123.32.

4.3.4.4 No Vehicle

- Households without a vehicle will not be able to evacuate by car in the event of a wildfire. This is particularly critical for life and safety because homes in the WUI, where wildfires are more likely to occur, are more isolated and may be on less accessible roads.

The CDC/ATSDR Housing Type & Transportation score includes households that do not have access to a vehicle and can serve as a proxy for where these populations live in Lacey. Census tracts that are in the WUI and have high vulnerability due to Housing Type & Transportation include: 112, 113, 115, 116.25, 116.26, 116.27, and 122.24.

5. Sector Vulnerabilities and Risks

Chapter 4 of the Regional HMP describes the impacts each hazard has on structures and systems; natural, cultural and historic resources; and activities. This Assessment uses and builds on the Regional HMP and the Lacey Annex and supplements them with additional analysis.

Assets are organized into the sectors required in Commerce guidance (Table 3).³³ Some of the sectors combined or nested; for example, solid waste infrastructure and electricity transmission included as Infrastructure and Utilities.

Maps illustrating the overlay between hazards and each sector's assets are included in Appendix B. There are no maps for Buildings and Zoning in Appendix B since the analysis was already conducted by the Regional HMP.

Table 3. Assets by Sector

Sectors	Assets
Buildings and Zoning	Privately owned residential and commercial buildings and properties
Critical and Community-Serving Facilities	- City service buildings (civic, Fire, Police, Libraries, etc.). Includes provision of emergency services. - Schools - Parks (Developed and Trails) - Historic resources
Infrastructure and Utilities	- Transportation (roads and highways, transit) - Water and wastewater systems - Stormwater systems - Solid waste infrastructure - Electricity transmission - Natural gas transmission - Telecommunications
Habitats and Ecosystems	- Urban forest - Parks (Undeveloped and Natural) - Ecosystems (wetlands, streams, lakes) - McAllister Geologically Sensitive Area
Economic Development	- Local businesses - Connectivity to regional job centers
Agriculture and Food Systems	Minimal agricultural production in Lacey and UGA

³³ WA Department of Commerce. (2024). *Intermediate Planning Guidance*. <https://deptofcommerce.app.box.com/s/fpg3h0lbwln2ctqjg7jg802h54ie19jx>

5.1 Key Findings

Overall, Lacey has a low level of vulnerability and risk associated with climate change hazards. Only a small portion of the buildings, infrastructure, and other assets in the city and Urban Growth Area (UGA) are projected to be impacted by climate change.

The electrical grid is a significant infrastructural vulnerability. Electrical grid outage is a potential vulnerability for buildings, critical and community serving facilities, infrastructure and utilities, and economic development. Multiple climate-related hazards can cause electrical grid outages, and their impacts can be far-reaching. Severe storms and wind can cause outages when downed trees and wind damage transmission lines; when combined with blocked roadways and debris associated with these events, residents can go multiple days without power. Extreme temperatures also stress the electrical grid by increasing demand from the use of heating and air conditioning. Though heating during winter has historically been a large demand for Puget Sound Energy (PSE), higher temperatures, heat waves, and the increase of buildings with air conditioning will cause greater stress on the grid in summer as well.

Existing buildings are vulnerable to heat and wildfire smoke. Existing buildings without central air conditioning can reach dangerous temperatures indoors for residents, workers, and visitors during extreme heat events. Relying on opening windows for cooling may be insufficient to combat high indoor temperatures, even at nighttime. Insufficient ventilation can also lead to unhealthy indoor air quality when there is wildfire smoke.

5.2 Buildings and Zoning

This sector includes privately owned residential and commercial buildings and properties. This Assessment identifies the way that the structure, building energy use, and property may be affected by applicable climate-related hazards.

5.2.1 Asset Overview

The Regional HMP analysis of building hazard exposure assumes there are 18,985 total buildings in Lacey, 17,637 of which (approximately 93%) are residential. Wildfire is the most prevalent hazard to impact buildings in Lacey, with 6,349 (approximately 33%) of the city's buildings located in either the Wildland-Urban Interface or Intermix. All buildings are also impacted by hazards that lack a defined geospatial footprint, including extreme heat, wildfire smoke, and severe weather events. Building exposure to flooding and sea level rise is negligible. Table 4 below summarizes the population and number of buildings exposed to each climate hazard.

Table 4. Buildings Exposed to Climate-Related Hazards

Climate Hazard (subcategory)	Pop. Exposed (%)	# Buildings Exposed
Extreme Heat	All	All; high temperatures may be worse in areas with lower tree canopy and high amounts of paving, but an extreme heat event will generally occur citywide
Severe Weather Events	All	All; no defined geospatial footprint where severe weather events may occur in the city*
Landslide	66 (0.1%)	20 residential
Wildfire**	19,420 (33%)	6,349 total: 5,887 residential, 385 commercial, 77 other
Wildfire Smoke	All	All; smoke may be worse in certain areas depending on where a wildfire is and wind conditions, but the impacts would generally occur citywide
Flooding (50-, 100-, and 500-year)	0%	Two residential
Flooding (High Groundwater)	201 (0.3%)	61 residential
Sea Level Rise³⁴	0	Zero buildings, but properties at the water's edge at Hawks Prairie Estate and Beachcrest are exposed to passive flooding and tidal flooding.

Source: Hazards Mitigation Plan for the Thurston Region (2023). Buildings and population exposed to extreme heat, wildfire smoke, and severe weather were not quantitatively assessed in the Regional HMP.

*Note: The Regional HMP applied a 5% population exposure in the Hazus model for severe weather in all jurisdictions.

**Note: Subject to change. The Regional HMP assessed population and building exposure using the DNR WUI maps (2019). DNR has been directed to develop a new wildfire risk map that will more accurately assess the hazard.

³⁴ See maps in Appendix B.

5.2.2 Climate Change Vulnerabilities by Climate Hazard

Extreme heat does not cause structural damage to buildings, but it can increase building energy consumption from running fans and air conditioning. Increased building energy use can stress the electrical grid, leading to brownouts and blackouts. Puget Sound Energy (PSE) may ask customers to conserve energy during extreme heat events to avert these, which can be disruptive for people's daily life.

Severe weather can cause structural damage to buildings and properties (detailed on pages 34-37 of the Lacey HMP Annex). Electrical transmission can be cut off to buildings, potentially for extended periods of time, if trees fall onto the lines during extreme storms and wind events. **Landslides** triggered by severe weather events can make the land unstable (causing buildings to shift) and damage utility lines. In the worst cases, homes can be damaged or completely destroyed by mudflows.

Wildfire can cause structural damage to buildings and properties. Buildings are more vulnerable if they have vinyl siding, do not follow defensible space principles,³⁵ if they have vents and other gaps where embers can enter the buildings, and if they have combustible accessory structures (sheds, patios, fences).³⁶ Trees and landscaping on properties can be particularly vulnerable if they are dried out due to warming temperatures and/or are weakened by pests. Electricity may be disrupted to buildings if PSE initiates a Public Safety Power Shutoff (PSPS), or transmission systems are directly damaged from wildfire. Lastly, permitting of solar and lithium-ion batteries is an issue City staff will continue to manage so they do not cause fires or other fire-related challenges.

Wildfire smoke does not cause structural damage to buildings, but it can infiltrate into buildings and cause poor indoor air quality. Smoke can require people to change out their air filters (if they have an HVAC system) or use more electricity to run portable air filters. If wildfires occur in close proximity to Lacey, ash could accumulate on buildings and properties that requires safe cleanup.

Urban flooding and **groundwater flooding** mean the water table is high, which could cause sewage systems to back up into the home if properties have septic systems).

Sea level rise is not projected to affect any buildings, but passive flooding could occur on the properties bordering the Puget Sound (Hawks Prairie Estate and Beachcrest). Under the most extreme sea level rise scenario, by end-of-century the shoals of two small harbors could be flooded (Figure B - 2). The tidal "nuisance" flooding is also already occurring along the water's edge in these areas (Figure B - 3).

³⁵ WA Department of Natural Resources. (n.d.). *12 Steps to Defend Your Home from Wildfire*. https://www.dnr.wa.gov/publications/rp_fire_defend_home_from_wildfire.pdf

³⁶ CalFire. (2024). *Home Hardening*. <https://www.fire.ca.gov/home-hardening>

5.3 Critical and Community-Serving Facilities

This sector includes City service buildings (civic, Fire, Police, Libraries, etc.), schools, parks (developed and trails), and historic buildings.³⁷ This Assessment identifies the way that the structure, property, building energy use, and services provided may be affected by applicable climate-related hazards.

5.3.1 Asset Overview

Overall, Lacey's critical and community-service facilities have low exposure and vulnerability to climate-related hazards. Important City facilities such as the Operation and Maintenance Facility, the Community Center, and the Senior Center are located outside of the areas at risk of wildfire or flooding. Most of the Fire Department facilities are also out of hazardous areas, so emergency services should not be greatly impacted. Only one historic building, the Taylor House, is exposed to any climate-related hazards. Unfortunately, schools do face some risk of wildfire impacts, as close to half of the schools in the city and UGA are in the WUI. Exposed facilities are listed in Table 5 below, and maps showing them overlaid with flood layers are included in Appendix B.

The assessment of wildfire exposure in Table 5 below is subject to change because DNR's 2019 WUI map is expected to be replaced when the agency develops a new, more accurate wildfire risk map. The facilities exposed to the WUI are included in Table 5 as it is consistent with the Regional HMP and is based on the best available data at this time; however, maps of facilities located in the WUI (2019) are not included in Appendix B.

Table 5. Critical and Community-Serving Facilities Exposed to Hazards

Climate Hazard (subcategory)	Critical and Community-Serving Facilities Exposed
Extreme Heat	All; high temperatures may be worse in areas with lower tree canopy and high amounts of paving, but an extreme heat event will generally occur citywide
Severe Weather Events	All; no defined geospatial footprint where they may occur in the city
Wildfire*	- City service buildings: City Hall, Library, one Police Department substation, two Fire Department facilities - Schools: 13 out of the 29 schools in the city and UGA. Includes five elementary schools (Seven Oaks, Evergreen Forest, Pleasant Glade, Olympic View, Meadows), one K-12 school (NW Christian Academy), two middle schools (Chinook, Salish), three high schools (North Thurston, River Ridge, South Sound), two universities (SPSCC Hawks Prairie College, Brandman University) - Developed Parks: portions of 11 parks. Includes Civic Plaza, I-5 Park, Karen Fraser Woodland Trail, Lake Lois Park, Woodland Creek Community Park, Regional Athletic Complex, Avonlea Park, Wonderwood Park, Meridian Neighborhood Park, Long Lake Park, and Wanschers Park.
Wildfire Smoke	All; smoke may be worse in certain areas depending on where a wildfire is and wind conditions, but the impacts would generally occur citywide

³⁷ Undeveloped and natural open spaces are included in the Habitats and Ecosystems section.

Flooding (50-, 100-, and 500-year)	• City service buildings: None exposed • Schools: None exposed • Developed parks: portions of five parks. Includes Karen Fraser Woodland Trail, Lake Lois Park, Woodland Creek Community Park, Long Lake Park, and Wanschers Park • Historic buildings: Taylor House near Wanschers Park/Hicks Lake
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Source: Raimi + Associates. Note: No assets are exposed to sea level rise.

*Note: Subject to change. The Regional HMP assessed wildfire exposure using the DNR WUI maps (2019). DNR has been directed to develop a new wildfire risk map that will more accurately assess the hazard.

5.3.2 Climate Change Vulnerabilities by Climate Hazard

Extreme heat does not cause structural damage to City facilities, schools, and park facilities, but it can increase building energy consumption from running fans and air conditioning. Regional increases in energy consumption during an extreme heat event could lead to power outages, disrupting the provision of City services, emergency response, and school instruction. Facilities would need to use their backup power sources if they have them. Residents are less likely to go outdoors and use parks during extreme heat.

Severe weather can cause structural damage and cause power outages at City facilities, schools, and park facilities (as described in the Buildings and Zoning section). **Landslides** triggered by severe weather events could hinder emergency response from Fire and Police by blocking roads.

Wildfire can cause structural damage to City facilities, schools, and park facilities as described in the Buildings and Zoning section. Electricity may be disrupted if PSE initiates a PSPS or transmission systems are directly damaged from wildfire. This can disrupt the provision of City services, emergency response, and school instruction. Facilities would need to use their backup power sources if they have them.

Wildfire smoke does not cause structural damage to City facilities, schools, and park facilities. Schools may need to change their activities to reduce the amount of time students spend outside. The number of visitors to parks will decrease since people will be advised to stay indoors.

Flooding from a 100-year flood touches the five park facilities listed in Table 5. The affected parks border or fully encompass creeks and lakes (Figure B - 6). Any trails, park buildings, or other equipment located within the footprint of the 100-year floodplain could experience flooding during times of high streamflow and/or an extreme storm. One historic building adjacent to Wanschers Park on Hicks Lake is exposed to the 100-year floodplain, so it could be at risk of inundation from floodwaters.

5.4 Infrastructure and Utilities

This sector includes transportation (roads and highways, transit), water and wastewater systems, stormwater systems, solid waste infrastructure, electrical grid and transmission, natural gas transmission, and telecommunications. This Assessment identifies the way that structures, systems, and resources may be affected by applicable climate-related hazards.

5.4.1 Asset Overview

Overall, Lacey's infrastructure has low exposure and vulnerability to climate-related hazards. Exposed assets are listed below in Table 6, and maps showing them overlaid with flood layers are included in Appendix B.

The assessment of wildfire exposure in Table 6 below is subject to change because DNR's 2019 WUI map is expected to be replaced when the agency develops a new, more accurate wildfire risk map. The facilities exposed to the WUI are included in Table 6 as it is consistent with the Regional HMP and is based on the best available data at this time; however, maps of the infrastructure and utilities located in the WUI (2019) are not included in Appendix B.

Table 6. Infrastructure and Utility Assets Exposed to Hazards

Climate Hazard (subcategory)	Infrastructure and Utilities Exposed
Extreme Heat	• Roads: all • Water: water supply, wells, reservoirs and sewer lift stations • Electrical grid
Severe Weather Events	• Roads and highways: all • Transit: all • Water: wells, reservoirs and sewer lift stations • Stormwater: drains, stormponds • Electrical grid
Wildfire*	• Roads and highways in the WUI • Transit: two park and ride lots, transit stops • Water: wells, reservoirs and sewer lift stations in the WUI • Wastewater: LOTT wastewater treatment facility • Solid Waste: County waste transfer station and Hazo House/recycling • Electrical grid
Wildfire Smoke	All assets are exposed but do not experience impacts
Flooding (50-, 100-, and 500-year, high groundwater)	• Roads and highways: Nisqually River Bridge I-5 • Water: Nisqually wells 19.A/S24 and 19.C/S25 that are part of the City's water system but outside of the City and UGA boundary (Figure B - 6)

	Stormwater: One stormwater facility is in a high groundwater flood area.³⁸ Stormwater pond south of Hicks Lake is exposed (Figure B - 10)
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Source: Raimi + Associates. Note: No assets are exposed to sea level rise.

*Note: Subject to change. The Regional HMP assessed wildfire exposure using the DNR WUI maps (2019). DNR has been directed to develop a new wildfire risk map which will more accurately assess the hazard.

5.4.2 Climate Change Vulnerabilities by Climate Hazard

Extreme heat can cause the pavement on roads and highways to soften, crack, form potholes, and distort. One study has shown that extreme heat events in cooler climates (such as Lacey's) can cause more of these problems than in warmer climates due to the sharp variations in air temperature.³⁹

Severe weather can cause debris to block storm drains and contaminate stormponds. Even with the fully maintained and operational City stormwater system, large amounts of runoff created during an extreme storm event carry pollutants from roads, homes and properties, and open spaces into the region's water bodies. This negatively impacts drinking water, habitats, aquatic-based industries, and recreation.

Extreme storms and winds can down trees, causing power outages, telecom outages, road blockages, and transit route disruptions. **Landslides** triggered by these events can also cause road blockages, disrupt transit routes, and damage underground gas and electrical infrastructure. Extreme cold and extreme storms can cause roads to crack and form potholes. All of these impacts can affect regular vehicle traffic and local bus routes.

Wildfire can cause electrical blackouts and brownouts if PSE infrastructure is damaged by wildfire. PSE can also shut off power as a preventative measure in certain areas during dangerous fire weather. Roads and transit stops may be within wildfire risk areas (pending new DNR maps), but roads are not necessarily a vulnerability as they are critical for evacuation and often serve as firebreaks.

Two County-operated solid waste facilities are located in the WUI. Solid waste collection at the transfer station and Hazo House could be temporarily disrupted during a wildfire. If a wildfire burns on the property and hazardous waste is present, dangerous toxins and substances like asbestos could be released into the smoke. There is also one wastewater facility located in the WUI.

Wildfire smoke is unlikely to cause any physical or operational impacts to infrastructure and utilities. Visibility on roads and highways could be reduced in extremely smoky conditions, but roads themselves would not be impacted.

Flooding of the Nisqually River under the I-5 could cause temporary flooding and even structural damage to the highway. The 620 – Olympia/Lakewood bus route that runs on the I-5 would be impacted in addition to regular vehicles. Even though that vulnerability is technically outside of Lacey and the UGA, if I-5 is cut off (even temporarily) many Lacey residents work at the military base and are dependent on this route.

Nisqually Wells 19.A and 19.C are located outside of the City and UGA boundary but contribute to Lacey's active groundwater sources. Flooding can occur in the lower Nisqually Valley when the river

³⁸ TRPC. (2023). *Hazards Mitigation Plan for the Thurston Region*.

³⁹ Sushobhan, S., Li, H., and Khazanovich, L. (2016). *Effect of climate change and urban heat islands on the deterioration of concrete roads*. <https://doi.org/10.1016/j.rineng.2022.100736>

discharge is exceptionally high,⁴⁰ which can impact water quality. Two stormwater facilities are in the 100-year floodplain, but that does not necessarily mean they are vulnerable. In the case of the stormpond south of Hicks Lake, its purpose is to collect water and allow it to percolate slowly. It buffers other properties from flooding, unless the floodwaters exceed the pond's capacity.

Urban flooding and **groundwater flooding** will likely have minimal impact on the City's sewer distribution system according to City staff, but flooding can impact the electrical system of pumps.

Changes in streamflow (more streamflow in winter, less in spring) can impact wells in the upper water aquifer (Sources 1, 4, 16, 24, 25, and 33). Typically there is a time delayed impact on these wells' water levels.

5.5 Habitats and Ecosystems

This sector includes the urban forest, parks (undeveloped and natural), ecosystems (wetlands, streams, lakes), and the McAllister Geologically Sensitive Area.⁴¹

5.5.1 Asset Overview

Lacey's ecosystems have low to medium vulnerability to climate change, mostly due to the threat posed by extreme heat (and wildfire to a lesser extent). Exposed assets are listed below in Table 7, and maps showing them overlaid with flood layers are included in Appendix B.

The assessment of wildfire exposure in Table 7 below is subject to change because DNR's 2019 WUI map is expected to be replaced when the agency develops a new, more accurate wildfire risk map. The facilities exposed to the WUI are included in Table 7 as it is consistent with the Regional HMP and is based on the best available data at this time; however, maps of the Habitats and Ecosystems located in the WUI (2019) are not included in Appendix B.

Table 7. Habitats and Ecosystems Exposed to Hazards

Climate Hazard (subcategory)	Infrastructure and Utilities Exposed
Extreme Heat	All; high temperatures may be worse in areas with lower tree canopy and high amounts of paving, but an extreme heat event will generally occur citywide
Severe Weather Events	All; no defined geospatial footprint where they may occur in the city
Wildfire*	- Urban forest: trees in the WUI - Parks (undeveloped and natural) Pleasant Glade Park, Lake Lois Habitat Reserve, Mullen Road Habitat Reserve, Southwick Lake Natural Area, Long Lake Natural Area, McAllister Grove Community Park
Wildfire Smoke	Ecosystems: all (potentially)

⁴⁰ City of Lacey. (2022). Lacey Water System Plan. <https://cityoflacey.org/wp-content/uploads/sites/3/2022/04/Lacey-Water-System-Plan-April-2022rev1.pdf>

⁴¹ The McAllister Geologically Sensitive Area is technically a water-related asset because it protects McAllister Springs and the associated aquifer system. It is included in this section because limits on development in the area have made it so there are larger areas of open space and forested land than in other parts of the city.

Flooding (50-, 100-, and 500-year)	Ecosystems: southern portion of the city and UGA
Sea Level Rise	Butterball Cove, Hawks Prairie Community private beach, and Beachcrest private beach

Source: Raimi + Associates

**Note: Subject to change. The Regional HMP assessed wildfire exposure using the DNR WUI maps (2019). DNR has been directed to develop a new wildfire risk map that will more accurately assess the hazard.*

5.5.2 Climate Change Vulnerabilities by Climate Hazard

Extreme heat events and increasing average temperatures stress and damage plants. Direct heat damage can scorch the leaves of trees and other plants in Lacey's urban forest and undeveloped and natural parks. While trees can survive these events, they may eventually cause the plant's death or make it susceptible to pests such as bark beetles.⁴²

Severe weather events including extreme storms and wind can cause trees to fall down and break off their branches. In the latter case the trees can survive, provided the tree is otherwise healthy and the break did not cause too much structural damage to other parts of the tree. Extreme storms and wind may also cause downed trees or washed out trails in natural and undeveloped parks. This would require increased city maintenance to make them safe for visitors. High volumes of stormwater runoff from extreme storms can affect the delicate balance of ecosystems by carrying pollution and sediment into streams, estuaries and lakes.

Wildfire could damage the trees, plants, and animals in the habitat reserves throughout the city and UGA. As listed in Table 7 and mapped in Figure B - 11, multiple undeveloped and natural areas are within the Wildland-Urban Intermix. Wildfire can also damage trees throughout the urban forest, but particularly in the WUI.

Wildfire smoke may affect the natural processes that occur in freshwater ecosystems (oxygen production through photosynthesis, and the breaking down of organic matter).⁴³ The main mechanism identified by researchers is the fact that smoke reduces the amount of light reaching the ecosystem.⁴⁴

Flooding in a 100-year flood event will occur around creeks and lakes, mostly in the southern portion of the city and UGA. The habitat areas and wetlands around these bodies of water (Figure B - 12) are not necessarily vulnerable to flooding, since they actually buffer surrounding areas from the floodwaters. However, if the volume of floodwaters is too high it can cause erosion and sediment deposits in estuary ecosystems.

Sea level rise causes the loss of sandy beach area and higher high tide flooding. The more extreme SLR scenario is projected to cause passive flooding at the private beaches along the Puget Sound (slight amount by 2050, more by 2100; see figures B - 1 and - 2). High tide "nuisance" flooding (current levels shown in Figure B - 3) will likely run up even further into the coves/marinas and beaches.

⁴² Breda, I. (February 13, 2023). How extreme heat scorched Pacific Northwest's evergreen trees. *The Seattle times*. <https://www.seattletimes.com/seattle-news/environment/how-extreme-heat-scorched-pacific-northwests-evergreen-trees/>

⁴³ Note: this is an emerging area of research based on one study conducted with data from lakes in California. More research is needed to fully understand implications in the Pacific Northwest.

⁴⁴ Smits, A.P., Scordo, F., Tang, M. et al. (2024). Wildfire smoke reduces lake ecosystem metabolic rates unequally across a trophic gradient. *Commun Earth Environ* 5, 265 (2024). <https://doi.org/10.1038/s43247-024-01404-9>

5.6 Economic Development

This sector includes local businesses and connectivity to regional job centers.

5.6.1 Asset Overview

Lacey's economy faces low impacts from climate-related hazards. The Regional HMP's ratings for each climate hazard's impact to the economy were either "low" or "none."⁴⁵ However, because a majority of Lacey residents work outside of the city limits, the economy is very tied to the rest of the region. In Thurston County, all climate-related hazards have a low impact on the economy other except for wildfire, which has a medium impact.⁴⁶

The assessment of wildfire exposure in Table 8 below is subject to change because DNR's 2019 WUI map is expected to be replaced when the agency develops a new, more accurate wildfire risk map. The facilities exposed to the WUI are included in Table 8 as it is consistent with the Regional HMP and is based on the best available data at this time; however, maps of the economic assets located in the WUI (2019) are not included in Appendix B.

Table 8. Economic Assets Exposed to Hazards

Climate Hazard (subcategory)	Economic Assets Exposed
Extreme Heat	All; high temperatures may be worse in areas with lower tree canopy and high amounts of paving, but an extreme heat event will generally occur citywide
Severe Weather Events	All; no defined geospatial footprint where severe weather events may occur in the city
Wildfire*	• 385 commercial buildings exposed to either Interface or Intermix • 20 industrial buildings either Interface or Intermix
Wildfire Smoke	All; smoke may be worse in certain areas depending on where a wildfire is and wind conditions, but the impacts would generally occur citywide
Flooding (50-, 100-, and 500-year)	• Zero commercial or industrial buildings exposed • I-5 over Nisqually River (outside of city and UGA)

Source: Raimi + Associates. Note: No assets are exposed to sea level rise.

*Note: Subject to change. The Regional HMP assessed wildfire exposure using the DNR WUI maps (2019). DNR has been directed to develop a new wildfire risk map that will more accurately assess the hazard.

5.6.2 Climate Change Vulnerabilities by Climate Hazard

Extreme heat does not cause structural damage to buildings, but it can increase costs and lead to lost business/work time. Businesses may experience higher electricity bills due to energy consumption from running fans and air conditioning. Increased building energy use can stress the electrical grid, leading to brownouts and blackouts that can disrupt business operations.

⁴⁵ TRPC. (2023). *Hazards Mitigation Plan for the Thurston Region*.

⁴⁶ *Ibid.*

Additionally, businesses may need to close temporarily if the indoor temperatures become unbearable for employees and customers.

Severe weather can cause trees to fall on power lines and roads. This can cause power outages that disrupt business operations. Downed trees can block roads, making it hard for people to get to work. Of course, commercial and industrial buildings could also experience structural or water damage from severe weather, increasing maintenance costs and potentially disrupting business operations.

Wildfire can cause structural damage to commercial buildings, power outages, and road closures that can make it hard for people to get to work.

Wildfire smoke can create unhealthy working conditions for all employees working both indoors and outdoors, potentially disrupting business operations. Businesses may incur costs from purchasing and running air filters, and purchasing face masks.

Flooding of the Nisqually River under the I-5 could disrupt commutes to the Joint Base Lewis–McChord (JBLM), which is one of the main employers for Lacey residents. Even though that vulnerability is technically outside of Lacey and the UGA, if I-5 is cut off (even temporarily) all economic activity could be impacted by supply issues.

5.7 Agriculture and Food Systems

Climate change poses minimal risk to agriculture because it is not a significant industry in Lacey. In small-scale urban farms or agricultural operations, residents could experience impacts of extreme heat and warmer temperatures. These include having to use more water for irrigation and having difficulty growing crops that are suitable for the cooler historical climate of the region.

The food system is closely tied to regional systems rather than local production. As described in the Economic Development section, Lacey's supply chain could be interrupted if flooding on the Nisqually River cuts off the I-5. Regional aquaculture, which includes shellfish farming in the Puget Sound, is vulnerable to impacts from ocean acidification.^{47, 48}

⁴⁷ Ocean acidification refers to changes in the chemistry of the ocean due to increased carbon dioxide in the atmosphere (from human emissions).

⁴⁸ WA Department of Ecology. (n.d.). Acidification in Puget Sound. <https://ecology.wa.gov/water-shorelines/puget-sound/issues-problems/acidification>. Accessed 12/15/24.

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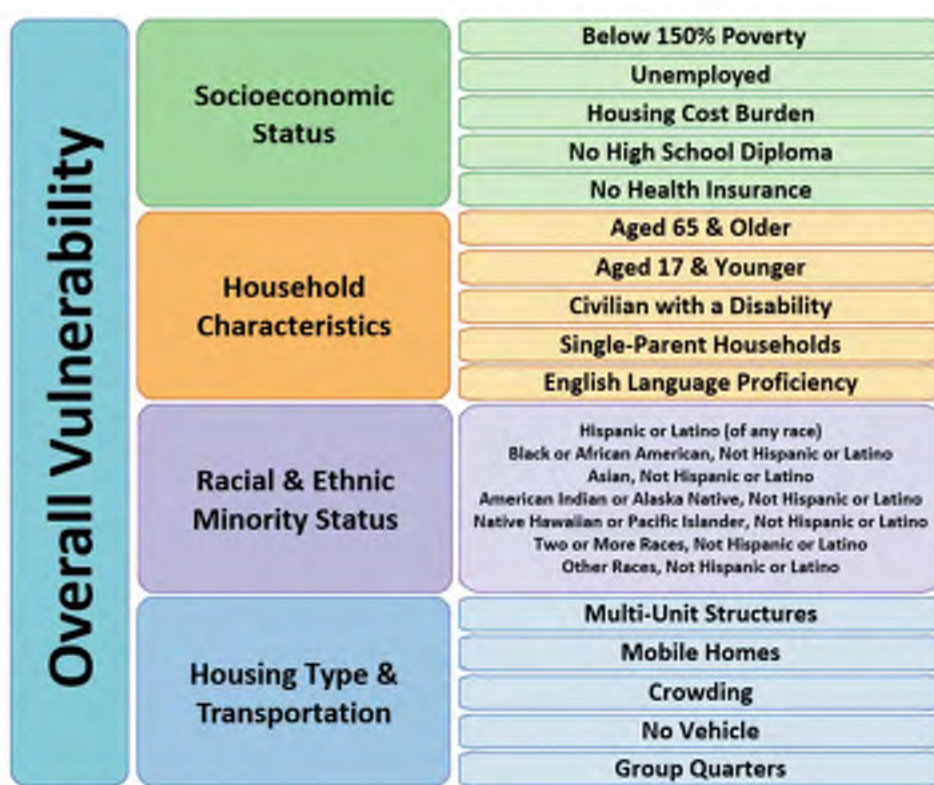
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7. Appendix A: Social Vulnerability Mapping

Appendix A contains maps of the four components of the Centers for Disease Control's Social Vulnerability Index (CDC/ATSDR SVI) for Lacey and the UGA. The CDC/ATSDR SVI score is based on four categories of data available from the American Community Survey 2018-2022 5-Year Estimates: Socioeconomic Status, Household Characteristics, Racial & Ethnic Minority Status, and Housing Type & Transportation (**Error! Not a valid bookmark self-reference.**). This index comprises the social vulnerability aspect of the National Risk Index (NRI) that is used to assign levels of risk to hazards in

Figure A - 1. CDC/ATSDR SVI Components



Source: CDC/ATSDR

the Regional HMP and Lacey Annex.

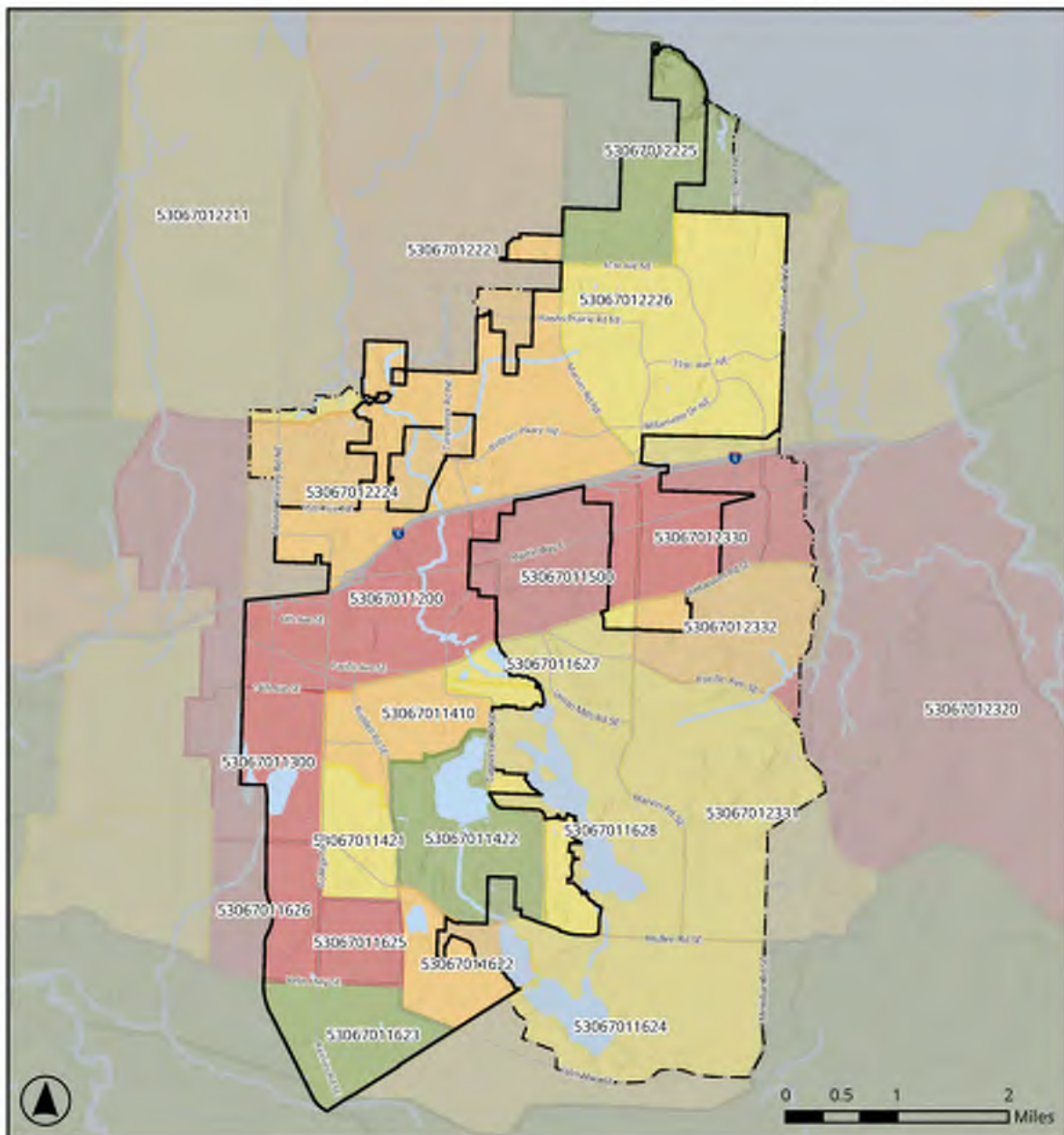
Table A - 1 summarizes the information that is visualized in the maps (Figures A-2 thru 5). The scores are based on percentiles, meaning a tract with a score of 0.9 (90th percentile) is more vulnerable for that indicator than 90% of other census tracts.

Table A - 1. Summary of CDC/ATSDR Rankings

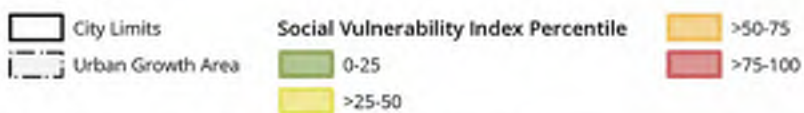
FIPS Code	Census Tract	CDC ASTDR SVI	CDC SVI: Socioeconomic Status	CDC SVI: Household Characteristics	CDC SVI: Racial & Ethnic Minority Status	CDC SVI: Housing Type & Transportation
53067011200	Census Tract 112	0.96	0.94	0.68	0.71	0.99
53067011300	Census Tract 113	0.89	0.79	0.84	0.53	0.94
53067011410	Census Tract 114.10	0.72	0.59	0.88	0.61	0.55
53067011421	Census Tract 114.21	0.50	0.63	0.82	0.60	0.08
53067011422	Census Tract 114.22	0.20	0.27	0.47	0.20	0.13
53067011500	Census Tract 115	0.80	0.69	0.69	0.65	0.84
53067011622	Census Tract 116.22	0.73	0.81	0.78	0.72	0.35
53067011623	Census Tract 116.23	0.25	0.12	0.74	0.68	0.12
53067011624	Census Tract 116.24	0.44	0.35	0.70	0.56	0.33
53067011625	Census Tract 116.25	0.89	0.83	0.70	0.83	0.91
53067011626	Census Tract 116.26	0.80	0.70	0.67	0.63	0.85
53067011627	Census Tract 116.27	0.45	0.14	0.46	0.57	0.82
53067011628	Census Tract 116.28	0.28	0.15	0.59	0.45	0.31
53067012211	Census Tract 122.11	0.39	0.43	0.67	0.31	0.19
53067012221	Census Tract 122.21	0.59	0.48	0.74	0.59	0.49
53067012224	Census Tract 122.24	0.57	0.36	0.63	0.46	0.76
53067012225	Census Tract 122.25	0.07	0.13	0.63	0.36	0.00
53067012226	Census Tract 122.26	0.42	0.32	0.81	0.64	0.20
53067012320	Census Tract 123.20	0.79	0.85	0.81	0.61	0.50
53067012330	Census Tract 123.30	0.84	0.85	0.45	0.73	0.89
53067012331	Census Tract 123.31	0.45	0.20	0.60	0.71	0.60
53067012332	Census Tract 123.32	0.57	0.42	0.93	0.73	0.23

Source: CDC/ATSDR, Raimi + Associates

Figure A - 2. Composite CDC SVI Score



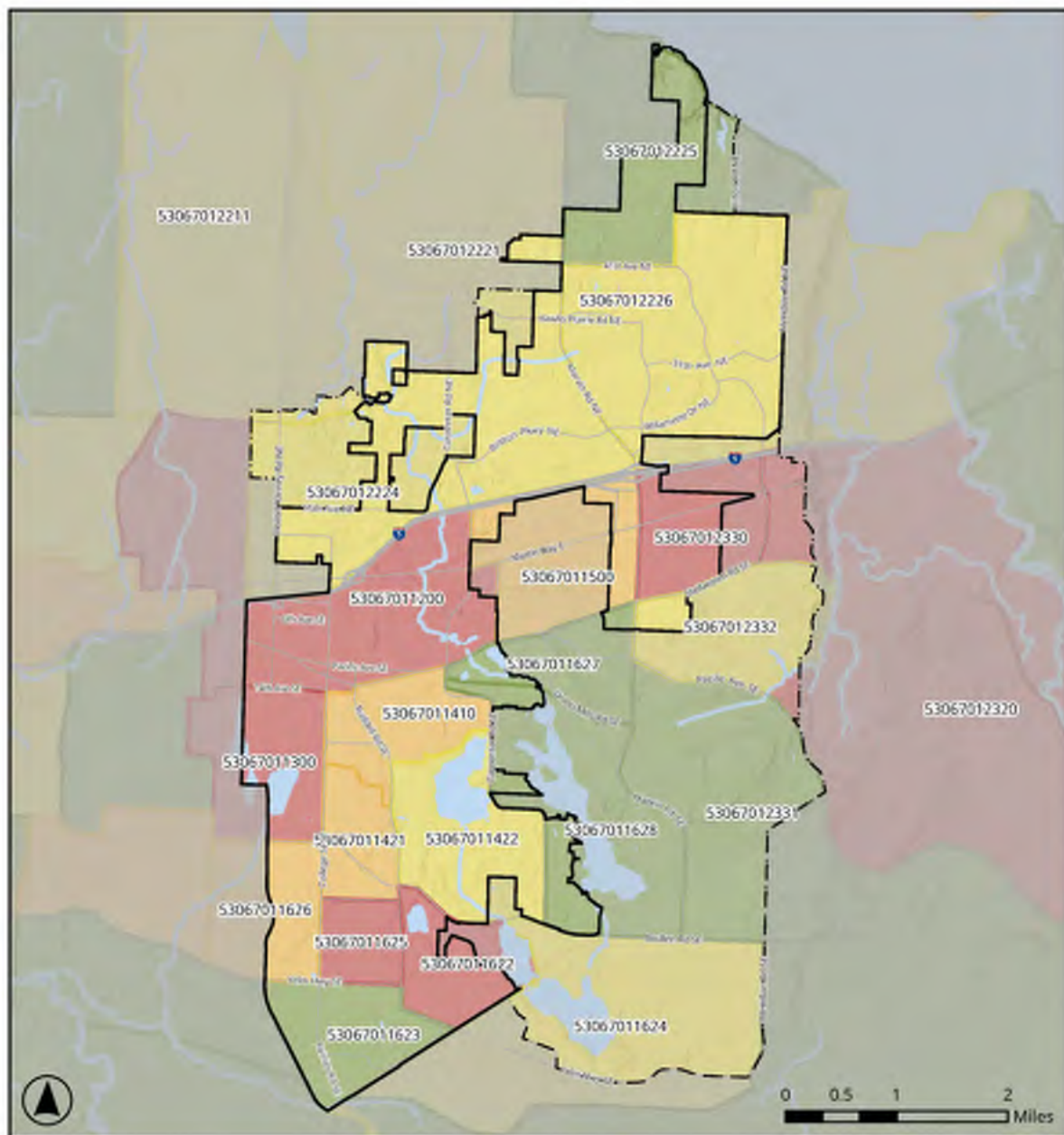
Legend



Sources: City of Lacey (2024), CDC Agency for Toxic Substance and Disease Registry (2022).



Figure A - 3. Socioeconomic Status

**Legend**

- City Limits
- Urban Growth Area

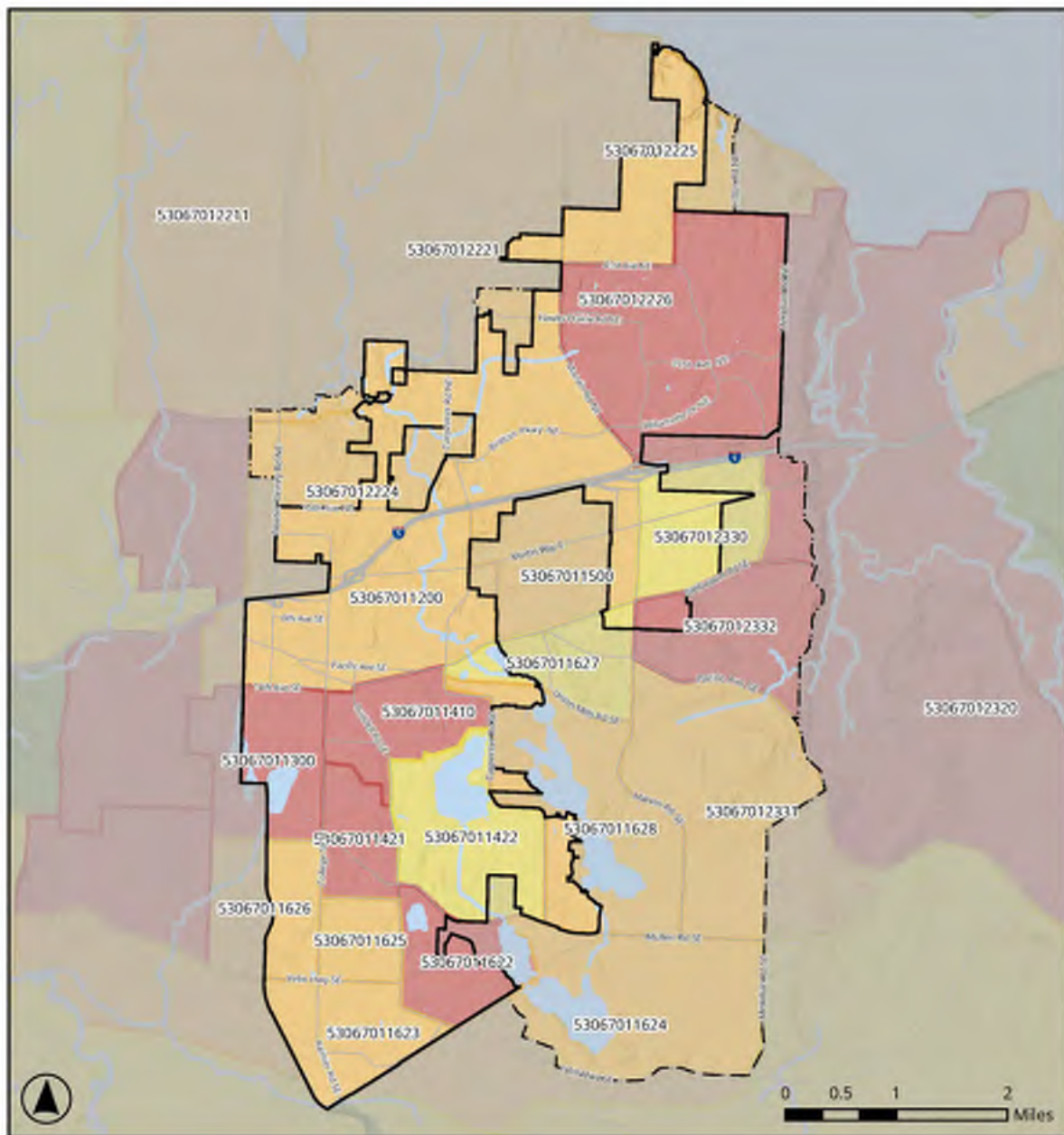
Socioeconomic Status Percentile

- 0-25
- >25-50
- >50-75
- >75-100

Sources: City of Lacey (2024), CDC Agency for Toxic Substance and Disease Registry (2022).



Figure A - 4. Household Characteristics

**Legend**

City Limits
Urban Growth Area

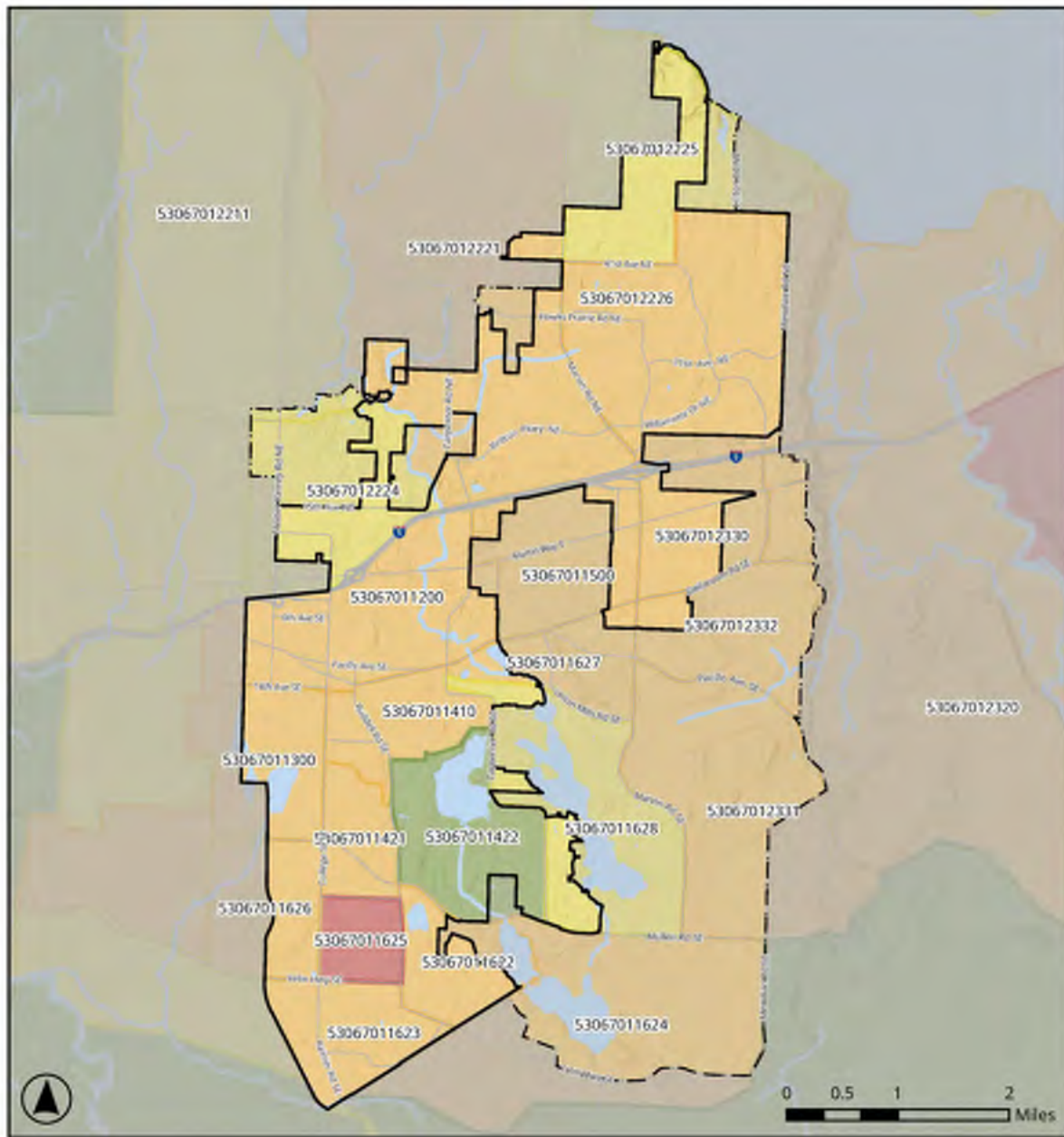
Household Characteristics Percentile

0-25
>25-50
>50-75
>75-100

Sources: City of Lacey (2024), CDC Agency for Toxic Substance and Disease Registry (2022).



Figure A - 5. Race and Ethnic Minority Status

**Legend**

City Limits
Urban Growth Area

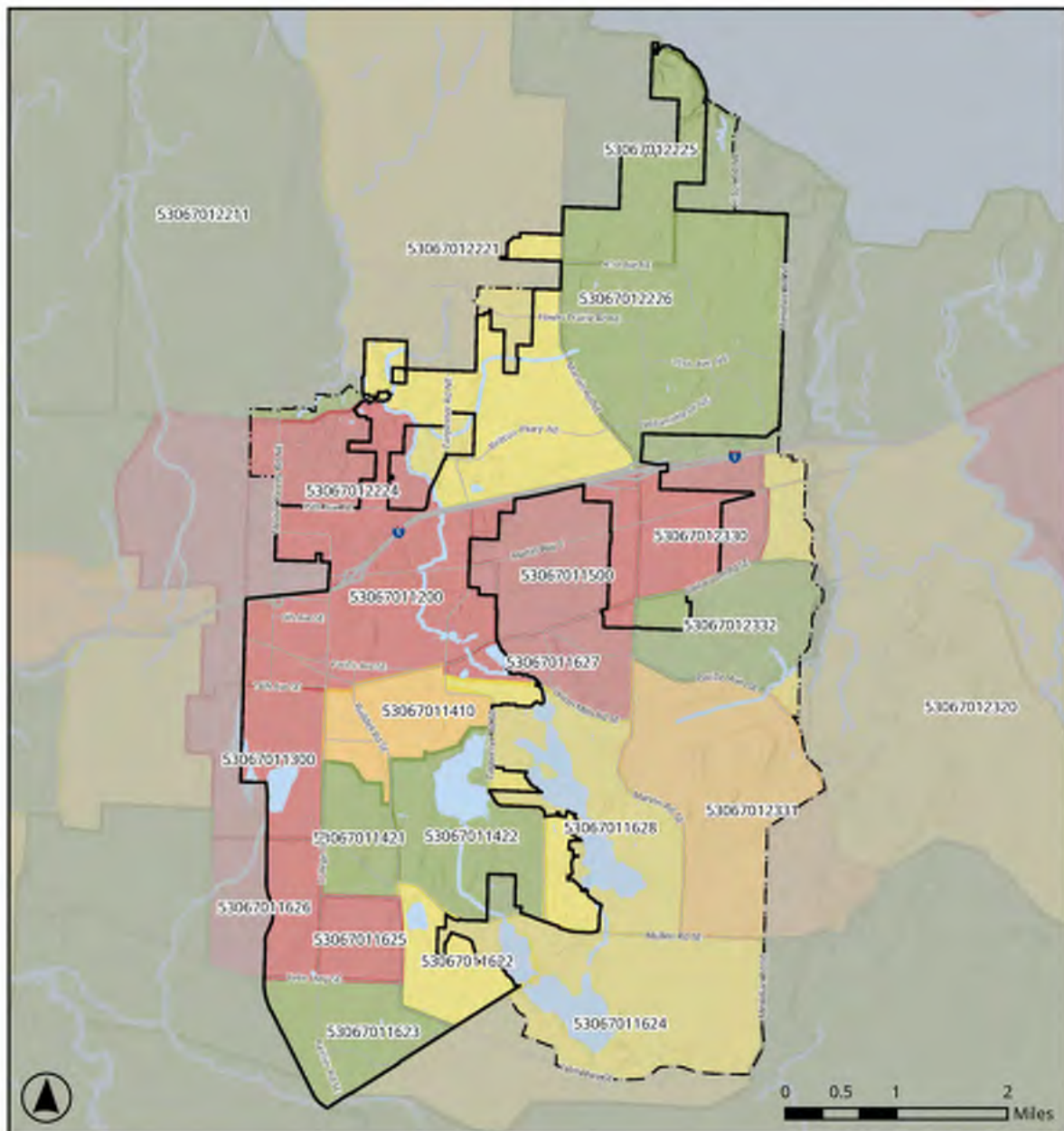
Racial & Ethnic Minority Status Percentile

0-25
>25-50
>50-75
>75-100

Sources: City of Lacey (2024), CDC Agency for Toxic Substances and Disease Registry (2022).



Figure A - 6. Housing Type and Transportation

**Legend**

- City Limits
- Urban Growth Area

Housing Type & Transportation Percentile

- 0-25
- >25-50
- >50-75
- >75-100

Sources: City of Lacey (2024), CDC Agency for Toxic Substances and Disease Registry (2022).

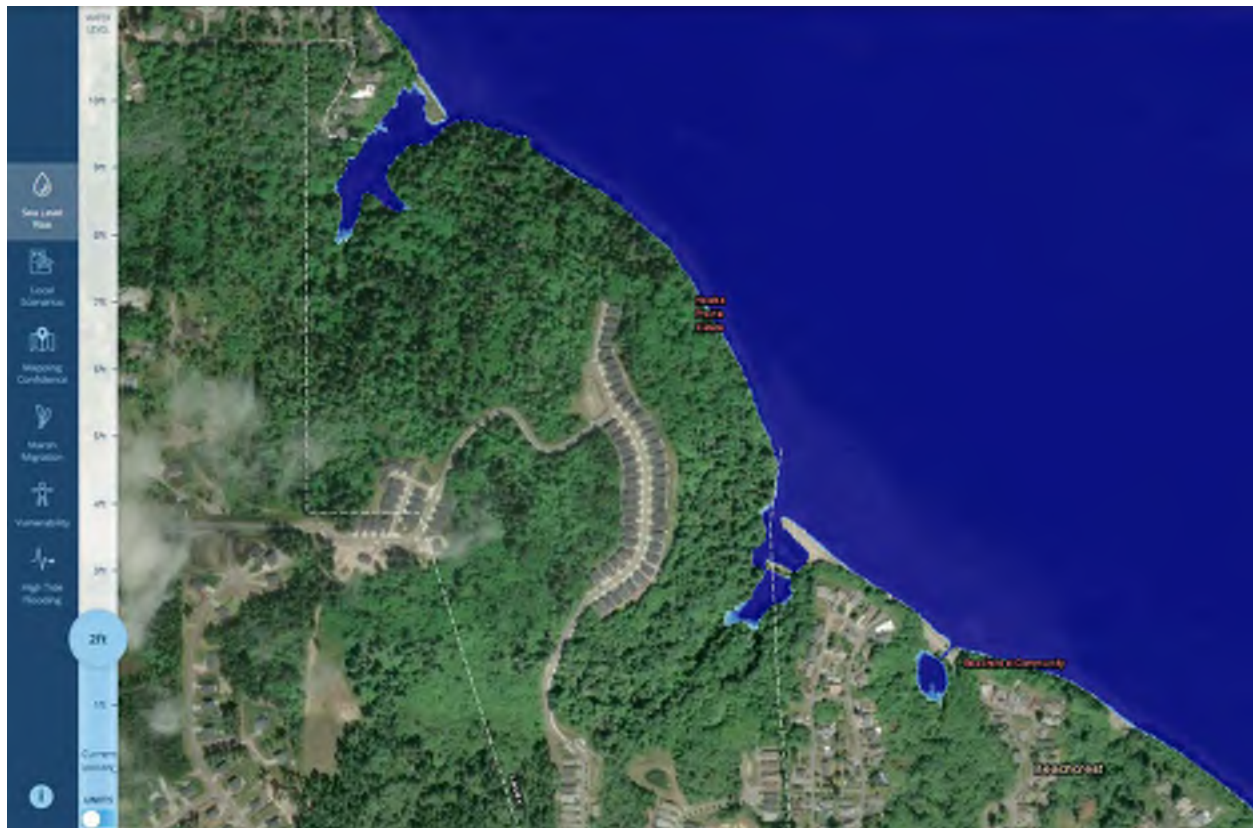


8. Appendix B: Asset Mapping

This Appendix contains maps of the assets overlaid with hazards which are described in the Sector Vulnerability and Risk Assessments. Wildfire maps are not included because of issues with the DNR WUI (2019) mapping, which are set to be replaced by more accurate wildfire risk maps to be developed by DNR by June 2026.

8.1 Hazard and Asset Maps

Figure B - 1. SLR Passive Flooding (2050, 1% chance scenario)



Source: NOAA SLR Viewer

Note: The 1% chance SLR scenario is the more extreme scenario. For Lacey, the projected amount of SLR for 2050 in this scenario is 1.5 feet, but the map shows 2 feet of SLR because the viewer only uses whole numbers.

Figure B - 2. SLR Passive Flooding (2100, 1% chance scenario)



Source: NOAA SLR Viewer

Note: The 1% chance SLR scenario is the more extreme scenario. For Lacey, the projected amount of SLR for 2100 in this scenario is 4.5-5 feet. The map shows 5 feet, the high end of the projected SLR. Compared to 2050 (Figure B - 1), the small strips of land at the mouth of the two small harbors will experience passive flooding.

Figure B - 3. High Tide Flooding (Current)

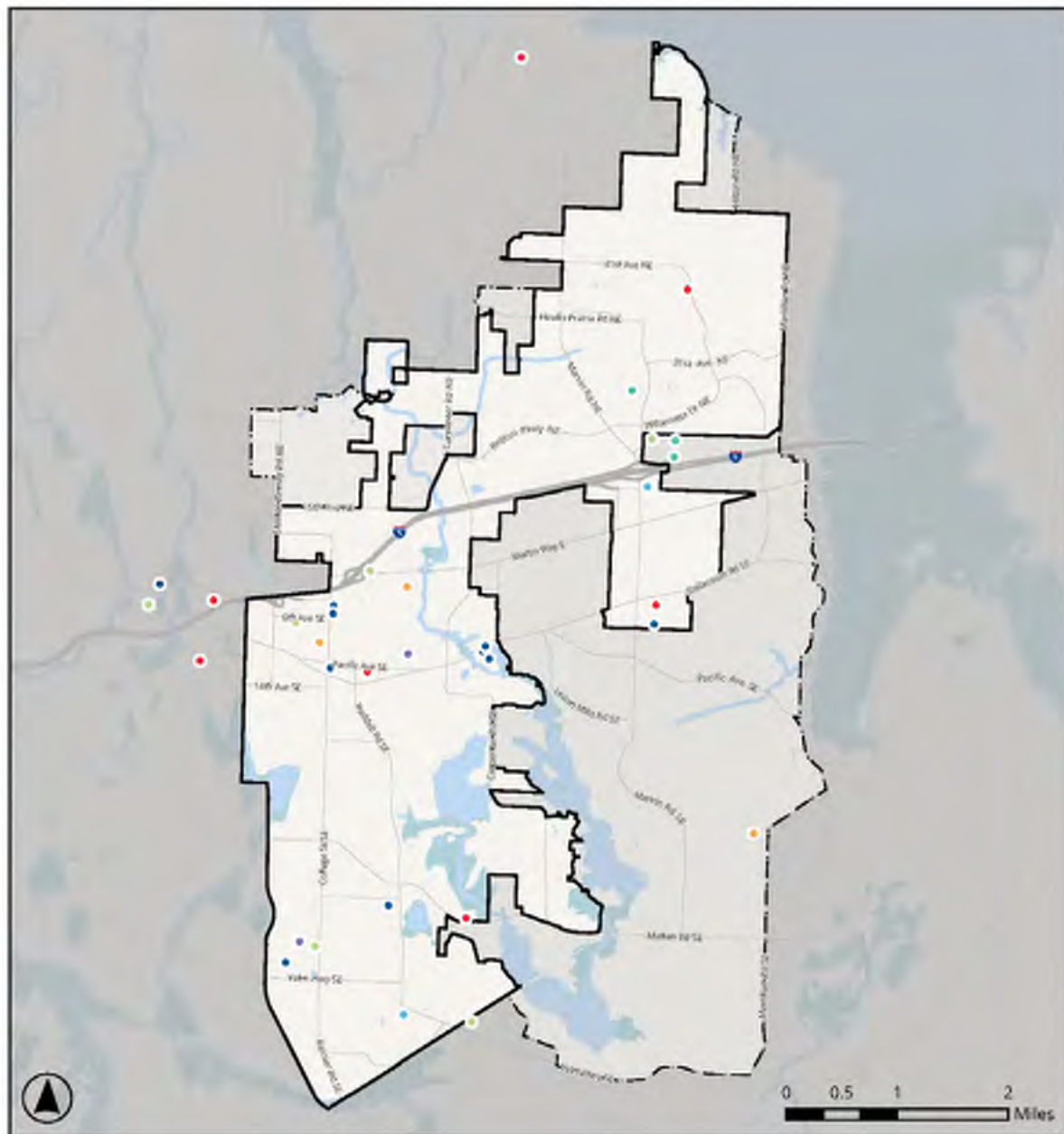


Source: NOAA SLR Viewer

Note: The red layer represents areas currently subject to tidal flooding, often called "recurrent or nuisance flooding."

8.2 Critical and Community-Serving Facilities Maps

Figure B - 4. City Services in 100-Year Flood Zone



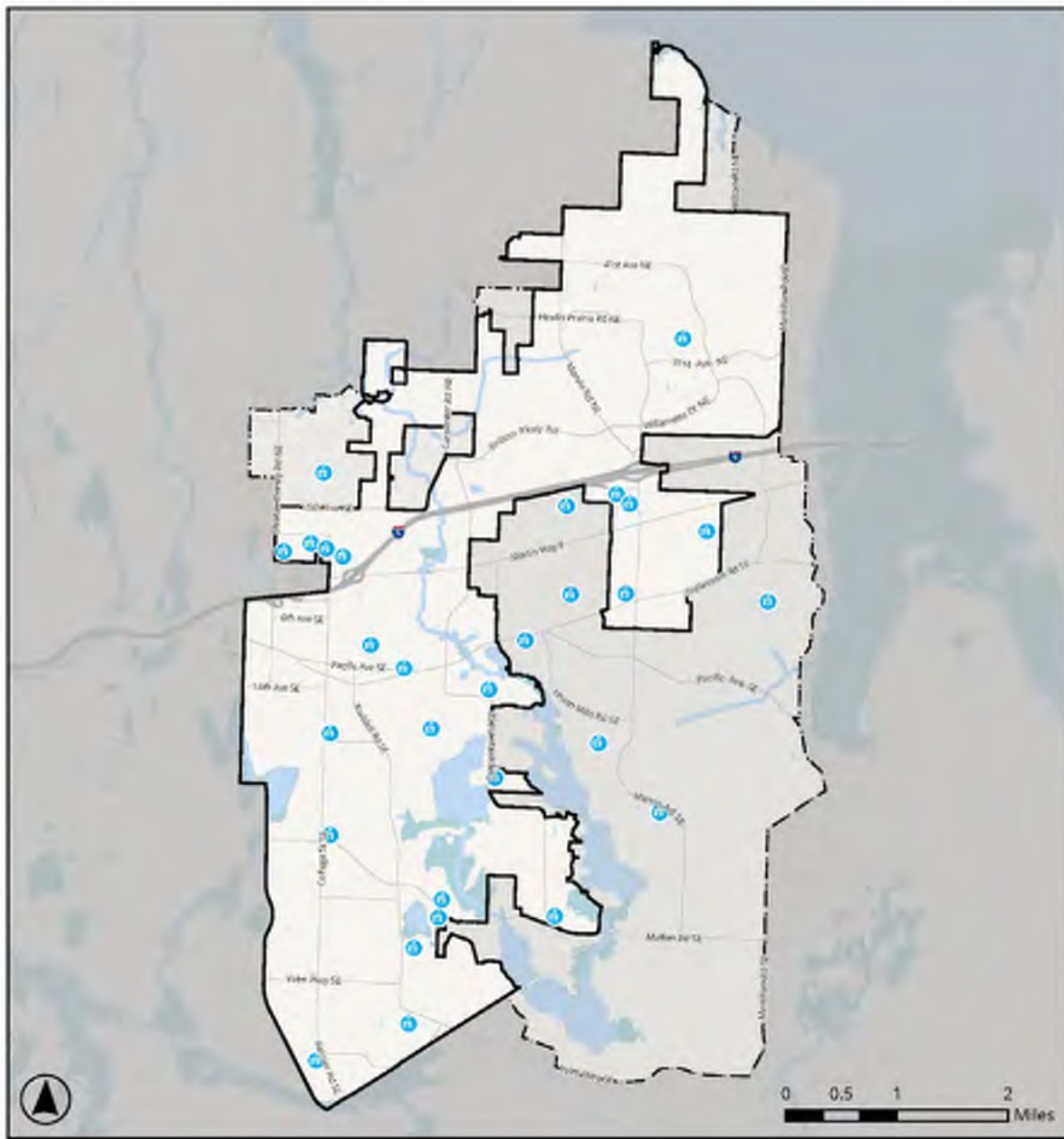
Legend

City Limits	Assets	Thurston County	Fire	Police	100-Year Flood
Urban Growth Area	City of Lacey	Washington State	History	Transit	

Sources: City of Lacey (2024), FEMA (2019)



Figure B - 5. Schools in 100-Year Flood Zone



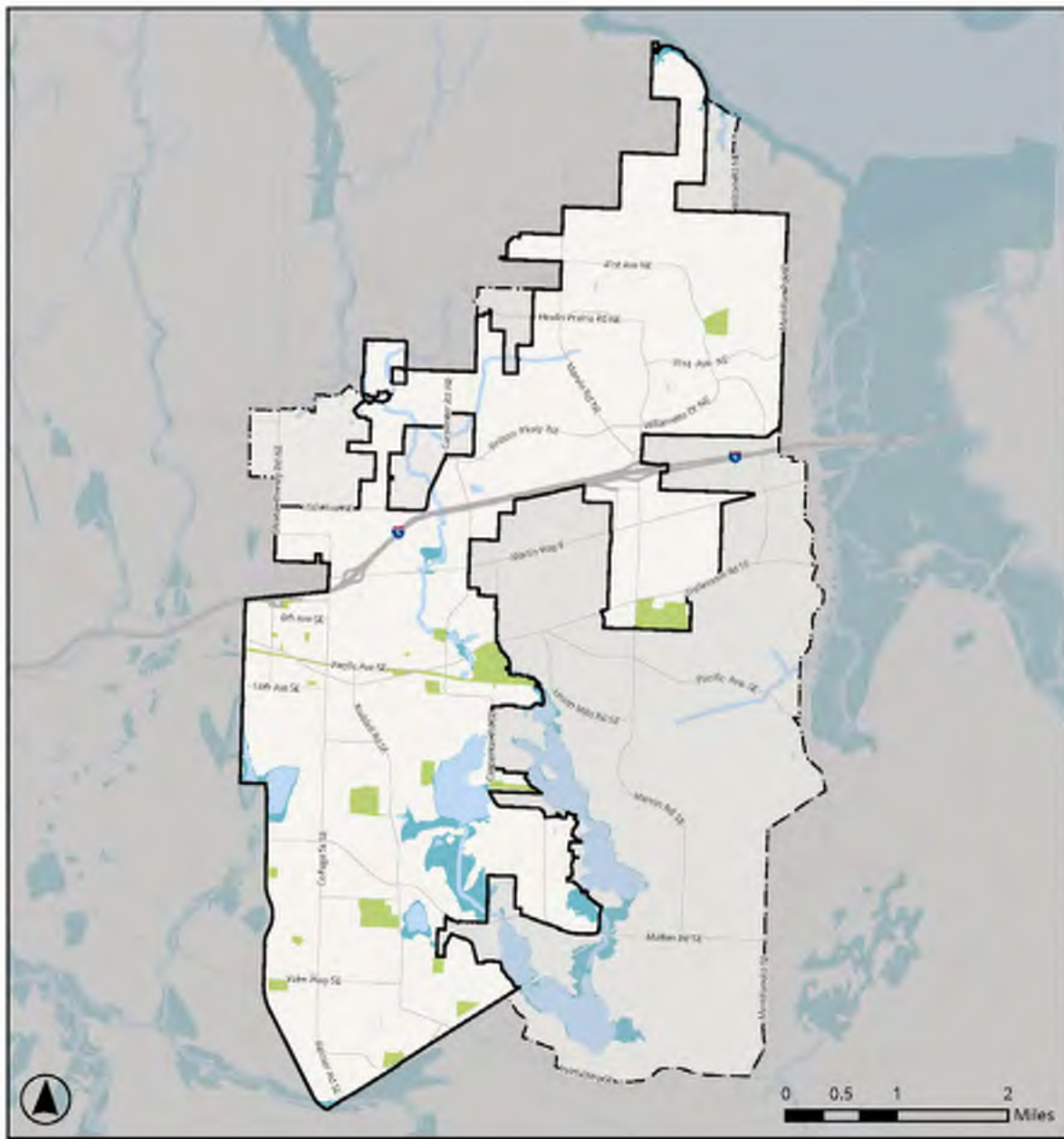
Legend

- City Limits
- Urban Growth Area
- 100-Year Flood
- 1 Schools

Sources: City of Lacey (2024), FEMA (2019)



Figure B - 6. Developed Parks in 100-Year Flood Zone



Legend

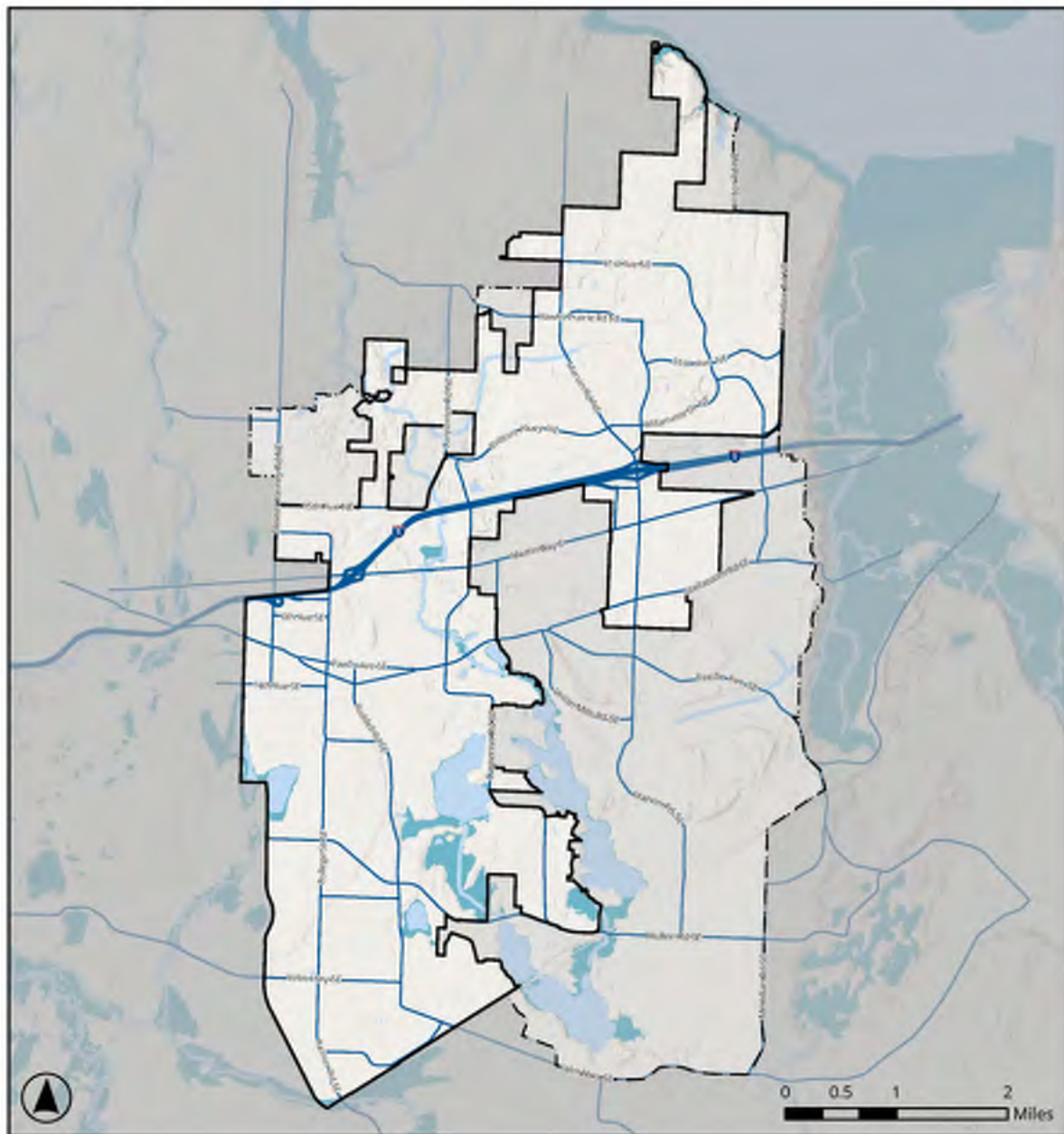
- City Limits
- Urban Growth Area
- Parks
- 100-Year Flood

Sources: City of Lacey (2024), FEMA (2019)



8.3 Infrastructure and Utilities Maps

Figure B - 7. Major Roads in 100-Year Flood Zone



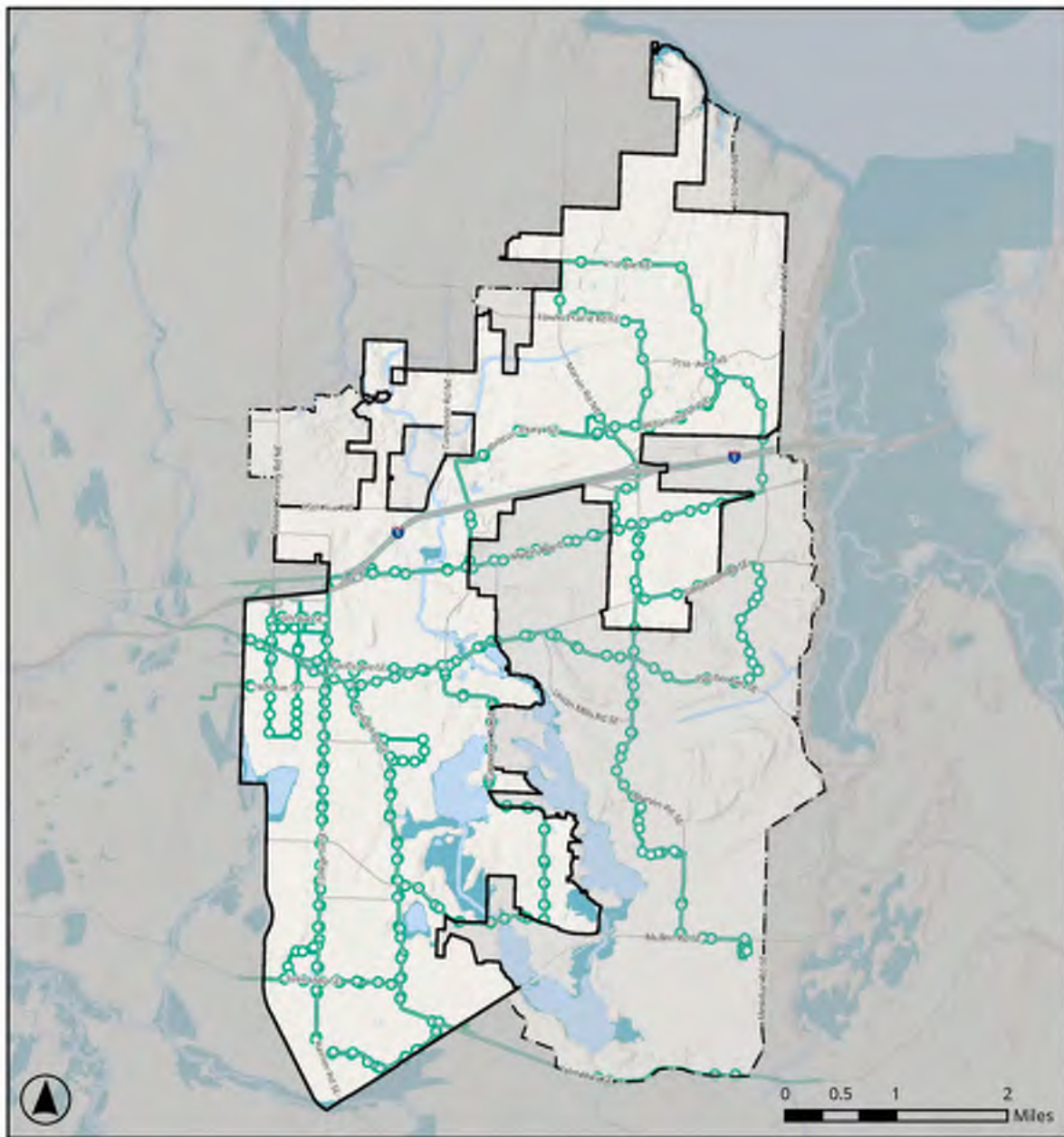
Legend

- | | | |
|-------------------|----------------|----------------|
| City Limits | Water | Major Arterial |
| Urban Growth Area | 100-Year Flood | I-5 |

Sources: City of Lacey (2024), FEMA (2019).



Figure B - 8. Transit Routes and Stops in 100-Year Flood Zone



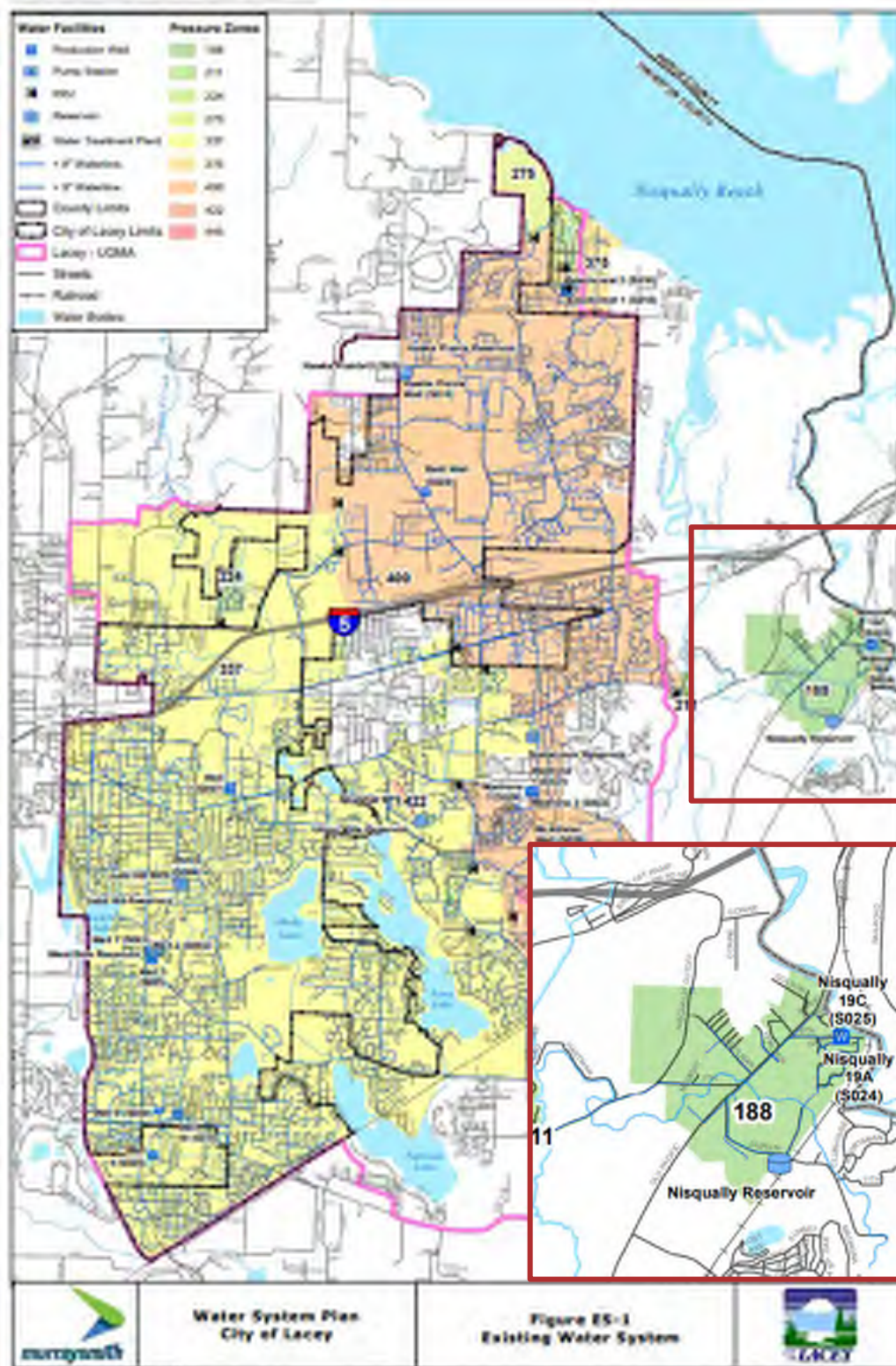
Legend

- City Limits
- Urban Growth Area
- Transit Stops
- Transit Routes
- 100-Year Flood

Sources: City of Lacey (2020), FEMA (2019).

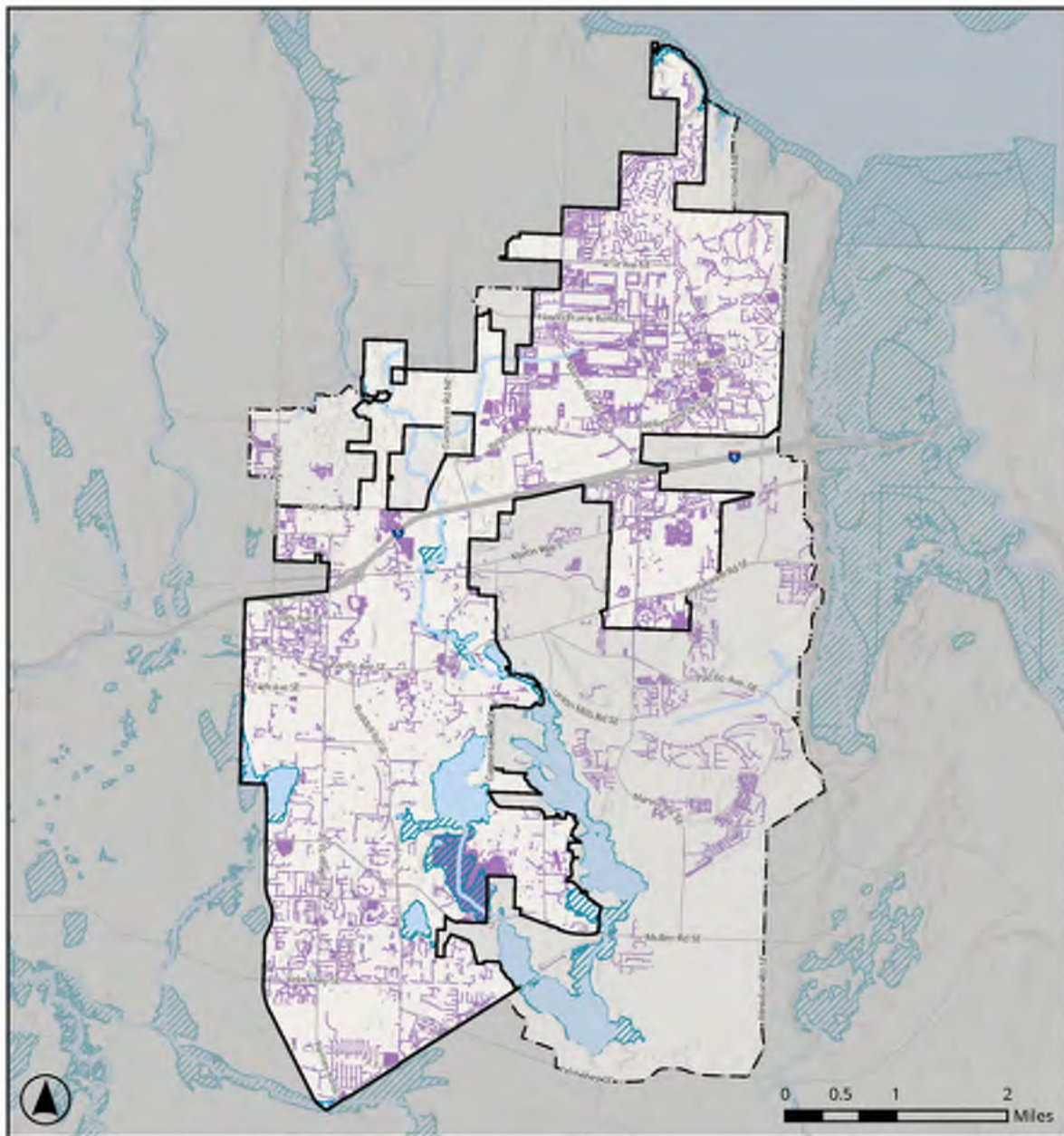


Figure B - 9. Lacey Water System



Source: Lacey Water System Plan (2022)

Figure B - 10. Stormwater Infrastructure in 100-Year Flood Zone



Legend

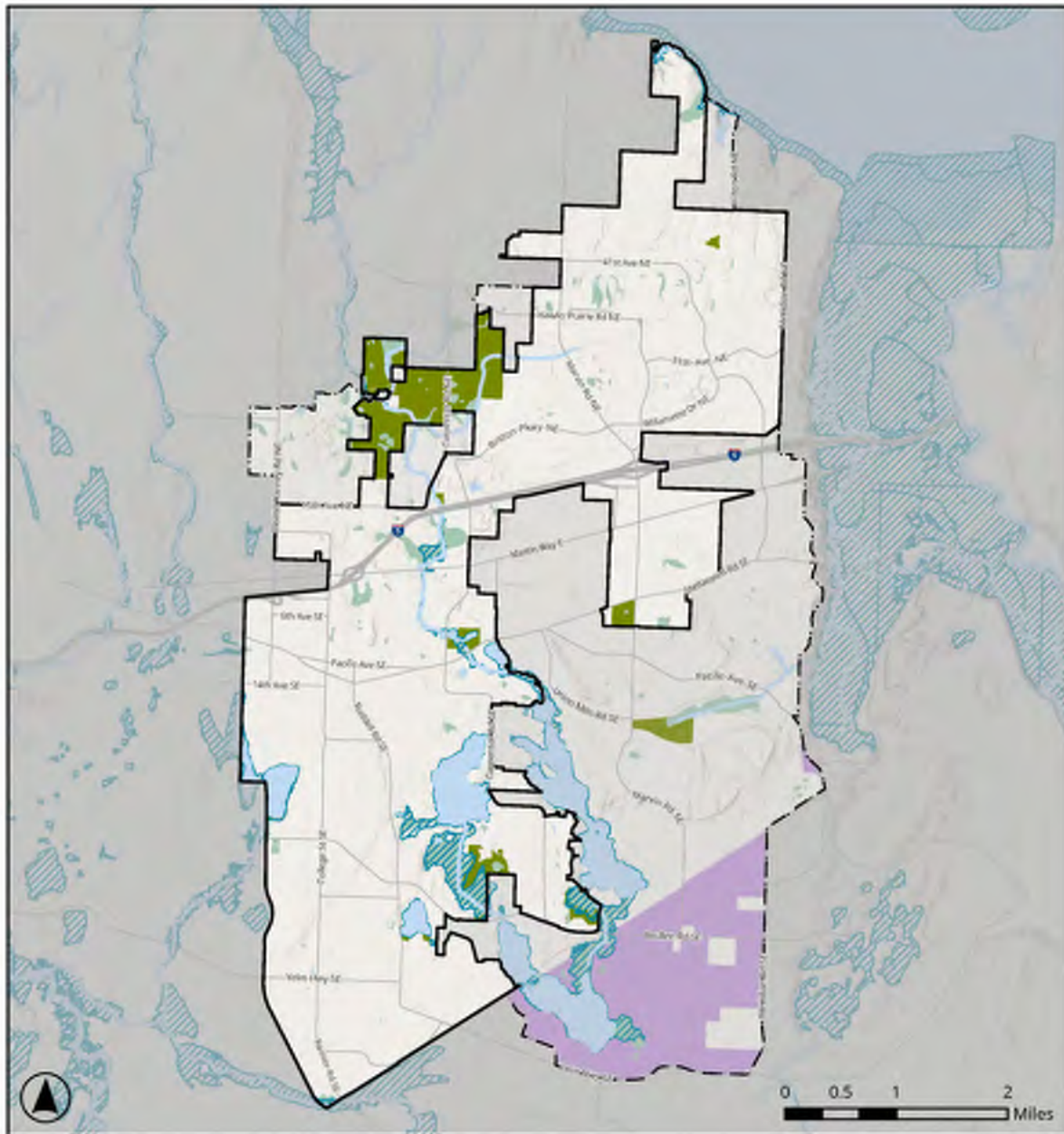
- | | |
|-------------------|------------|
| City Limits | Stormlines |
| Urban Growth Area | Stormpond |
| 100-Year Flood | |

Sources: City of Lacey (2024), FEMA (2019).



8.4 Habitats and Ecosystems Maps

Figure B - 11. Habitats and Ecosystems in 100-Year Flood Zone



Legend

City Limits	Undeveloped and Natural Parks
Urban Growth Area	McAllister Geologically Sensitive Area
Water	100-Year Flood
Wetlands	

Sources: City of Lacey (2024), FEMA (2019).



DRAFT

TRANSPORTATION ELEMENT

City of Lacey





CITY OF LACEY TRANSPORTATION ELEMENT

DRAFT

Draft





CHAPTER 1: INTRODUCTION

This Transportation Element (TE) provides background information about Lacey’s existing transportation system and the transportation improvements needed to support growth over the next 20 years. Lacey is investing in a long-term transportation vision to foster economic vitality and improve quality of life while supporting future growth. This plan will guide improvements to Lacey’s transportation system to enhance inclusivity and responsiveness to land use, promote economic vitality, and fulfill the community’s vision for the future of Lacey.

Purpose

The purpose of the TE is to provide a long-term vision for Lacey’s transportation system, building upon the City’s existing qualities and maintaining a welcoming community for people to live, work, visit, and play. This element will incorporate community values into overarching goals, ensuring these values guide investments as Lacey grows and evolves. This TE will integrate Lacey’s previous planning efforts while emphasizing active transportation connections, accessibility for all, and roadway safety.

Planning Requirements

Washington State is experiencing significant growth that is expected to continue over the next two decades. The Washington Growth Management Act (GMA) requires jurisdictions to plan for growth through regular Comprehensive Plan updates, including TE updates. The GMA requires growing areas to use comprehensive planning tools to accommodate and manage forecasted population and employment growth. Specific requirements are outlined in Washington State Department of Commerce’s Periodic Update Checklist for Fully-Planning Cities and in the Thurston Regional Planning Council’s Comprehensive Plan Review Guidance & Certification Checklist.



Partnering Agencies

Lacey will continue to coordinate planning efforts, including this TE update, with other agencies and government bodies who have an interest in Lacey's transportation system.

Organization

The TE is organized into the following chapters:

1. **Introduction:** Provides an overview of the TE.
2. **Transportation Planning Context:** Describes the current state of Lacey's transportation network for all modes and identifies current challenges and trends.
3. **Public Outreach:** Details outreach results from the Comprehensive Plan update related to the TE.
4. **Transportation Goals and Policies:** Introduces transportation goals and the supporting policies to guide City staff and elected officials to achieve the overall transportation vision and accommodate planned growth.
5. **Future Transportation System:** Details how Lacey's transportation system is expected to operate in the future without further improvements and establishes level of service standards and guidelines for each mode.
6. **Transportation Project List:** Provides a prioritized capital project list to help Lacey work towards the future transportation vision.
7. **Funding and Implementation:** Evaluates Lacey's projected financial capacity for transportation improvements and provides guidance on implementing the plan.



CHAPTER 2: TRANSPORTATION PLANNING CONTEXT

Existing Transportation Plans

City-Wide Plans

The previous Transportation Element, which was called the 2030 Transportation Plan, was adopted in 2012 and served as a guide for the improvement and expansion of the transportation system to meet the demands of future growth through 2030. Along with establishing Lacey's future transportation vision and goals, the plan outlined a list of transportation projects to address capital improvement needs.

In 2018, the Lacey City Council adopted the Pedestrian and Bicycle Plan, which inventoried existing facilities, identified deficiencies, and provided a list of capital improvements to move forward (see **Appendix A**).

The City of Lacey updates its Six-Year Transportation Improvement Plan (TIP) annually as part of the Capital Facilities Plan (CFP), which is required by the State. The 2025-2030 TIP was informed by the 2030 Comprehensive Plan and identifies near-term improvements to the transportation network with allocated funding for each year. The TIP is designed to provide a framework for Regionally Significant Projects or projects that are expected to have State or Federal funding. These projects include corridor and intersection improvements, and investments in active transportation infrastructure. Projects within the TIP are not required to be financially constrained to secure funding and may include reasonable sources of funding such as grant opportunities.

The City adopted a Safety Action Plan in 2025 which reviewed historic data, set a goal to implement a holistic, well-defined, equitable strategy to reduce roadway fatalities and serious injuries on City roadways by 2030, evaluated countermeasures and projects to address priorities, and identified programs, policies, and strategies moving forward. See **Appendix B** for the full plan.

Subarea Plans

The City has also adopted plans to define development strategies for subareas within the City that were consistent with the development vision from the previous Comprehensive



Plan. The Woodland District Strategic Plan (2013) identified transportation system goals for the area north of Lacey Boulevard and west of College Street (see **Appendix C**). The Depot District Subarea Plan (2018) focused on the area around the Lacey Boulevard/Pacific Avenue one-way couplet south of Saint Martin’s University (see **Appendix D**). Goals and projects from both plans centered around introducing land uses that require less vehicle dependency, redesigning roads to include elements of Complete Streets, adding active transportation facilities and mid-block crossings, and improving safety.

Corridor Studies

In 2005, the “College Street, Evaluation of Options” study identified several improvement alternatives along College Street. A follow-up study in 2009, “College Street Improvements Final Report,” identified specific cross sections and intersection improvements to be constructed in phases between Lacey Boulevard and 37th Avenue SE. The City is currently working on Phase 3 of the construction process. Phases 1 and 2 included completing one portion of the study from 18th Avenue SE to 25th Avenue SE and included a roundabout at 22nd Avenue SE. See **Appendix E** for the latest Phase 3 plan.

TRPC is leading ongoing studies of the Martin Way Corridor, a key route connecting Lacey and Olympia. A survey conducted in 2020 found that the top transportation concerns of people who use the corridor include: safety for all users, traffic flow, lack of crossing opportunities, and accessibility for people with disabilities. Concepts under review include wider sidewalks, buffered bike lanes, pedestrian crossings, better transit stops, and land use strategies to support affordable housing. As part of the ongoing analysis, TRPC is developing a Martin Way Crossing Strategy plan to identify potential pedestrian improvements. These studies are still in the planning phase and have not been adopted.

In 2015, an Interchange Justification Report (IJR) for the I-5/Martin Way and I-5/Marvin Road interchanges was prepared to analyze traffic, safety, and connectivity to support potential improvements. The IJR recommended an interchange update to the Martin Way interchange configuration, a Marvin Road diverging diamond interchange which was constructed in 2020, and the IJR notes potentially considering a future interchange at Carpenter Road depending on future operations at the other two interchanges. Additional I-5 improvements are being studied by WSDOT from Marvin Road to Mounts Road.



Thurston Regional Planning Council Regional Transportation Plan

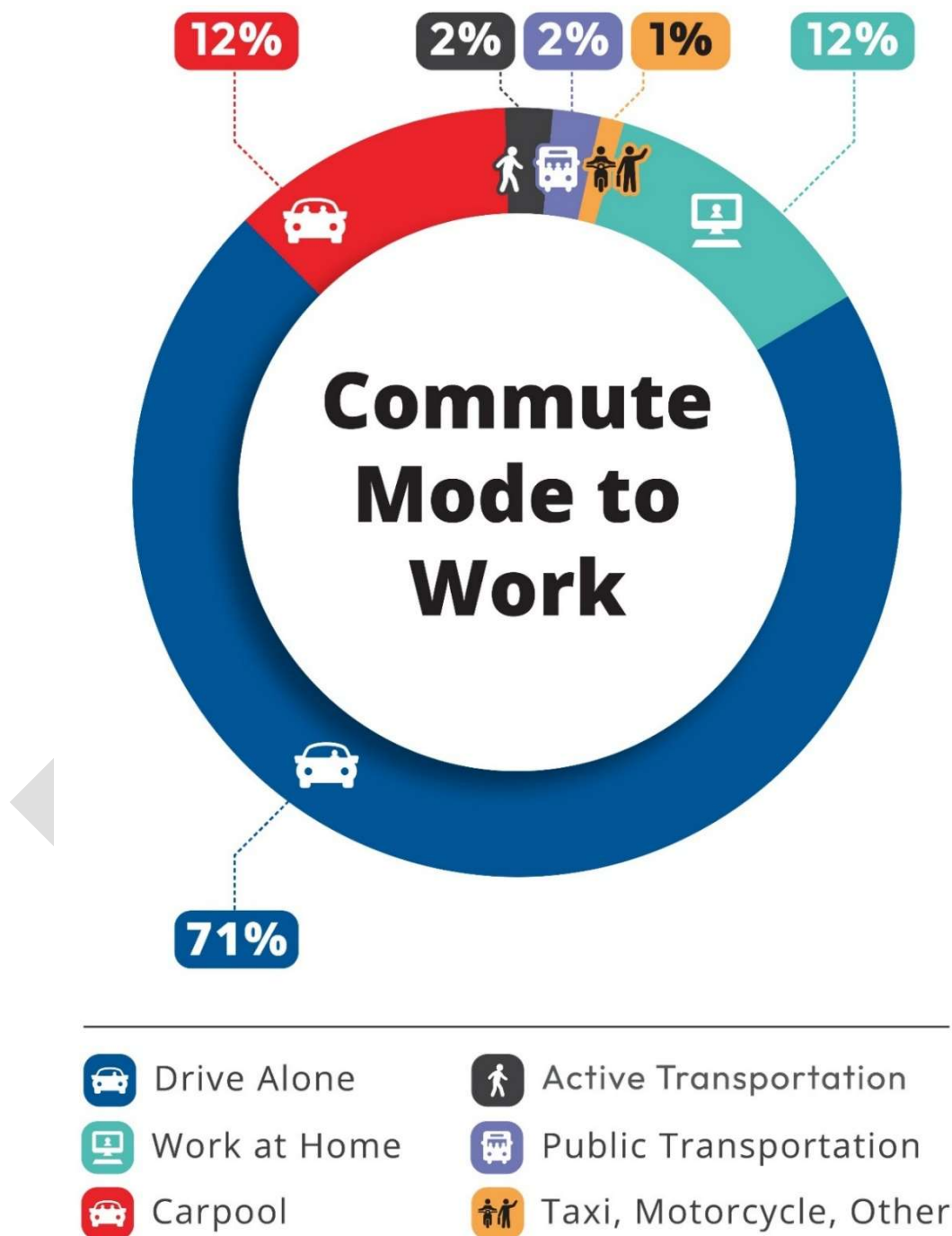
Lacey's long-range transportation plan must also be consistent with the Regional Transportation Plan (RTP) which is developed by Thurston Regional Planning Council (TRPC). The RTP is a long-range (20-year) transportation plan and is updated about every four years. The RTP defined projects within Lacey that impact the movement of people and vehicles at the regional scale. This Comprehensive Plan update cycle will focus on consistency with the current 2045 RTP as TRPC works on the 2050 RTP.

Transportation Network Overview

Lacey's transportation system includes facilities for all modes of transportation including freight mobility and people walking, bicycling, driving, or taking public transit. The following sections of this chapter inventory Lacey's transportation system at a high-level, evaluate service for all modes, and look ahead to future opportunities.

Commuting data is visualized in **Figure 1** (American Community Survey, 2022). Work-related trips in Lacey reveal a significant reliance on driving alone, with 71% of commuters choosing this option. A total of 5% of commuters use active transportation, public transit, or other methods like taxis and motorcycles. These values represent those who live in the City's census areas and work in or outside of the City. They do not include people who commute to or through Lacey from other jurisdictions, or who work from home.

Figure 1: Commute Mode to Work



Source: United States Census Bureau 5-year ACS S0801, 2022.



The system includes city streets, sidewalks, bike lanes, trails, freight routes, rail, and public transportation facilities and amenities. State Route 510 (Marvin Road south of I-5 and Pacific Avenue east of Marvin Road) is the City's only State Route facility. An inventory of all transportation facilities provides a basis for effective planning.

The City classifies roadways into Boulevards, Arterials, Major Collectors, Minor Collectors, and Local Streets, as shown in **Table 1** and displayed in **Figure 2**. The designations for new roadways are provided by the City Engineer and each classification has required design standards. Examples of each roadway type and the intended uses are described below.

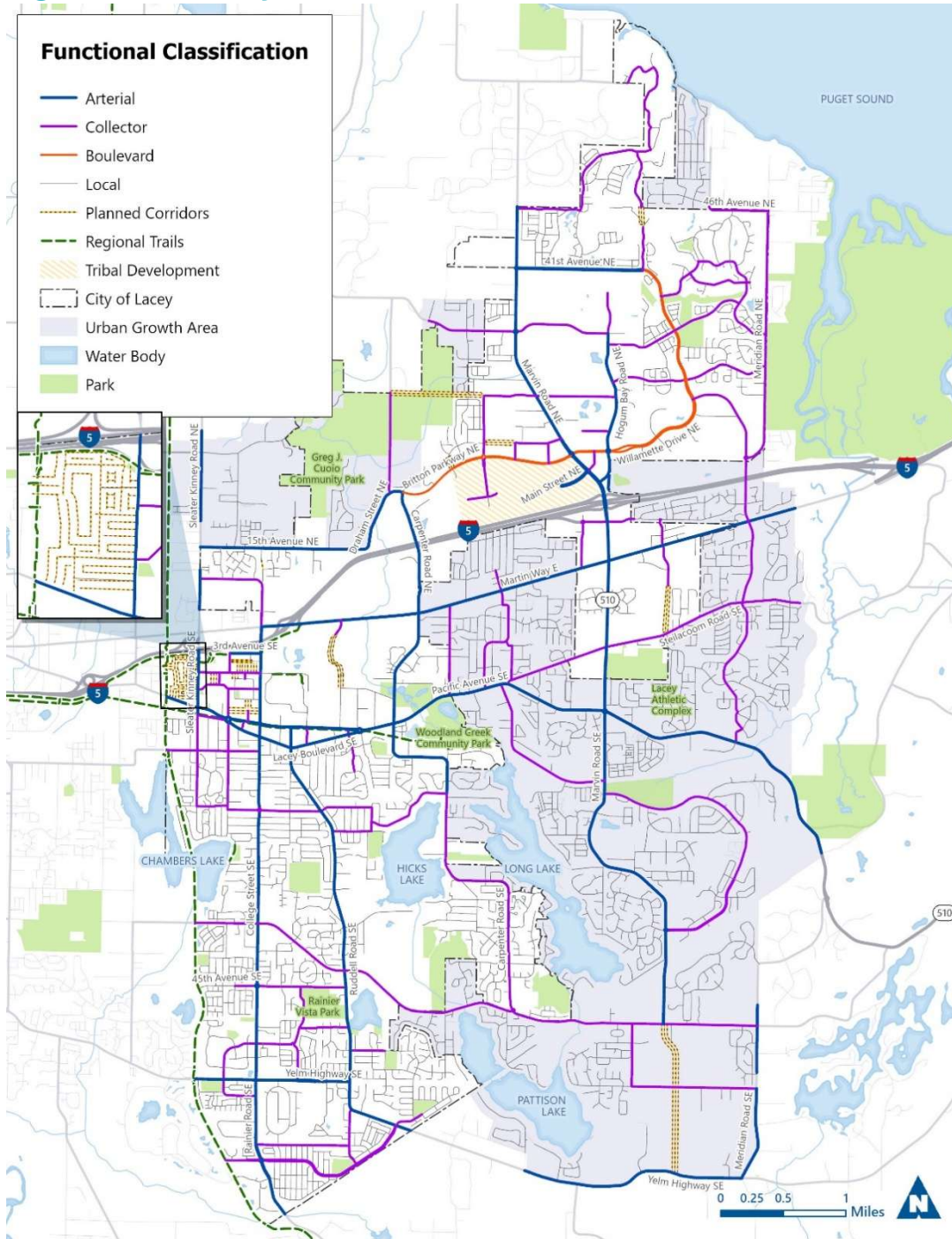
Table 1: Functional Classification of Roadways

Functional Classification	Description
Boulevards	Boulevards are intended for the efficient movement of people and goods. They have limited access and controlled intersections. The design standard has planter strips for trees and landscaping.
Arterials	These streets tend to carry the highest volumes. They have limited access and controlled intersections. Arterials also serve regional through trips and connect Lacey with the rest of the region.
Major Collectors	Major Collectors primarily connect Minor Collectors to Arterials. They serve as transition roadways to and from commercial, industrial, or residential areas and have a moderate level of access control.
Minor Collectors	These streets distribute trips between Local Streets to Major Collectors and Arterials. They tend to have lower volumes and speeds, and do not include turn lanes.
Major and Minor Local Residential, Private, and Alleys	Local Streets provide circulation and access within residential neighborhoods or retail areas.

Note: The City designates roadway functional classification based on multiple factors including land uses. Some descriptions may not align with existing functional classifications.

Source: City of Lacey, 2025.

Figure 2: Roadway Functional Classification



Source: City of Lacey, 2025.



Active Transportation Network

The 2018 Lacey Pedestrian and Bicycle Plan is the City's first Pedestrian and Bicycle Plan. It presents policies, programs, and infrastructure recommendations that aim to improve the City's walking and biking networks. The plan is focused on connectivity, safety, and comfort so that people of all ages and abilities can safely access the many great community assets within the City of Lacey and its Urban Growth Area (UGA).¹ The plan centers around three guiding principles:

- **Make it safe**
- **Make it connected**
- **Build momentum**

This section of the TE will provide high-level active transportation inventories as of 2024 and re-evaluate the level of service for active transportation facilities in line with multimodal level of service (MMLOS) requirements from the State Legislature.

Some barriers to using the available active transportation network include missing facilities, missing crossings along long stretches of busy roads, perceived safety concerns, and maintenance deficiencies. Other barriers include facilities that do not comply with Americans with Disabilities Act (ADA). The City is committed and required to provide an accessible transportation system and continues to work through its ADA Transition Plan to remove existing physical barriers within the transportation system.²

Inventory

Lacey's active transportation network consists of sidewalks, crosswalks, trails, bike lanes, sharrows, and shared use paths. Generally, sidewalks are available along many arterials, streets near commercial land uses and in newer subdivisions. Older residential areas often include incomplete sidewalks and sidewalks in need of repair. There are roughly 270 miles of sidewalks within city limits and 90 miles of sidewalks within the Lacey UGA. Within the UGA and city limits, there are no sidewalks on 43% of the street network with 15% of

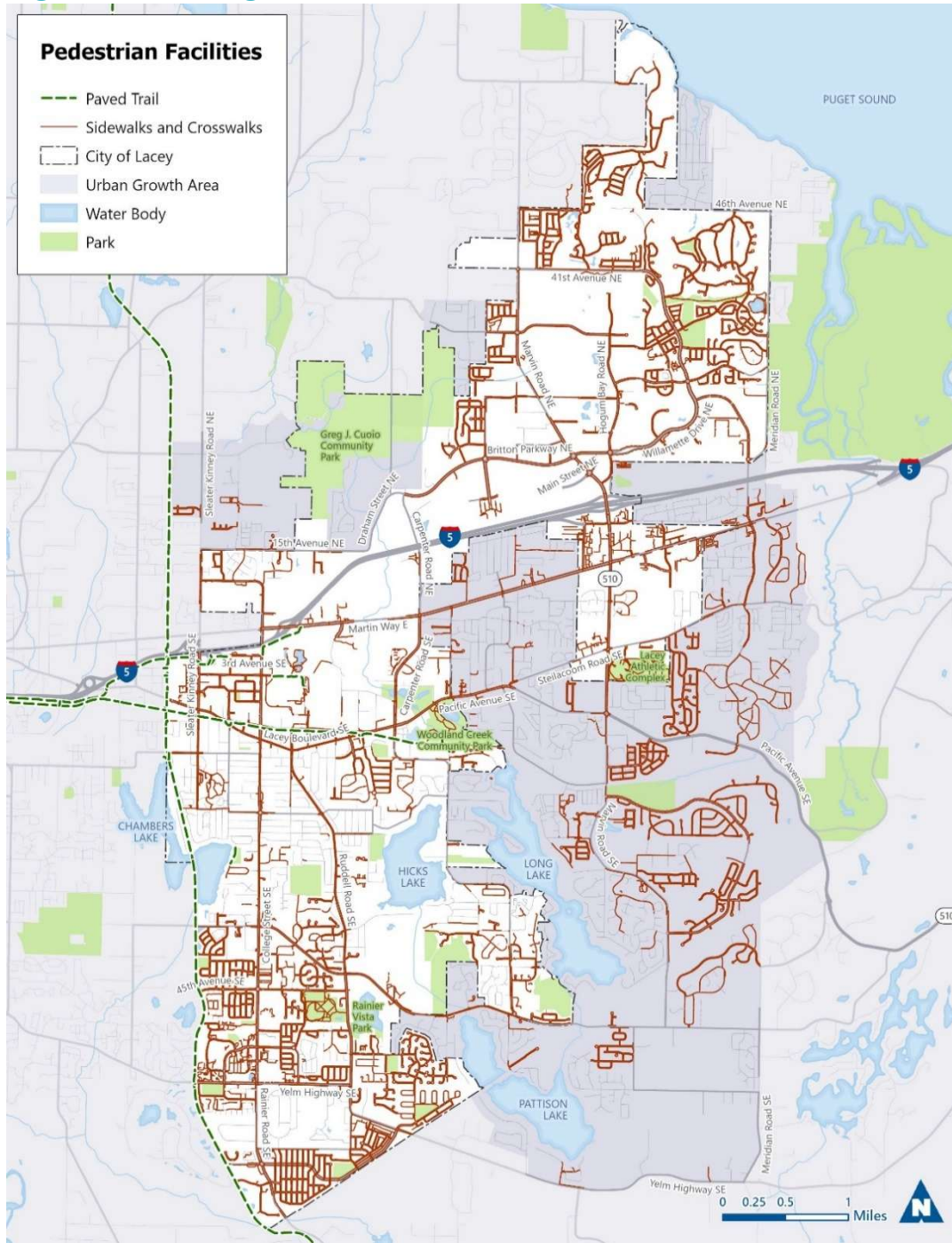
¹ https://cityoflacey.org/wp-content/uploads/sites/3/2024/02/TRANSPORTATION0912_2018_Lacey-Pedestrian-and-Bicycle-Plan-reduced.pdf

² <https://cityoflacey.org/americans-with-disabilities-act-ada/>

streets having sidewalks on one side and 42% having sidewalks on both sides. Regional shared-use trails such as the Karen Fraser Woodland Trail and Chehalis Western Trail, connect the City of Lacey to areas north, south, and west in Thurston County, Olympia, and beyond. This network of sidewalks and trails is complimented by a bicycle network with bike lanes, shared lane/sharrows, and wide shoulders. There are 40 miles of striped bike lanes and these constitute 38% of the arterial and collector network within city limits and the UGA.

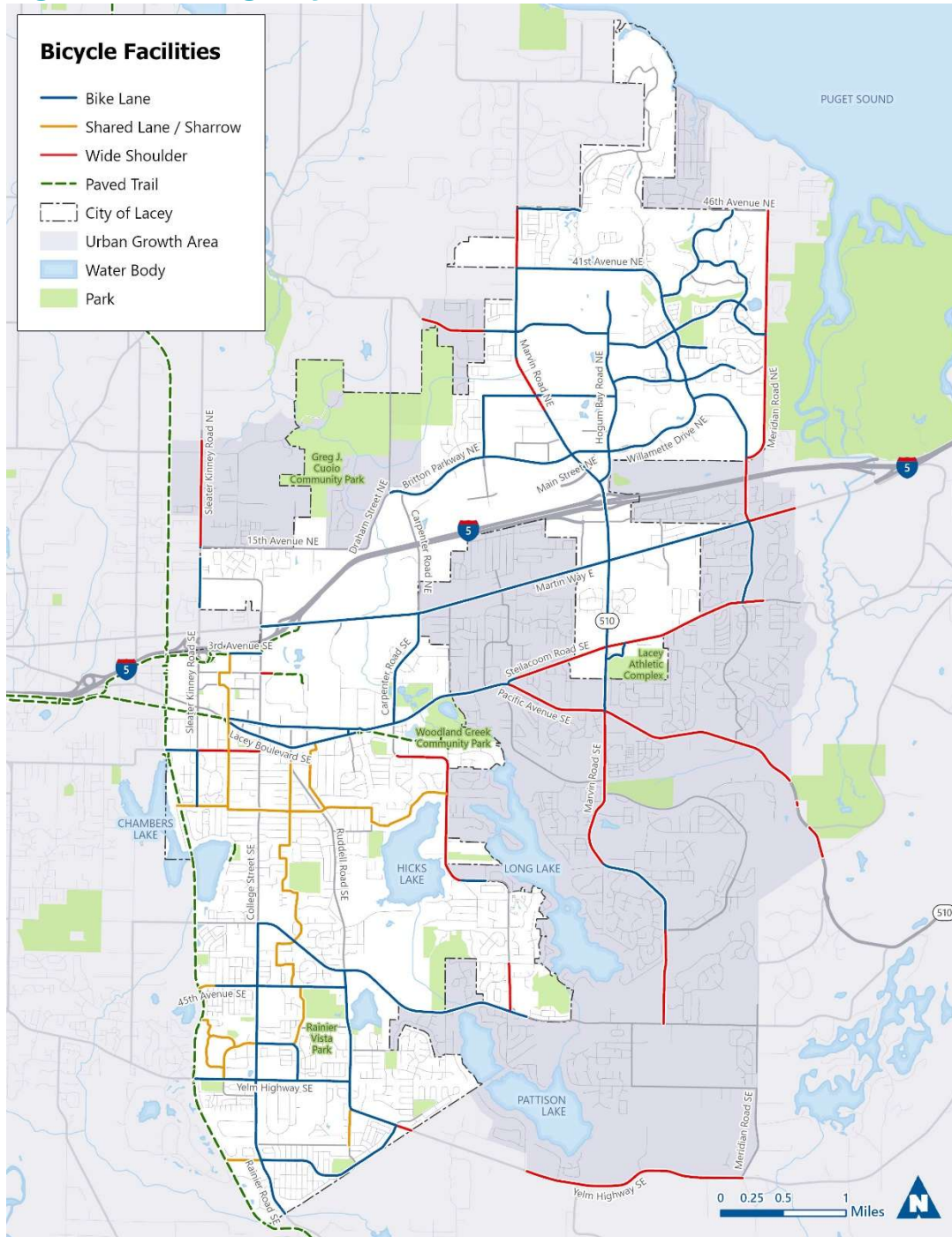
Figure 3 shows the pedestrian network including sidewalks and trails, and **Figure 4** shows the bicycle network including bike lanes and trails based on the latest data available.

Figure 3: Existing Pedestrian Facilities



Source: City of Lacey, 2025.

Figure 4: Existing Bicycle Facilities



Source: TRPC, Pedestrian and Bicycle Plan for the City of Lacey and Lacey UGA, 2025.

Level of Traffic Stress

Although vehicle level of service is determined by congestion and delay, this is not an effective way to evaluate the system performance of active transportation facilities. Considering multimodal level of service (MMLOS) helps agencies evaluate how well all modes of transportation are supported or accommodated within a community with the potential for pursuing needed investments. The City of Lacey will adopt a guideline of LTS 2 or better for both the bike and pedestrian network.

Level of Traffic Stress (LTS) is one way to quantify the level of comfort people generally feel using active transportation facilities alongside various roadway conditions. The lowest level of traffic stress, LTS 1, includes areas where a wide range of people could feel comfortable using sidewalks or trails, or where a wide range of cyclists could feel comfortable using a bicycle facility. LTS 4 represents the highest level of traffic stress, indicating where most people feel uncomfortable walking and would only be used by seasoned cyclists. See **Figure 5** for descriptions of all four levels of traffic stress.

Figure 5: Level of Traffic Stress Descriptions



Source: Fehr & Peers, 2024.

Although general comfort levels are shown for all active transportation users above, the factors used to assign LTS values to sidewalks are different than the stress factors for a bike facility, so Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level of Traffic Stress (BLTS) are measured separately. The following is a planning exercise that does not represent a safety analysis and is not intended to be used as a map to navigate safety concerns. It does not account for on-the-ground considerations such as sidewalk or striping maintenance, roadway crossings, and widths of bike or pedestrian facilities, which

are important factors in serving a wide range of ages and abilities. The primary purpose of this evaluation is to help identify potential high-stress facility locations based on roadway characteristics. The analysis can help the City identify projects that could help more people feel comfortable using active transportation as part of a holistic approach to active transportation planning. The following LTS information can also be used as a guideline for future developments to help identify LTS 2 or better active transportation facilities. The PLTS and BLTS analyses focused on Arterials and Collectors.

Pedestrian Level of Traffic Stress

PLTS is based on the roadway classification and presence of pedestrian facilities. **Table 2** illustrates the breakdown of PLTS values based on presence of sidewalk and roadway functional classification. The PLTS values do not account for roadway crossing comfort, sidewalk quality, or accessibility standards. Arterials in Lacey typically consist of 4-lane cross sections with high vehicle volumes and speeds of 35 mph or greater. Any roadway outside of neighborhoods without pedestrian facilities receives a PLTS of 4.

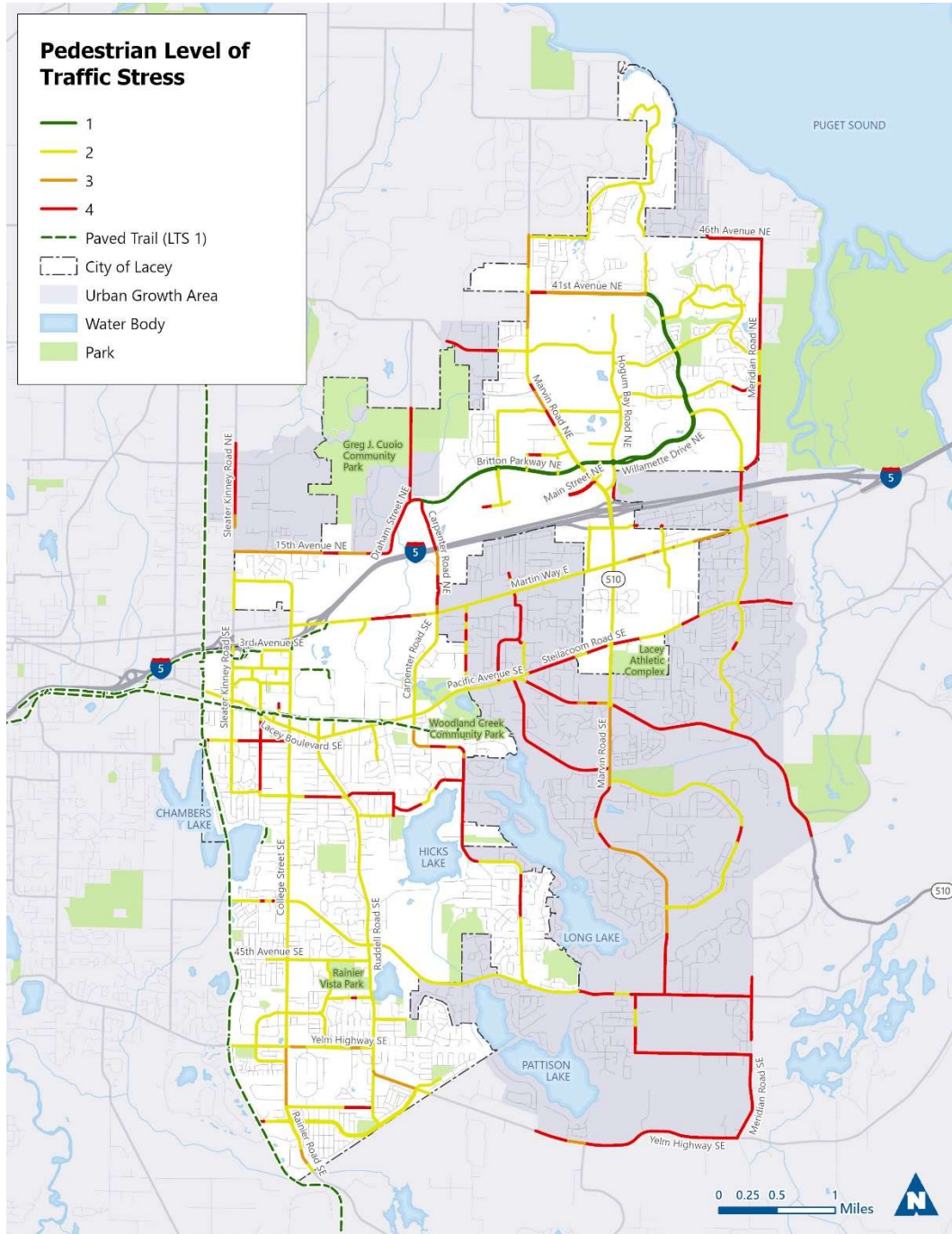
Table 2: Pedestrian Level of Traffic Stress Matrix

Functional Classification	Pedestrian Facility			
	No Facility	Sidewalk One Side	Sidewalk Both Sides	Sidewalk with Planter Strip/ Trail
Residential	2	2	1	1
Collector	4	2	1	1
Arterials	4	3	2	1
Boulevard	4	3	2	1

Source: Fehr & Peers, 2025.

When designing pedestrian projects, developers and the City should consider these pedestrian comfort factors, including street context, in addition to the presence or lack of sidewalks. **Figure 6** shows the PLTS map based on existing conditions.

Figure 6: Existing Pedestrian Level of Traffic Stress



Source: City of Lacey, Fehr & Peers, 2025.



Arterials and collectors within the city limits typically fall under LTS 2 for pedestrian facilities. Britton Parkway is an example of an LTS 1 facility, as pedestrian facilities are separated from travel lanes by planter strips. Pedestrian conditions in the UGA are predominantly LTS 4. Locations where improvements could be prioritized include segments north of Hicks Lake, 15th Avenue NE, Carpenter Road NE, and Meridian Avenue NE. During this TE update, LTS 4 segments that do not already have planned improvements were evaluated and additional projects were identified in the project list.

Bicycle Level of Traffic Stress

The breakdown of the BLTS classifications is provided in **Table 3**. This breakdown incorporates factors such as speed limit, Annual Average Daily Traffic (AADT), and presence of bicycle facilities. There are no buffered bike lanes under current conditions, but this facility type is included in the BLTS table to consider when planning future projects. Protected bike lanes could be considered in the future with LTS values between buffered lanes and trails. See the definition of each facility below:

- **No Facility:** No dedicated space for cyclists.
- **Shared Lane/Sharrows:** Streets with generally lower vehicle volumes and speeds, which are identified with signs and pavement markings as routes more comfortable for cyclists.
- **Wide Shoulder:** Paved shoulder 4' or greater but width varies and may be narrower particularly at bridges and intersections.
- **Bike Lane:** Striped, signed lane adjacent to vehicle lanes.
- **Buffered Bike Lane:** Double striped, signed lane with buffer space between bike and vehicle lanes.
- **Shared Use Path:** A trail separated from the motor vehicle roadway

The City's Design Guidelines provide more detailed descriptions and visuals for each facility type. It also details implementation considerations and guidance for each type of treatment. Refer to the latest design documents which are updated to reflect the latest state and federal guidance.

Table 3: Bicycle Level of Traffic Stress Matrix

Roadway Characteristics		Bicycle Facility					
Speed Limit ¹	AADT ²	No Facility	Shared Lane / Sharrows	Wide Shoulder	Striped Lane	Buffered Lane	Shared Use Path
25	<3000	2	1	1	1	1	1
	3000 – 7,000	3	2	2	1	1	1
	>7,000	3	2	2	2	1	1
30	<7,000	3	3	3	2	2	1
	7,000 – 15,000	4	3	3	2	2	1
	>15,000	4	4	3	3	2	1
35	<15,000	4	4	3	3	3	1
	>15,000	4	4	4	4	3	1
>35	Any	4	4	4	4	4	1

Notes: 1. Speed Limit in miles per hour (mph), 2. AADT stands for annualized average daily traffic.

Source: Fehr and Peers, 2025.

Shared-use paths are considered LTS 1, as they are entirely separated from the roadway and are not affected by vehicular traffic. Striped bike lanes, which are common in Lacey, exhibit different LTS depending on vehicle speed limits and volumes traveling next to the bike lane. See **Figure 7** for a map of the existing LTS conditions for bicycle facilities.

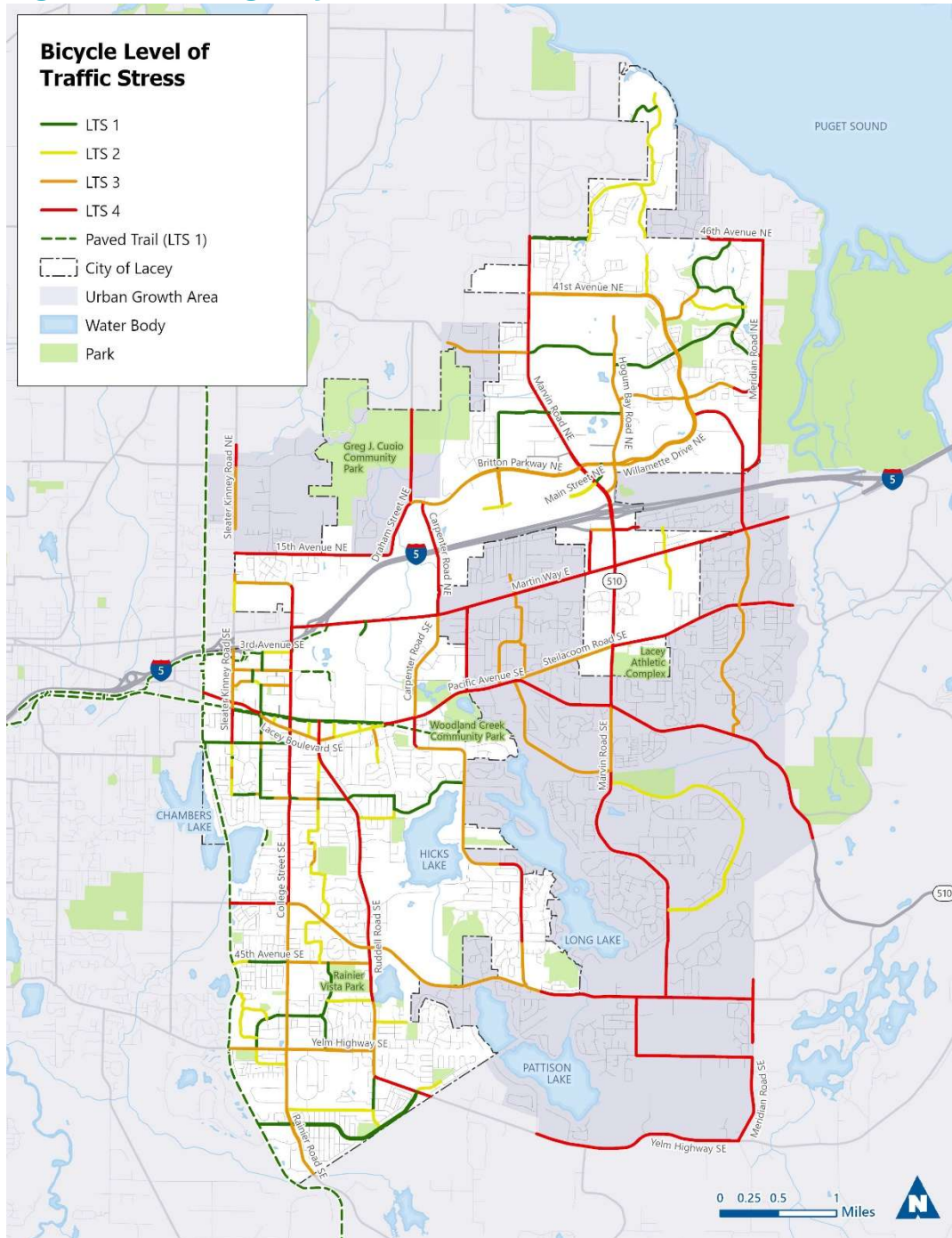
BLTS is generally worse than PLTS as there are fewer dedicated bicycle facilities than sidewalks. The UGA bicycle facilities are predominantly LTS 4 due to higher speed limits and a lack of dedicated bicycle facilities. Arterials such as Rudell Road SE and College Street SE are currently LTS 4 due to higher speeds, volumes, and lack of separation. Britton Parkway NE BLTS is 3 because there is a lack of separation between the striped lane and the 35-mph posted speed limit vehicle traffic.



The City of Lacey aspires to provide a connected bicycle network where a low-stress (LTS 2 or better) route is available to people biking approximately every ½ mile. Many of the projects outlined in this plan will improve PLTS and BLTS conditions in Lacey.

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Figure 7: Existing Bicycle Level of Traffic Stress



Source: City of Lacey, Fehr & Peers, 2025.

Transit Network

Intercity Transit (IT) provides transit service in Lacey and is an important partner in meeting the City's mobility needs. IT operates 71 buses with 19 local routes in the Lacey, Olympia, Tumwater, and Yelm area. IT also operates five express routes to Lakewood and Tacoma, offering connections to Pierce Transit and Sound Transit.

The City of Lacey is served by ten bus routes from IT, 60, 62A, 62B, 64, 65, 66, 67, 68, 620, and Route ONE. These buses operate on 15-minute to 1-hour schedules at sheltered or marked bus stops throughout the City. Transit routes and stops are shown in **Figure 8**. IT is planning updates to some routes and service later in 2025. See Intercity Transit's website for the latest routes, news, and updates.³

At the heart of Lacey's transit system is the Lacey Transit Center, operated by IT and located on 6th Avenue in the Woodland District. In addition, IT operates two park-and-ride facilities:

- Martin Way Park-and-Ride, located near the I-5 interchange
- Hawks Prairie Park-and-Ride near Hogum Bay Road NE.

These facilities provide commuters with increased access to public transit.

IT also offers specialized services to cater to diverse commuter needs. The Vanpool program enables groups of three or more individuals with similar commutes to share a ride for a low monthly fare, calculated based on round-trip mileage. For individuals with disabilities, the Dial-A-Lift service provides accessible transportation options, operating within the same hours and areas as the fixed-route bus system.

³ <https://www.intercitytransit.com/>

Figure 8: Existing Transit Facilities



Source: Intercity Transit, 2025.

Freight Network

The Washington State Department of Transportation (WSDOT) employs a classification system to designate strategic freight corridors within the state as part of the Freight and Goods Transportation System (FGTS). The classifications (T-1 through T-5) are based on annual freight tonnage moved along a corridor. The breakdown of freight corridor classifications is shown in **Table 4**.

Table 4: WSDOT Freight Classifications in Lacey

Freight Corridor	Description
T-1	More than 10 million tons of freight per year
T-2	4 million to 10 million tons per year
T-3	300,000 to 4 million tons per year
T-4	100,000 to 300,000 tons per year
T-5	At least 20,000 tons in 60 days

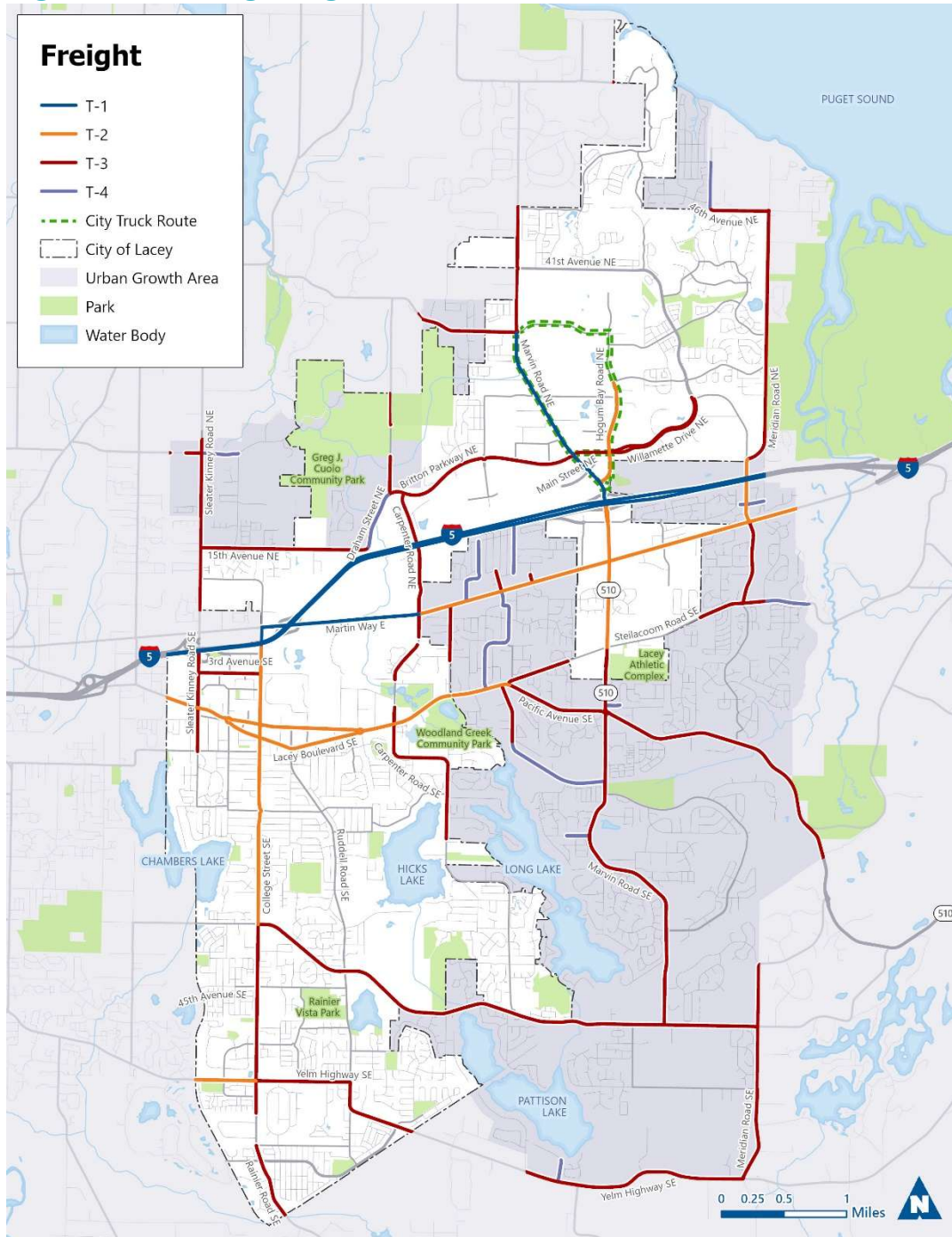
Source: WSDOT, Fehr & Peers, 2025.

The primary transportation of freight is facilitated through arterials to access I-5. The City of Lacey has designated certain roadways as truck routes, requiring them to be constructed to standards that accommodate higher truck volumes:

- Hawks Prairie Road NE from Marvin Road NE to Hogum Bay Road NE
- Hogum Bay Road NE from I-5 to Hawks Prairie Road NE
- Marvin Road NE from I-5 to Hawks Prairie Road NE
- Willamette Drive NE from Marvin Road NE to Hogum Bay Road NE

Figure 9 identifies the WSDOT FGTS freight corridors and truck routes assigned by the City of Lacey.

Figure 9: Existing Freight Routes



Source: WSDOT, City of Lacey, 2025.



Automobile Network

This section discusses the methodology and findings from the traffic operations analysis under existing conditions and evaluates how well the system serves local and regional needs.

Delay and Level of Service

Intersection-level delay (measured in seconds per vehicle) and level of service (LOS) will be the primary measures of intersection performance for the traffic operations analysis. LOS is a term that qualitatively describes the operating performance of an intersection and is a standard method for characterizing delay at an intersection.

The Highway Capacity Manual (HCM) defines delay as “delay brought about by the presence of a traffic control device including delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue, and the time needed for vehicles to accelerate to their desired speed.”

For all intersections (signalized, all-way stop control (AWSC), two-way stop control (TWSC), and roundabouts) the LOS is based on the average delay in seconds per vehicle. LOS is reported on a scale from A to F, with A representing the lowest delays. **Table 5** provides a brief description of each LOS letter designation based on the HCM methodology, 6th Edition.

Table 5: Level of Service Descriptions

LOS	Description	Signalized Delay (sec/veh)	Unsignalized Delay (sec/veh)
A	Free-flowing conditions.	≤ 10	0-10
B	Stable operating conditions.	>10-20	>10-15
C	Stable operating conditions, but individual motorists are affected by interaction with others.	>20-35	>15-25
D	High density of motorists, but stable flow.	>35-55	>25-35
E	Near-capacity operations, with significant delay and low speeds.	>55-80	>35-50
F	Over capacity, with excessive delays and forced, unpredictable flows.	>80	>50

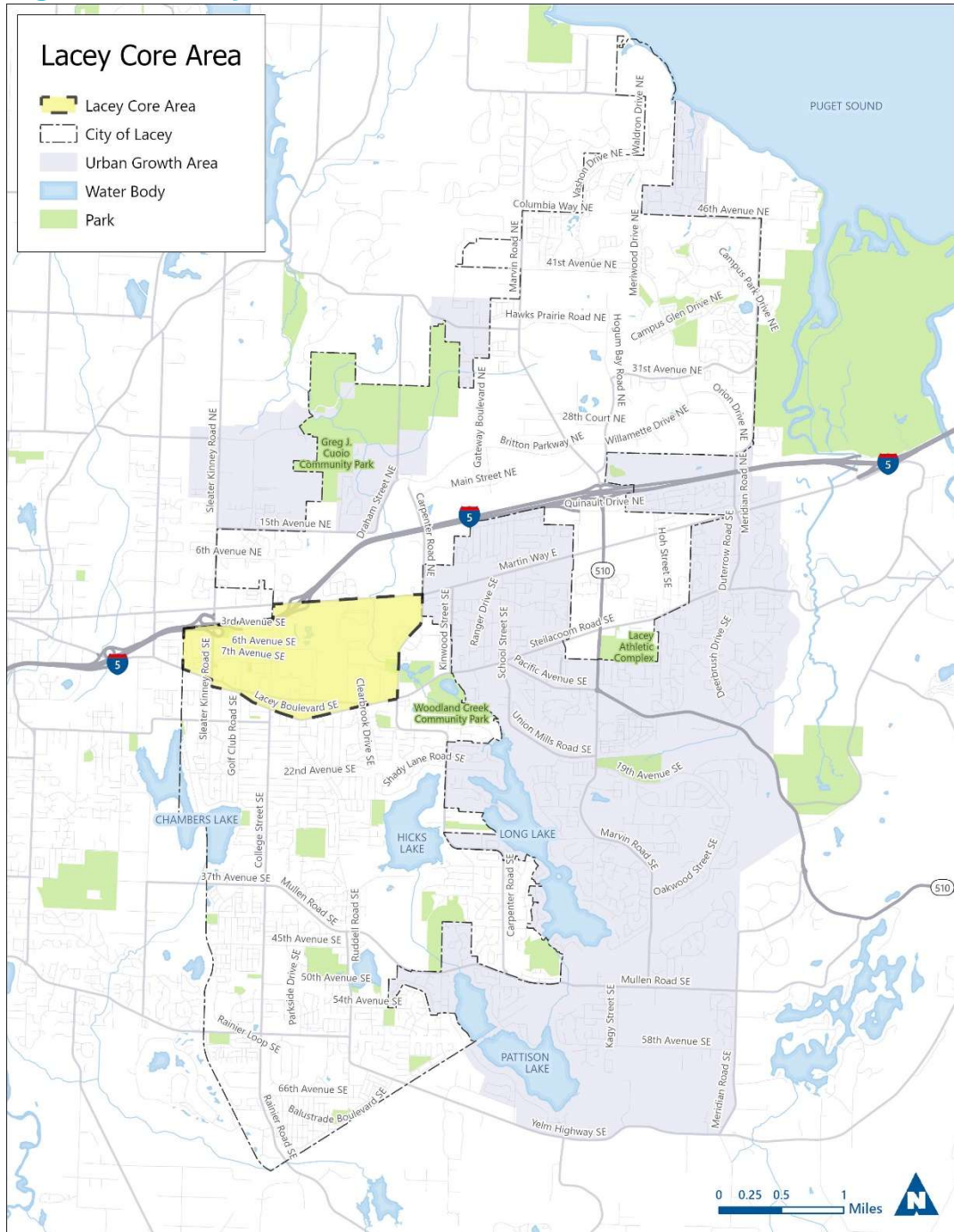
Source: Fehr & Peers descriptions, based on Highway Capacity Manual, 6th Edition.

The following level of service standards set by the City of Lacey are used to determine appropriate mitigation measures:

- LOS E for intersections within the designated urban core area
- LOS D for all other intersections in the City

The Lacey Core Area, as shown in **Figure 10**, is defined as the region bounded by the northern right-of-way line of Martin Way, the southern right-of-way line of Lacey Boulevard, the western city limit line, and the eastern right-of-way line of Carpenter Road.

Figure 10: Lacey Core Area



Source: City of Lacey, 2025.

In addition to these standards, the 2030 Transportation Plan identified Strategy Corridors that can be exempt from the City’s vehicle LOS standards upon completion of the improvements that were identified in the plan. The plan states, “strategy corridors are those streets or intersections which typically have been constructed or [fully] improved... between intersections, or are streets or intersections bounded by existing land use or environmental features that preclude further widening. These strategy corridors are in areas where growth is encouraged and typically coincide with the designation of a high-density corridor, city center, core area or activity center where a concentration of commercial and other uses is desired, especially when that growth increases densities and proximity of different types of land uses. Peak hour vehicular congestion in these corridors is likely to exceed levels of service, which would otherwise be acceptable within the transportation system.”⁴

Below are the corridors that were identified as Strategy Corridors, as seen in **Figure 11:**

- Willamette Drive NE between Marvin Road NE and 31st Ave NE
- Marvin Road between Willamette Drive NE and south city limit line
- Martin Way from the west city limit line to Carpenter Road
- Martin Way from Galaxy Drive NE to Marvin Road
- College Street between Martin Way and Yelm Highway SE
- Yelm Highway SE from the west city limit line to Ruddell Road SE
- Pacific Avenue SE from the west city limit line to east city limit line
- Lacey Boulevard SE from Golf Club Road SE to Homann Drive SE
- Sleater-Kinney Road SE from Interstate 5 to Pacific Avenue SE

⁴ 2030 Transportation Plan, page 70. https://cityoflacey.org/wp-content/uploads/sites/3/2024/02/TRANSPORTATIONFinal-2030-Lacey-Transportation_web.pdf

Figure 11: Strategy Corridors



Source: City of Lacey, TRPC, 2025.



Strategy corridors are exempt from the City's vehicle LOS standards once the projects that have already been identified for the corridor are completed. However, strategies tailored to each of these corridors may be required to mitigate the impacts of specific developments. Such strategies should include but are not limited to the following options:

1. High quality and fully-integrated bike, pedestrian, carpool, vanpool, and transit facilities and services;
2. Complete and connected street grids;
3. Transportation technology measures that improve overall system operating efficiency and safety;
4. Access management;
5. Parking management;
6. Aggressive travel demand management strategies.

And additionally,

7. Land use intensification; consideration of more compact high density and mixed use alternatives;
8. Improvements to adjacent pedestrian connections and consideration of specialized improvements to key pedestrian intersections designed to encourage pedestrian use.

WSDOT retains sole authority to establish LOS standards for state routes, interstates, and interchanges. WSDOT has established LOS D for state-owned facilities within Lacey city limits and the Lacey Urban Growth Area including Marvin Road (SR 510) south of I-5, the Marvin Road interchange, the Martin Way interchange, and the Sleater Kinney Road interchange.

The LOS standards applicable to each study intersection are noted in **Table 6**.

Traffic Operations Methodology

Vehicle traffic operations were analyzed at 40 intersections throughout the City of Lacey. These intersections were selected based on arterial and collector classifications and discussions among City staff. The study intersection list includes signals, roundabouts,



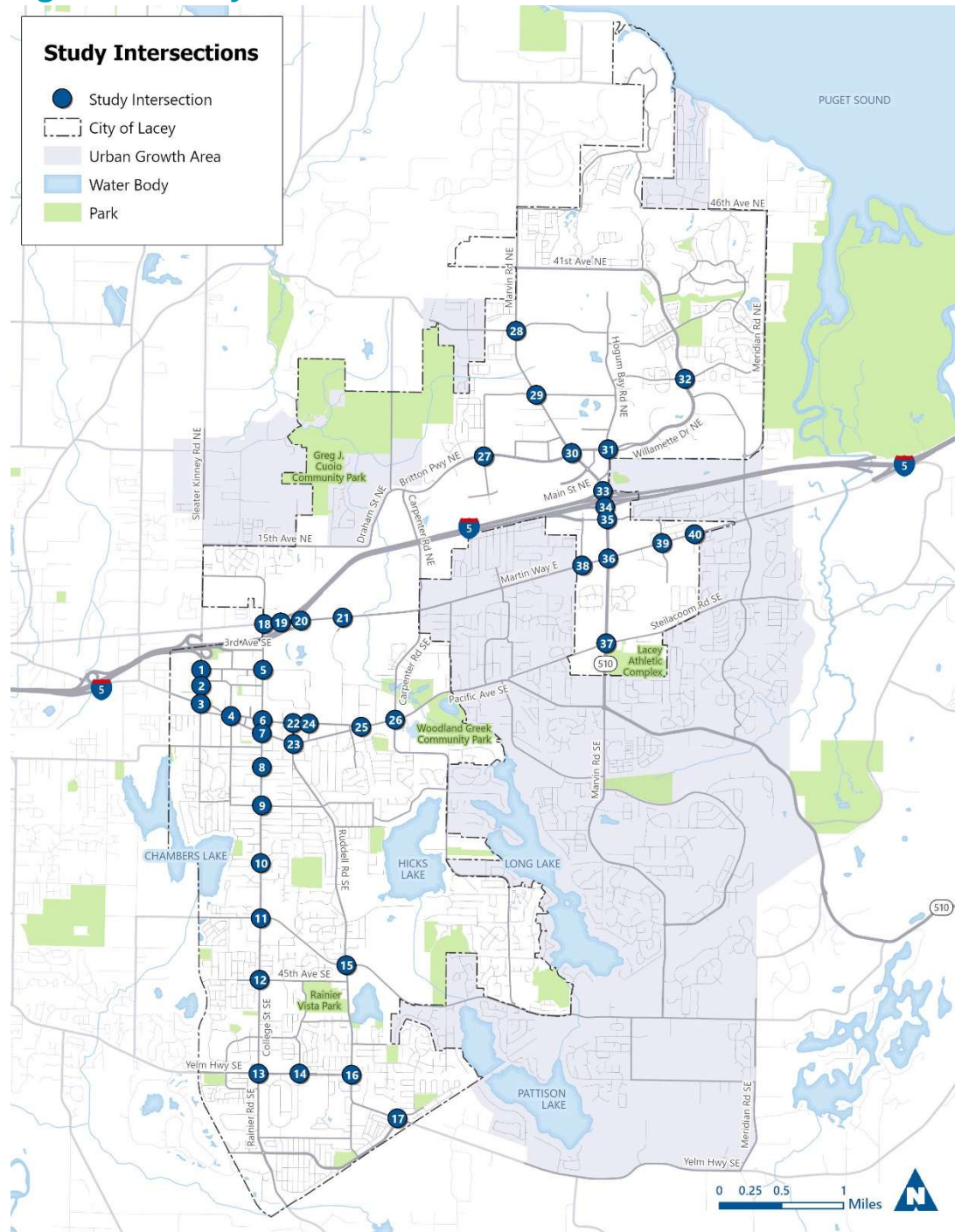
and stop controls within city limits situated along arterials and collectors. This section discusses the methodology and findings from the traffic operations analysis under existing conditions and evaluates how well the road system serves local and regional motorized needs.

Synchro software was used to analyze traffic operations for signalized and stop controlled intersections. Sidra software was used to analyze roundabouts using WSDOT guidelines. The existing conditions analysis reflects current intersection configurations as of 2024, and focusses on the PM peak hours. Delay and LOS were determined using HCM and Sidra methodologies. All study intersections are listed, along with the existing delay/LOS, in **Table 6** and shown in **Figure 12**.

StreetLight data was used to obtain turning movement volumes for the 40 intersections. StreetLight is an online platform that retrieves and processes Connected Vehicles Data (CVD) to estimate turning movement volumes at intersections. StreetLight data allows users to select date ranges, days of week, and hours of day, and produces outputs based on an aggregation of all CVD trips available in that range. It does not provide turning movement counts for a specific date and time but may be representative of the average traffic behavior expected over a time period. For these existing conditions analysis, turning movement volume data includes Tuesdays through Thursdays, which represent the busiest days of the week for commuting, from February 1 to May 31, 2023. The range of dates provides a sample size during a range of weather conditions and before the school year concludes.

StreetLight released 2024 turn movement data after the analysis began. The 2023 data was compared to 2024 to determine the most accurate volumes for the analysis. After comparing the StreetLight volumes to recent traffic counts in the City of Lacey, and similar validation efforts for nearby jurisdictions, the 2023 data was preferred. StreetLight was also used to determine the busiest time of day at each study intersection. The analysis confirmed that the peak hours for the study intersections aligned with the peak period from 3-6 PM. Almost all the intersections experience peak volumes between 4-5 PM, which is typical for most regional commuting. The highest one-hour volume from 3-6 PM at each intersection was used for the traffic operations analysis.

Figure 12: Study Intersections



Source: Fehr & Peers, 2025.

Other assumptions and technical settings required for the intersection analysis were determined in coordination with City staff and in line with the City’s operations analysis guidelines and other best practices. These are detailed in **Appendix F**.

Traffic Operations Results

The existing conditions operations analysis results are listed in **Table 6** and mapped in **Figure 13**.

Table 6: Existing Intersection Delay and Level of Service

ID	Intersection Name	Control	LOS Standard	Existing Delay (sec/veh)	Existing LOS
1	Sleater Kinney Rd SE & 6th Ave SE	Signal	E	33	C
2	Sleater Kinney Rd SE & 7th Ave SE	Signal	E	7	A
3	Pacific Ave SE & Sleater Kinney Rd SE	Signal	E	35	D
4	Pacific Ave SE & Lacey Blvd SE/Golf Club Rd SE	Roundabout	E	4	A
5	College St SE & 6th Ave SE	Signal	E	46	D
6	Pacific Ave SE & College St SE	Signal	E	87	F
7	Lacey Blvd SE & College St SE	Signal	E	36	D
8	College St SE & 16th Ave SE*	TWSC	D	3	A
9	College St SE & 22nd Ave SE	Roundabout	D	6	A
10	College St SE & 29th Ave SE*	TWSC	D	4	A
11	College St SE & 37th Ave SE/Mullen Rd SE	Signal	D	34	C



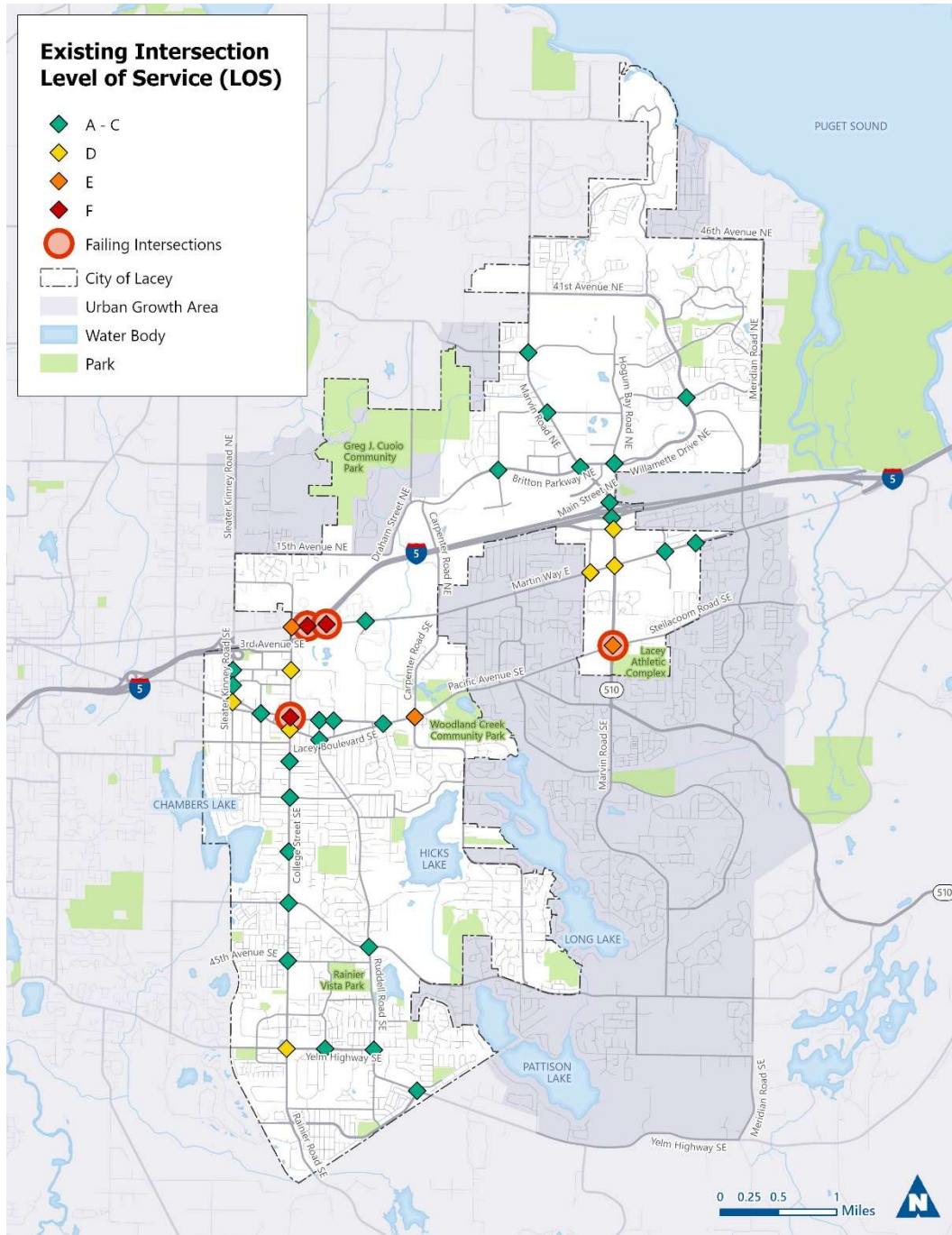
12	College St SE & 45th Ave SE	Roundabout	D	8	A
13	Yelm Hwy SE & College St SE	Signal	D	41	D
14	Yelm Hwy SE & Parkside Dr SE	Signal	D	5	A
15	Ruddell Rd SE & Mullen Rd SE	Signal	D	23	C
16	Yelm Hwy SE & Ruddell Rd SE	Signal	D	31	C
17	Yelm Hwy SE & Balustrade Blvd SE/Compton Blvd SE	Signal	D	7	A
18	Martin Way E & College St	Signal	E	78	E
19	Martin Way E & I-5 SB Ramp	Signal	E	> 180	F
20	Martin Way E & I-5 NB Ramp	Signal	E	104	F
21	Martin Way E & Desmond Dr SE	Signal	E	8	A
22	Pacific Ave SE & Ruddell Rd SE/Pavilion Way SE	Signal	E	10	A
23	Lacey Blvd SE & Ruddell Rd SE	Signal	E	20	C
24	Pacific Ave SE & Father Meinrad Gaul Dr SE/Franz St SE	Signal	E	5	A
25	Pacific Ave SE & Lacey Blvd SE/Lacey St SE/Homann Dr SE	Roundabout	E	3	A
26	Pacific Ave SE & Carpenter Rd SE	Signal	E	58	E
27	Britton Pkwy NE & Gateway Blvd NE	Roundabout	D	6	A
28	Marvin Rd NE & Hawks Prairie Rd NE	Roundabout	D	11	B



29	Marvin Rd NE & 31st Ave NE*	TWSC	D	4	A
30	Marvin Rd NE & Britton Pkwy NE/Willamette Dr NE	Roundabout	D	10	B
31	Willamette Dr NE & Hogum Bay Rd NE	Roundabout	D	6	A
32	Willamette Dr NE & 31st Ave NE	Roundabout	D	5	A
33	Marvin Rd NE & I-5 SB Ramp	Signal	D	19	B
34	Marvin Rd NE & I-5 NB Ramp	Signal	D	22	C
35	Marvin Rd NE & Quinault Dr NE	Signal	D	51	D
36	Martin Way E & SR 510/Marvin Rd NE	Signal	D	44	D
37	Steilacoom Rd SE & SR 510/Marvin Rd NE	Signal	D	61	E
38	Martin Way E & Galaxy Dr NE	Signal	D	42	D
39	Martin Way E & Hoh St NE/Hoh St SE	Signal	D	6	A
40	Martin Way E & River Ridge Dr SE	Signal	D	8	A

Notes: Intersections in **bold** do not meet the LOS standard. * Future roundabouts.
Source: Fehr & Peers, 2025.

Figure 13: Existing Intersection Level of Service



Source: Fehr & Peers, 2025.



Out of the 40 intersections studied, four were found to be below the City's adopted LOS standards. All four intersections are located on Strategy Corridors. As noted above, intersections on Strategy Corridors are largely exempt from the City's vehicle LOS standards. However, strategies tailored to each of these corridors may be required. Those strategies will be evaluated in coordination with the City.

During peak volumes, the signalized intersection at Pacific Avenue & College Street, where north-south traffic on College Street meets westbound one-way traffic on Pacific Avenue, does not meet adopted intersection LOS standards with delays over 80 seconds (LOS F).

The I-5 interchange ramps located on Martin Way exceed LOS standards with delays over 180 seconds. These intersections have coordinated signals with the Martin Way & College Street intersection and experience some of the highest traffic volumes in the City. The southbound ramp experiences worse queuing in the PM peak hours. The 2015 Interchange Justification Report (IJR) identified improvements to the Martin Way and Marvin Road interchanges in coordination with FHWA and WSDOT. The IJR reports that a partial cloverleaf interchange design at Martin Way & I-5 addresses the existing vehicle LOS deficiencies at the ramp intersections. The Martin Way & College Street intersection is close to LOS F.

People driving through the Marvin Road (SR 510) & Steilacoom Road SE intersection can experience an average intersection delay of around 60 seconds or LOS E during peak conditions. City and WSDOT standards are LOS D for this location. The intersection is located on a busy State Route (SR 510) and a major collector which serves west-east traffic to the City. This intersection was annexed by the City and was not included in previous plans. The TE will review potential mitigations for this location while considering its location on a Strategy Corridor and a State Route.

Volume-to-Capacity Ratios

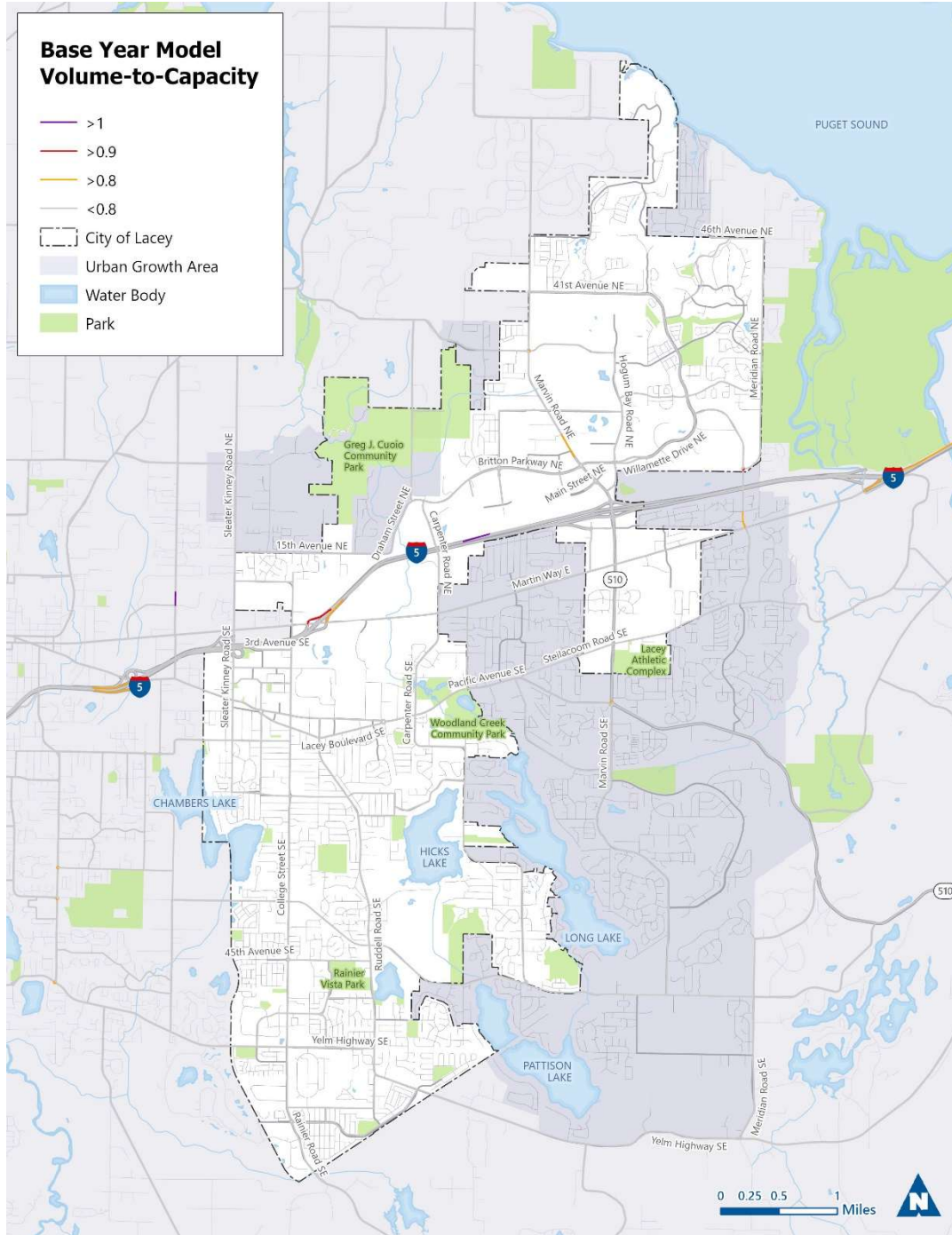
TRPC developed a regional travel demand model for existing or 'base year' conditions representing 2022 data and it included estimated vehicle capacities for each roadway and provided 2-hour average PM peak period vehicle volumes (by direction) based on calibrated TRPC model calculations. TRPC provided volume-to-capacity (v/c) ratios for collectors and arterials in the region to highlight where volumes are greater than roadway capacity (where a v/c ratio is greater than 1). Capacity estimates are related to the number



of lanes among other factors. Vehicle congestion is more often a result of intersection operations than roadway capacity, especially along multilane roadways. This analysis supplements the intersection operations analysis and provides a baseline comparison to modeled future traffic conditions. See **Figure 14** for a map of the TRPC v/c ratios for the City of Lacey. There are no failing arterials or collectors in existing conditions for the City of Lacey based on TRPC's base year model data. The Martin Way & I-5 interchange showed a v/c ratio slightly less than 1, but as noted in the intersection analysis, an interchange study has identified future improvements to this location (See **Appendix G**).

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Figure 14: Base Year Model Volume-to-Capacity Ratios



Source: TRPC, Fehr & Peers, 2025.



Airports

The City of Lacey is located between two large international airports and a general aviation airport. Seattle-Tacoma International Airport (SEA) is located approximately 46 miles from the Lacey city limits and Portland International Airport (PDX) is located approximately 110 miles away. Olympia Regional Airport is located five miles outside of the Lacey city limits within the City of Tumwater. Hoskins Field is a recognized unpaved air strip located in city limits south of Yelm Highway SE.

Rail

Amtrak trains serve Centennial Station located along the Burlington Northern Santa Fe (BNSF) railway within the Lacey UGA. Located just off Yelm Highway SE, the station opened in 1993 following a six-year fundraising and lobbying effort by the citizens of Thurston County. There are two passenger train lines that provide service to the station. Amtrack Cascades runs between Vancouver, B.C. and Eugene, Oregon with 12 daily trains between Seattle and Portland. Coast Starlight runs daily between Seattle and Los Angeles.

Safety

The City of Lacey recently adopted a Safety Action Plan. This document will reference the final outcomes of the new Safety Action Plan to identify strategies to improve safety for all transportation system users.

Equity

The City defines equity as:

“The act of developing, strengthening, and supporting procedural and outcome fairness in systems, procedures, and resource distribution mechanisms to create equitable (not equal) opportunity for all people. Equity is distinct from equality which refers to everyone having the same treatment without accounting for differing needs or circumstances. Equity



has a focus on eliminating barriers that have prevented the full participation of historically and currently oppressed groups.”

Lacey is committed to including equity in its transportation planning process and strives for multimodal transportation investments that are equitable to the entire community in terms of costs, health impacts, and land use disruptions, as well as the benefits derived from system performance and travel choices. The City will continue to engage in equitable public outreach, presenting information and providing public participation opportunities for the community.

Current Trends and Opportunities

This section summarizes existing trends that can highlight areas of future focus as Lacey prepares for future growth. Although automobile travel currently dominates the transportation network, Lacey is working to create an improved multimodal transportation network to better serve all users.

The TRPC model, with a planning horizon year of 2050, reflects predicted changes throughout the region consistent with regional forecasting and Lacey land-use planning. The 2050 forecast incorporates roadway projects that are assumed to be completed by 2050 (baseline projects) consistent with the Regional Transportation Plan and City projects that are currently funded. Future projects will be discussed in the TE.

Active Transportation

While Lacey has been building out the pedestrian and bicycle network, there are always opportunities to make the infrastructure safer and more connected. The 2018 Pedestrian and Bicycle Plan’s guiding principles provide a clear direction for future active transportation projects – make it safe, make it connected, and build momentum. The City will continue to rely on that plan (adopted by reference) to guide its decision making.

Schools

Schools are a significant focus for improved multimodal access and equitable transportation options. Key travel modes that serve schools include walking, biking, carpools, personal vehicles, and school buses. The transportation networks surrounding



these schools can become congested just before and after the school day, raising safety concerns due to the simultaneous use of various modes of transportation within a compressed timeframe. Schools that do not have safe or accessible routes for people walking, rolling, and bicycling generally experience more intense vehicle traffic in the peak periods and are more likely to experience long vehicle queues that spill over onto nearby roadways.

The 2018 Lacey Pedestrian and Bicycle Plan determined Pedestrian Focus Routes based on Thurston County Safe Routes to School maps to develop specific recommendations and projects. WSDOT has a Safe Routes to School Program that provides grants for projects within two miles of primary, middle, and high schools.⁵

Americans with Disabilities (ADA) Transition Plan

See the latest updated ADA Transition Plan document (adopted by reference).

Electric Vehicle Infrastructure

With electric vehicles (EVs) becoming more common, there is an opportunity for the City to provide more vehicle charging infrastructure to serve existing needs and encourage more EV usage. EVs can help the City meet TRPC greenhouse gas (GHG) emission reduction goals to reduce locally generated emissions 85% below 2015 levels by 2050.

There are currently 39 charging stations in the City of Lacey, two in Lacey's UGA, and 142 individual charging ports. About half of the charging stations are on public property such as parks, Timberland Regional Library, and Washington State buildings. For an up-to-date inventory and map of charging stations, see the WSDOT EV Mapping and Planning Tool.⁶

Network Connectivity

The geography of Lacey's lakes and the location of I-5 create some unique connectivity challenges. There are three primary interchanges along I-5 in or adjacent to the City. College Street, Marvin Road, and Sleater Kinney Road are the main north-south arterials used to access I-5. Carpenter Road and Meridian Road span I-5 and provide north-south connections. Martin Way and Pacific Avenue serve as the primary west-east arterials. The

⁵ <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/safe-routes-school-program>

⁶ <https://ev-map-wsdot.hub.arcgis.com/apps/7e310dcd476640ec8c611c101f610c09/explore>



other west-east connections include Mullen Road and Yelm Highway and Britton Parkway/Willamette Drive north of I-5. Most of these facilities operate at acceptable levels of service for people driving, but there are bottleneck locations, especially at the I-5 interchanges. Most of these roadways are considered strategy corridors or a roadway where widening is not a preferred option to address congestion due to right-of-way or other environmental concerns. In these cases, alternative strategies are required to support the transportation system.

An important alternative strategy is to increase the number of modes people can use on the same roadway. The City's Comprehensive Plan survey in 2024 showed that there is a strong community desire for more connectivity, especially using active transportation between residences, commercial areas, and employment hubs. While the City has a good existing active transportation network, there are still barriers to people using the network in some areas. Some of those barriers include a lack of sidewalks or bike lanes, dedicated crossings, and low levels of comfort.

The City's current efforts to redesign and construct new roadways incorporate Complete Street principles to accommodate all modes of transportation and users of all abilities. These efforts will go a long way towards making the community more connected and maintaining a complete multimodal transportation system. The City also aims to collaborate with neighboring jurisdictions to enhance community connectivity, including working with Olympia to explore extending Log Cabin Road/Herman Road SE, creating a new east-west link between cities.

Local and Regional Growth

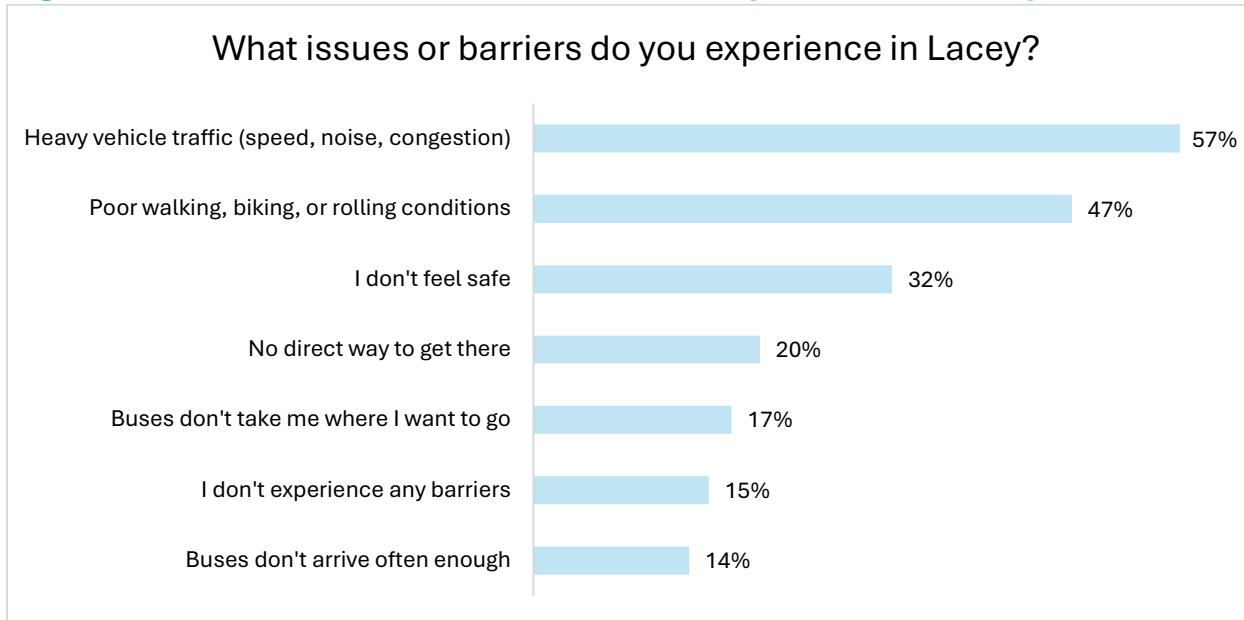
Development activities in the City include industrial and commercial projects near Marvin Road north of I-5, and single-family and multi-family housing in undeveloped areas of the City and the UGA. The majority of Lacey consists of low-density residential neighborhoods. Regional growth in jobs and housing will continue to increase demands on Lacey's transportation system. The Land Use Element of the Comprehensive Plan details the City's plans to accommodate growth while sustaining the quality of life that makes Lacey an exciting place to live, work, and play. The TE will look at future growth forecasts based on land use allocations from the Land Use Element and identify the effects of that growth on the transportation system to provide a plan to address potential future impacts.

CHAPTER 3: PUBLIC OUTREACH

The Transportation Element aims to reflect the diverse perspectives and values of the communities in Lacey. The project team conducted outreach in coordination with the overall Comprehensive Plan update. This section summarizes the feedback received by people who live in Lacey about their transportation needs.

An online survey, shared in the fall of 2024, asked community members about their transportation priorities, locations of major concerns, and their typical modal choices. 240 people responded to the survey. Survey responses showed that the most popular transportation mode in Lacey is driving followed by walking. As shown in **Figure 15**, top issues reported by survey respondents were heavy vehicle traffic, poor conditions for walking, biking, and rolling, safety concerns, and lack of direct connections to travel between locations. When asked what would cause them to walk or bike more often, survey respondents answered that they would like to see areas of the City more oriented towards pedestrians and cyclists, an improved and expanded sidewalk network, and improved bike lanes and paths.

Figure 15: What Issues or Barriers Do You Experience in Lacey?



Source: City of Lacey, 2025.

As a result of the survey, six community priorities/goals were identified for the Comprehensive Plan update. The City hosted a Comprehensive Plan update Open House in March 2025 where community members reviewed the online survey feedback and initial transportation analysis findings. There was general agreement with the six priorities listed below and a synthesis of the online survey and Open House feedback is provided for each priority:

Connected neighborhoods. *Create connected neighborhoods where people can walk and bike easily.*

Community members requested more protected bike lanes, more continuous sidewalks with benches and other amenities, and improved active transportation facilities near schools. Some respondents requested active transportation facilities at specific locations, and rapid bus routes with fewer stops.

Promote public health and safety. *Establish City services and infrastructure that promote public health and safety.*



Respondents support introducing traffic calming measures where excessive speeding occurs, and lowering speed limits to accommodate in-lane bus stops. Other respondents support more streetlights, safe walking and biking routes to parks.

Develop diversity of housing types. *Develop spaces for a diversity of housing types and income levels that enhances our built environment.*

Respondents want the City to prioritize development for a diversity of housing types and income levels that enhances our built environment. Infill of existing neighborhoods should provide a mix of affordability, walkability, and if possible, a design that includes one parking space. Anticipate future needs during the development process to ensure the transportation network can support new growth.

Preserve our natural environment. *Preserve our natural resources and focus on environmentally sustainable practices.*

Community members want the City to plant buffered green spaces along key walking corridors and prioritize vegetation that is easy to maintain. Other respondents support making public transportation more convenient, keeping Intercity Transit free, and incentivizing the use of public transportation.

Promote community identity. *Build a compelling community identity with family-friendly parks, amenities, and diverse activity centers.*

Respondents want the City to provide safe and direct walking and biking connections to green spaces and key attractions. Other community members want more green spaces on Martin Way for community events.

Support economic vitality. *Promote economic vitality and support commercial areas so local businesses can thrive.*

Provide transportation infrastructure that accommodates industrial development and freight as well as residential traffic. Respondents want Lacey to support and uplift small businesses. Other community members want the City to focus on traffic mitigation around industrial areas north of I-5 and prioritize safety improvements near the proposed high school off Marvin Rd NE.



CHAPTER 4: TRANSPORTATION GOALS & POLICIES

The Transportation Element provides the framework for implementing Lacey’s transportation vision through 2045. This chapter outlines goals and associated policies that will guide and prioritize investments. These goals were developed based on community input, stakeholder feedback, and discussions with City staff. Goals and policies in the TE closely align with the goals and policies found elsewhere in the Comprehensive Plan. Lacey aims to create consistent and complementary goals among its departments.

Goal T-1: Build a multimodal network for Lacey that connects people walking, rolling, biking, accessing transit, and making regional connections.⁷

- T-1A: Develop an interconnected grid of streets, bike lanes, and trails that meet established multimodal level of service (MMLOS) standards and guidelines and increase individual travel options and neighborhood connectivity while improving efficient use of the overall network.
- T-1B: Develop a low stress (level of traffic stress (LTS) 2 or better) network for active transportation and set LTS 2 or better as a guideline for future projects and developments.
- T-1C: Proactively address congestion by following adopted City and State facility level of service (LOS) standards in coordination with GHG reduction goals and targets. For development impacts to identified Strategy Corridors, consider multimodal Complete Streets or adjacent street improvements to reduce impacts.
- T-1D: Continue to use Traffic Impact Analysis guidelines to ensure developers help reduce multimodal network gaps.
- T-1E: Encourage the use of public transportation within the City and support Intercity Transit’s long-range plan.

⁷ For goal T-1, please refer to the following goals in other Comprehensive Plan Elements for related policies: LU-2, LU-5, H-9, ED-4, U-3, U-5, P-3, P-5, R-5, R-10, G-5, G-8.



- T-1F: Work with local, regional, and state agencies to coordinate land use, transportation projects, and local planning efforts to ensure transportation facilities and programs function seamlessly across community borders, including unincorporated Thurston County development impacts.
- T-1G: Support regional efforts to maintain the marine terminal, ensure the long-term viability of passenger and freight rail services, and provide appropriate services to meet general aviation needs.
- Goal T-2: Prioritize safety and quality of life, especially for the most vulnerable users of the transportation network.⁸**
- T-2A: Embrace a Safe System approach to transportation, which comprehensively considers the transportation system for all users with safe vehicles, safe speeds, safe roadway designs, and post-crash care.
- T-2B: Provide safe and convenient walking and biking routes to schools. continue alignment with regional and state efforts including Safe Routes to Schools, and ensure private developments align with policies and guidelines for new facilities.
- T-2C: Review access management, particularly along key corridors that have a history of severe injury collisions. Where appropriate, invest in roadway improvements that manage access and improve safety.
- T-2D: Reduce serious injuries and fatalities in the network by developing and implementing a Comprehensive Safety Action Plan.
- T-2E: Provide multimodal transportation options that are accessible for people of all ages and abilities, connecting jobs, housing, and services.
- T-2F: Work to ensure transportation facilities comply with the Americans with Disabilities Act using Lacey's ADA Transition Plan, including addressing existing deficiencies through its guidance and prioritization.

⁸ For goal T-2, please refer to the following goals in other Comprehensive Plan Elements for related policies: LU-2, LU-5, H-6, H-9, ED-4, U-5, P-3, R-10, G-5, G-8.



T-2G: Use design standards that include traffic calming features as an integral part of the design of new developments and pedestrian crossings where appropriate.

Goal T-3: Support affordable housing and urban development with appropriate transportation infrastructure.⁹

T-3A: Structure key transportation programs and facilities that accommodate development of affordable housing.

T-3B: Provide transportation facilities that support the location of jobs, housing, industry, and other activities as identified in the Land Use and Housing Elements.

T-3C: Support active transportation investments to encourage healthy living and community interaction.

Goal T-4: Prioritize sustainability and environmental conservation efforts.¹⁰

T-4A: Support national and state efforts to promote the use of alternative fuels, vehicle electrification including for transit, Electric Vehicle (EV) charging stations, and other technologies that reduce pollution emissions and other environmental impacts from motorized vehicles, in order to meet transportation-related greenhouse gas reduction targets as outlined in the Climate Change - Resiliency and GHG Reduction Sub-Elements of the Comprehensive Plan.

T-4B: Support transportation infrastructure that allows for compact, mixed-use development, reducing annual per capita vehicle miles traveled (VMT). Achieve a 50% reduction in annual per capita VMT by 2045.

T-4C: Use transportation planning, design, and construction measures that minimize negative impacts on fish passage, their habitat, and other critical areas.

⁹ For goal T-3, please refer to the following goals in other Comprehensive Plan Elements for related policies: LU-1, LU-2, LU-3, LU-4, LU-5, H-4, H-6, H-9, ED-3, ED-6.

¹⁰ For goal T-4, please refer to the following goals in other Comprehensive Plan Elements for related policies: LU-1, LU-5, LU-7, LU-9, LU-11, H-9, ED-6, P-3, P-5, R-5, R-10, G-5, G-6, G-8



- T-4D: Promote private and public sector transportation demand management (TDM) programs and services as a means to limit or reduce vehicle trips. Strategies could include technology-based approaches, parking management, curb management, commute trip reduction strategies, transit and e-bike programs, and improved drop off and pick up strategies.
- T-4E: Ensure federal Title VI environmental justice requirements are met so that there are no disproportionate adverse human or environmental health impacts from transportation policies, programs, and investments for minority or low-income community members.
- T-4F: Prioritize reasonable emergency response access, add system redundancy, retrofit essential transportation facilities, and design for impacts associated with changing climate patterns and natural disasters to build resiliency.
- Goal T-5: Build and maintain Lacey’s identity, support amenities, and promote recreation.¹¹**
- T-5A: Design and invest in transportation projects that reflect the goals of the people who live and work in Lacey, which include maintaining community identity, placemaking, and connecting people via active transportation to amenities and recreation.
- T-5B: Promote increased community understanding of the relationship between land use choices and transportation impacts. Encourage participation and involvement of regional users of the transportation system.
- T-5C: Promote the use of context-sensitive multimodal Complete Streets that encourage active transportation as an alternative to driving. Prioritize primary transit routes, activity centers, districts with an emphasis on pedestrian safety and comfort, and within walking distance of schools. Consider pedestrian amenities along these routes, such as street trees, art, lighting, shade, and seating.

¹¹ For goal T-5, please refer to the following goals in other Comprehensive Plan Elements for related policies: LU-1, LU-2, LU-5, LU-11, H-5, H-6, H-9, ED-4, ED-6, U-5, P-3, P-5, R-10, G-5, G-6, G-8



- T-5D: Continue to use Strategy Corridors to preserve an acceptable community scale and minimize transportation impacts on adjacent land uses. Incorporate multimodal strategies in sections of the transportation system where road widening and traffic control devices are not preferred options to address congestion along a corridor. Consider road diets where appropriate to provide comfortable, safe, and supportive public streetscapes for transit riders and active transportation users.
- T-5E: Support Thurston County's efforts to convert existing roadways in the urban growth area from rural to urban standards.
- Goal T-6: Invest in transportation infrastructure that supports economic growth and local businesses.¹²**
- T-6A: Ensure investments are cost-effective for both initial capital and ongoing operations and maintenance, and equitable for all residents.
- T-6B: Promote policies and design standards that allow movement of goods to Lacey businesses and minimize congestion impacts on local streets caused by deliveries.
- T-6C: Address conflicts caused by the growth of freight movement into and out of industrial areas by implementing appropriate transportation infrastructure and Travel Demand Management strategies.
- T-6D: Prioritize preventative maintenance programs, preservation, operation, and repair of the existing transportation system to minimize life-cycle costs and maintain a state of good repair. Create upfront lifecycle costs for future projects to help budget for maintenance and replacement needs.
- T-6E: Make strategic transportation investments that reinforce well-planned and resilient growth and redevelopment decisions. Establish priority projects while being flexible when other funding opportunities arise.

¹² For goal T-6, please refer to the following goals in other Comprehensive Plan Elements for related policies: LU-2, LU-4, LU-11, LU-12, H-5, H-6, H-9, ED-4, ED-6, R-10, G-6.



- T-6F: Continue policies that require new development to pay for its share of impacts on the transportation system including multimodal mitigations in addition to street capacity.
- T-6G: Finance transportation facilities within the City's financial capacity. Support funding at the state and federal level where applicable. If funding is insufficient, adjust service standards, increase existing revenues if possible, and/or investigate the ability to adopt new revenue sources.

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CHAPTER 5: FUTURE TRANSPORTATION SYSTEM

This section details the City of Lacey’s vision for the future transportation system and how it expects to serve all modes of transportation while accounting for growth.

Active Transportation

Lacey’s planning guidelines aim to enhance comfort, safety, and connectivity for active transportation users, leading to a more inclusive and connected future network. In this plan, Lacey adopted new multimodal level of service (MMLOS) guidelines with a goal of achieving a level of traffic stress (LTS) of 2 or better for active transportation facilities.

Pedestrian network improvements will focus on enhancing connections to key destinations, closing gaps in the network, and reducing the level of traffic stress so people of all ages and abilities can more comfortably walk and roll on the network.

The City is also committed to providing a more accessible and complete bicycle network. Bicycle network improvements will include new street connections, trails, and design considerations to reduce bicycle LTS. Designing cross sections to include features like buffered bike lanes will help the City adhere to LTS 2 or better facilities.

Lacey updated its Bicycle and Pedestrian Facility Design Guide in 2018 (see **Appendix A**). This document outlined pedestrian design standards such as sidewalk width, curb ramps, marked crossings, and bike facility designs such as bike lanes, buffered bike lanes, shared lane markings, and traffic calming features. Lacey is continually working to identify potential active transportation improvements to upgrade current facilities and provide new connections that allow people to use a low-stress active transportation network as an alternative to driving.

Transit Network & Planning Guidance

While Intercity Transit (IT) operates transit services in Lacey, the City plays a vital role in making transit more accessible and convenient for people who live and work in Lacey. The City will continue to partner with IT to support transit on city-owned facilities by:

- Enhancing last-mile connections to transit: investing in sidewalks, bike lanes, crossings, and other features that make it easier to reach bus stops.
- Encouraging transit-friendly developments: focusing housing, jobs, and community destinations near bus routes to increase ridership and reduce vehicle congestion.
- Advocating service improvements including: expanding accessible services, improved bus stop amenities, and micro transit opportunities.

The City understands the role it plays in considering land uses that compliment transit services and existing active transportation infrastructure. The City will do its part to make transit a more attractive mode of transportation for residents.

Future Vehicle Operations

As the City of Lacey continues to grow, it is essential to ensure that the transportation system can accommodate the anticipated increase in demand. Travel demand modeling is a computational tool that projects future traffic volumes based on planned land uses and assumed roadway improvements. This modeling provides a snapshot of how future growth may impact the roadway network.

Potential future vehicle traffic conditions were reviewed using the Thurston Regional Planning Council (TRPC) 2050 travel demand model which was created for the 2050 Regional Transportation Plan (anticipated to be adopted in 2025). TRPC coordinated with agencies in the region including the City of Lacey to incorporate planned projects in the model like new roads or lane changes that are funded or are assumed to be completed before 2050 (baseline projects). A list and map of baseline projects can be found in Chapter 6. TRPC also worked with cities to identify population growth targets and land use zoning plans preceding this Comprehensive Plan update to reflect possible future traffic conditions. More information about TRPC modeling methodologies can be found on their website¹³.

According to a TRPC memorandum to the City of Lacey (see **Appendix I**), the City's proposed land use map and zoning changes as outlined in this Comprehensive Plan

¹³ <https://www.trpc.org/>



periodic update will not change the results of the 2050 model. Lacey's proposed zoning changes focus on aligning zoning with existing uses, consolidating zones, and processing rezoning requests from the community and property owners. These proposed changes do not affect TRPC's forecasting models, which are based on zoning and development regulations.

TRPC provided vehicle volume-to-capacity (v/c) ratios for the 2050 model following the same methodology provided in Chapter 2 for the 2022 model v/c ratio analysis. TRPC stated, "Based on the relatively small projected change in future residential capacity due to the proposed zoning changes, TRPC expects future volumes and v/c ratios in line with those reported in the 2050 Regional Transportation Plan for the Thurston Region." As a result, no land use alternatives were modeled, and the traffic operations associated with the latest land use and zoning changes align with the results from the 2050 RTP model. See **Figure 16** for the map of 2-hour average v/c ratio results for 2050.

Roadway capacity estimates are related to the number of lanes among other factors. Vehicle congestion is more often a result of intersection operations than roadway capacity, especially along multilane roadways. This analysis should be used as a comparison to the existing v/c ratio conditions in Chapter 2, and not as a comparison to existing intersection operations. A v/c ratio greater than 1.0 suggests that traffic demand is anticipated to exceed roadway capacity along a segment, signaling potential congestion or failure. It is important to note that a v/c ratio over 1.0 may be intentional in certain areas such as downtown or locations where higher density is desired. The City of Lacey has identified certain arterials as strategy corridors which are exempt from the City's Level of Service (LOS) standards upon completion of previously identified improvements.

Most arterial and collector roadways within the City of Lacey are expected to operate with acceptable volume-to-capacity (v/c) ratios (less than 1.0) by 2050. Marvin Road just north of Pacific Avenue and just south of Union Mills Road shows v/c ratios greater than 1.0 with segments between those locations nearing 1.0. Along this stretch of Marvin Road, the roadway narrows from four travel lanes to two. Modeled growth in the City and UGA result in volumes that exceed capacity. Thurston County has recently constructed improvements south of Union Mills including a new roundabout at 19th Avenue SE.¹⁴ While the

¹⁴ <https://marvin-road-thurston.hub.arcgis.com/>



improvements do not significantly increase capacity along the corridor, they could improve operations and influence traffic patterns to the north. Further analysis will be necessary to evaluate how the recent improvements will affect operations and address the impacts of future growth.

The following are corridors with v/c ratios that will be monitored in the future:

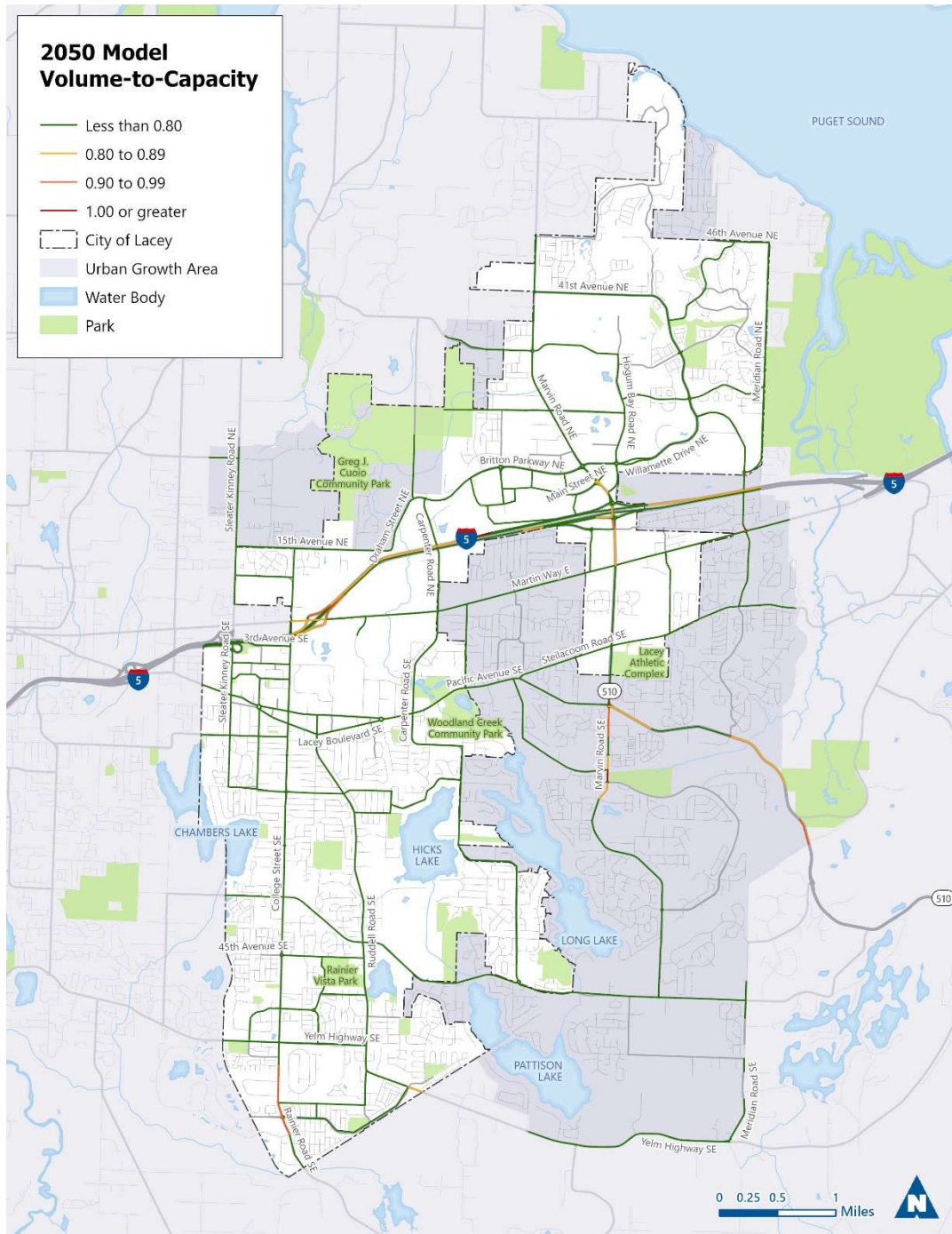
Rainier Road SE, a key north-south connection to the City, is currently projected to operate with a v/c ratio between 0.90 and 0.99 south of Yelm Highway. This segment narrows from a five-lane to a two-lane roadway, contributing to expected delays. The project list includes a baseline project to reconstruct Rainier Road SE between Yelm Highway and the southern city limits. The project is not reflected in the model because the improvements are limited to improving transition and storage lane lengths which are too granular for the regional model. These improvements are expected to improve roadway capacity and reduce forecasted v/c ratios.

At the southern end of the city, Yelm Highway SE east of Compton Boulevard shows minor congestion concerns, with a v/c ratio between 0.80 and 0.89. This section narrows to two lanes as it crosses a rail line via an overpass. The City has a proposed (non-baseline) project that plans to address future congestion by widening the highway to four lanes with a two-way left-turn lane to help relieve congestion.

Segments of the Martin Way and Marvin Road corridors near the I-5 interchanges are anticipated to face increased freeway access demand as local and regional growth continues. While these segments are forecasted to remain below a v/c ratio of 1.0, ongoing monitoring will assess impacts related to future growth and developments. To uphold LOS standards, the City works with developers to identify and implement appropriate mitigation measures for each development. Additionally, the Martin Way/Marvin Road Interchange Justification Report highlights the potential need to evaluate an additional interchange at Carpenter Road if future freeway access demand exceeds the capacities of the existing interchanges.

Corridors such as I-5 and SR 510 are discussed in more detail in the State Facilities section below.

Figure 16: 2050 Model Volume-to-Capacity



Source: TRPC, Fehr & Peers, 2025.



State Facilities

Limited Access Facilities

There are two state facilities within city limits: I-5 and Marvin Road/SR 510. The v/c ratios provided by TRPC shown in **Figure 16** represent 2-hour PM peak average volume-to-capacity conditions. This high-level analysis does not reflect congestion stemming from intersections, interchanges, grade changes, and merge/diverge friction.

Segments of I-5 between Martin Way to Marvin Road/SR 510 are shown to operate near or above capacity by 2050. Adjacent to the Marvin Road/SR 510 & Pacific Avenue intersection there is a failing southbound segment. These segments are not currently failing. The City will continue to monitor these locations and coordinate with WSDOT to identify potential improvement if these segments start to fail to meet vehicle demand over the next 20 years. The City recognizes the importance of monitoring operational performance on state-owned facilities, especially where local and regional traffic converge.

Intersections

Intersections on state facilities include those along Marvin Road/SR 510 and the I-5 interchanges at Martin Way and Marvin Road. See **Table 7** for study intersections along state facilities.

The Martin Way/Marvin Road IJR developed in coordination with WSDOT reports that a partial cloverleaf interchange design at Martin Way & I-5 addresses the existing vehicle LOS deficiencies at the ramp intersections. The IJR also highlights the potential need to evaluate an additional interchange at Carpenter Road if future freeway access demand exceeds the capacities of the existing interchanges. Ongoing monitoring will evaluate the need for further freeway access improvements in the future.

Steilacoom Road SE & Marvin Road/SR 510 is also failing under existing conditions and is expected to experience more delay with future growth. As noted in Chapter 2, this intersection lies within a strategy corridor where congestion is expected, and intersection failure is not considered a critical concern due to land use constraints and planned high-density growth. The City is working with the developers of adjacent sites to identify improvements at or parallel to this location that will increase multimodal capacity and reduce vehicle congestion at this intersection.

Table 7: Existing Level of Service at State Facilities

ID	Intersection Name	Control	LOS Standard	Existing LOS	Existing Delay (sec/veh)
19	Martin Way E & I-5 SB Ramp	Signal	E	F	> 180
20	Martin Way E & I-5 NB Ramp	Signal	E	F	104
33	Marvin Rd NE & I-5 SB Ramp	Signal	D	B	19
34	Marvin Rd NE & I-5 NB Ramp	Signal	D	C	22
35	Marvin Rd NE & Quinault Dr NE	Signal	D	D	51
36	Martin Way E & SR 510/Marvin Rd NE	Signal	D	D	44
37	Steilacoom Rd SE & SR 510/Marvin Rd NE	Signal	D	E	61

Notes: Intersections in **bold** do not meet the LOS standard.

Source: Fehr & Peers, 2025.



CHAPTER 6: TRANSPORTATION PROJECT LIST

Project Development

Projects in this TE are derived from a variety of sources, including community input, projects carried over from past plans, and projects that allow the City to meet its MMLOS standards and guidelines. Projects identified in the existing plans like the City's 2018 Pedestrian and Bicycle Plan and the recent Safety Action Plan largely overlap with projects identified in this plan. Full project lists from those plans are adopted by reference.

At the March 2025 open house, community members recommended several location-specific improvements. Many of these locations are captured by projects in the project list below, such as sidewalks on 22nd Avenue SE and road widening and bike lanes on Marvin Rd NE. Comments that are not captured in the project include more green spaces along Martin Way and requesting a signal at Sleater Kinney Road NE & 6th Avenue NE. These comments could be considered as part of existing projects or as part of future developer mitigation contributions.

Transportation Project Lists

See **Table 8** and **Figure 17** for the baseline projects that are already funded or assumed to be completed in the next 20 years. **Table 9**, **Figure 18**, and **Figure 19** contain the fiscally unconstrained 20-year projects. Those projects will be completed based on available funding, grants received, and community priorities. It describes the full list of project ideas that came out of this planning process. It is important to note that these ideas are high-level only. Specific details, including specific designs and project termini, are subject to change.

Planning-level cost estimates are provided for each project to help identify high-level funding needs over the next 20 years. Planning-level costs are not intended to be used as engineering design costs. The City of Lacey provided the following cost assumptions to estimate planning-level costs as of May 2025:



- \$15 million per mile to build a roadway to collector standards, including right-of-way (ROW) acquisition and all amenities
- \$25 million per mile to build a roadway to arterial standards, including ROW acquisition and all amenities
- \$10 per square foot for residential ROW
- \$25-\$30 per square foot for commercial property ROW
- \$2 million to construct a roundabout

For projects that do not fall under these standard categories, such as sidewalk installations, crossing improvements, or other smaller scale infrastructure, cost estimates were developed based on City design standards or local costs for similar projects to identify reasonable assumptions for typical widths, materials, and treatments.



Table 8: Baseline (Assumed) Project List

Project ID	Project Title	Description	Type	Cost
Baseline Projects				
B 1	Rainier Road from Yelm Hwy to South City Limits	Reconstruction of Rainier Road SE that will improve tapers and storage at the intersection with Yelm Highway, including the addition of bike lanes and sidewalks.	Vehicle / Pedestrian / Bike	\$3,500,000
B 2	College Street Extension Project; College from Martin Way to 15th Ave NE	Improved safety and traffic flow for pedestrians, bicycles extend College Street north from 6th Avenue NE to 15th Avenue NE, with significant re-channelization from Martin Way to 6th Avenue. The improvements will include bicycle lanes and sidewalks and vehicles. Reduces neighborhood cut through traffic.	Vehicle / Pedestrian / Bike	\$2,600,000
B 3	4th Ave SE Connection between College & Golf Club Rd	Enhances circulation for pedestrians, bicycles, and vehicles by creating an important east/west connection.	Vehicle / Pedestrian / Bike	\$1,300,000
B 4	High Capacity Corridor Service or BRT "Light"	Martin Way Corridor from Marvin to Olympia and West Olympia Harrison/ Division area	Transit	(Intercity Transit)
B 5	Martin Way Corridor Study	Identify appropriate locations for mid block crossings on Martin Way and further scope specific improvements necessary to enhance pedestrian safety and mobility, including but not limited to driveway	Vehicle / Pedestrian / Bike	(TRPC)

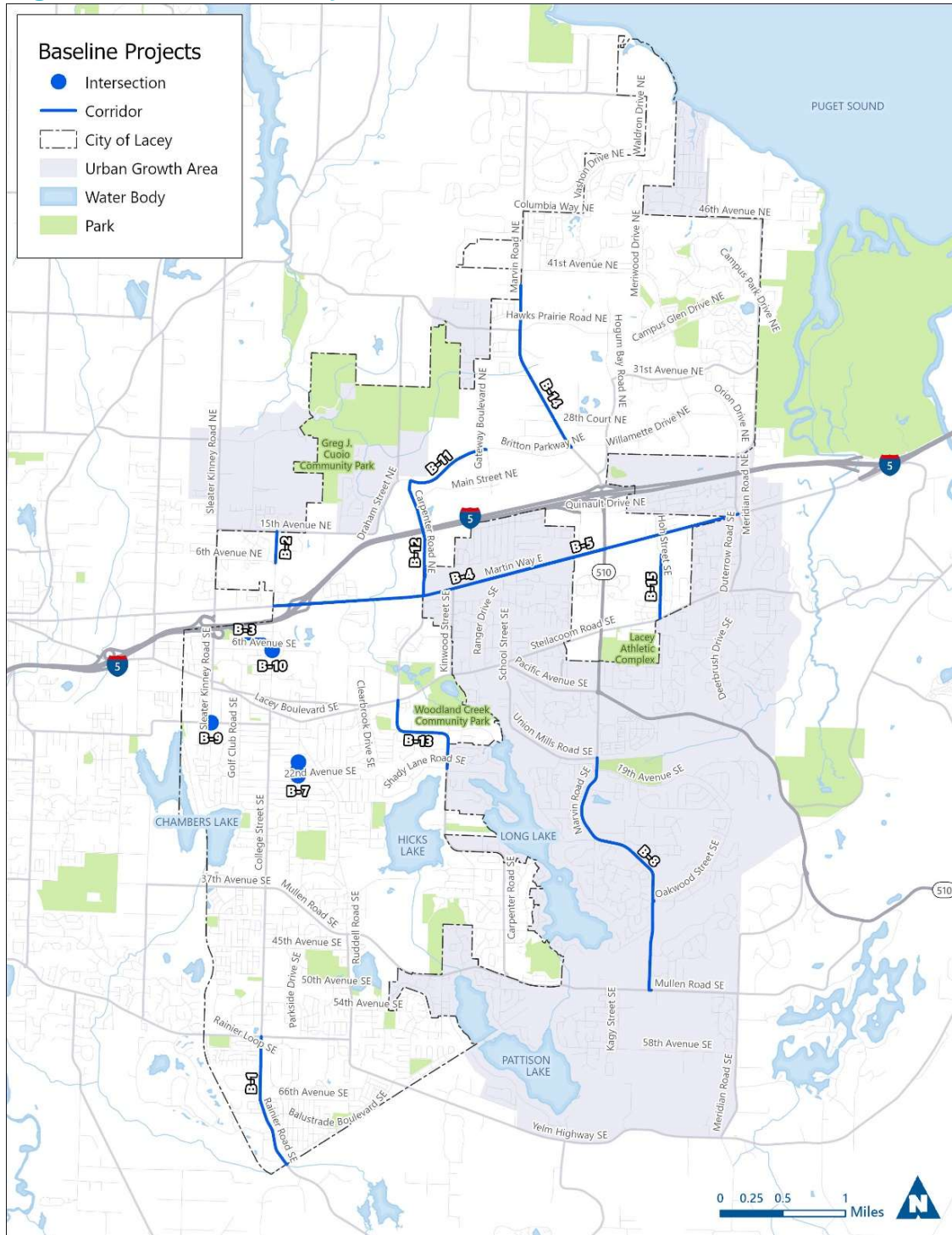


Project ID	Project Title	Description	Type	Cost
		consolidation/access management, refuge islands, sidewalk improvements, and ADA improvements.		
B 6	I-5 Tumwater to Mounts Road Alternatives Analysis	Phase 1 involved an alternatives analysis of 10 scenarios and was completed December 2019. Phase 2 will result in a Planning and Environmental Linkages Report. This is intended to streamline the overall NEPA review process for Phase 3. Phase 3 will result in an implementation strategy and include project-specific NEPA review, design, and construction/program implementation.	Vehicle	(WSDOT)
B 7	Bicycle and Pedestrian Spot Improvement Projects (Other)	19th Ave, 20th Ave, and 21st Ave at Mountain View	Pedestrian / Bike	N/A
B 8	Marvin Rd - Union Mills Road to Mullen Road	Engineering Corridor Study, Reserve ROW for future arterial	Study	(Thurston County)
B 9	Sleater Kinney Road and 14th Avenue SE	Safety and capacity improvement	Vehicle / Pedestrian / Bike	\$700,000
B 10	College Street & 6th Avenue NE	Intersection assessment	Study	\$75,000
B 11	Britton Parkway -- Phase II	Gateway Blvd to Carpenter Road - Widen remaining portion of Britton Parkway to 4 lane boulevard.	Vehicle	\$3,500,000



Project ID	Project Title	Description	Type	Cost
B 12	Carpenter Road Widening from Martin Way to Britton Parkway	Widen roadway to 5 lanes with auxiliary turn lanes, bike lanes, sidewalks, and other urban amenities.	Vehicle / Pedestrian / Bike	\$23,000,000
B 13	Carpenter Rd Capacity and Safety Improvements Pacific to Shady Lane	Carpenter Road SE, Pacific Ave SE to Shady Lane - Widen roadway to taper from 5-lane section to 3-lane section with buffered bike lanes and sidewalk infill where applicable. Realign 14th Ave. The City estimates that the intersection improvement at Carpenter Road SE and Pacific Avenue will cost approximately \$750,000.	Vehicle / Pedestrian / Bike	\$5,400,000
B 14	Marvin Road from Britton Parkway to Columbia Way NE	Widen Marvin Road from 2 lanes to 5 lanes to Hawks Prairie Rd then transition to 3 lane section, with bike lanes and sidewalks.	Vehicle / Pedestrian / Bike	\$19,000,000
B 15	Hoh Street Extension	Finish the Hoh Street connection between Martin Way and Steilacoom Road from the end of a developer's portion of Hoh Street to Steilacoom Road SE	Vehicle	\$2,000,000
B 16	Lacey Hawks Prairie Business District (LHPBD) Commercial Corridors	Construct new corridors within LHPBD as developments occur	Vehicle	\$11,000,000

Figure 17: Baseline Projects



Source: City of Lacey, WSDOT, TRPC, Intercity Transit, Fehr & Peers, 2025.


Table 9: 20-year (Unconstrained) Project List

Project ID	Project Title	Description	Type	Cost
Active Transportation Projects				
A 01	Carpenter Road NE Active Improvements III - Britton Parkway to Hawks Prairie Road Extension	This project recommends installing buffered bike facilities and wayfinding elements to provide a comfortable on-street connection to the future Greg J Cuoio Community Park and to existing and proposed bike facilities. This project includes the installation of a sidewalk along Carpenter Rd to provide a connection between existing and proposed sidewalks from the future Greg J Cuoio Community Park to the north.	Pedestrian / Bike	\$12,290,000
A 02	41st Avenue NE Pedestrian Improvements - Marvin Road to Edgewater Boulevard NE	Sidewalk on both sides of the road to be developed.	Pedestrian	\$787,000
A 03	Marvin Road Pedestrian Improvements - 29th Avenue NE to 31st Avenue NE	Sidewalk on one side of the road to be developed. Elevation challenges exist on the other side.	Pedestrian	\$584,000
A 04	46th Avenue Improvements - Meridian Road NE to Homestead Avenue NE	Install a shared use path along 46th Ave. This improvement will accommodate pedestrians and bicyclists, provide an off-street connection, and improve both the bicycle and pedestrian network.	Pedestrian / Bike	\$1,288,000
A 05	Meridian Road Improvements - Orion Drive NE to 46th Avenue NE	Widen Shoulders to create Buffered Bike Lanes and install sidewalks on west side of Meridian Road.	Pedestrian / Bike	\$4,717,000



Project ID	Project Title	Description	Type	Cost
A 06	Orion Road / Meridian Road NE Improvements - Martin Way to Willamette Drive NE	Study to determine the feasibility of installation of buffered bike lanes on Meridian Road over I5. The bridge over I5 may need to be widened to accommodate newer buffered bike lanes.	Study	\$150,000
A 07	College Street North Section Improvements	Project to widen sidewalks on both sides of the road to shared use path standards. West side may require ROW acquisition.	Pedestrian / Bike	\$8,581,000
A 08	Sleater Kinney Road Improvements - 14th Avenue SE to Pacific Avenue SE	Study to explore potential to install buffered bike lanes on this northern section of Sleater Kinney Road SE. This might require lane width reductions.	Study	\$75,000
A 09	14th Avenue SE Pedestrian Improvements - Sleater Kinney Road SE to College Street SE	Sidewalk on both sides of the road to be developed. This provides essential connections within the neighborhood.	Pedestrian	\$2,043,000
A 10	Golf Club Road SE Pedestrian Improvements - Pacific Avenue to 21st Avenue SE	Sidewalk on both sides of the road to be developed. This provides essential connections within the neighborhood.	Pedestrian	\$3,456,000
A 11	Pacific Bike Improvements - Bowker Street SE to Union Mills Road SE	Feasibility Study to determine potential for installation of sidewalks and buffered bike lanes.	Study	\$150,000
A 12	Kinwood Street Improvements - Pacific Avenue SE to Martin Way SE	This project recommends the installation of wayfinding signage and potentially traffic calming elements along Kinwood St with separated bike lanes along with sidewalks infills where applicable. These improvements will provide a	Pedestrian / Bike	\$2,812,000



Project ID	Project Title	Description	Type	Cost
		low-stress, north-south route that connects transit services along Pacific Avenue and Martin way, Woodland Creek Community Park, the existing and proposed Woodland Trail, and commercial areas. The feasibility of installing bike lanes will be first explored.		
A 13	SR 510 Bike Improvements - Steilacoom Road SE to Martin Way SE	Feasibility Study to determine potential for installation of sidewalks and buffered bike lanes.	Study	\$75,000
A 14	22nd Avenue SE Improvements - College Street SE to 25th Avenue SE (via Lilac Street)	Sidewalks do not exist on either side of the road. Sidewalk connections to be made to expand pedestrian access and to Ruddell Road.	Pedestrian	\$3,454,000
A 15	Shady Lane Road	Infill Sidewalks on both sides of the road where applicable. This lane is designated as a Pedestrian Focus Route.	Pedestrian	\$3,513,000
A 16	Carpenter Road Active Improvements II	Sidewalk on one side of the road to be developed to shared use path. Elevation challenges exist on the other side. The ATP also recommends the provision of high-comfort bicycle facilities where increased separation between vehicles and bicyclists is possible. Where applicable and if shared use path is unfeasible, wide shoulders to be converted to buffered bike lane.	Pedestrian / Bike	\$4,279,000



Project ID	Project Title	Description	Type	Cost
A 18	Carpenter Road SE - from 32nd Avenue SE to 41st Avenue SE	Sidewalk on one side of the road to be developed to shared use path. Elevation challenges exist on the other side. The ATP also recommends the provision of high-comfort bicycle facilities where increased separation between vehicles and bicyclists is possible. Where applicable and if shared use path is unfeasible, wide shoulders to be converted to buffered bike lane.	Vehicle / Pedestrian / Bike	\$1,558,000
A 19	Union Mills Road SE - Pacific Avenue SE to Karen Fraser Woodland Trail	Separated Sidewalk on one side of the road to connect Union Mills Road to Pacific Avenue.	Pedestrian	\$1,461,000
A 20	Karen Fraser Woodland Trail Extension - Easter Trail Termini to Marvin Road SE/McAllister Community Park	Extend shared-use path to SR 510. The project will include property acquisition of existing BNSF railroad line.	Pedestrian	(TRPC)
A 21	Woodland Trail Extension - Marvin Road SE to Pacific Avenue SE	This project recommends the extension of the existing woodland trail, and the installation of key connections and wayfinding elements to lead people to and from the trail. Additionally, this PBP project recommends the installation of enhanced crossings elements at major intersections, such as installing flashing beacons or HAWKS when necessary	Pedestrian / Bike	\$5,768,000
A 22	Marvin Road SE Pedestrian Improvements	Sidewalk Infill wherever deficiencies are noted to bring segment to LTS2. This project will preserve	Pedestrian / Bike	\$9,343,000



Project ID	Project Title	Description	Type	Cost
		right of way for future 4/5 lane road with medians, bicycle lanes, planter strips, and sidewalks. The City of Lacey will support Thurston County for their project. The City will continue to support Thurston County's project, and will request the installation of a bike lane that exceeds minimum standards (i.e. buffered bike lanes) along Marvin Rd. These PBP project improvements will provide a key connection to the proposed Woodland Trail extension, to existing bike facilities, and to transit services along the corridor.		
A 23	50th Avenue SE - Willshire Court SE to Mount Tahoma Drive SE	Sidewalk infill on short segment to improve network connectivity	Pedestrian	\$158,000
A 24	Kagy Street SE Active Improvements - Mullen Road SE to 58th Avenue SE	Feasibility Study to determine potential for installation of sidewalks (primarily on west side) and buffered bike lanes on Kagy Street SE	Study	\$75,000
A 25	66th Avenue Bike Improvements	66th Ave from Rainier Rd to Balustrade Blvd	Pedestrian / Bike	\$266,000
A 26	66th Avenue SE - Blade Street SE to Ruddell Road SE	Sidewalk on both sides of the road to be developed to expand new sidewalks connections on 66th Avenue SE.	Pedestrian	\$1,743,000
A 27	Ruddell Road Bike Improvements	Ruddell Rd from Yelm Hwy to 66th Ave	Bike	\$104,000



Project ID	Project Title	Description	Type	Cost
A 28	Bicycle Network Inventory	Inventory existing bicycle facilities and map the current bicycle network.	Bike	-
A 29	Pedestrian Focus Routes Active Improvements	Sidewalk Infill and Bike Lanes at 37th Avenue; 37th Lane; 33rd Avenue from Ruddell Rd to Carpenter Rd	Pedestrian	\$7,002,000
A 30	Pedestrian Segment Projects, Pedestrian Focus Routes	Woodland Elementary (Route TBD)	Pedestrian	N/A
A 31	Pedestrian Segment Projects, Pedestrian Focus Routes	South Sound HS, North Thurston HS, Chinook MS (Route TBD)	Pedestrian	N/A
A 32	Pedestrian Focus Routes	Associated with Lydia Hawk, Olympic View and Meadows Elementary Schools, as well as River Ridge High School	Pedestrian	N/A
A 33	Safe Routes to Schools Study	Safe Routes to Schools Study as part of the Safe Routes to School Program	Study / Pedestrian / Bike	-
A 34	Improved walking/rolling access to Saint Martins	Studying potential active transportation improvements	Pedestrian / Bike	-
A 35	Bicycle and Trails Plan	Updating the current bicycle and pedestrian plan.	Pedestrian / Bike	-
Intersection Projects				
I 01	Britton Parkway NE & Central/Callison Road NE	Four leg Roundabout; Multilane for Britton and single for the minor streets.	Vehicle	\$2,000,000
I 02	Britton Parkway NE & Western Parkway NE	Four leg Roundabout; Multilane for Britton and single for the minor streets.	Vehicle	\$2,000,000



Project ID	Project Title	Description	Type	Cost
I 03	Marvin Road & 31st Avenue NE	Assessment of Intersection for Capacity Improvements	Study	\$75,000
I 04	Willamette Drive and Campus Glen Drive Roundabout	Roundabout to improve operations. Roundabout will include signage, striping and sidewalks to facilitate active transportation.	Vehicle	\$2,000,000
I 05	Golf Club Road and I-5 Trail	Bicycle and Pedestrian Spot Improvement Projects (Crossing)	Pedestrian / Bike	\$25,000
I 06	Martin Way / I-5 Interchange Improvements	Interchange improvements per IJR	Vehicle	(WSDOT)
I 07	7th Avenue & College Street Roundabout	Construct a multi-lane roundabout at the intersection of College Street SE and 7th Avenue SE and will include pedestrian crossing flashing beacons, sidewalks and striped bicycle crossing.	Vehicle	\$6,000,000
I 08	Ruddell Road and Pacific Avenue	Bicycle and Pedestrian Spot Improvement Projects (Crossing)	Pedestrian / Bike	\$225,000
I 09	Pacific Avenue and Franz Street	Bicycle and Pedestrian Spot Improvement Projects (Crossing)	Pedestrian / Bike	\$298,000
I 10	Steilacoom Road & Marvin Road Improvements	This project recommends the tightening of the northwest and southeast curb radii to slow turning vehicle speeds, and to shorten pedestrian crossings. Additionally, this project recommends extending the bike lane marking up to the intersection to increase awareness for right and left turning vehicles to yield to bicyclists. Finally, this Plan recommends the	Pedestrian / Bike	\$391,000



Project ID	Project Title	Description	Type	Cost
		installation of a sidewalk on the southside of Steilacoom Rd that connects the RAC entrance, an eastbound bus stop, and the existing segment of sidewalk.		
I 11	Northeast Lacey Operational Support Terminal Facility	The purpose of the East Martin Way Gateway Station Roundabout is to establish an integrated bus turnaround facility and station area at the intersection of east Martin Way and Meridian Road	Vehicle	(Intercity Transit)
I 12	45th Avenue and Stikes Drive	Bicycle and Pedestrian Spot Improvement Projects (Crossing)	Pedestrian / Bike	\$305,000
I 13	Ruddell Road at Rainier Vista Community Park	Bicycle and Pedestrian Spot Improvement Projects (Crossing)	Pedestrian / Bike	\$102,000
I 14	Yelm Highway and Parkside Drive	Bicycle and Pedestrian Spot Improvement Projects (Wayfinding)	Pedestrian / Bike	\$169,000
Corridor Projects				
C 01	College Street - 26th Avenue NE to Hawks Prairie Road	Study for new connection	Study	(Thurston County)
C 02	26th Avenue NE Extension - Carpenter to Sleater-Kinney Rd	Study for future extension to provide an additional collector connection within the subarea.	Study	\$100,000
C 03	26th Avenue NE Extension - Hogum Bay Road to Carpenter Road	2/3 lane new connection with striped bike lanes and sidewalk. ROW Acquired.	Vehicle / Pedestrian / Bike	\$11,279,000



Project ID	Project Title	Description	Type	Cost
C 04	15th Avenue NE/ Draham Road Sleater-Kinney Road to Carpenter Road	This project will widen 15th Ave to a 4/5 lane arterial with medians, bicycle lanes, planter strips, and sidewalks. This project will improve horizontal and vertical deficiencies of the roadway. Also, efforts to improve the condition of untreated storm water that currently flows into Woodland Creek will be incorporated in the project. The project will be coordinated with the future extension of Lilly Rd. The City will support Thurston County for their Project. This PBP project recommends the City's continued support for Thurston County's project. These improvements, including the proposed bike lane, will provide a safer bike route to several schools in the area, and close a bike network gap between Sleater Kinney Rd and Carpenter Rd.	Vehicle / Pedestrian / Bike	\$47,965,000
C 05	Martin Way Improvements - East City Limits to West City Limits	This project will enhance Martin Way to the standards identified in the current Development Guidelines, which includes medians, buffered bicycle lanes, planters, and sidewalks. Access management to reduce turning conflicts and improve safety is an integral portion of this project. Improvements will include intelligent transportation System (ITS) feature also. The City envisions Martin Way to be a high-density	Vehicle / Pedestrian / Bike	\$2,639,000



Project ID	Project Title	Description	Type	Cost
		multimodal corridor. The Regional Urban Corridor Task Force has identified the entire Martin way Corridor as their top priority. The City will support Thurston County for their portion of the project. This PBP project recommends upgrading existing (and planned) bike facilities along the corridor to increase separation between bicyclists and motor vehicles and apply driveway and intersection crossing treatments to raise awareness of motorists crossing the bike lane and provide safer operations. This PBP project also recommends considering the installation of amenities such as bike racks and fix-it stations along Martin Way. These improvements will contribute to the Complete Streets characteristics of the corridor.		
C 06	Woodland Square Loop Extension - Woodland Square Loop to 4th Ave SE	Extends Woodland Square Loop to 4th Avenue SE. North of 6th Avenue SE, the roadway will be a “Woonerf”, allowing pedestrians and bicycles use of the full width of the road.	Vehicle	\$1,000,000
C 07	10th Avenue Extension - Road limits to Golf Club Road SE	Extends 10th Avenue SE to Golf Club Road SE.	Vehicle	\$1,000,000
C 08	College Street Corridor -- Phase 3 (College St and 16th Ave	This project will widen the roadway to include a planted center median, auxiliary left turn lanes, sidewalks, with typical urban amenities. This	Vehicle / Pedestrian	\$13,500,000



Project ID	Project Title	Description	Type	Cost
	Roundabout) - 22nd Ave to Lacey Boulevard	includes a traffic control roundabout at 16th Avenue SE.		
C 09	Desmond Drive Extension Study - Martin Way to Pacific Avenue	Corridor study to develop a route for a new 2/3 collector with medians, bike lanes, planter strips and sidewalks.	Vehicle / Pedestrian / Bike	(TRPC)
C 10	Steilacoom Road - Pacific Avenue to Marvin Road	Widen to collector standards. Install separated bike lanes and infill sidewalks wherever applicable on both sides of the road. Convert Wide Shoulder to Bike Lane unless separated trail exists. This project includes the installation of missing sidewalk gaps along Steilacoom Rd. Additionally; this plan recommends that priority be given to closing sidewalk gaps near the RAC and Nisqually Middle school. These improvements will provide pedestrians with a safe and comfortable route to use to connect to the RAC and transit services.	Vehicle / Pedestrian / Bike	\$12,387,000
C 11	Martin Way East Roadway Improvements - Galaxy Drive to River Ridge Road	Access management, buffered bike lanes, sidewalks, and other urban amenities.	Vehicle / Pedestrian / Bike	\$6,000,000
C 12	Steilacoom Road - Marvin Road to Duterrow Road	Widen to collector standards. Install separated bike lanes and infill sidewalks wherever applicable on both sides of the road.	Vehicle / Pedestrian / Bike	\$46,000,000



Project ID	Project Title	Description	Type	Cost
C 13	College Street Corridor Improvements - Lacey Boulevard to 37th Ave SE	Construct remaining portions of College Street Corridor. Anticipated to be 4-6 phases. Construct 2 new roundabouts at 16th Avenue, and 29th Avenue. Widen to 4 lanes with center medians between roundabouts. Add sidewalks and extend buffered bike lane currently existing south of 37th Avenue SE. Explore potential to improve to separated bike lane.	Vehicle / Pedestrian / Bike	\$16,932,000
C 14	37th Avenue SE - College Street to west city limits	Widen to collector standards. Develop buffered bike lanes and sidewalk that connect College Street to the Chehalis trail. Sidewalk to be widened and expanded on south side. Mullen Street Striped Bike Lanes to be extended to Chehalis Trail.	Vehicle / Pedestrian / Bike	\$7,387,000
C 15	Ruddell Road Corridor Study - Pacific Ave to Yelm Highway SE	Develop a long-range plan for Ruddell Road for a 4-lane boulevard with auxiliary turn lanes, strict access control, bike lanes, pedestrian refuge islands, planter strips, medians, and sidewalks. Feasibility Study to determine potential for installation of buffered bike lanes on Ruddell Street. Project might require Road Diets or ROW Acquisition at specific locations.	Study	(TRPC)
C 16	Pacific Avenue - Union Mills Rd to Lacey UGA	Study to widen to 4/5 lanes and include intersection improvement projects at Pacific/Union/Steilacoom intersection. Project to	Study	(Thurston County)

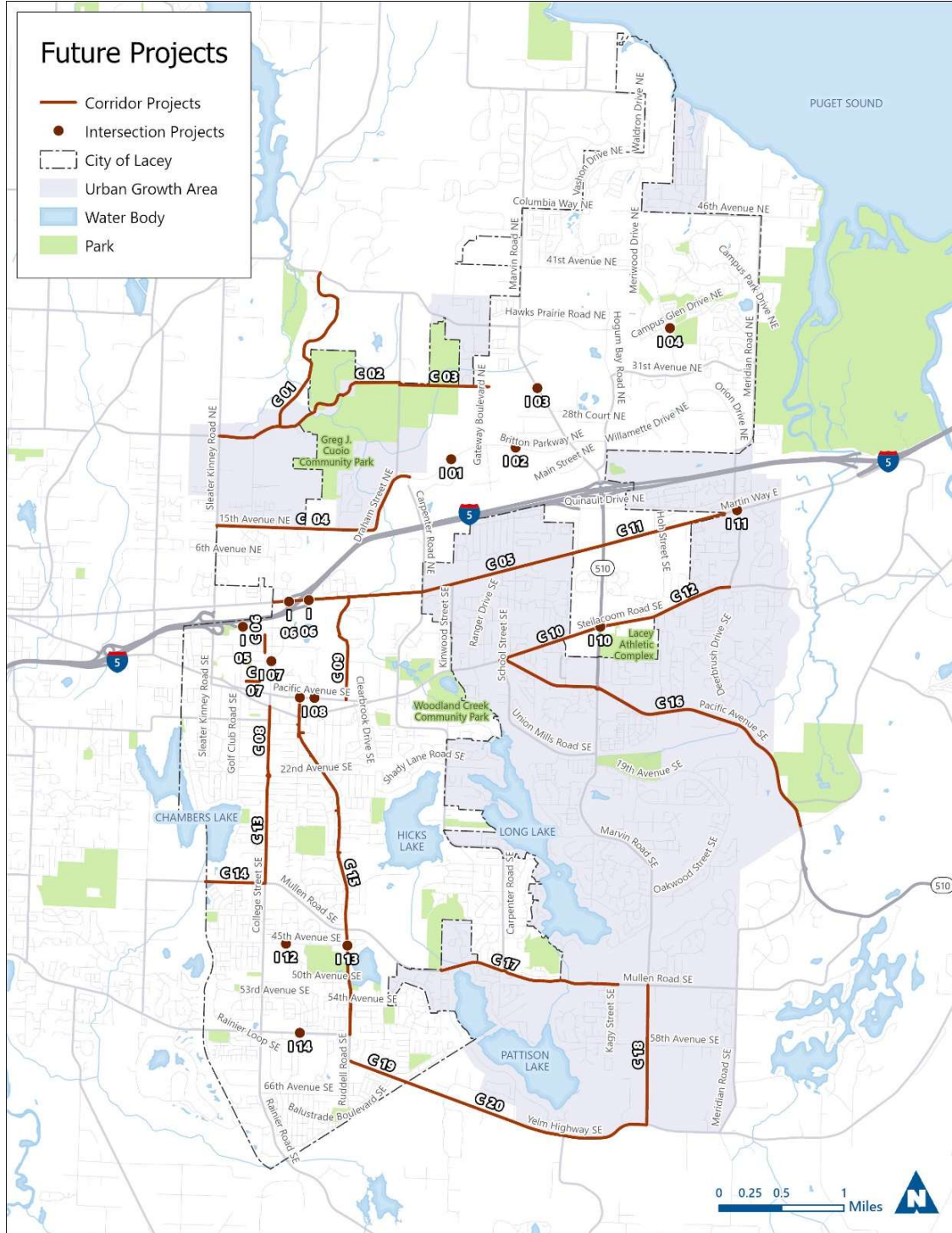
Project ID	Project Title	Description	Type	Cost
		also include separated bike lanes to allow for safe bicycle crossing and installation of sidewalks on both sides wherever gaps exist.		
C 17	Mullen Road - Rumac Road to Kagy Street SE	Widen roadway. This project recommends the construction of a new bicycle ramp to bring users of the eastbound bike lane up to sidewalk on the south side of Mullen Road in order to cross the right-turn slip lane at an angle with better sight lines. Signage or wayfinding dots should direct bicyclists up to the sidewalk, across the crosswalk to the pedestrian push button placed in the raised pork-chop island. Additionally, this project recommends the installation of a STOP HERE FOR PEDESTRIANS (R1-5B) sign at the slip lane crosswalk to improve motorist yielding. Finally, this project recommends the continuation of the eastbound buffered bike lane on the west side of Mullen Road through the intersection with clear and safe connections to the receiving southbound bike lane. These improvements will facilitate eastbound to northbound bicycle movements and improve the connections for southbound bicyclists moving through the intersection.	Vehicle / Pedestrian	\$12,557,000



Project ID	Project Title	Description	Type	Cost
C 18	Marvin Rd Extension - Mullen Road to Yelm Highway SE	Extend Marvin Road south and ensure the inclusion of buffered bike lanes and sidewalks.	Pedestrian / Bike	(Thurston County)
C 19	Yelm Highway Improvements - Compton Boulevard to Ruddell Road	Compton Blvd to Ruddell Road - Widen east side for additional northbound lane, separated bike lane or shared use path, sidewalk and other urban amenities.	Vehicle / Pedestrian / Bike	(Thurston County)
C 20	Yelm Highway - Compton Boulevard to Marvin Road	This project involves widening Yelm Highway to a four lane with a two-way center turn lane, separated bicycle lanes, planter strips, pedestrian refuge islands, and sidewalks. A center median should be incorporated along the roadway where left turns are not permitted. The City will support Thurston County with this project.	Study	\$150,000
C 21	New Connections - Lacey Downtown	Connecting Streets	Vehicle / Pedestrian / Bike	N/A

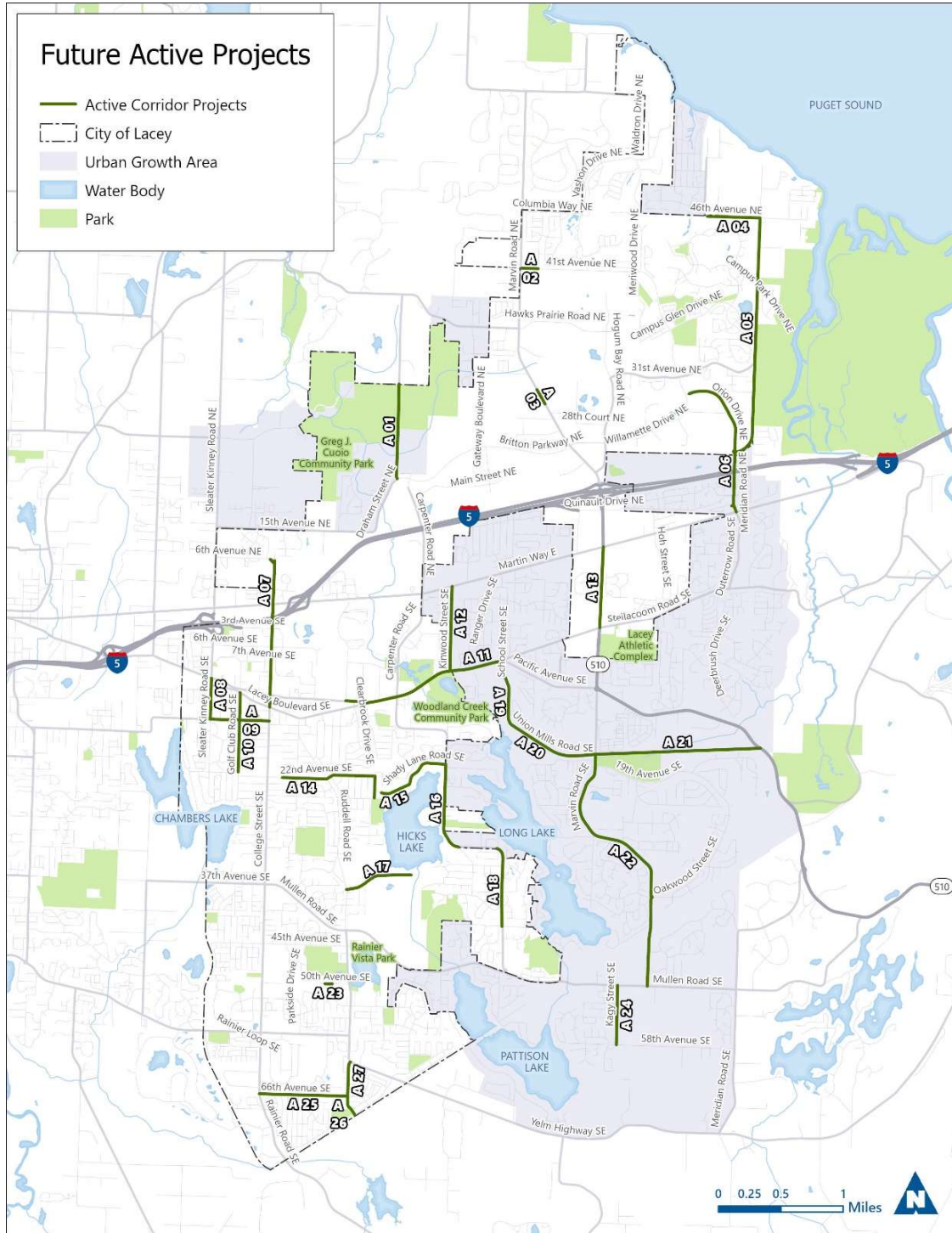
Source: City of Lacey, WSDOT, TRPC, Intercity Transit, Fehr & Peers, 2025.

Figure 18: Future (Non-baseline) Corridor and Intersection Projects



Source: City of Lacey, WSDOT, TRPC, Intercity Transit, Fehr & Peers, 2025.

Figure 19: Future (Non-baseline) Active Transportation Projects



Source: City of Lacey, WSDOT, TRPC, Intercity Transit, Fehr & Peers, 2025.



CHAPTER 7: FUNDING AND IMPLEMENTATION

To adhere to the Growth Management Act’s principle of fiscal responsibility in transportation planning, Lacey’s transportation project list must be fiscally constrained, emphasizing the maintenance and operation of existing infrastructure before considering new capital improvements.

The City of Lacey leverages multiple revenue sources to support its overall transportation program. In addition to summarizing these sources and forecasting what they will generate over the next few decades, this chapter documents additional funding sources that the City could consider pursuing to implement the investments described in this Transportation Element. This chapter describes additional strategies that the City could employ to optimize use of its transportation network. The City will approach this using the following strategies:

1. Enhancing revenue from existing sources. The City is evaluating adjustments to current revenue streams.
2. Adopting new revenue mechanisms. Explore opportunities to increase available revenues over the next 20 years, including innovative funding avenues such as bonds and sales taxes to generate dedicated funds for transportation.
3. Implementing transportation demand management strategies. Reducing vehicle trips will lead to reduction in traffic congestion, maintenance needs, and environmental impacts.

Together, these strategies will help Lacey create a sustainable, efficient, and effective transportation system that meets future demands within current fiscal constraints.

Funding Assessment

Table 10 provides a high-level summary of likely revenue sources and estimated capital costs to complete the project list in Chapter 6 that can be expected over a 20-year period, based on funding sources and average revenue from the last five years. Descriptions of each of the revenue sources in the table are provided later in this section.



Total revenue for the next 20 years is projected to be about \$313 million, or \$15.6 million annually. The cost estimate to complete the full project list (baseline and non-baseline) from Chapter 6 amounts to \$340 million, or \$17 million annually.

Using data from the last 10 years, average expenditures in Lacey amounted to about \$15 million per year but fluctuated year to year depending on maintenance needs.¹⁵ The City has spent about \$5 million annually on transportation maintenance and operations including pavement preservation. That leaves an estimated \$10 million annually available for funding capital projects. Funding the unconstrained project list would cost \$17 million annually, leaving about an annual \$7 million shortfall (see **Table 11**).

The City relies on funding sources such as grants that differ year to year based on projects that qualify for the available grants and staff capacity to apply for and manage grants. Funding opportunities such as those described later in this chapter present other potential revenue sources the City could pursue to close the shortfall and complete more capital projects. The City continually monitors available revenue sources.

Table 10: Current Funding Sources and 20-year Estimates

Projected Revenue	20-Year Estimate
Base Utility Tax	\$61,808,000
Motor Vehicle Fuel and Multimodal Transportation Tax	\$19,368,000
Real Estate Excise Tax (0.25%)	\$79,676,000
Mitigation Fees	\$31,723,000
Federal Grant	\$20,831,000
State Grant	\$3,051,000
Local Funds	\$3,869,000
Other State Funds	\$2,767,000
Transportation Benefit District (0.20% of 9.7%)	\$73,515,000
Interest Income	\$16,311,000
Total Revenue over 20 Years	\$312,919,000
Potential Capital Expenditures	
Baseline and Committed Projects	\$72,075,000
Fiscally Unconstrained Project List Costs	\$268,626,000
Total Unconstrained Capital Project Costs	\$340,701,000
20-year Capital Revenue Shortfall	(\$27,782,000)

¹⁵ <https://cityoflacey.org/wp-content/uploads/sites/3/2024/07/2023-City-of-Lacey-ACFR.pdf>

Table 11: Annual Expenditure and Revenue Estimates

Annual Expenditure and Revenue	Annual Estimate
Annual Average Revenue	\$15,646,000
Annual Average Expenditures	\$15,038,000
Maintenance and Preservation	\$3,000,000
Operations	\$2,000,000
Available Budget after Maintenance/Operations	\$10,038,000
Annual Average Budget Needed to Complete Project List Over 20 Years	\$17,035,000
Annual Shortfall	(\$6,997,000)

Source: City of Lacey, Fehr & Peers, 2025.

Revenue Sources

The following sections describe revenues sources that the City applies today and their outlook over the next 20 years.

Mitigation Fees

Fees are levied on new development as a method to pay for the increased demand that development puts on infrastructure. The primary goal of mitigation fees is to have developments “pay their own way,” reducing the financial burden on existing taxpayers. By collecting these fees, municipalities can finance capital improvements that add capacity like adding lanes to existing roads, constructing new roadways, or constructing active transportation facilities. Mitigation fees are typically assessed during the development approval process and collected when building permits are issued. The fee charged depends on factors such as development type and size and the projected impact of the development on the local transportation network. Lacey’s Mitigation Fee program is expected to generate \$32 M over the next 20 years based on historic data.

Grants

Grants are competitive revenue sources where projects must meet specific criteria. Federal, state, and local agencies release grants to help fund transportation projects. The number of grant opportunities available in a particular year is highly variable. The City competes with other jurisdictions to receive each grant based on need, population, project



potential, project deliverability, and expected impact. Historically, there are more grant opportunities in even years than odd years. The City of Lacey typically receives between \$0.5-2 million annually from federal and state grants. Some of the active grant programs Lacey has received revenue from include: National Highway Traffic Safety Administration Highway Planning, Federal Highway Administration Office of Safety, and Transportation Improvement Board State Grant.

Other grants that Lacey can apply for include: Better Utilizing Investments to Leverage Development (BUILD) Grant, Surface Transportation Block Grant (STBG) Program, Safe Streets and Roads for All (SS4A) Program, and the Small City Active Transportation Program (ATP). BUILD grants provide an opportunity to invest in road, rail, transit, and port projects that achieve national objectives. BUILD grants often go towards multimodal, multi-jurisdictional projects that are more difficult to support through traditional federal funding programs.

The STBG is a very flexible program where state and metropolitan regions may use funds for highway, bridge, transit, and pedestrian and bicycle infrastructure projects. The program can cover up to 80% of the total cost of the project, with the rest covered by states and localities. Some of the types of projects qualified under the STBG are highway and bridge construction and rehabilitation, federal aid bridge repair, transit capital projects, bicycle, pedestrian and recreational trails, construction of ferry boats and terminals, environmental mitigation, congestion pricing, travel demand management, and intelligent transportation systems.

The SS4A program established under the Bipartisan Infrastructure Law has appropriated over \$5 billion dollars over the span of five years (2022-2026) to fund community led projects that address preventable death on roads, streets, and highways through safer people, roads, vehicles, appropriate vehicle speeds, and improved post-crash care. The SS4A program funds two types of grants: planning and demonstration grants and implementation grants for major capital investments. The City received a planning grant to produce a Comprehensive Safety Action Plan (CSAP) that will be completed in 2025. Based on the findings of the CSAP, the City would apply for demonstration and implementation grants in 2026 and beyond.

The State's Active Transportation Planning (ATP) grant provides funding to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities. The State Transportation Investment Board



uses a priority array process to identify projects that best meet the intent of each funding program. ATP funding criteria includes safety, mobility, physical condition, nature of project, constructability, and sustainability.

Real Estate Excise Tax (REET)

The Real Estate Excise Tax (REET) is a key revenue source the City uses to fund capital projects. The REET is a tax collected on the sale of qualifying real estate sales. REET is applied to all real estate sales based on the full selling price, including liens, mortgages, and debts used in the purchase. Lacey collects a tax of 0.25% of the selling price on each sale of real property within city limits and proceeds are deposited into Lacey's capital improvement fund.¹⁶

The first 0.25% of the REET must be used to finance new capital facilities or maintenance and operations at existing facilities, as specified in the City's Capital Facilities Plan. This can include infrastructure such streets, sidewalks, lighting, traffic signals, water and sewer systems, parks, public safety buildings, trails, libraries, and other civic facilities. The Growth Management Act authorizes another 0.25% that can be used to fund similar projects.¹⁷

LIFT Grant

The Local Infrastructure Financing Tool (LIFT) is a competitive financing tool created by Washington that allows selected local governments to take advantage of tax revenues from private investments in an area targeted to benefit from public infrastructure improvements.

LIFT funds began in 2010 and runs for 25 years (through 2035) where it can be expended only within the Revenue Development Area. Proceeds must be used to pay for public improvement projects approved by the State for this program. The types of eligible projects are streets, utilities, park and recreation facilities, and parking facilities.

¹⁶ [Ch. 3.07 Excise Tax on Sale of Real Estate | Lacey Municipal Code](#)

¹⁷ [MRSC - Real Estate Excise Taxes \(REET\)](#)



Options to Increase Revenue

Lacey has limited dedicated transportation funding options, many of which the City is already using. Additional funding options the City can explore are summarized below.

Transportation Benefit District

Transportation Benefit District sales tax and vehicle licensing fees are independent taxing districts created by ordinance. This is a flexible source of funding that can be applied for either capital or programmatic expenditures. The City of Lacey could explore levying a sales and use tax or increasing vehicle license fees to generate additional revenues for transportation. Depending on the level of funding desired, these may require voter approval.¹⁸

Local Improvement Districts (LIDs)

Local Improvement Districts are special purpose financing mechanisms that cities can use to fund capital improvements benefitting specific areas. Property owners within these districts are assessed fees proportionate to the benefits they receive from the improvements. LID revenues are limited in their use to specific capital projects that benefit owners in the special purpose area for which they were created. Cities are authorized to form LIDs under RCW 35.43 without voter approval. However, LID formation is a complex process and must first be demonstrated to be financially feasible. Additionally, if the City receives protests from property owners who would pay at least 60% of the total cost of the improvement, the LID would be dissolved.¹⁹ The potential amount of revenue LIDs could generate depends on the planned projects within the area. To generate LID revenue in the future, the City would have to identify specific projects that fit the general requirements of a LID on a case-by-case basis.

Commercial Parking Tax

Washington cities can impose taxes on commercial parking lots, either collected from businesses directly or by adding fees for customers at the time of sale. There is no cap on the commercial parking tax rate, but the revenue generated must be used for transportation-related purposes. Commercial Parking Tax programs can tax total

¹⁸ [Transportation Benefit District - City of Lacey](#)

¹⁹ Municipal Research Services Center, "[Local Improvement Districts](#)," last modified April 2, 2021.



transactions or implement a fee per transaction. For example, the City of Seattle increased its commercial parking tax rate to 14.5% in 2022. Other cities, including SeaTac, implemented a per-transaction fee, which rose from \$3.99 in 2024 to \$4.13 in 2025. To implement this program, the City of Lacey must identify the geographic boundaries in which revenues will be collected and expended.²⁰ This program can generate revenue if the City provides commercial parking.

Automated Traffic Enforcement Cameras

Automatic cameras are used to enforce traffic laws, typically at red lights and school zones, but in 2024 Washington passed legislation expanding the permissible locations for enforcement cameras, allowing their use in areas like parks, hospitals, and other zones designated as high-risk by local authorities. The Washington State Supreme Court is responsible for setting traffic infraction penalties 46.63.110(1), which currently lists a \$48 fine for failure to stop, but jurisdictions can increase the fee to a maximum of \$250 per infraction. Based on data collected from Seattle on infraction rates and the percentage of people that pay their penalties, the City of Lacey could generate approximately \$150,000 in annual revenue per camera. Revenues need to be balanced against the cost of buying, installing, and maintaining the units.

General Obligation Bonds

To finance public projects, municipalities have the option to issue Limited Tax General Obligation (LTGO) Bonds and Unlimited Tax General Obligation (UTGO) Bonds.

LTGO bonds do not require voter approval and are repaid from the City's general fund. Per Washington State law, total general obligation debt a city can incur is limited to 2.5% of its assessed property value, with LTGO bonds capped at 1.5%. UTGO bonds require voter approval and are repaid through additional property taxes.

Grants

In addition to the above funding options, it is important to note that the City of Lacey is an active regional partner that routinely secures grant funding for projects. Regional partnerships and attracting outside funding through federal, state, and regional grants will continue to be a funding source that supports the implementation of Lacey's multimodal transportation system.

²⁰ [RCW 82.80.070\(3\)\(a-d\)](#).

Transportation Demand Management (TDM)

In addition to increasing funding to meet capital capacity demands, Lacey should also consider demand-based strategies, which reduce the number and/or length of vehicle trips that people in Lacey take. TDM describes programs and projects that maximize modal choices for all travelers and trip types. The goal of TDM programs is to provide more competitive transportation options to driving alone which improves traffic congestion without building more roads. Personal mobility rather than vehicular mobility is central to TDM. The capacity of all modes of transportation can be treated as limited assets that can be carefully managed.

TDM Strategies

Techniques like education, incentives, and disincentives are used to reduce the need for vehicle trips, reduce the distance of vehicle trips, and shift transportation users to more efficient transportation modes like transit and carpooling. There are many ways individuals can travel that reduce the number of single occupancy vehicle trips.

- **Transit** – Intercity Transit (IT) currently operates ten bus routes in Lacey, with service changes expected by 2045. IT is considering implementing Bus Rapid Transit (BRT) on select corridors in Lacey. BRT is a fast, high-frequency transit service used on routes with high ridership that features upgrades such as smart signal upgrades to prevent delay.²¹ IT is free to all riders, which makes this an attractive transportation option to people who live and work in the region.
- **Vanpool and Rideshare Programs** – Lacey can partner with IT for vanpools and rideshare solutions primarily for commute trips. Vanpools consist of three or more people who share a similar commute. IT provides the van, gas, tolls, insurance, and maintenance. Individuals pay a low monthly fare, and in some cases employers cover a portion of the fare for their employees.²²
- **Active Transportation** – The existing pedestrian and bicycle network supports walking and biking for some trip types, particularly in areas with higher density and mixed land uses. Biking is also a viable mode for people to connect to transit

²¹ [BusRapidTransit.pdf](#)

²² [Vanpool Overview](#) | [Intercity Transit](#)

services - IT buses have bike racks that accommodate passengers with bicycles. Many of the prioritized projects in this plan aim to improve the connectivity and comfort of the active transportation network in Lacey, increasing the attractiveness of walking and biking options for travelers.

- **Telecommuting and Remote Working** – Full-time and part-time telecommuting has increased over the last decade. The COVID pandemic forced many businesses, non-profits, and government agencies to quickly implement telework for employees that can work remotely. Some research predicts the percentage of people working remotely at least a few times a week to double in the US compared to pre-pandemic levels. Other studies show that telecommuting increases overall travel demand and promotes urban sprawl, as remote workers tend to offset their commutes with other trips and sometimes move further away from their workplace.²³ To best leverage remote work as a travel demand management strategy, more years of travel data is needed to assess long-term trends in the post-pandemic era.
- **Parking Management** - Different parking strategies can disincentivize driving alone and incentivize other transportation options. Examples of parking management TDM strategies include: providing preferential parking spaces or reduced parking fees for high occupancy vehicles, providing secure and convenient bicycle parking, and increasing parking charges for single occupancy vehicles.

Commute Trip Reduction (CTR) Program

In 1991 the Washington State legislature passed the Commute Trip Reduction (CTR) law and in 2006 passed the CTR Efficiency Act to reduce traffic congestion, improve air quality, and improve efficiency of the transportation system in the state's most populous areas. The law affects worksites with 100 or more full-time employees who begin their shift between 6am and 9am on weekdays. Thurston Regional Planning Council further refined CTR requirements to include hybrid work environments. Employees who arrive between 6am and 9am on two or more weekdays per week are required to participate in CTR.

Employers impacted by CTR must appoint an Employee Transportation Coordinator (ETC) to serve as the contact and collaborator between the employer and the City. The ETC

²³ <https://www.sciencedirect.com/science/article/abs/pii/S2214367X24000255>



conducts an employee survey biannually to measure commute mode share and submit a program report to the City.

The CTR program relies on a partnership between the public and private sectors to make progress towards meeting goals. The City of Lacey recently updated their CTR four-year plan for 2025-2029. This plan identified affected employers in Lacey, outlined challenges, and set CTR targets.²⁴ Lacey's CTR program supports its climate target to reduce communitywide greenhouse gas emissions 45% below 2015 levels by 2030 and 85% below 2015 levels by 2050. Converting drive-alone commute trips to transit, rideshare or a non-motorized mode eliminates the greenhouse gas emissions that would have been generated by that drive.

CTR-affected worksites in Lacey have a current drive alone rate of 54.24% based on responses from the 2023-2025 survey cycle. The drive alone rate performance target is set at 50%. To meet performance targets, Lacey will support telework, continue to survey employees and distribute information, and support wellness and bicycle commuter challenges. The City will also work with TRPC to implement the region's CTR program.

As of 2025, Lacey has 23 affected worksites, and 18 of these are state agencies. After completing stakeholder engagement in spring and summer 2024, many respondents wanted safer, more reliable transportation options to serve as alternatives to driving. Employers surveyed expressed support for improved public transportation, improved biking and walking infrastructure, and remote work flexibility. This feedback is aligned with Lacey's future transportation investments as outlined in this plan.

²⁴ <https://tdmboard.com/wp-content/uploads/2025/01/City-of-Lacey-OPT.pdf>

Chapter 16.03 GENERAL PROVISIONS

16.03.010 Title.

This title shall be known as the zoning ordinance of the city of Lacey. (Ord. 583 §2.01(A), 1980).

16.03.015 Lacey Comprehensive Land Use Plan.

That certain series of documents identified as the Land Use Element for the Lacey Urban Growth Area, Housing Element for the city of Lacey and the Lacey Urban Growth Area, Pedestrian and Bicycle Plan for Lacey and the Lacey Urban Growth Area, Housing Action Plan, ~~Environmental~~ Climate and Sustainability Element for the city of Lacey ~~and the Lacey Urban Growth Area~~, city of Lacey Transportation Plan, city of Lacey Capital Facilities Plan, city of Lacey Government Facilities Master Plan, Utilities Element for the Lacey Comprehensive Plan, Parks, Culture and Recreation Comprehensive Plan, city of Lacey Water System Comprehensive Plan ~~Update 2013~~, city of Lacey Wastewater Comprehensive Plan, Lacey Urban Forest Management Plan, city of Lacey Woodland District Strategic Plan, Depot District Subarea Plan, city of Lacey Stormwater Comprehensive Plan, Economic Development Element for the city of Lacey together with the Comprehensive Plan Downtown Element as supplemented by the city of Lacey Woodland District Guidelines and the Northeast Area Plan, ~~and~~ Thurston Climate Mitigation Plan, Lacey Joint Plan, constitutes the Lacey Comprehensive Plan and all regulatory and zoning ordinances of the city shall be construed to be consistent with said plan as adopted or hereafter amended. (Ord. 1655 §1, 2024; Ord. 1642 §1, 2023; Ord. 1599 §1, 2021; Ord. 1539 §24, 2019; Ord. 1534 §3, 2018; Ord. 1516 §2, 2017; Ord. 1493 §7, 2016; Ord. 1474 §6, 2015; Ord. 1439 §3, 2014; Ord. 1417 §15, 2013; Ord. 1413 §1, 2013; Ord. 1409 §1, 2013; Ord. 1375 §12, 2011; Ord. 1350 §1, 2010; Ord. 1331 §2, 2009; Ord. 1285 §2, 2007; Ord. 1269 §23, 2006; Ord. 1260 §2, 2006; Ord. 1229 §1, 2004; Ord. 1223 §1, 2004; Ord. 1211 §1,2,3, 2003; Ord. 1193 §1, 2002; Ord. 1190 §2, 2002; Ord. 1152 §4, 2001; Ord. 1098 §5, 1999; Ord. 1080 §4, 1998; Ord. 1051 §6, 1997; Ord. 1024 §13, 1995).

Commented [HS1]: If listed on Comp Plan Website and adopted by reference, is this language sufficient?

16.03.016 Map Overlay.

The City of Lacey Shoreline Master Program and its requirements for land use within shoreline areas has been integrated into the Lacey Comprehensive Land Use Plan and zoning code by reference and use of a "Shoreline Master Program overlay" on the official Plan map and zoning map. This map overlay provides shoreline designations and development standards that will be applied consistent with the Lacey Shoreline Master Program. This is intended to be a seamless method of bringing together the Shoreline Master Program and Lacey's other long-range planning and implementation documents, to provide the integration required under the state Growth Management Act. (Ord. 1539 §25, 2019; Ord. 1375 §13, 2011).

16.03.020 Intent.

It is the intent of this title to:

- A. Facilitate orderly growth and development of the Lacey urban growth area, consistent with the policies, goals and objectives of the Lacey Comprehensive Plan for the Lacey urban growth area;

- B. Protect the health and general welfare of residents of the Lacey urban growth area;
- C. Promote sound economic development and protect property values;
- D. Preserve and protect vital aspects of the natural environment;
- E. Designate land use districts and provide for compatibility between the several districts;
- F. Provide flexible regulations and controls for the intensity and character of land use;
- G. Provide for the administration and enforcement of the regulations within the Lacey urban growth area.
- H. Provide integration between the Shoreline Management Program and Lacey's Comprehensive Land Use Plan and zoning ordinances. (Ord. 1375 §14, 2011; Ord. 1024 §14, 1995; Ord. 583 §2.01(B), 1980).

16.03.030 Interpretation and application.

In their interpretation and application, the provisions of this title shall be held to be minimum requirements, adopted for the promotion of the public health, safety, and general welfare. Nothing in this title is intended to impair, annul or abrogate any easement, covenant or other agreements between parties, public or private; however, whenever the requirements of this title are at variance with the requirements of any lawfully adopted rules, regulations, or ordinances, the most restrictive or those imposing the higher standards shall govern; provided further, that within the shorelines of the city, as defined in the Shoreline Management Act, the provisions of the Shoreline Management Act and the Lacey Shoreline Master Program shall govern; provided, however, that the substantive regulations of this title shall be applicable where they are more restrictive than those of the Shoreline Management Act or the Lacey Shoreline Master Program. (Ord. 1539 §26, 2019; Ord. 583 §2.01(C), 1980).

16.03.040 Exemptions.

- A. The following structures and uses shall be exempt from the regulations of this title:
 - 1. Wires, cables, conduits, vaults, laterals, pipes, mains, valves or other similar equipment for the distribution to consumers of telephone or other communications, electricity, gas, or water or the collection of sewage, or surface or subsurface water, operated or maintained by a governmental entity or a public utility or other city franchised utilities including customary meter pedestals, telephone pedestals, distribution transformers and temporary utility facilities required during building construction, whether any such facility is located underground or aboveground; but only when such facilities are located in a street right-of-way or in an easement less than twenty-five feet in width. This exemption shall not include any substation located on or above the surface of the ground or any such distribution facility located in an easement of twenty-five feet or more in width which shall be regulated by the provisions of Chapter [11.0916-66](#) LMC;
 - 2. Railroad tracks, signals, bridges and similar facilities and equipment located on a railroad right-of-way, and maintenance and repair work on such facilities and equipment. This exemption shall not include any facilities and equipment listed as special uses.

B. The enforcing officer may exempt the following from the minimum setback requirements set forth in this title when the structures are located outside the public right-of-way and are obviously intended to serve the public interest: telephone booths and pedestals; utility equipment; mailboxes; bus shelters; public bicycle shelters; or any similar structure or device. (Ord. 691 §1, 1984).

16.03.045 Prior limited rezones.

A. All uses approved in a limited zoned district prior to the passage of the ordinance codified in this title shall remain a valid use of the property notwithstanding a change to a more restrictive zoning classification by the passage of the ordinance codified in this title.

B. All property located within a limited zoned district prior to the passage of the ordinance codified in this title shall be allowed those additional uses permitted within the new zoning classification of said property under the terms of the ordinance codified in this title.

C. All limitations and conditions imposed upon properties located in a limited zoned district prior to the passage of the ordinance codified in this title, not relating to the type of uses, shall remain in effect notwithstanding a change in the underlying zoning classification by the passage of the ordinance codified in this title. (Ord. 1539 §27, 2019).

16.03.050 Permitted intrusions into required yards.

A. Cornices, eaves and other similar architectural features may project from the foundation wall into any minimum yard setback requirement a maximum distance of two and one-half feet.

B. Open, unwallled and uncovered steps and ramps, not more than four feet in height, may extend into the required front or rear yard setback requirement not more than five feet.

C. Decks and patio covers may be permitted to encroach into all residential district rear yard setbacks, provided a minimum setback of five feet is retained, and provided such deck be not more than thirty inches above existing natural grade measured at deck floor from the highest point, and provided that such patio cover is not enclosed in any manner. A building permit is required.

D. LID facilities are allowed within front, side, and rear yard setbacks.

E. Awnings and marquees may be allowed within required front yards and over sidewalks or public right-of-way in commercial and industrial zones if all the following requirements are satisfied:

1. The director of the department of community and economic development and the director of the department of public works or their designees determine that placement of the awning or marquee within the setback areas or over the public sidewalk does not impede vehicular or pedestrian traffic flow or create any other type of hazard to the public.

2. The awning or marquee is specifically designed to benefit pedestrians by the providing of shelter and creating a friendlier pedestrian environment.

3. That development of an awning or marquee within the setback area or over public sidewalk is consistent with goals of the Comprehensive Development Plan, the standards of the specific zone in which it is proposed to be located and consistent with the character of the surrounding neighborhood.

4. The city's building codes and fire codes are satisfied for the structure and location. (Ord. 1539 §28, 2019; Ord. 1496 §33, 2016; Ord. 1208 §60, 2003; Ord. 1024 §14, 1995; Ord. 917 §1, 1991; Ord. 817 §1, 1987; Ord. 757, 1985; Ord. 691 §2, 1984).

16.03.055 Minimum density requirements.

In all residential zones minimum densities are required. This requirement takes effect when property is divided or developed with multifamily units and requires that plats, short plats, and multifamily units have a density within the range specified in the zone. However, this minimum density provision is not intended to prohibit the construction of a single-family structure on an existing vacant lot. If a lot legally exists, a single-family unit can be built on it whether or not the lot will conform to density requirements; provided, that the unit is located such that it does not preclude future development at the prescribed density. (Ord. 1539 §29, 2019; Ord. 1024 §15, 1995).

16.03.060 Manufactured Housing.

Based upon state law a manufactured home will be considered as any other single family residence for the purposes of zoning considering allowed uses and required standards. From the standpoint of the city zoning code a manufactured home shall be permitted to be placed anywhere a site built home is permitted. This provision does not limit whatever protective covenants may apply to properties that may legally prohibit or limit placing of different types of housing. Manufactured housing must meet the same standards and design requirements as any other single family residence within the same zone. Manufactured housing shall also meet any other requirements specified with the Lacey Municipal Code as permitted and allowed by state law. (Ord. 1243 §10, 2005).

16.03.065 Residential swimming pools.

All residential swimming pools, both above and in-ground, shall be located outside of required front yard setbacks and be set back at least five feet from rear and side property lines. Residential swimming pools shall comply with the International Residential Code including structural and barrier requirements. (Ord. 1480 §9, 2015).

16.03.070 Fencing standards.

A. Maximum Height.

1. *Front Yards.* The maximum height of free-standing walls, fences, or hedges placed in the front yard of residential buildings shall be three feet unless a taller masonry wall is required, per the responsible official, to mitigate significant noise impacts.

2. *Side or Rear Yard.* The maximum height of free-standing walls, fences, or hedges placed in the side or rear yard of residential buildings shall be seven feet unless a taller masonry wall is required, per the responsible official, to mitigate significant noise impacts.

3. *Transparent Fencing.* The maximum height of any decorative wall or fence which allows visibility, such as wrought iron or split rail fences, shall be eight feet.

B. *Chain Link Fencing.*

1. All chain link fences shall be set back at least three feet from the back of the sidewalk to allow for landscaping elements to screen the fence.

2. Temporary construction fences are exempt from the above requirements.

C. *Prohibited Material.* Electrified and other dangerous fences are prohibited. Barbed and razor wire is prohibited in all zones except for light industrial or light industrial/commercial zones where the barbed and razor wire shall be placed on security fences at a minimum height of six feet from the ground. No portion of any barbed or razor wire located on a security fence shall extend into the right-of-way. (Ord. 1539 §30, 2019; Ord. 1480 §10, 2015).

16.03.080 Reasonable accommodation.

A. *Purpose and Intent.* The Federal Fair Housing Act (FFHA) requires that reasonable accommodations be made in rules, policies, practices, or services, when such accommodations may be necessary to afford persons with disabilities equal opportunity to use and enjoy a dwelling in conformance with the Federal Fair Housing Act and the Washington Housing Policy Act.

B. *Applicability.*

1. A request for reasonable accommodation may be made by any person with a disability, the person's representative, or any entity, when the application of a zoning law or other land use regulation, policy or practice acts as a barrier to fair housing opportunities.

2. A request for reasonable accommodation may include a modification or exception to the rules, standards and practices for siting, development and use of housing or housing-related facilities that would eliminate regulatory barriers and provide a person with a disability equal opportunity to housing of his or her choice.

C. *Application Requirement.*

1. A request for reasonable accommodation shall be submitted on an application form provided by the community and economic development department and shall contain the following information:

- a. The applicant's name, address, telephone number, and email address;
- b. Address of the property for which the request is being made;
- c. The current use of the property;
- d. The basis for the claim that the individual is considered under the Acts;
- e. The code provision, regulation, or policy from which reasonable accommodation is being requested;

f. What specific accommodation is requested and why the accommodation is necessary to make the specific property accessible to the individual.

D. Review Authority.

1. If no approval is sought other than the request for reasonable accommodation, the request shall be reviewed by the community and economic development director or designee as outlined in provisions in [11.04.030 LMC1-C.030, Limited Administrative Review of Application, contained in the City of Lacey Development Guidelines and Public Works Standards](#).

2. If a request for reasonable accommodation is submitted for review with a land use application requiring a higher level of review, the review authority making the final land use decision shall concurrently review and make a decision on the request.

E. Review Findings.

1. The written decision to grant, grant with modifications or deny a request for reasonable accommodation shall be based on the following findings:

- a. The housing, which is the subject of the request, will be used by a disabled individual;
 - b. The accommodation requested is necessary to make specific housing available to a disabled individual;
 - c. Potential impact on surrounding uses;
 - d. Physical attributes of the property and structures;
 - e. Alternative accommodations which may provide an equivalent level of benefit;
 - f. The requested accommodation would not require a fundamental alteration in the nature of a city policy or law, including but not limited to the Lacey Comprehensive Plan and zoning;
 - g. The requested accommodation would not impose an undue financial or administrative burden on the city.
2. In granting a request for reasonable accommodation, the reviewing authority may impose conditions of approval deemed reasonable and necessary to ensure that the accommodation complies with the findings.

F. Appeal of Determination. A determination by the reviewing authority to grant, grant with modifications or deny a request for reasonable accommodation may be appealed pursuant to [Chapter 11.05 LMC1-D.010, Appeals, contained in the City of Lacey Development Guidelines and Public Works Standards](#). (Ord. 1539 §31, 2019).

Chapter 16.06 DEFINITIONS

16.06.010 Intent.

It is the intent of this chapter to:

- A. Promote consistency and precision in the interpretation of this title;
- B. Define (and illustrate, where necessary) certain words, terms and phrases in the interest of reducing to a minimum the misunderstanding which may occur in the absence of such definition. (Ord. 583 §2.09(A), 1980).

16.06.020 Use and interpretation generally.

Words, terms and phrases contained within this chapter, and their interpretation, are generally based upon common custom and meanings set forth in broadly recognized dictionaries. Due to the unique nature of planning terminology, however, the enforcing officer and/or site plan review committee shall refer to the most recent edition of "The Illustrated Book of Development Definitions" when drafting and interpreting definitions in this chapter and subsequent chapters of this title. (Ord. 871 §2 (part), 1989).

16.06.030 Interpretation in case of conflicting definitions.

In addition to the words and terms defined in this chapter, several sections of this title contain definitions specifically related to those sections. In the event of conflict between definitions in this list and those shown in other sections of this title, the definition in the other section shall govern within the context of the section within which it appears. (Ord. 583 §2.09(C) (part), 1980).

16.06.4xx - Live/work unit

Consistent with the most recently adopted International Building Code; limited to an area not greater than 3,000 square feet; with nonresidential portions not to exceed 50 percent of each live/work unit and limited to primary street level floor of each unit; with not more than three nonresidential workers or employees allowed to occupy the nonresidential area at any one time; with commercial uses being limited to those permitted within the underlying zoning. Residential portions of live/work units shall not count towards commercial area or coverage minimums where minimum commercial coverage requirements have been established within underlying zoning standards.

Chapter 16.09 ZONING DISTRICTS AND BOUNDARIES

16.09.010 ~~Land use or z~~oning districts established.

To carry out the purpose of this title, the city is divided into the following zoning districts: ~~Agricultural~~, McAllister Springs Geologically Sensitive Area Residential District, Low-Density Residential, Lacey Historical Neighborhood, Moderate-Density Residential, High-Density Residential, ~~Mixed-Use Moderate Density Corridor~~, Mixed Use High Density Corridor, Hawks Prairie District, ~~Village Center~~, Neighborhood Commercial, ~~Community Commercial~~, General Commercial, ~~Central-Transitional~~ Business Districts ~~4-7~~, ~~Depot Business District~~, ~~Martin Business District~~, Saint Martin's University, Woodland District, Community Office, Light Industrial/Commercial, Light Industrial, ~~Industrial~~, ~~Mineral Extraction~~, Open Space/Institutional, Cemetery, Environmentally Sensitive Areas (overlay), Limited Zone (overlay), Planned Industrial Park Development (overlay). (Ord. 1612 §6, 2022; Ord. 1493 §8, 2016; Ord. 1355 §1, 2010; Ord. 1220 §3, 2004; Ord. 1080 §5, 1998; Ord. 1024 §22, 1995; Ord. 758 §1 (part), 1985; Ord. 583 §2.01(D)(1), 1980).

16.09.015 Future land use designations established.

To carry out the purpose of this title, the city is divided into the following future land use designations: Residential, Commercial, Transitional Mixed Use, Light Industrial, Commercial Mixed Use, and Open Space. The location and intent of these districts is identified within the latest Future Land Use Map as adopted through the Comprehensive Plan.

- A. Future land use boundaries, unless otherwise indicated by natural land forms, are intended to follow lot lines or the centerline of streets and alleys as shown on the Future Land Use Map. Where the lot line location or street layout on the ground varies from that shown on the map, the designations shown on the map shall be applied to carry out the intent and purpose of the Comprehensive Plan.
- B. The Future Land Use Map shows land uses for the entire Lacey Urban Growth Area. This area includes both incorporated and unincorporated areas. The City of Lacey in adopting the Comprehensive Plan, adopts that portion inside the city as its Future Land Use. The areas outside the city in unincorporated county are adopted as extraterritorial land uses for the purpose of future annexation.
- C. When uncertainty exists as to the boundaries as shown on the map, the enforcing officer shall interpret the boundaries. Such determinations are appealable in accordance with Chapter 11.05 LMC.

A Zoning District Rubric has been developed as a guide to generally show which zoning districts can be found in each of the Future Land Use designations. In some instances, different areas of the same zoning may be aligned with different land use designations to better reflect current and future land use conditions.

Zoning District Rubric:

Residential:

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- Low Density Residential District
- Moderate Density Residential District
- McAllister Geologically Sensitive Area
- High Density Residential District
- Lacey Historic Neighborhood

Transitional Mixed Use:

- Neighborhood Commercial
- Transitional Business District

Commercial Mixed Use:

- Mixed-Use High-Density Corridor
- Woodland District
- Depot Business District
- Martin Business District
- Hawks Prairie Business District

Commercial:

- Community Office District
- General Commercial

Light Industrial:

- Light Industrial Commercial District
- Light Industrial District

Open Space Institutional:

- Saint Martin's University
- Open Space Institutional
- Cemetery

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16.09.020 Zoning map.

A. The districts are bounded as shown on a map entitled Zoning Map for the Lacey Urban Growth Area, identified by the approving signatures of the mayor and city clerk, and adopted by reference and declared to be a part of this title and shall be located on file in the office of the city clerk.

B. Zoning district boundaries, unless otherwise indicated by natural land forms, are intended to follow lot lines or the centerline of streets and alleys as shown on the zoning map. Where the lot line location or street layout on the ground varies from that shown on the zoning map, the designations shown on the map shall be applied to carry out the intent and purpose of this title.

C. The zoning map shows zoning for the entire Lacey Urban Growth Area. This area includes both incorporated and unincorporated land. The City of Lacey in adopting this zoning map adopts that portion

inside the city as its city zoning. The zoning for the area outside the city in unincorporated county is adopted as extraterritorial zoning for the purpose of future annexation.

The County, in adopting this map, adopts that portion that is unincorporated as its zoning for the Lacey Urban Growth Area.

D. If changes are made on the zoning map, such changes shall be entered on the zoning map after such changes are approved by the Lacey city council if inside the city of Lacey or after approved through a joint planning process by both the Lacey city council and the board of county commissioners if the change is outside the city of Lacey. No amendment shall become effective until such change has been entered upon the zoning map. (Ord. 1539 §56, 2019; Ord. 1190 §2, 2002; Ord. 1165 §2, 2001; Ord. 1152 §5, 2001; Ord. 1123 §3, 2000; Ord. 1098 §6, 1999; Ord. 1080 §6, 1998; Ord. 1024 §22, 1995; Ord. 989 §§3 and 4, 1994; Ord. 583 §2.01(D)(2), 1980).

16.09.030 Limited zone district (L).

Wherever a particular zone district has the suffix (L) added thereto, that zone district classification creates a use district with special conditions and standards pertaining to the uses in that “limited” zone district. The special conditions and standards of the (L) district are to be invoked only after study and review of an official rezone request. (Ord. 583 §2.01(D)(3), 1980).

16.09.040 Interpretation of zoning district boundaries.

When uncertainty exists as to the boundaries as shown on the zoning map, the enforcing officer shall interpret the boundaries. Such determinations are appealable [in accordance with Chapter 11.05 LMC with Section 1D, Appeals, of the City of Lacey Development Guidelines and Public Works Standards](#). (Ord. 1539 §57, 2019; Ord. 583 §2.01(D)(4), 1980).

16.09.050 Interpretation of uses.

The several zoning districts permit certain specific uses and similar or related uses. The determination of similarity or relatedness to the specific uses shall be made by the enforcing officer in writing. If the enforcing officer is unable to make such interpretation, or if they find that a proposed use is not sufficiently similar or related to the specific uses permitted in a given district, the enforcing officer or the applicant may request that the site plan review committee make such interpretation.

Such determinations are appealable in accordance with [Chapter 11.05 LMC Section 1D, Appeals, of the City of Lacey Development Guidelines and Public Works Standards](#). (Ord. 1539 §58, 2019; Ord. 1380 §1, 2012; Ord. 583 §2.01(D)(5), 1980).

16.09.060 Interpretation of special focus points and corridors, key multimodal corridor, pedestrian wildlife corridors, key multimodal intersections, connections to regional trail system and viewpoint designations.

The Comprehensive Plan map and zoning map designate certain focus areas and corridors for specific emphasis. The intent of these designations is expressed in the Comprehensive Plan and is expected to be carried out in land use decisions. Zoning map designations of these focus areas and corridors is intended

to emphasize the intent without inhibiting the opportunity for the city to work with individual developers and landowners in locating such focus points or corridors at the most advantageous and practical locations. Because exact locations can often only be determined as individual properties are developed, flexibility will be allowed for the city to interpret the intent to serve described functions of the focus points and corridors and determine the exact location when land use decisions are made on a site-by-site basis. (Ord. 1024 §23, 1995).

Chapter 16.10 MCALLISTER SPRINGS GEOLOGICALLY SENSITIVE AREA RESIDENTIAL DISTRICT¹

16.10.010 Intent.

It is the intent of this chapter to:

- A. Protect the McAllister Springs Geologically Sensitive Area by provision of sewer and application of strong water quality standards for residential uses.
- B. Provide density opportunities that will make provision of sewer economically attractive and accelerate installation of sewer to this area.
- C. Enhance residential quality of the city by providing a high standard of development for single family residential development at urban densities. (Ord. 1024 §24, 1995).

16.10.020 Permitted uses.

A. Specific types permitted in the low density residential district:

- 1. Single-family structures on individual lots;
- 2. Planned residential developments as provided in Chapter [16.60](#) LMC;
- 3. Townhouse developments as provided in Chapter [16.61](#) LMC;
- 4. Condominiums provided the design requirements of Chapter [14.23](#) LMC are met;
- 5. A limited percentage (up to five percent of total lots) of two and three family units provided design requirements of Chapter [14.23](#) LMC are satisfied;
- 6. Housing for people with functional disabilities.

B. Other or related uses permitted:

- 1. Accessory buildings or structures clearly incidental to the residential use of the lot, such as buildings or structures for storage of personal property (including boats, recreational vehicles, etc.), or for the pursuit of vocational interests; or structures designed for and related to recreational needs of the residents of a residential complex;
- 2. Accessory Dwelling as defined in LMC [16.06.055](#);
- 3. Conditional uses as provided in Chapter ~~11.0916.66~~ [16.66](#) LMC, subject to conditional use review;
- 4. The keeping of common household animals or pets, provided that their keeping does not constitute a nuisance or hazard to the peace, health and welfare of the community in general and neighbors in particular;
- 5. Family day care homes as provided in Chapter [16.65](#) LMC;
- 6. Home occupations, provided Health Department approves the use;

7. Agricultural uses as provided for and limited under Chapter [16.21](#) LMC. (Ord. 1380 §1, 2012; Ord. 1368 §13, 2011; Ord. 1024 §24, 1995).

16.10.030 Prohibited uses.

Uses other than those identified or described in LMC [16.10.020](#) are prohibited. (Ord. 1024 §24, 1995).

16.10.035 Density.

When sewer is provided, density may range from not less than three to no more than six units per acre. When sewer is not provided, a density of no greater than one unit per five acres is allowed. (Ord. 1024 §24, 1995).

16.10.040 Environmental performance standards.

- A. Permitted uses shall create no noise, emissions, odors or other nuisances which are demonstrably disruptive or disturbing to other residences in the area, or which are of a quality or quantity not normally associated with residential use.
- B. Accessory buildings shall be complementary to the basic architectural character of the main building on the lot, or appropriate to the accessory use.
- C. Conditional uses shall comply with the development standards described for such uses in Chapter [11.0916.66](#) LMC.
- D. All uses shall comply with the applicable environmental performance standards of Chapter [16.57](#) LMC.
- E. All subdivisions and short subdivisions shall be required to have protective covenants adopted as a condition of approval that inform future residents of proper water quality safeguards for the aquifer sensitive area considering such issues as pesticide and herbicide use, handling and disposal of petroleum wastes, etc. The covenants shall be approved by the Thurston County Environmental Health Department. (Ord. 1380 §1, 2012; Ord. 1368 §14, 2011; Ord. 1024 §24, 1995).

16.10.050 Lot area.

A. The size and shape of single family detached lots shall be as follows, provided they adhere to the density requirements and are located on sewer:

1. Minimum lot area, four thousand five hundred square feet where alleys are utilized; five thousand square feet where alleys are not provided;
2. Minimum lot width, forty feet where alleys are utilized, fifty feet where alleys are not provided;
3. Minimum front yard:

Ten feet with a ten foot planter strip between the street and sidewalk when alleys are provided for rear lot access. Twenty feet with a standard planter strip when alleys are not provided for rear lot access.

On front yard flanking streets, ten feet;

4. Minimum side yards:

Minimum on one side, five feet,

Minimum total both sides, ten feet provided a zero lot line concept may be approved if the following standards are met:

- a. The site is part of a subdivision or PRD where a zero lot line concept has been approved and the site has, as part of the approval process, undergone design review;
- b. The site utilizes alleys with the majority of units using alleys for access;
- c. Reserved.

5. Minimum rear yard, fifteen feet provided garages may be within three feet of the rear yard line or easement when adjacent to an alley.

B. Lots intended for attached single family development or condominiums shall be served by sewer and reviewed and approved through a subdivision, townhouse, or PRD process where the concept is identified and reviewed and approved subject to design requirements of Chapter [14.23](#) LMC.

C. Other lot standards for all uses on sewer:

1. Maximum building area coverage, sixty percent;
2. Maximum developmental coverage, seventy five percent;
3. Maximum height:

Main building and accessory dwelling, thirty-five feet,

Accessory building, sixteen feet;

4. *Accessory buildings.* All accessory buildings must comply with the building setbacks as stated in this chapter; provided, however, if the accessory building is less than two hundred square feet, the following setbacks are permitted:

Front yard, same as required for main structures,

Side yard: five feet,

Rear yard, three feet.

D. The size and shape and restrictions for lots not on sewer shall be as follows:

1. The lots shall be clustered and located in a configuration that will provide the opportunity for future redivision and for easier servicing of sewer once sewer is provided to the site;
2. Maximum lot area shall be the minimum amount of land required for an included lot with septic tank drainfield system provided one reserve lot (a parcel reserved for future subdivision when sewer is available) is allowed with no maximum size restriction;

3. Minimum lot area five thousand square feet;
4. Maximum density is one unit per five acres;
5. The size of lots may require a community drainfield. The community system must meet all Thurston County Health Department requirements and should be designed and installed in a way to provide the opportunity for easier conversion in the event sewer becomes available to the site at a later date;
6. Subdivisions and short subdivisions shall be approved with a condition stated both on the face of the plat or short plat and in protective covenants that once sewer becomes available to any exterior boundary of the plat or short plat sewer shall be required to be installed to serve all lots at lot owners' cost. This condition may be accomplished by waiver of LID protest performed in conjunction with final plat approval, lot sales, or issuance of building permits, whichever the city determines is most effective. (Ord. 1220 §4, 2004; Ord. 1179 §1, 2002; Ord. 1024 §24, 1995).

16.10.060 Off-street parking.

Off-street parking shall be provided in accordance with Chapter [16.72](#) LMC. (Ord. 1024 §24, 1995).

16.10.070 Landscaping.

All requirements of Chapter [16.80](#) LMC shall be satisfied. (Ord. 1496 §43, 2016; Ord. 1380 §1, 2012; Ord. 1024 §24, 1995).

16.10.080 Stormwater runoff.

Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to the city's review and approval, and shall, moreover, comply with Chapter [15.22](#) LMC pertaining to community facilities. Stormwater generated on site shall not cause pollution to any surface or ground waters, or violate local, state, or federal standards governing the quality of such waters. Particular care in design and maintenance shall be given to proper treatment of water prior to absorption into ground water to prevent any contamination of McAllister Springs Geologically Sensitive Area groundwater resources. (Ord. 1496 §44, 2016; Ord. 1380 §1, 2012; Ord. 1024 §24, 1995).

1 Chapter [16.10](#) was repealed and replaced by Ordinance [1024](#), 1995.

Chapter 16.13 LOW-DENSITY RESIDENTIAL DISTRICT

16.13.010 Intent.

It is the intent of this chapter to:

- A. Enhance the residential quality of the city by providing a high standard of development for residential;
- B. Allow a broad range of housing options;
- C. Guide residential development to those areas where:
 - 1. Public sewers are in place prior to residential building construction, or
 - 2. Sewers can be extended, or
 - 3. New technology in the processing of domestic sewerage makes residential development in unsewered areas environmentally acceptable;
- D. Guide development of residential areas in such manner as to encourage and plan for the availability of public services and community facilities such as utilities, police and fire protection, streets, schools, parks and recreation;
- E. Guide development in such a manner as to provide protection between noncompatible uses. (Ord. 1612 §2, 2022; Ord. 1024 §28, 1995; Ord. 769 §1 (part), 1986).

16.13.020 Permitted uses.

- A. Specific types permitted in the low density residential district:
 - 1. Single-family detached structures on individual lots with a density of not more than six units per acre. Single-family detached structures are subject to the design criteria established in LMC [14.23.072](#);
 - 2. Cottage housing developments as provided in Chapter [16.62](#) LMC and subject to the design criteria in LMC [14.23.072](#);
 - 3. Planned residential developments as provided in Chapter ~~11.1016.60~~ LMC;
 - 4. Townhouse developments as provided in Chapter [16.61](#) LMC;
 - 5. Duplexes and triplexes on individual lots, provided design requirements of LMC [14.23.073](#) are satisfied;
 - 6. Housing for people with functional disabilities.
- B. Other or related uses permitted:
 - 1. Accessory buildings or structures clearly incidental to the residential use of the lot, such as buildings or structures for storage of personal property (including boats, recreational vehicles, etc.), or for the pursuit of avocational interests; or structures designed for and related to recreational needs of the

residents of a residential complex. All such buildings or structures over sixteen feet in height shall comply with the design requirements of LMC [14.23.071](#);

2. Urban agricultural uses as permitted and limited under Chapter [16.21](#) LMC;
3. Home occupations as provided in Chapter [16.69](#) LMC;
4. Accessory dwelling as defined in LMC [16.06.055](#);
5. Conditional uses as provided in Chapter ~~11.0916.66~~ LMC;
6. The keeping of common household animals or pets; provided, that their keeping does not constitute a nuisance or hazard to the peace, health and welfare of the community in general and neighbors in particular;
7. Family day care homes as provided in Chapter [16.65](#) LMC. (Ord. 1612 §3, 2022; Ord. 1368 §17, 2011; Ord. 1310 §23, 2008; Ord. 1192 §133, 2002; Ord. 1137 §3, 2000; Ord. 1044 §7, 1996; Ord. 1024 §28, 1995; Ord. 931 §6, 1992; Ord. 927 §5, 1992; Ord. 769 §1 (part), 1986).

16.13.030 Prohibited uses.

- A. Kennels are prohibited.
- B. Uses other than those identified or described in LMC [16.13.020](#) are prohibited. (Ord. 1024 §28, 1995; Ord. 769 §1 (part), 1986).

16.13.035 Densities and infill.

Densities shall not exceed six units per acre; provided, that duplexes or triplexes either created by remodeling an existing single-family dwelling or constructed on an existing vacant lot of record are not subject to the maximum density limits. Every detached single-family dwelling, with the exception of an accessory dwelling meeting the requirements of LMC [16.06.055](#) and every duplex or triplex, shall be located on its own lot. Creation of said lot shall meet all requirements of LMC Title [15](#), the Lacey subdivision and short subdivision code. (Ord. 1612 §4, 2022; Ord. 1310 §24, 2008; Ord. 1218 §11, 2004; Ord. 1044 §8, 1996; Ord. 1024 §29, 1995; Ord. 1024 §1, 1995).

16.13.040 Environmental performance standards.

- A. Permitted uses shall create no noise, emissions, odors or other nuisances which are demonstrably disruptive or disturbing to other residences in the area, or which are of a quality or quantity not normally associated with residential use.
- B. Accessory buildings shall be complementary to the basic architectural character of the main building on the lot, or appropriate to the accessory use.
- C. Conditional uses shall comply with the development standards described for such uses in Chapter ~~11.0916.66~~ LMC.

D. All uses shall comply with the applicable environmental performance standards of Chapter [16.57](#) LMC. (Ord. 1368 §18, 2011; Ord. 1192 §134, 2002; Ord. 769 §1 (part), 1986).

16.13.050 Lot area.

A. The size and shape of lots shall be as follows, provided they adhere to the density requirements:

1. Minimum lot area, four thousand five hundred square feet where alleys are utilized; five thousand square feet where alleys are not provided.

2. Minimum lot width, forty feet where alleys are utilized, fifty feet where alleys are not provided. In the case of infill lots, the street frontage shall also be forty feet when alleys are utilized and fifty feet if alleys are not utilized.

3. Minimum front yard:

Sixteen feet.

In addition, setbacks are encouraged to be staggered as provided in LMC [15.12.080\(F\)](#) for the purpose of modulating the streetscape and providing more convenient opportunities for offsetting windows for privacy of individual homes and other desired design outcomes.

Garages facing the street, twenty feet.

On front yard flanking streets, ten feet.

Unenclosed porches may project up to six feet into the front yard, provided the porches are at least forty-eight square feet in area with no dimension less than six feet.

4. Minimum side yards:

Minimum on one side, five feet.

Minimum total both sides, ten feet.

5. Alternative lot configurations may be approved provided they comply with all of the following:

a. Other applicable standards in this chapter.

b. Design criteria in LMC [14.23.072](#), particularly LMC [14.23.072\(L\)](#).

c. The design results in a superior land division layout considering its functionality and character with particular consideration given to privacy for individual lots, pedestrian access and convenience, and the design of public and/or private open space opportunities and natural features.

6. Minimum rear yard, fifteen feet, provided garages may be within three feet of the rear yard line, alley easement or paved surface when adjacent to an alley.

B. Lots intended for attached single-family development shall be reviewed and approved through a subdivision, townhouse, or PRD process where the concept is identified and the project is reviewed and approved subject to design requirements of LMC [14.23.080](#).

C. Development of lots not on sewer. Areas without sewer must be developed in a manner that maintains long-term potential to achieve minimum required densities and efficient provision of sewer once sewer becomes available. Areas developing without sewer must meet the following requirements:

1. The health department must review and approve plans for alternative sewage disposal.
2. Lots must be clustered in a configuration that results in urban size lots with one large reserve lot for future development.
3. Clustered lots must be between five thousand and ten thousand eight hundred ninety square feet.
4. Excluding the reserve parcel, clustered lots must meet density requirements of LMC [16.13.035](#).
5. Subdivisions and short subdivisions must have a statement on the face of the plat or short plat that when sewer becomes available to the area clustered lots shall hook up to sewer at each lot owner's expense. Such requirement shall also be provided for in protective covenants.

D. Other lot standards:

1. Minimum usable open space:

Where alleys are utilized, lots shall provide a contiguous open space equivalent to ten percent of the lot size. Specific open space requirements:

Shall feature minimum dimensions of fifteen feet on all sides, provided one side may be reduced to ten feet by the site plan review committee if it determines the space is designed with features that make it more inviting, private and usable. Design for reduction of the minimum dimension must include at least two of the following techniques:

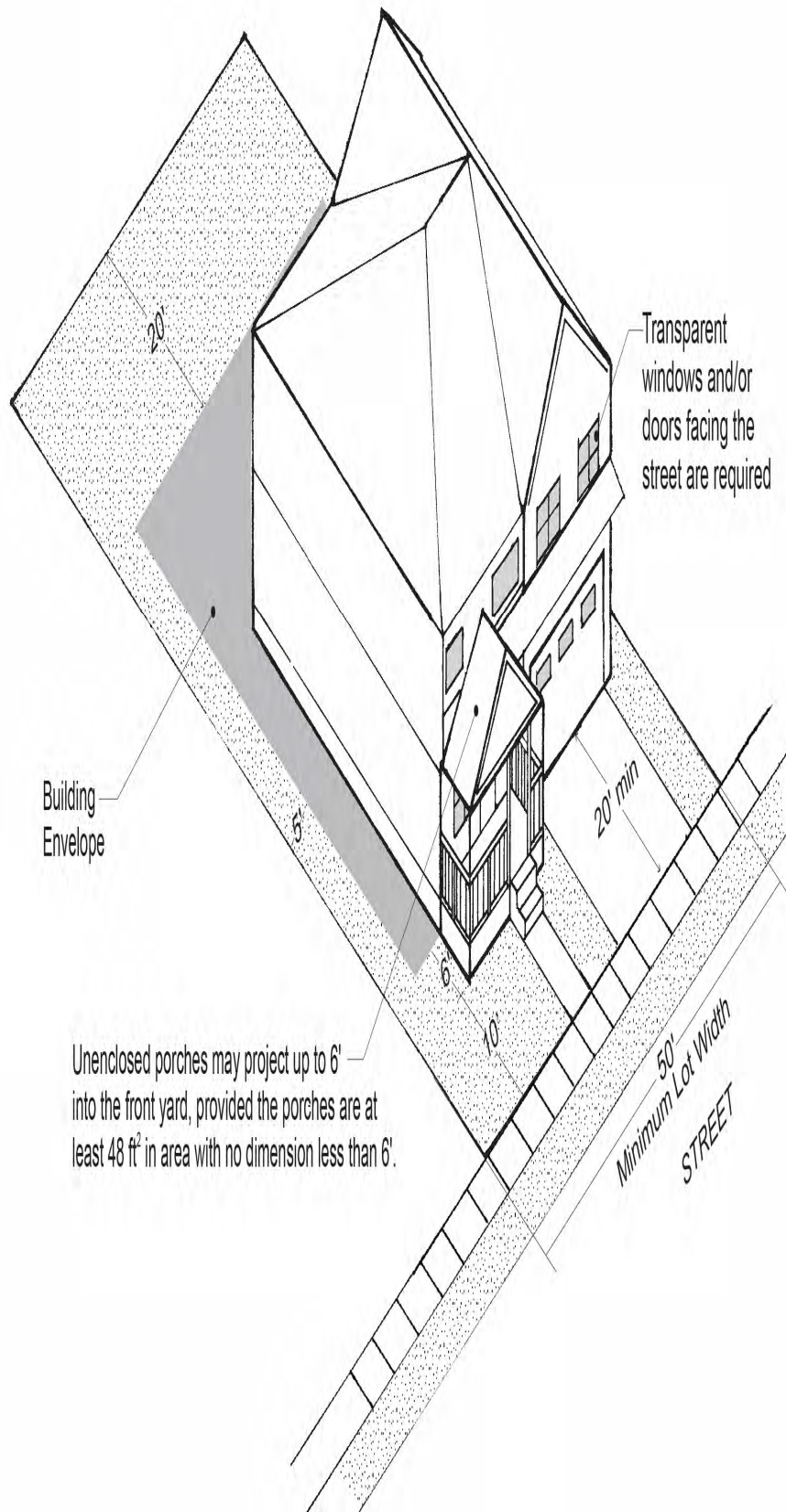
- a. A pergola or other architectural feature with landscaping;
- b. An improved patio area with features for associated use such as sitting or barbeque;
- c. Other design features and improvements that add to the usability, privacy and desirability of the private space.

As an example, a forty-five-hundred-square-foot lot would require a contiguous open space of at least four hundred fifty square feet, or approximately fifteen feet by thirty feet in area for a standard dimension, or ten feet by forty-five feet if the dimension is reduced and design features added.

Such open space shall not be located within the front yard.

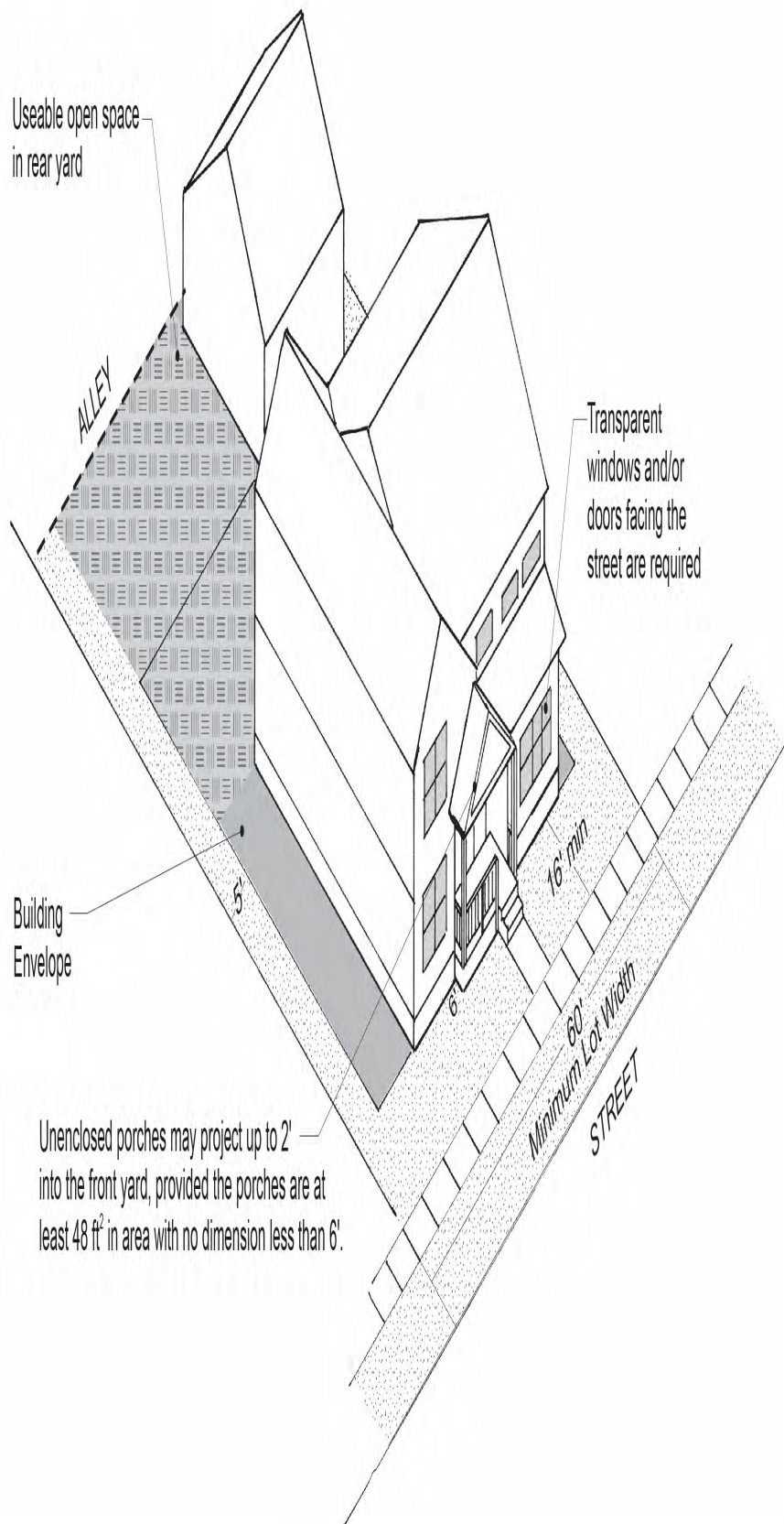
For duplexes and triplexes, each dwelling unit must have direct access to its own usable open space. (See [Tables 16T-75 and 16T-76](#).)

Table 16T-75



Minimum standards for front-loaded lots in the Low Density Residential District.

Table 16T-76



Minimum standards for alley-loaded lots in the Low Density Residential District.

2. Maximum building area coverage, fifty percent.

3. Maximum development coverage, sixty-five percent. Side and rear yard patios are exempt from development coverage restrictions provided the paving material used is considered a pervious pavement by the city of Lacey's public works department.

4. Maximum height:

Main building and accessory dwelling, twenty-five feet; thirty-five feet where the roof pitch is at least four feet vertical to twelve feet horizontal.

Townhouses, thirty feet; thirty-five feet where the roof pitch is at least four feet vertical to twelve feet horizontal.

Accessory building, shall be limited to the height of the primary building, provided structures over sixteen feet in height shall require design review. Design shall demonstrate a compatibility with the primary structure and shall not dominate the site visually.

An additional two feet in height is permitted for structures with green roofs occupying at least fifty percent of the area of the roof.

5. *Accessory buildings.* Accessory buildings shall comply with the current building setbacks as stated in this chapter; provided, however, if the accessory building is less than two hundred square feet, the following setbacks are permitted:

Front yard, sixteen feet.

Side yard, five feet.

Rear yard, three feet.

6. Accessory dwelling units: All attached accessory dwelling units shall comply with the setback requirements contained in this chapter; provided, however, minimum setbacks for single-story detached accessory dwelling units shall be as follows:

Front yard, sixteen feet.

Side yard, five feet.

Rear yard, five feet.

Front yard flanking streets, ten feet.

If the detached accessory dwelling unit is more than a single story, minimum setbacks shall be as follows:

Front yard, sixteen feet.

Side yard, ten feet.

Rear yard, ten feet.

Front yard flanking streets, ten feet. (Ord. 1612 §5, 2022; Ord. 1568 §2, 2020; Ord. 1480 §§13, 28, 29 (part), 2015; Ord. 1427 §5, 2013; Ord. 1310 §26, 2008).

16.13.060 Off-street parking.

Off-street parking shall be provided in accordance with Chapter [16.72](#) LMC. (Ord. 769 §1 (part), 1986).

16.13.070 Landscaping.

All requirements of Chapter [16.80](#) LMC shall be satisfied. (Ord. 1496 §47, 2016; Ord. 1310 §27, 2008; Ord. 769 §1 (part), 1986).

16.13.080 Stormwater runoff.

Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to the city's review and approval, and shall, moreover, comply with Chapter [15.22](#) LMC pertaining to community facilities. Stormwater generated on site shall not cause pollution to any surface or ground waters, or violate local, state, or federal standards governing the quality of such waters. (Ord. 1496 §48, 2016; Ord. 1380 §1, 2012; Ord. 769 §1 (part), 1986).

Chapter 16.14 LACEY HISTORICAL NEIGHBORHOOD

16.14.010 Intent.

The intent of this chapter is to provide for single family residential uses in close proximity to the Central Business District and protection and preservation of structures and properties possessing historical significance. (Ord. 1080 §8, 1998).

16.14.020 Permitted uses.

A. Single-family detached structures on individual lots meeting design requirements of LMC [14.23.074](#).

B. *Other Related Uses Permitted.*

1. Accessory buildings or structures clearly incidental to the residential use of the lot such as storage of personal property or for the pursuit of avocation interests. All such buildings or structures over sixteen feet in height shall comply with the design requirements of LMC [14.23.071](#);

2. Housing for people with functional disabilities;

3. Urban agricultural uses as provided for and limited under Chapter [16.21](#) LMC;

4. Home occupation as provided in Chapter [16.69](#) LMC;

5. Accessory dwelling as defined in LMC [16.06.055](#) and meeting design criteria of LMC [14.23.071](#);

6. Conditional uses as provided in Chapter ~~11.09~~[16.66](#) LMC, subject to design review;

7. The keeping of common household animals or pets is permitted; provided, that their keeping does not constitute a nuisance or hazard to the peace, health and welfare of the community in general and neighbors in particular;

8. Family day care homes as provided in Chapter [16.65](#) LMC. (Ord. 1539 §59, 2019; Ord. 1368 §19, 2011; Ord. 1192 §135, 2002; Ord. 1137 §4, 2000; Ord. 1080 §8, 1998).

16.14.030 Prohibited uses.

A. Kennels are prohibited.

B. Uses other than those identified or described in LMC [16.14.020](#) are prohibited. (Ord. 1080 §8, 1998).

16.14.040 Environmental performance standards.

A. Permitted uses shall create no noise, emissions, odors or other nuisances which are demonstrably disruptive or disturbing to other residences in the area, or which are of quality or quantity not normally associated with residential use.

B. The construction of accessory buildings shall be required in such a manner as to make them complementary to the basic architectural character of the main building on the lot, appropriate to the accessory use, and consistent with historical character of the zone.

D. Conditional uses shall comply with the development standards described for such uses in Chapter [11.0916.66](#) LMC.

E. All uses shall comply with the applicable environmental performance standards of Chapter [16.57](#) LMC. (Ord. 1368 §20, 2011; Ord. 1192 §136, 2002; Ord. 1080 §8, 1998).

16.14.050 Lot area.

The size and shape of lots shall be as follows, provided they adhere to a density requirement of 2.5 units per acre:

- A. Minimum lot area, seventeen thousand four hundred twenty four square feet;
- B. Minimum lot width, fifty feet;
- C. Minimum front yard, fifteen feet;
- D. Minimum side yard, five feet on each side;
- E. Minimum rear yard, fifteen feet for main house; five feet for accessory dwelling unit and accessory structures;
- F. Maximum building coverage, fifty percent;
- G. Maximum development coverage, sixty five percent;
- H. Maximum height of buildings:
 - 1. Main building and accessory dwelling, thirty five feet;
 - 2. Accessory building, sixteen feet. (Ord. 1220 §7, 2004; Ord. 1080 §8, 1998).

16.14.060 Off-street parking.

Off-street parking shall be provided in accordance with Chapter [16.72](#) LMC. (Ord. 1080 §8, 1998).

16.14.070 Landscaping.

All requirements of Chapter [16.80](#) LMC shall be satisfied. (Ord. 1496 §49, 2016; Ord. 1310 §28, 2008; Ord. 1080 §8, 1998).

16.14.080 Stormwater runoff.

Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to the city's review and approval and shall, moreover, comply with Chapter [15.22](#) LMC pertaining to community facilities. (Ord. 1496 §50, 2016; Ord. 1380 §1, 2012; Ord. 1080 §8, 1998).

16.14.090 Special historic neighborhood design standards.

All design requirements of LMC [14.23.074](#) shall be satisfied. (Ord. 1539 §60, 2019; Ord. 1080 §8, 1998).

16.14.100 Repealed

Repealed by [Ord. 1505](#).

Chapter 16.15 MODERATE-DENSITY RESIDENTIAL DISTRICT

16.15.010 Intent.

It is the intent of this chapter to:

- A. Enhance the residential quality of the city by providing a high standard of development for residential areas of moderate density;
- B. Permit a greater variety of housing types than are permitted in the low density residential districts;
- C. Permit a higher density of development as a means of achieving more economical housing;
- D. Permit moderate density development along arterials and collectors as a means of achieving more opportunity for mass transit;
- E. Guide moderate density residential development to those areas where:
 - 1. Public sewers are in place prior to residential building construction, or
 - 2. Where sewers can be extended at minimal cost to the city, and
 - 3. The Regional Transportation Plan designated moderate and high density transportation corridors to enhance and promote mass transit opportunities.
- F. Guide development of residential areas in such manner as to encourage and plan for the availability of public services and community facilities such as utilities, police and fire protection, streets, schools, parks and recreation;
- G. Preserve within developments as much open space and related amenities as possible. (Ord. 1024 §31, 1995; Ord. 583 §2.13(A), 1980).

16.15.020 Types of uses permitted.

A. Specific Types Permitted in the Moderate-Density Residential District.

- 1. Any residential use with a density of at least eight but not greater than sixteen units per acre and any additional bonus density that might be applicable. All parcels over ten acres in size shall provide a mix of housing types with no less than fifty percent of the units designated for multifamily use. The required mix should be integrated throughout the entire site as much as possible. All residential structures are subject to the design criteria established in Chapter [14.23](#) LMC that is applicable to the particular type of residential use.
- 2. Housing for people with functional disabilities.

B. Other or Related Uses Permitted.

- 1. Accessory buildings or structures clearly incidental to the residential use of the lot, such as storage of personal property (including boats, recreational vehicles, etc.), or for the pursuit of avocational interests; or structures designed for and related to recreational needs of the residents of a residential complex. All

such buildings or structures over sixteen feet in height shall comply with the design requirements of LMC [14.23.071](#);

2. Home occupations as provided in Chapter [16.69](#) LMC;
3. Accessory dwelling as defined in LMC [16.06.055](#);
4. Conditional uses as provided in Chapter ~~11.0916.66~~ LMC;
5. The keeping of common household animals or pets is permitted; provided, that their keeping does not constitute a nuisance or hazard to the peace, health and welfare of the community in general and neighbors in particular;
6. Urban agricultural uses as provided for and limited under Chapter [16.21](#) LMC;
7. Family day care homes as provided in Chapter [16.65](#) LMC. (Ord. 1493 §9, 2016; Ord. 1480 §14, 2015; Ord. 1368 §21, 2011; Ord. 1310 §29, 2008; Ord. 1192 §137, 2002; Ord. 1137 §5, 2000; Ord. 1024 §31, 1995; Ord. 931 §7, 1992; Ord. 927 §6, 1992; Ord. 691 §10, 1984; Ord. 583 §2.13(B)(1,2), 1980).

16.15.030 Prohibited uses.

- A. Kennels are prohibited.
- B. Uses other than those identified or described in LMC [16.15.020](#) are prohibited. (Ord. 583 §2.13(B)(3), 1980).

16.15.035 Individual lots required.

Every detached single family dwelling, with the exception of an accessory dwelling meeting the requirements of LMC [16.06.055](#), and every duplex, triplex, or other residential building shall be located on its own lot. Exception: Townhouses developed through a condominium ordinance and apartment buildings designed as a single development may be located on one lot. Creation of a lot or lots shall meet all requirements of LMC Title [15](#) the Lacey Land Division ordinance. (Ord. 1310 §30, 2008; Ord. 1218 §13, 2004).

16.15.040 Environmental performance standards.

- A. Permitted uses shall create no noise, emissions, odors or other nuisances which are demonstrably disruptive or disturbing to other residences in the area, or which are of a quality or quantity not normally associated with residential use.
- B. Accessory buildings shall be complementary to the basic architectural character of the main building on the lot, or appropriate to the accessory use.
- C. Conditional uses shall comply with the development standards described for such uses in Chapter ~~11.0916.66~~ LMC.
- D. All uses shall comply with the applicable environmental performance standards of Chapter [16.57](#) LMC. (Ord. 1368 §22, 2011; Ord. 1192 §138, 2002; Ord. 1024 §31, 1995; Ord. 583 §2.13(C)(1), 1980).

16.15.050 Lot area.

A. The size and shape of lots for detached single-family shall be as follows, provided they adhere to the density requirements:

1. Minimum lot area, three thousand square feet where alleys are utilized, four thousand square feet if alleys are not provided.

2. Minimum lot width, thirty feet when alleys are utilized, forty feet where alleys are not provided. Minimum lot width and street frontage for infill lots designed for construction of a single-family residence shall be thirty feet when alleys are utilized and forty feet when alleys are not utilized. Infill lots to be used for duplexes or other multifamily uses shall have a minimum lot width and street frontage of fifty feet.

3. Minimum front yard:

Sixteen feet for single-family dwellings and duplexes. Ten feet for multifamily.

In addition, setbacks are encouraged to be staggered as provided in LMC [15.12.080\(F\)](#) for the purpose of modulating the streetscape and providing more convenient opportunities for offsetting windows for privacy of individual homes.

Garages facing the street, twenty feet.

On front yard flanking streets, ten feet.

Unenclosed porches may project up to six feet into the front yard, provided the porches are at least forty-eight square feet in area with no dimension less than six feet.

4. Minimum side yards:

Minimum on one side, five feet.

Minimum total both sides, ten feet.

5. Alternative lot configurations may be approved provided they comply with all of the following additional standards and design:

a. Other applicable standards in this chapter.

b. Design criteria in LMC [14.23.072](#), particularly LMC [14.23.072\(L\)](#).

c. The design results in a superior land division layout considering its functionality and character with particular consideration given to privacy for individual lots, pedestrian access and convenience, and the design of public and/or private open space opportunities and natural features.

6. Minimum rear yard, fifteen feet, provided garages may be within three feet of the rear yard line, alley easement or paved surface when adjacent to an alley.

B. Lots intended for attached single-family, condominiums and multifamily shall be reviewed and approved through a subdivision, townhouse, PRD, site plan review, or building plan review process where such concept is identified and the project is designed and conditioned subject to design requirements of Chapter [14.23](#) LMC.

C. *Development of Lots Not on Sewer.* Areas without sewer must be developed in a manner that maintains long term potential to achieve minimum required densities and efficient provisions of sewer once sewer becomes available. Areas developing without sewer must meet the following requirements:

1. The health department must review and approve plans for alternative sewage disposal.
2. Lots must be clustered in a configuration that results in urban size lots with one large reserve lot for future development.
3. Clustered lots must be between four thousand and ten thousand eight hundred ninety square feet.
4. Excluding the reserve parcel, clustered lots must meet density requirements of LMC [16.15.020](#).
5. Subdivisions and short subdivisions must have a statement on the face of the plat or short plat that when sewer becomes available to the area, clustered lots shall hook up to sewer at each lot owner's expense. Such requirement shall also be provided for in protective covenants.

D. *Other Lot Standards.*

1. *Minimum Usable Open Space.* Where alleys are utilized, lots shall provide a contiguous open space equivalent to ten percent of the lot size. Specific open space requirements:

Shall feature minimum dimensions of fifteen feet on all sides, provided one side may be reduced to ten feet by the site plan review committee if it determines the space is designed with features that make it more inviting, private and useable. Design for reduction of the minimum dimension must include at least two of the following techniques:

- a. A pergola or other architectural feature with landscaping;
- b. An improved patio area with features for associated use such as sitting or barbeque;
- c. Other design features and improvements that add to the usability, privacy and desirability of the private space.

As an example, a three-thousand-square-foot lot would require a contiguous open space of at least three hundred square feet, or fifteen feet by twenty feet in area for a standard dimension, or ten feet by thirty feet if the dimension is reduced and design features added.

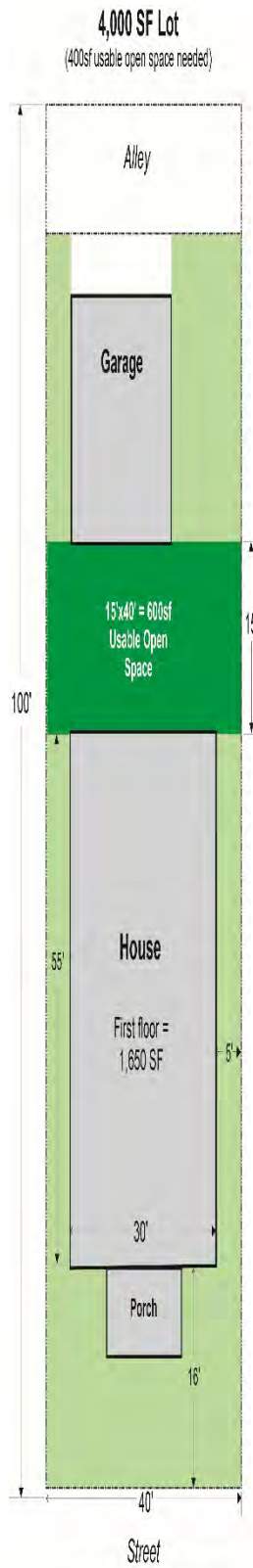
Such open space shall not be located within the front yard.

For duplexes and triplexes, each dwelling unit must have direct access to its own usable open space.

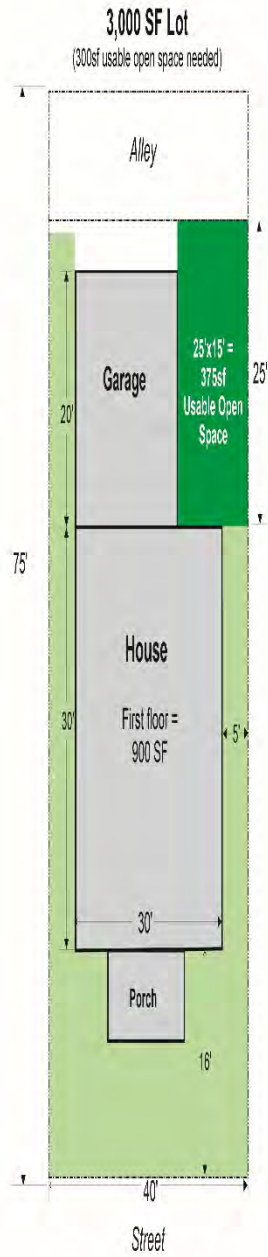
For townhouse developments, refer to LMC [14.23.080](#) and [16.61.040](#).

For multifamily developments, refer to LMC [14.23.080](#). (See Tables [16T-77](#), [16T-78](#), and [16T-79](#).)

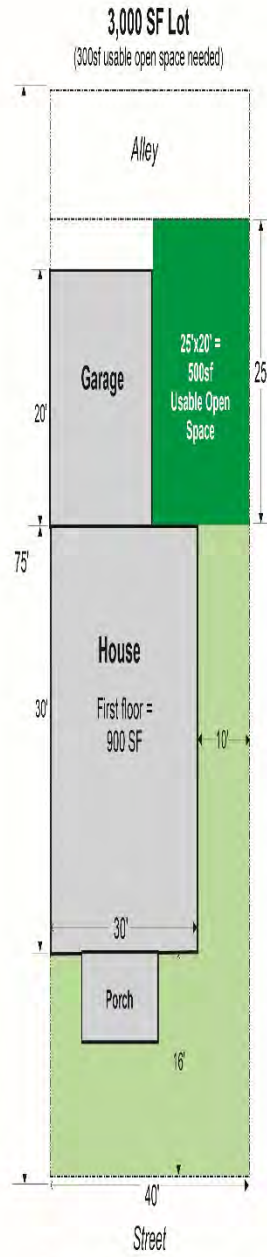
Table 16T-77



Conventional Lot



Conventional Lot

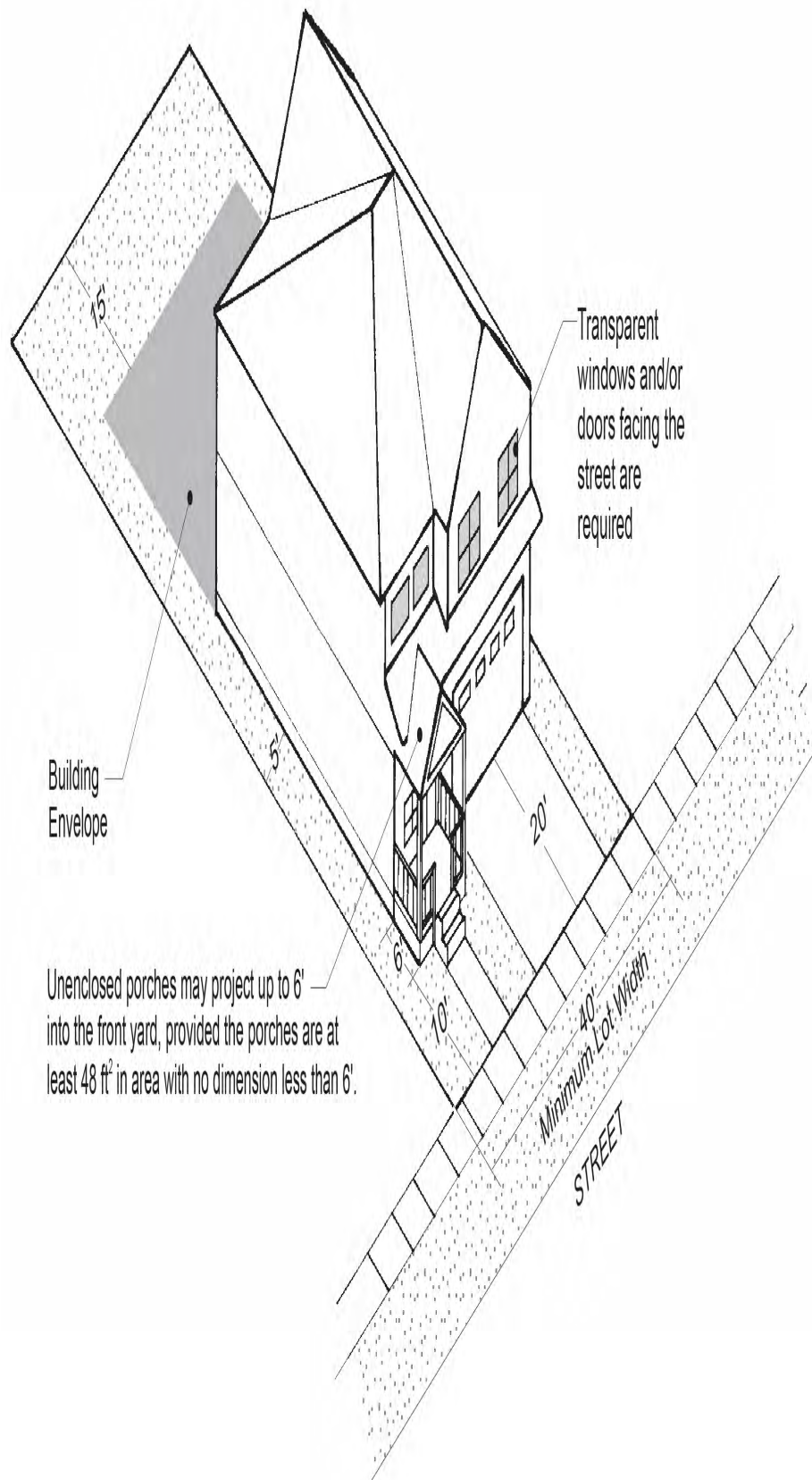


Zero Lot Line Configuration

(home pushed to side property line,
maximizing usable open space)

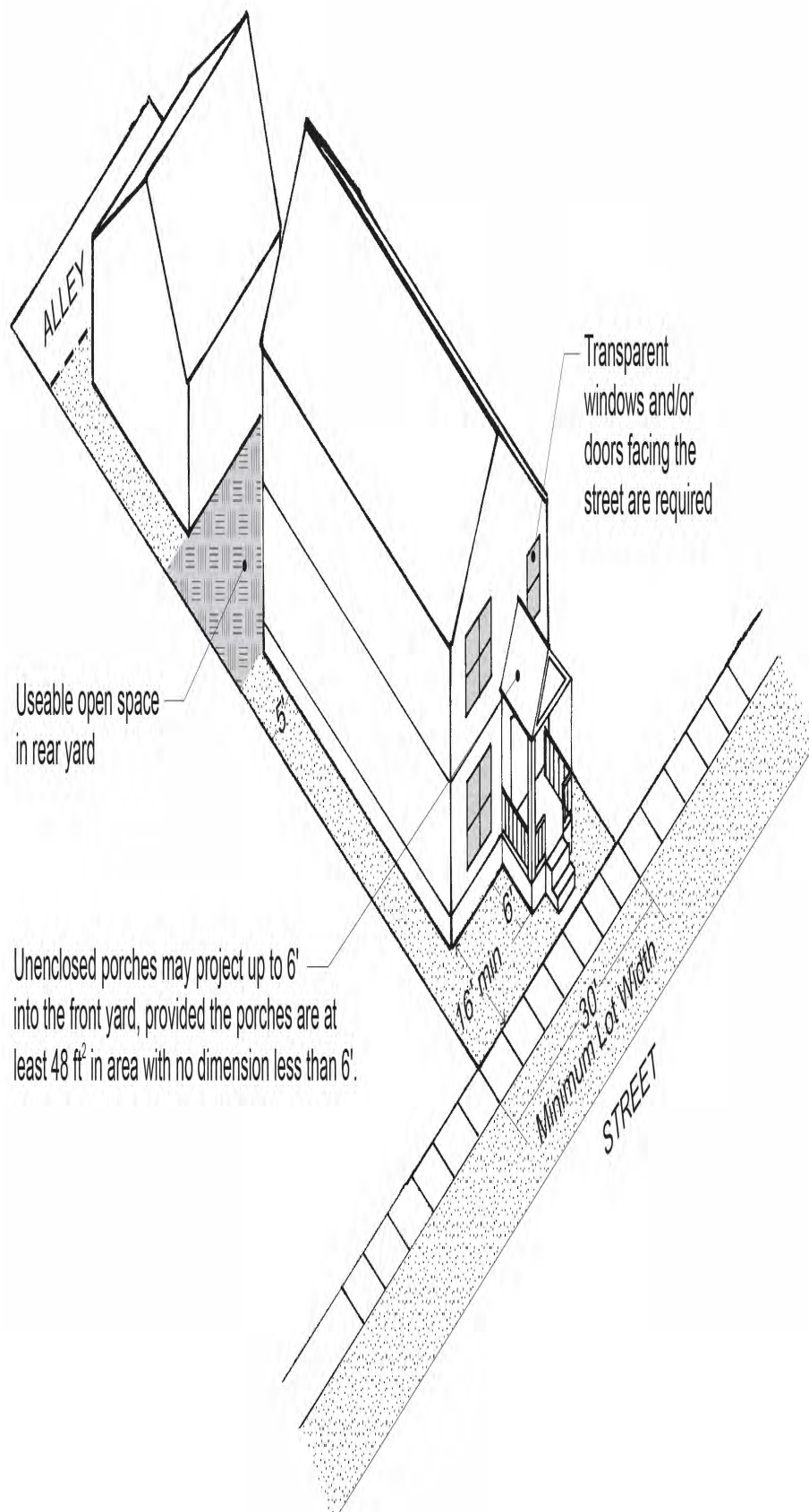
Example configurations of usable open space on small lots.

Table 16T-78



Minimum standards for front-loaded lots in the Moderate Density Residential District.

Table 16T-79



Minimum standards for alley-loaded lots in the Moderate Density Residential District.

2. Maximum building area coverage, fifty percent. Undeveloped lots vested prior to May 15, 2008, shall be exempted from this standard provided they meet minimum usable open space requirements herein.
3. Maximum development coverage, seventy-five percent. Side and rear yard patios are exempt from development coverage restrictions provided the paving material used is considered a pervious pavement by the city of Lacey's public works department.
4. Maximum height: forty feet.

Accessory structures over sixteen feet in height are subject to design review requirements. Design shall demonstrate a compatibility with the primary structure and shall not dominate the site visually.

5. *Accessory Buildings.* All accessory buildings must comply with the current building setbacks as stated in this chapter; provided, however, if the accessory building is less than two hundred square feet, the following setbacks are permitted:

Front yard, ten feet.

Side yard, five feet.

Rear yard, three feet. (Ord. 1539 §61, 2019; Ord. 1493 §10, 2016; Ord. 1480 §§15, 28, 29 (part), 2015; Ord. 1427 §6, 2013; Ord. 1310 §32, 2008).

16.15.060 Off-street parking.

Off-street parking shall be provided in accordance with Chapter [16.72](#) LMC. (Ord. 583 §2.13(C)(2)(b), 1980).

16.15.070 Landscaping.

All requirements of Chapter [16.80](#) LMC shall be satisfied. Multifamily projects shall also comply with the landscaping requirements of LMC [14.23.080](#). (Ord. 1539 §62, 2019; Ord. 1496 §51, 2016; Ord. 1310 §33, 2008; Ord. 583 §2.13(C)(2)(c), 1980).

16.15.080 Stormwater runoff.

Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to the city's review and approval, and shall, moreover, comply with Chapter [15.22](#) LMC pertaining to community facilities. (Ord. 1496 §52, 2016; Ord. 1380 §1, 2012; Ord. 583 §2.13(C)(2)(d), 1980).

16.15.090 Repealed

Repealed by [Ord. 1310](#).

Chapter 16.18 HIGH-DENSITY RESIDENTIAL DISTRICT

16.18.010 Intent.

It is the intent of this chapter to:

- A. Enhance the residential quality of the city by providing a high standard of development for residential areas of high density;
- B. Designate certain areas where high density residential development may be located;
- C. Make high density residential developments available to those persons who may prefer such housing because of personal or financial circumstances;
- D. Permit the highest acceptable density in strategic locations along arterials as a means of achieving more opportunity for mass transit;
- E. Guide high density residential development to those areas where:
 - 1. Public sewers are in place prior to residential building construction,
 - 2. Where sewers can be extended at minimal cost to the city, or
 - 3. Along moderate and high density transportation corridors as designated by the Regional Transportation Plan to enhance and promote mass transit opportunities;
- F. Guide development of residential areas in such manner as to encourage and plan for the availability of public services and community facilities such as utilities, police and fire protection, streets, schools, parks and recreation;
- G. Preserve within developments open space and related amenities. (Ord. 1024 §32, 1995; Ord. 583 §2.14(A), 1980).

16.18.020 Permitted uses.

A. Specific Types Permitted in the High-Density Residential District.

- 1. *Any residential use with a density of at least twelve units per acre.* All parcels over ten acres in size shall provide a mix of housing types with no less than fifty percent of the units designated for multifamily use. The required mix should be integrated throughout the entire site as much as possible. All residential structures are subject to the design criteria established in Chapter [14.23](#) LMC that is applicable to the particular type of residential use.
- 2. Housing for people with functional disabilities.

B. Other or Related Uses Permitted.

- 1. Accessory buildings or structures clearly incidental to the residential use of the lot, such as storage of personal property (including boats, recreational vehicles, etc.), or for the pursuit of avocational interests; or structures designed for and related to recreational needs of the residents of a residential complex. All

such buildings or structures over sixteen feet in height shall comply with the design requirements of LMC [14.23.071](#);

2. Home occupations as provided in Chapter [16.69](#) LMC;
3. Accessory dwelling as defined in LMC [16.06.055](#);
4. Conditional uses as provided in Chapter ~~11.0916.66~~ LMC;
5. The keeping of common household animals or pets is permitted; provided, that their keeping does not constitute a nuisance or hazard to the peace, health and welfare of the community in general and neighbors in particular;
6. Urban agricultural uses as provided for and limited under Chapter [16.21](#) LMC;
7. Family day care homes as provided in Chapter [16.65](#) LMC. (Ord. 1539 §63, 2019; Ord. 1493 §11, 2016; Ord. 1480 §16, 2015; Ord. 1368 §23, 2011; Ord. 1310 §35, 2008; Ord. 1192 §139, 2002; Ord. 1137 §6, 2000; Ord. 1024 §32, 1995; Ord. 931 §9, 1992; Ord. 927 §8, 1992; Ord. 691 §12, 1984; Ord. 583 §2.14(B), 1980).

16.18.025 Prohibited uses.

- A. Kennels are prohibited.
- B. Uses other than those identified or described in LMC [16.18.020](#) are prohibited. (Ord. 1024 §33, 1995).

16.18.030 Environmental performance standards.

- A. Permitted uses shall create no noise, emissions, odors or other nuisances which are demonstrably disruptive or disturbing to other residences in the area, or which are of a quality or quantity not normally associated with residential use.
- B. Accessory buildings shall be complementary to the basic architectural character of the main building on the lot, or appropriate to the accessory use.
- C. Conditional uses shall comply with the development standards described for such uses in Chapter ~~11.0916.66~~ LMC.
- D. All uses shall comply with the applicable environmental performance standards of Chapter [16.57](#) LMC. (Ord. 1368 §24, 2011; Ord. 1192 §140, 2002; Ord. 1024 §34, 1995; Ord. 583 §2.14(C)(1), 1980).

16.18.035 Individual lots required.

Every detached single family dwelling, with the exception of an accessory dwelling meeting the requirements of LMC [16.06.055](#), and every duplex, triplex or other residential building shall be located on its own lot. Exception: Townhouses developed through a condominium ordinance and apartment buildings designed as a single development may be located on one lot. Creation of a lot or lots shall

meet all requirements of LMC Title [15](#) the Lacey subdivision and short subdivision code. (Ord. 1310 §36, 2008; Ord. 1218 §15, 2004).

16.18.040 Lot area.

A. The size and shape of single-family detached lots shall be as follows:

1. Minimum lot area, two thousand square feet where alleys are utilized, three thousand five hundred square feet if alleys are not provided.
2. Minimum lot width, thirty feet when alleys are utilized, forty feet if alleys are not provided. Minimum lot width and street frontage for infill lots designed for construction of a single-family residence shall be thirty feet when alleys are utilized and forty feet when alleys are not utilized. Infill lots to be used for duplexes or other multifamily uses shall have a minimum lot width and street frontage of fifty feet.
3. Minimum front yard:

Sixteen feet for single-family dwellings and duplexes. Ten feet for multifamily.

In addition, setbacks are encouraged to be staggered as provided in LMC [15.12.080\(F\)](#) for the purpose of modulating the streetscape, providing more convenient opportunities for offsetting windows for privacy of individual homes or other desired design outcomes.

Garages facing the street, twenty feet.

Unenclosed porches may project up to six feet into the front yard, provided the porches are at least forty-eight square feet in area with no dimension less than six feet.

4. Minimum side yards:

Minimum on one side, five feet.

Minimum total both sides, ten feet.

5. Alternative lot configurations may be approved provided they comply with all of the following additional standards and design;

- a. Other applicable standards in this chapter.
 - b. Design criteria in LMC [14.23.072](#), particularly LMC [14.23.072\(L\)](#).
 - c. The design results in a superior land division layout considering its functionality and character with particular consideration given to privacy for individual lots, pedestrian access and convenience, and the design of public and/or private open space opportunities and natural features.
6. Minimum rear yard, fifteen feet, provided garages may be within three feet of the rear yard line, alley easement or paved surface when adjacent to an alley.

B. Lots intended for attached single-family, condominium and multifamily shall be reviewed and approved through a subdivision, townhouse, planned residential development, site plan review or

building plan review process where such concepts are identified and the project is designed and conditioned subject to design requirements of Chapter [14.23](#) LMC.

C. Other Lot Standards for All Uses.

1. *Minimum Usable Open Space.* Where alleys are utilized, lots shall provide a contiguous open space equivalent to ten percent of the lot size. Specific open space requirements:

Shall feature minimum dimensions of fifteen feet on all sides, provided one side may be reduced to ten feet by the site plan review committee if it determines the space is designed with features that make it more inviting, private and useable. Design for reduction of the minimum dimension must include at least two of the following techniques;

- a. A pergola or other architectural feature with landscaping;
- b. An improved patio area with features for associated use such as sitting or barbeque;
- c. Other design features and improvements that add to the usability, privacy and desirability of the private space.

As an example, a two-thousand-five-hundred-square-foot lot would require a contiguous open space of at least two hundred fifty square feet, or approximately fifteen feet by seventeen feet in area for a standard dimension, or ten feet by twenty-five feet if the dimension is reduced and design features added.

Such open space shall not be located within the front yard, except for those undeveloped lots vested prior to May 15, 2008.

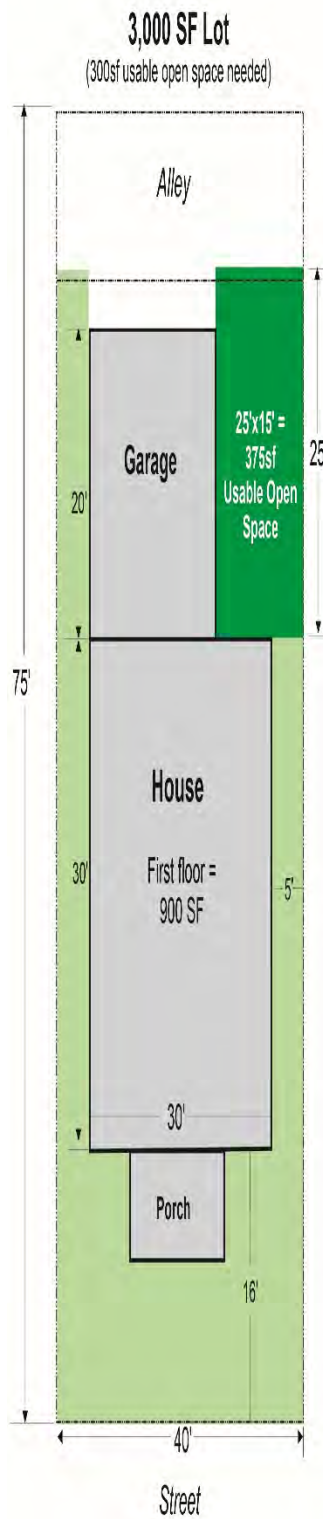
For duplexes and triplexes, each dwelling unit must have direct access to its own usable open space.

Up to twenty-five percent of the homes in a subdivision in the HDR zone can meet the ten percent usable open space requirement by providing a ten-foot-wide side yard in a zero lot line or reciprocal use easement configuration per LMC [14.32.072\(L\)](#) for the length of the lot provided the subject house is only single-story in height.

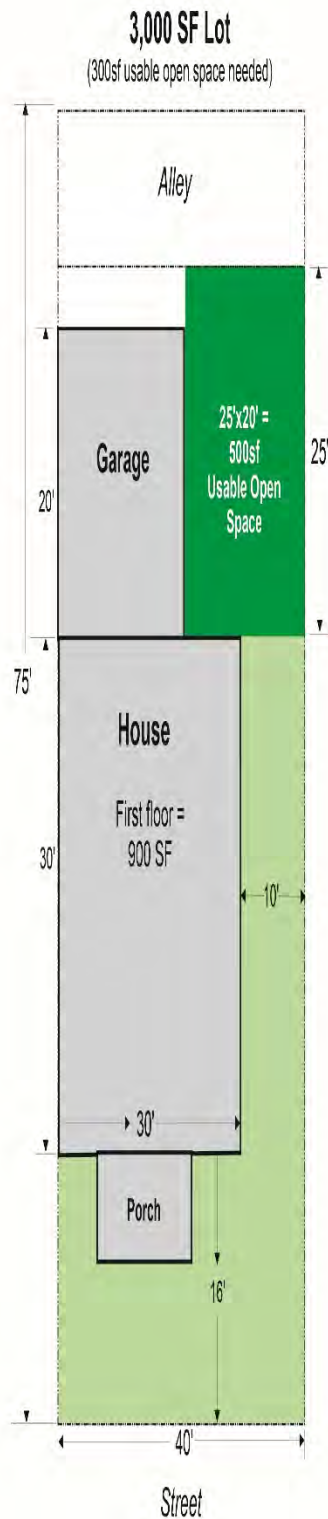
For townhouse developments, refer to LMC [14.23.080](#) and [16.61.040](#).

For multifamily developments, refer to LMC [14.23.080](#). (See Tables [16T-80](#), [16T-81](#), and [16T-82](#).)

Table 16T-80

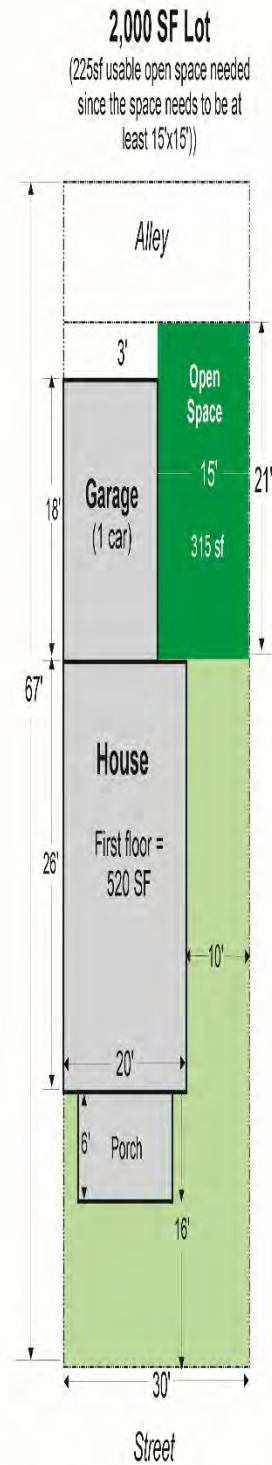


Conventional Lot



Zero Lot Line Configuration

(home pushed to side property line, maximizing usable open space)

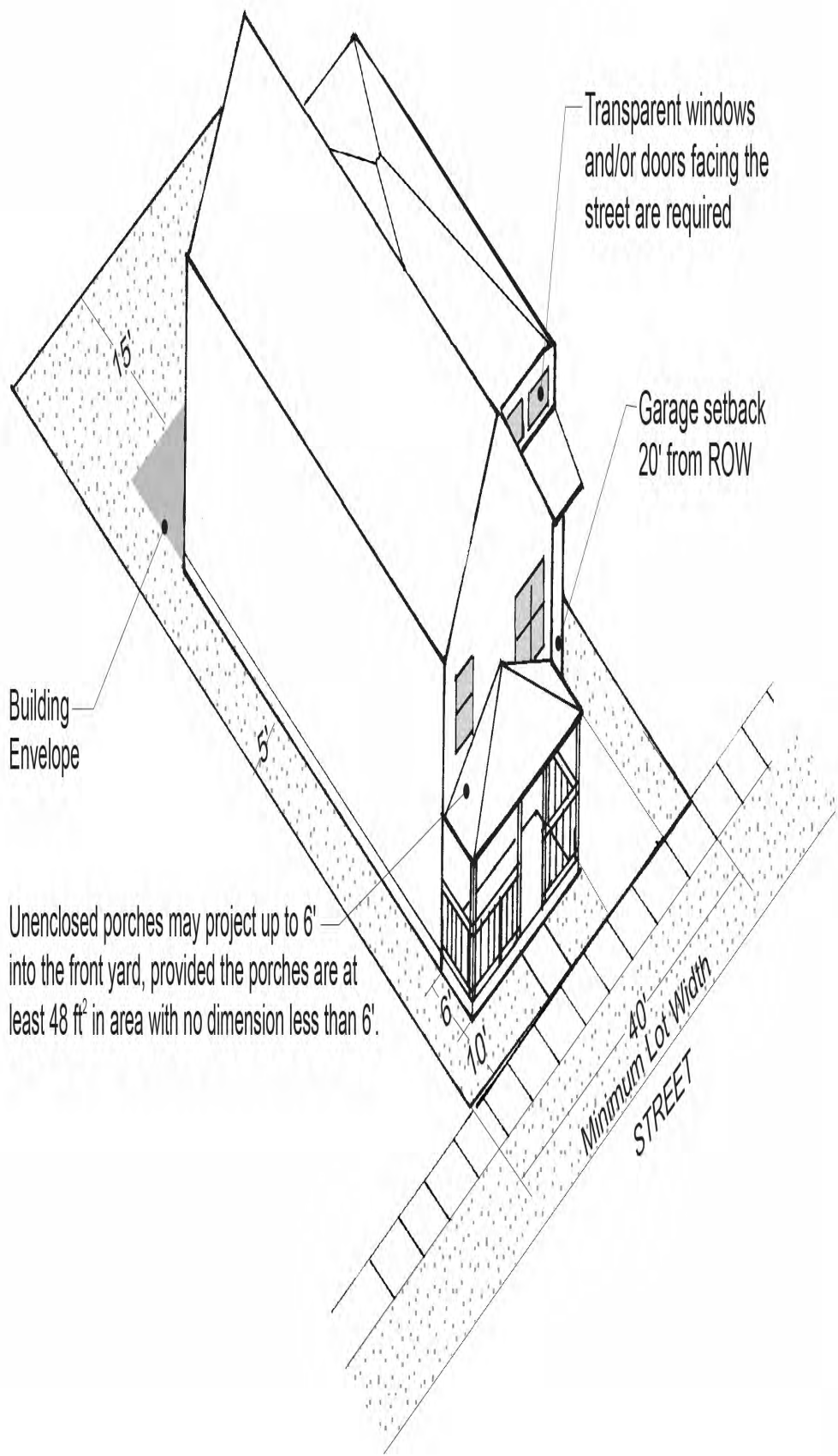


Zero Lot Line Configuration

(home pushed to side property line, maximizing usable open space)

Example configurations of usable open space on small lots.

Table 16T-81



Transparent windows
and/or doors facing the
street are required

Garage setback
20' from ROW

Building
Envelope

Unenclosed porches may project up to 6'
into the front yard, provided the porches are at
least 48 ft² in area with no dimension less than 6'.

40'
Minimum Lot Width
STREET

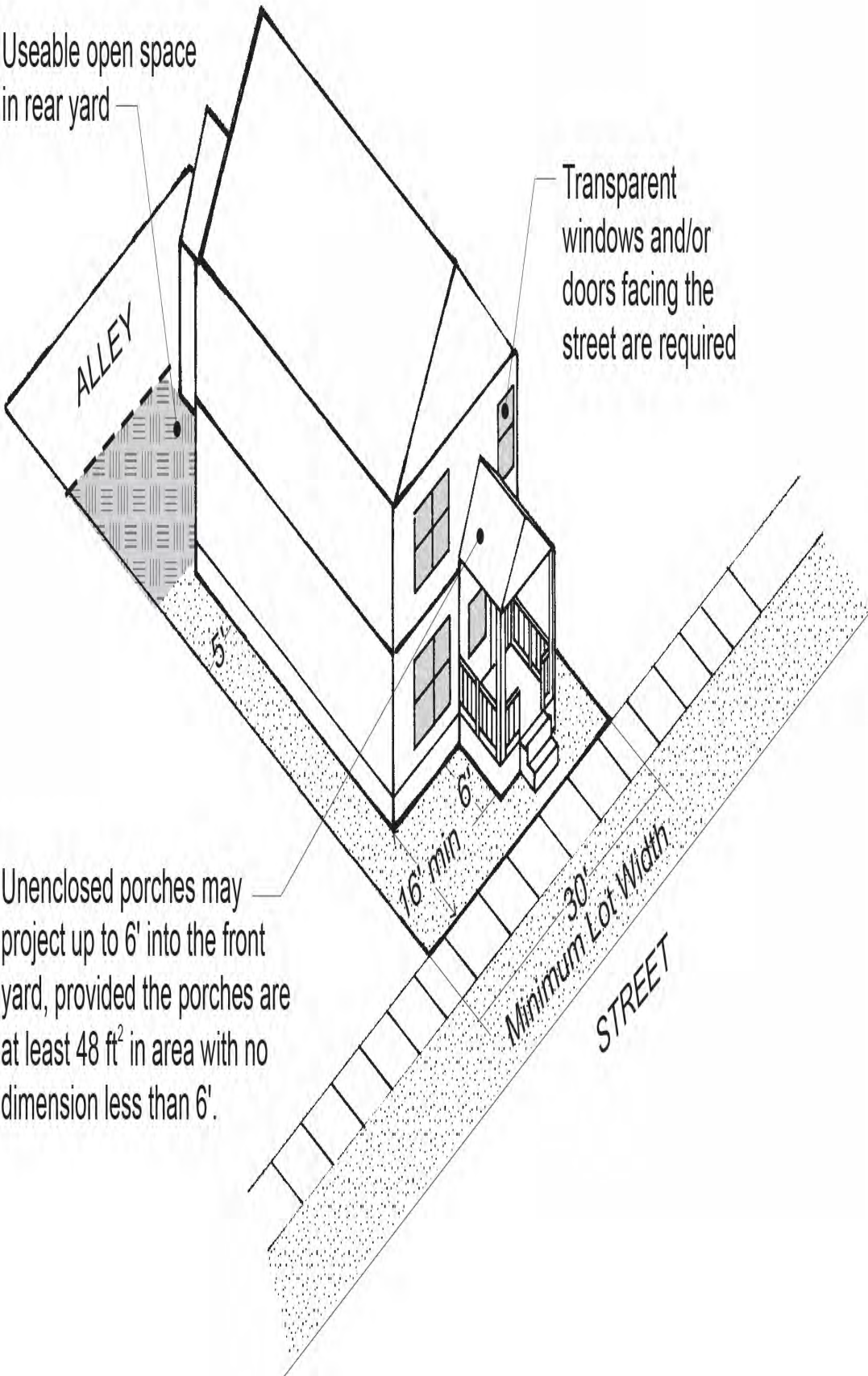
Minimum standards for front-loaded lots in the High Density Residential District.

Table 16T-82

Useable open space
in rear yard

Transparent
windows and/or
doors facing the
street are required

Unenclosed porches may
project up to 6' into the front
yard, provided the porches are
at least 48 ft² in area with no
dimension less than 6'.



Minimum standards for alley-loaded lots in the High Density Residential District.

2. *Maximum building coverage, fifty percent.* Undeveloped lots vested prior to May 15, 2008, shall be exempted from this standard provided they meet minimum usable open space requirements herein.

3. *Maximum development coverage, eighty-five percent.* Side and rear yard patios are exempt from development coverage restrictions provided the paving material used is considered a pervious pavement by the city of Lacey's public works department.

4. Maximum height of buildings:

Eighty feet, provided the following apply where building height is greater than forty feet and within eighty feet of an existing single-family residence (measured from the foundation walls) and not separated by a street or alley:

a. A fifteen-foot buffer of Type 1 landscaping is required between the building wall and any abutting single-family residential property line and shall include a six-foot sight obscuring wall or fence.

b. Buildings over forty feet shall step back one foot for each one foot of additional building height above forty feet.

c. Upper-story balconies facing existing single-family residential uses on buildings exceeding forty feet shall be constructed with opaque sides a minimum of forty-two inches high.

Accessory structures over sixteen feet in height are subject to design review requirements. Design shall demonstrate a compatibility with the primary structure and shall not dominate the site visually.

5. Accessory buildings: All accessory buildings must comply with the current building setbacks as stated in this chapter; provided, however, if the accessory building is less than two hundred square feet, the following setbacks are permitted:

Front yard, ten feet.

Side yard, five feet.

Rear yard, three feet. (Ord. 1539 §64, 2019; Ord. 1493 §12, 2016; Ord. 1480 §§17, 28, 29 (part (part)), 2015; Ord. 1310 §38, 2008).

16.18.050 Off-street parking.

Off-street parking shall be provided in accordance with Chapter [16.72](#) LMC. (Ord. 583 §2.14(C)(2)(b), 1980).

16.18.060 Repealed

Repealed by [Ord. 1310](#).

16.18.070 Landscaping.

All requirements of Chapter [16.80](#) LMC shall be satisfied. Multifamily projects shall also comply with the landscaping requirements of LMC [14.23.080](#). (Ord. 1539 §65, 2019; Ord. 1496 §53, 2016; Ord. 1310 §40, 2008; Ord. 691 §14, 1984; Ord. 583 §2.14(C)(2)(d), 1980).

16.18.080 Stormwater runoff.

Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to the city's review and approval, and shall, moreover, comply with Chapter [15.22](#) LMC pertaining to community facilities. (Ord. 1496 §54, 2016; Ord. 1380 §1, 2012; Ord. 583 §2.14(C)(2)(e), 1980).

Chapter 16.19 SHORELINE ZONING OVERLAY

16.19.010 Intent.

It is the intent of this chapter to:

- A. Enhance the residential quality of the city by providing a high standard of development for residential area within shoreline jurisdiction;
- B. Provide a zoning overlayzone based upon the local Shoreline Master Program wherein the designations and related development standards are applied to property under the jurisdiction of such program.
- C. Provide the integration of local GMA documents and plans with shoreline management under the local Shoreline Master Program. (Ord. 1381 §1, 2012; Ord. 1375 §15, 2011).

16.19.015 Application.

- A. This zone-overlay is intended to cover the shoreline water body and its 200-foot jurisdiction landward of the ordinary high-water mark, and associated wetlands as provided in Subsection C of this section. The designation shown on the map is considered approximate, as the exact location of the ordinary high-water mark requires identification at the site.
- B. The overlay and associated sub-designations zone shall be ~~delineated identified on the zoning map by a distinctive color with hatch patterns or other method to identify the particular within the~~ Shoreline Master Program ~~designation~~.
- C. Areas under shoreline jurisdiction classified as associated wetlands that lay greater than 200 feet landward from the ordinary high-water mark, have been designated as Open Space Institutional (OSI) for sensitive area protection purposes. ~~The Shoreline Zone shall have a hatch pattern over the OSI designation to integrate the two.~~ In this designation, standards of the Open Space Institutional zone shall supplement the requirements of the Shoreline Master Program for environmental protection.
- D. All applicable requirements of the Shoreline Master Program shall apply to the use or activities taking place within this zoning overlayzone. (Ord. 1381 §2, 2012; Ord. 1375 §15, 2011).

16.19.020 Permitted Uses.

- A. Consistent with Shoreline Designation:
 - a. Only those uses/activity/development as identified in Table 3 of the Shoreline Master Program shall be permitted according to the specific shoreline designation.
- B. Consistent with Functions and Values:
 - a. An activity, use, or development must be compatible with the physical characteristics and identified functions and values of the subject reach in which it is proposed and shall be designed and located accordingly. (Ord. 1381 §3, 2012; Ord. 1375 §15, 2011).

16.19.030 Prohibited Uses.

- A. Shoreline Master Program Table 3:
 - a. Uses other than those identified in Table 3 of the Shoreline Master Program or permitted by conditional use permit are prohibited.
- B. Residential Development Over Water:

- a. Residential development designed for occupancy is prohibited over water. (Ord. 1381 §4, 2012; Ord. 1375 §15, 2011).

16.19.035 Residential Density for Shoreline Designations.

- A. Shoreline Master Program Table 4:
 - a. The overall density permitted for a parcel shall be no greater than that density identified for the specific shoreline environmental designation in Table 4 of Lacey's Shoreline Master Program, in addition to potential density credit that may be transferred to parcels outside shoreline jurisdiction as provided in Chapter 16.58 LMC.
- B. Incentive Density Bonus:
 - a. Density credit for property within the Shoreline Residential, Urban Conservancy and Natural designations may include a density bonus increase to exceed the underlying density cap pursuant to adoption of an incentive dedication development agreement as provided in Chapter 16.58 LMC. (Ord. 1381 §5, 2012; Ord. 1375 §15, 2011).

16.19.040 Residential Form Permitted.

- A. Land Form Generally:
 - a. Within the 200-foot shoreline jurisdiction, the form of urban residential development shall be designed to be compatible with the shoreline environment. The Shoreline Master Program, Chapter 17.26, Residential Development, provides standards for said development within the Shoreline Zoning OverlayZone.
- B. Innovative Concepts Encouraged:
 - a. Concepts that use unique or innovative designs to achieve the goals of Lacey's Shoreline Master Program are encouraged and will be allowed flexibility in meeting design standards to achieve this objective.
- C. Housing Forms:
 - a. A range of housing options will be permitted for projects that are compatible with shoreline resources, meet GMA goals and provide a quality residential environment. To achieve urban density and environmental compatibility, this may include attached and compact housing forms and clustering concepts.
- D. Compact Housing and Clustered Housing Forms Encouraged:
 - a. Compact housing forms that consolidate large areas of open space by reducing individual lot size and clustering units is encouraged. This provides the opportunity for a design that can achieve a higher level of compatibility with the shoreline environment and provide open space concepts for public and private use.
- E. Clustering Housing Forms Encouraged:
 - a. Clustering of residential units may use an attached development concept or a compact detached form of housing. Housing forms that utilize compact low impact design to achieve the goals of Lacey's Shoreline Master Program for integration, compatibility with natural shoreline processes and environmental sensitivity are preferred. This can include condominium, townhome, courtyard, cottage designs and other innovative housing forms that accomplish the same objectives.
- F. Design with Nature:

- a. Design shall incorporate natural physical topographic profiles to work with the site's natural components, without impact to functions and values identified in the inventory, analysis and classification of the subject reach.
- G. Least Impact:
 - a. For projects that include more than one residential unit, or a land division of property, design with least impact to the environment may require a clustering concept to minimize site disturbance and impervious area. This will include common facilities that provide use of shoreline resources for residents and also minimize impact and physical alteration of shoreline area. (Ord. 1585 §4, 2021; Ord. 1381 §6, 2012; Ord. 1375 §15, 2011).

16.19.050 Conformance with Shoreline Master Program Requirements.

All requirements of Chapter 17.26, Residential Development, of the SMP shall be satisfied. (Ord. 1585 §5, 2021; Ord. 1375 §15, 2011).

Chapter 16.21 URBAN AGRICULTURE

Sections:

16.21.005 Purpose

16.21.010 Intent

16.21.~~014~~015 Urban agriculture activities

~~16.21.018 Agriculture District~~

~~16.21.020 Permitted uses~~

~~16.21.030 Prohibited uses~~

16.21.040 Environmental performance standards

16.21.050 Lot area

16.21.005 Purpose.

The City of Lacey finds there is a need to accommodate farming activity commonly referred to as urban agriculture. This can include a range of activities, such as production of food on a single-family residential lot for a family's personal use, urban vegetable gardens on common property for community use, or a small commercial farm activity ~~located in areas zoned for this use.~~

~~While agricultural activity has often been considered inconsistent with smart growth principles of accommodating density in urban areas, the two do not need to be mutually exclusive. Urban agricultural activity for personal use on individual single-family lots, or on common property for community agricultural use, or in the form of small commercial urban farms, can add to the urban fabric and create a richer context for urban neighborhoods. These beneficial uses can be accommodated without sacrificing the objectives of the state Growth Management Act (GMA) and designated urban areas.~~

Urban agricultural activities managed in a responsible way, with sensitivity to urban density and land use compatibility issues, can benefit the individuals participating in the activity and the community at large by providing fresh produce, additional food choices, economic development opportunity, a more sustainable lifestyle and urban neighborhoods with more variety and interest. ~~This section has been developed with the purpose of providing Lacey citizens an opportunity to participate and benefit from these activities.~~ (Ord. 1368 §9, 2011).

16.21.010 Intent.

It is the intent of this chapter to:

A. Develop opportunities for a range of urban agricultural activities, at a level and intensity that is compatible with Lacey's ~~neighborhoods~~urban environments.

~~B. Define levels of urban agriculture beneficial to neighborhoods and specific zoning designations, considering the context of Lacey's urbanized areas.~~

~~CB.~~ Establish design standards to ensure urban agricultural activities do not compromise the livability of neighborhoods by introducing nuisances that could degrade the quality of life for surrounding residents. Nuisances include, but are not limited to, such things as:

- Noise.
- Odors from poor care and clean up of animal waste.
- Pest problems from improper feeding techniques.
- Aesthetic impacts.
- Other issues that are disruptive to the neighborhood or distract from the quality and enjoyment of the neighborhood environment.

~~DC.~~ Encourage and support personal urban agricultural opportunities for individuals and families.

~~E.~~ Encourage and support urban agricultural opportunities for community groups, religious organizations, home owner associations and food co-ops.

~~FD.~~ Encourage the preservation of good agricultural uses for their value as economic assets as well as their value as open space, contribution to sustainability and healthy lifestyle and food choices for the community;

~~G.~~ Provide a designation exclusively for agricultural activities that pre-existed Lacey's first GMA Plan and those agricultural uses that are of a size and intensity they need space and standards to coexist in an urbanized area to avoid compatibility issues.

~~HE.~~ Retain the ~~Agricultural District~~Open Space Institutional designation to serve as a place holder with a viable use pending the need for transition to other urban uses. This is intended to facilitate the orderly transition of properties that are being used for agricultural production to more intensive ~~residential~~ uses, if and when such agricultural uses are no longer feasible for economic, cultural or technical reasons. (Ord. 1368 §10, 2011).

16.21.014015 Urban agriculture activities.

A. Urban agriculture activities are described and permitted according to expected compatibility with other urban uses. It is expected that urban agricultural uses will be located on a single-family residential lot with space to adequately accommodate the use. However, a multifamily lot may accommodate an urban agricultural activity if all of the following requirements are satisfied:

- The use is approved in writing by the owner of the building(s);
- Land area is assigned in writing by the owner of the building(s) to accommodate the planned agricultural activity;
- Area assigned to accommodate the urban agricultural activity meets applicable thresholds of this title to adequately accommodate the use;
- The intent of this section to provide an urban agricultural opportunity while adequately mitigating impacts to neighbors can be fully satisfied;

- The director of community and economic development determines the use is appropriate to the context of the multifamily complex given assigned area and design.

1. Urban agricultural uses permitted on residential lots less than one acre in size. The following urban agricultural activity is permitted as an accessory use to a residence:

a. All horticultural activity for personal use and incidental sales or distribution on site and off site at a farmers market or approved retail area; provided commercial sales may be accommodated subject to the FDA food code, Chapter [246-215](#) WAC, and requirements of a home occupation pursuant to Chapter [16.69](#) LMC.

b. Limited animal husbandry of small farm animals for personal use; provided commercial sales may be accommodated subject to the FDA food code, Chapter [246-215](#) WAC, and requirements of a home occupation pursuant to Chapter [16.69](#) LMC. This activity shall be limited to the following:

(1) Domestic fowl and rabbits:

(a) The maximum number of all fowl permitted accessory to a single-family residential home on an urban lot shall be one per one thousand square feet of lot area, up to a maximum of ten.

(b) Roosters, geese, turkeys, peacocks and exotic species are prohibited.

(c) Rabbits kept in accordance with recommendations of the American Rabbit Breeders Association (ARBA) and a minimum three and one-half square feet of hutch space per rabbit up to a maximum of two dozen rabbits.

(d) Structures housing domestic fowl or rabbits must be located and designed as follows:

- Located ten feet away from property lines provided no such structure shall be located closer to the front property line than a dwelling.

- Designed to prevent rodents by incorporation of one of the following:

- Raising the floor area eight to twelve inches above grade.

- Portable pens moved every few days with cleanup of ground.

- Other techniques that have similar results.

(2) Miniature goats commonly known as pygmy, dwarf and miniature goats provided:

(a) Male miniature goats are neutered.

(b) Lots accommodating miniature goats must be a minimum of seven thousand five hundred square feet and may be allowed at a ratio of four miniature goats per one acre of property.

(3) Beekeeping provided:

(a) Beekeeping may include honey bees, mason bees, cutter bees, cavity nesting bees or similar bees used for honey or pollination purposes.

(b) Honey bees must be registered with the State Department of Agriculture according to provisions of RCW [15.60.021](#) and meet the following restrictions:

- A maximum of four honey bee hives is permitted as an accessory use to a single-family home;
- Honey bee hive shall not be located within twenty-five feet of any lot line, provided this distance may be reduced to ten feet if strategies are employed to require bees to gain elevation before crossing the property line. This may include elevation changes, solid fencing or other techniques that can achieve this objective.

(c) Area housing bee varieties other than honey bees must be a minimum of ten feet from adjacent properties and limited in size appropriate for pollination of the owner's lot.

(4) Other poultry and small animals not specified may be permitted or prohibited by the director of community and economic development upon finding that the species can or cannot reasonably be accommodated without impacts to adjacent properties. Limitations shall be applied as considered appropriate to mitigate potential impacts. Approval under this provision shall be at the sole discretion of the director of community and economic development based upon written findings articulating the intent of this chapter.

(5) Cows, horses, sheep and other similar large farm animals are not permitted as an accessory use on lots less than one acre in size.

2. *Urban agricultural uses permitted on residential lots greater than one acre in size.* The following urban agricultural activity is permitted as an accessory use to a residence:

a. All uses permitted under subsection [\(A\)\(1\)](#) of this section according to ratios, conditions and restrictions therein.

b. On lots or parcels of one acre or more, livestock may be kept; provided, that the number of head of livestock shall not exceed one for each half acre of lot area; and further that barns or other structures for the housing or sheltering thereof be set back not less than thirty-five feet from all property lines. In addition, urban agricultural uses shall employ best management practices, such as may be included in a farm plan developed by the Thurston Conservation District.

c. All uses permitted under subsection [\(A\)\(4\)](#) of this section (community urban agricultural use) according to the ratios, conditions and restrictions therein.

3. *Urban agricultural activity on a nonresidential lot.* As an accessory use or transitional use, the following urban agricultural activities may be permitted consistent with and as identified within other zoning designations:

a. All uses permitted under subsection [\(A\)\(1\)](#) of this section according to ratios, conditions and restrictions therein.

b. All uses permitted under subsection [\(A\)\(4\)](#) of this section (community urban agricultural use) according to the ratios, conditions and restrictions therein.

4. *Community/communal urban agricultural activities*. Permitted according to the following descriptions and restrictions in addition to those regulations identified within the containing zoning district:

a. Horticulture may include all horticultural activity organized in the form of communal farming arrangements on property used in common for these purposes or where small lots or back yards have raised beds or segregated plots for lease for gardening activity. This may include activities such as community pea patches, community garden plots, shared garden plots, publicly owned garden plots for community use, gardens owned and operated by nonprofit organizations, homeowners associations and religious organizations for use by members or community groups, yard area with segregated raised garden beds developed by an owner for lease and other similar activities. Said activity shall be subject to the following requirements:

(1) All horticultural activities taking place on a lot or portions of a lot that is less than two acres shall be reviewed by the community and economic development department as follows:

(a) Subject to limited administrative review under [Chapter 11.04 LMC Chapter 1 of the Development Guidelines and Public Works Standards](#) to document the proposal, discuss the level of activity and development of a project management plan necessary to ensure compatibility with adjacent neighbors.

(b) If considered necessary to ensure compatibility with adjacent land use, a formal site plan review (SPR) may be required, including preparation and approval of an urban agriculture impact mitigation plan. Such determination shall be at the sole discretion of the community and economic development director.

(2) All urban farming activities taking place on a lot or portions of a lot more than two acres in size shall require a site plan review approval.

(3) Produce in excess of member needs may be provided on or off site to individual community members in need, food banks, religious organizations and other nonprofits for distribution to the public.

(4) Incidental sales of produce in excess of member needs may occur on site, at local farmers markets or at approved commercial sites. On-site retail sales must not result in adverse impacts to the neighborhood area as a result of signage, traffic or other related activity. Determinations regarding impact of on-site retail activity and mitigation requirements will be up to the sole discretion and determination of the community and economic development director and may be subject to the provisions of Chapter [16.70 LMC](#) (street merchant ordinance).

(a) Animal husbandry is limited to those activities permitted with requirements as specified in subsection [\(A\)\(1\)\(b\)](#) of this section with the following additional considerations and requirements:

- Such activity must take place as a secondary and incidental use in conjunction with community urban farming horticultural activities.

- "Personal use" in the context of community urban agricultural use shall include all members of the group participating in the urban agricultural activity.

(5) Commercial urban farms: ~~Commercial~~ A commercial urban agricultural use or farm activity in Lacey and its growth area is generally a farming activity that existed at the time Lacey's first GMA Plan was adopted. Most areas with small commercial farm activity ~~were are~~ zoned Agricultural District Open Space Institutional to provide for the continuation of these existing activities ~~in a zone designed to accommodate this use~~. Future provision may be made for small farms in other zoning designations under criteria necessary to ensure compatibility. ~~This concept is reserved for future consideration.~~

(6) All activities identified or allowed pursuant to this chapter shall comply with all other local, state, or federal regulations pertinent to the activity pursued, and the requirements or permission granted or implied by this chapter shall not be construed as an exemption from such regulations.

B. Permitted where: All zoning designations will reference the urban agriculture activities and appropriate provisions of this chapter applicable to the zone. (Ord. 1539 §66, 2019; Ord. 1427 §7, 2013; Ord. 1368 §11, 2011).

~~16.21.018 — Agriculture District.~~

~~The Agricultural District has been established for the purposes and intent described in LMC 16.21.005 and 16.21.010. (Ord. 1427 §8, 2013; Ord. 1368 §12, 2011).~~

~~16.21.020 — Permitted uses.~~

~~A. *Specific Types Permitted in the Agricultural District.*~~

~~1. Production of crops and livestock including but not limited to the following:~~

- ~~a. All horticultural crops including tree farms, greenhouses and nurseries;~~
- ~~b. Livestock production including grazing, dairying, poultry and egg production, and riding stables;~~
- ~~c. Limited processing and packaging of produce and animal products, including slaughtering, limited to crops and animals produced on the premises;~~
- ~~2. Single-family structures, not exceeding one per five acres.~~

~~B. *Other or Related Uses.*~~

- ~~1. Accessory buildings or structures clearly related to the basic use of the premises such as storage of personal property, vehicles, equipment and supplies;~~
- ~~2. Stands or sheds for the sale of agricultural products produced on the premises;~~
- ~~3. Manufactured homes for persons related to or employed in the agricultural pursuits of the premises;~~
- ~~4. Accessory residential dwelling as defined in LMC 16.06.055;~~
- ~~5. Home occupations as provided in Chapter 16.69 LMC. (Ord. 1539 §67, 2019; Ord. 1427 §9, 2013; Ord. 1395 §2, 2012; Ord. 1024 §36, 1995; Ord. 931 §10, 1992; Ord. 927 §9, 1992; Ord. 583 §2.15(B)(1, 2), 1980).~~

~~16.21.030 Prohibited uses.~~

~~Prohibited uses in the agricultural district are as follows:~~

~~A. Feed lots;~~

~~B. Animal product reduction facilities;~~

~~C. Slaughterhouses or processing plants or facilities larger than those required for the crops or animals grown on the site. (Ord. 583 §2.15(B)(3), 1980).~~

16.21.040 Environmental performance standards.

All uses in this district shall comply with the environmental performance standards of Chapter [16.57](#) LMC. (Ord. 1427 §10, 2013; Ord. 583 §2.15(C)(1), 1980).

16.21.050 Lot area.

A. Minimum lot area, five acres;

B. Setbacks for residential structures and all accessory buildings:

Minimum front yard, twenty-five feet,

Minimum side yards, eight feet,

Minimum rear yards, twenty-five feet;

C. Setbacks for structures or enclosures housing animals or poultry:

Minimum setback from front street line, one hundred feet,

Minimum setback from side and rear property lines or from a flanking street line, fifty feet;

D. Maximum building area and development coverage for a single use or occupancy is:

Maximum building coverage for five acres or more, fifteen percent,

Maximum development coverage for five acres or more, twenty-five percent;

E. Maximum height:

Residential building, thirty-five feet,

Accessory building, sixteen feet,

Barns, silos and the like, fifty feet. (Ord. 1024 §36, 1995; Ord. 583 §2.15(C)(2), 1980).

Chapter 16.22 — MIXED-USE MODERATE DENSITY CORRIDOR

Sections:

16.22.010 Intent

16.22.020 Permitted uses

16.22.030 Similar or related uses

16.22.040 Prohibited uses

16.22.050 Environmental performance standards

16.22.060 Site area

16.22.070 Parking

16.22.080 Landscaping

16.22.085 Design review

16.22.090 Stormwater runoff

Chapter 16.23 MIXED-USE HIGH-DENSITY CORRIDOR

Sections:

16.23.010 Intent

16.23.020 Permitted uses in all mixed high density corridor zones

~~16.23.024 Additional permitted uses~~

16.23.025 Conditional uses

16.23.030 Similar or related uses

16.23.040 Prohibited uses

16.23.050 Environmental performance standards

16.23.060 Site Area

16.23.070 Parking

16.23.080 Landscaping

16.23.085 Design review

16.23.090 Stormwater runoff

16.23.010 Intent.

- A. Over time, that portion of the Martin Way designated Mixed Use High Density is intended to gradually change from an area dominated by strip commercial development, light industry, warehousing, and other low intensity or non-pedestrian uses into mixed use, high density residential and commercial area with an established street grid where people enjoy walking, shopping, working and living.
- B. To create ~~three-two~~ mixed high density corridor zones designed to reflect a desire to move away from traditional commercial strip development to a mixed high-density corridor. The ~~three-two~~ zones are intended to reflect an emphasis on existing uses which are already established within the area to help promote a healthy business climate for existing uses.
- C. Create a specific mixed high density corridor zone for the ~~eastern-western~~ portion of Martin Way ~~between Marvin and Meridian~~ (areas west of Marvin Road) that will make the transition away from strip commercial auto-oriented development. Low intensity and motor-vehicle-oriented uses are not desirable within this area. Low intensity and motor vehicle-related uses are considered to be those which are relatively large in scale and which primarily serve patrons arriving by motor vehicle because:
 1. The uses primarily sell products of such size or weight as to require motor transport by necessity, such as boats; and/or
 2. They require substantial areas for outdoor storage of product or equipment or they are not pedestrian-oriented at all, such as warehousing or light industry;

3. Exception may be made for food and general merchandise stores where design of the site is integrated to serve local pedestrian traffic and compatible and complementary to adjacent uses.
- D. Create a mixed high density corridor zone for the ~~western-eastern~~ portion of Martin Way ~~generally between Hensley and Carpenter Road (areas east of Marvin Road)~~ that will make the transition away from classic strip commercial development to a full range of commercial uses with attractive street fronts, multimodal improvements and a design which is compatible in an environment where residential uses and commercial uses are located adjacent to one another.
- ~~E. Create a mixed high density corridor zone as a transition between the east and west zones between Hensley and Marvin Road. This zone would recognize some automobile-related uses but only through a conditional use permit process.~~
- ~~F.~~E. Allow for commercial uses and other mixed-use development in a way that serves the needs of the neighborhood and the community and enhances the appearance and identity of the mixed high-density corridor.
- ~~G.~~F. Provide for a type, configuration, and density of development that will entice pedestrian shoppers to frequent the area, encourage pedestrian traffic between businesses, facilitate efficient mass transit, and require less reliance on motor vehicles.
- ~~H.~~G. Encourage a variety of businesses which offer retail goods or consumer services that appeal to pedestrians and/or serve the needs of the surrounding neighborhood.
- ~~I.~~H. Integrate new development with existing uses to achieve a better environment for pedestrians and to maintain or enhance the livability of the adjacent residential neighborhood.
- ~~J.~~I. Provide development standards which require direct, convenient pedestrian and vehicular access to businesses.
- ~~K.~~J. Balance the needs of motorists and businesses serving a community-wide market with the needs of pedestrians and neighborhood residents. (Ord. 1220 §15, 2004; Ord. 1098 §13(A), 1999; Ord. 1024 §38, 1995).

16.23.020 Permitted uses in all mixed high density corridor zones.

- A. Commercial Uses and Public Administration. The following uses are permitted as an allowed use or by conditional use permit as noted if they have a gross floor area of no more than fifteen thousand square feet and require no outside storage. The square footage limitation may be waived by the site plan review committee for general merchandise stores, food stores, hotels and motels, rooming houses, educational services, and museums. To waive this requirement the site plan review committee must find that the proposed use can conform to other requirements of the high-density corridor, is designed to accommodate the pedestrian emphasis and is compatible and complementary to surrounding uses in the zone. Noted conditional uses may also be approved with a greater or lesser square footage under the same conditions of pedestrian emphasis, compatibility and complementary design.

Uses allowed include:

1. Retail Uses. Preferred retail activities are those that promote a shopping experience for pedestrians and can accommodate design that is easily integrated into the corridor's mixed-use vision. Preferred retail uses include activities such as:
 - a. General merchandise;

- b. Food;
 - c. Apparel and accessories;
 - d. Eating and drinking establishments;
 - e. Drug and proprietary;
 - f. Shopping goods stores.
2. Finance, Insurance and Real Estate. Preferred uses include finance, insurance and real estate servicing needs of surrounding neighborhood and community residents. Such uses will have a design that promotes the immediately surrounding mixed-use high-density corridor. Such uses include:
- a. Finance depository institutions, non-depository institutions, holding companies, other investment companies, brokers and dealers in securities and commodity contracts and security and commodity exchanges;
 - b. Insurance, including carriers of all types of insurance and insurance agents and brokers;
 - c. Real estate, including owners, lessors, lessees, buyers, sellers, agents and developers of real estate.
3. Services. Preferred service uses are establishments primarily engaged in a variety of services for individuals, business and government establishments and other organizations and have a design promoting the service needs of the mixed uses within the corridor.
- a. Preferred service uses include activities such as:
 - b. Hotels and lodging places;
 - c. Personal services: laundry, photo studios, beauty shops, shoe repair and funeral service;
 - d. Business services: advertising agencies, commercial art and computer programming;
 - e. Repair services: radio and TV repair;
 - f. Theaters;
 - g. Amusement and recreation: physical fitness facilities and health clubs;
 - h. Health services: office and clinics of doctors, dentists, health practitioners, veterinarian clinics and medical laboratories;
 - i. Educational services: establishments involved in academic and technical instruction and libraries;
 - j. Social services: childcare and residential care;
 - k. Museums, art galleries and botanical and zoological gardens;
 - l. Membership organizations;
 - m. Engineering, accounting, research, management and related services.
4. Public Administration. Preferred uses include activities involving the executive, legislative, judicial, administrative and regulatory activities of federal, state, local and international governments. However, activities of the state of Washington shall be allowed only if such location and use also conform with the state's current Preferred Leasing Areas Plan provided said Preferred Leasing

Areas Plan meets the city's adopted goals and policies and further is endorsed by the city of Lacey.

- a. Preferred public administration uses are those promoting the mixed use of the corridor by servicing the residents of the neighborhoods and within the corridor. Such uses include activities like a post office, satellite police stations and fire stations.
5. Transportation Activities. Preferred uses are transportation activities which promote a multi-modal environment or can be easily integrated into the mixed-use vision for the corridor. Such uses include activities such as:
 - a. Bus terminals;
 - b. Taxi cab services;
 - c. Transportation services;
 - d. Travel agencies;
 - e. Tour operators;
 - f. Commercial parking facilities may be allowed provided they are limited to twenty-five cars. Commercial parking facilities shall be prohibited on corner lots.
- B. Residential Uses. Multifamily uses are permitted provided they are generally mixed use and or located away from primary district frontages and high activity corners. All residential uses are permitted with a minimum density of at least twelve units per acre is required. No density maximum shall be imposed provided any density beyond twenty units per acre shall be obtained by purchase of transfer of development rights; low-income housing density bonuses or other incentive density bonuses as may be available or determined in the best interest of the community by the site plan review committee.
- C. Urban agricultural uses as provided for and limited under Chapter 16.21 LMC. (Ord. 1539 §68, 2019; Ord. 1368 §26, 2011; Ord. 1220 §16, 2004; Ord. 1098 §13(B), 1999; Ord. 1045 §1, 1996; Ord. 1024 §38, 1995).

~~16.23.024 — Additional permitted uses.~~

~~Selected automobile-related uses are allowed in the mixed high density corridor (west) zone pursuant to LMC 16.23.010(D). Provided the use is designed to conform to other requirements of the high density corridor, is designed to accommodate the pedestrian emphasis and is compatible and complementary to surrounding uses. Such uses include:~~

- ~~A. — A. Automobile-related uses such as:~~
- ~~1. — Automobile parts store;~~
 - ~~2. — Automobile repair;~~
 - ~~3. — Service activities;~~
 - ~~4. — Gas stations;~~
 - ~~5. — Vehicle sales activities;~~
 - ~~6. — Manufactured home sales activities. (Ord. 1539 §69, 2019; Ord. 1098 §13(C), 1999).~~

16.23.025 Conditional uses.

- A. Other uses in the following categories may be permitted through a conditional use permit. Provided the applicant can demonstrate such use can be designed to be integrated into the

corridor and compatible and complementary to existing and future preferred uses and land use vision. Uses that may be approved through the conditional use permit process ~~in all three mixed-use high-density corridor zones~~ include:

1. Retail uses such as:
 - a. Hardware;
 - b. Building material and garden supply;
 - c. Home furnishings and equipment.
 2. Services.
 - a. Upholstery;
 - b. Furniture repair.
 3. Public Administration.
 - a. State offices.
- B. Additional conditional uses may be permitted in the ~~central~~ eastern zone pursuant to LMC 16.23.010(~~ED~~). Provided it can be shown the use can conform to other requirements of the high density corridor, is designed to accommodate the pedestrian emphasis and is compatible and complementary to surrounding uses. Such uses include:
1. Automobile-related uses such as:
 - a. Automobile parts store;
 - b. Automobile repair;
 - c. Service activities;
 - d. Gas stations;
 - e. Vehicle sales activities;
 - f. Manufactured home sales activities.

~~C. Automobile gas stations may be permitted by conditional use permit at the northeast and southwest corners of the intersection of Meridian, Martin, and Duterrow. This use shall be limited to the lots with gas stations existing on the effective date of the ordinance codified in this section. Provided, that the provisions of LMC 16.23.025(B) can be satisfied. (Ord. 1539 §70, 2019; Ord. 1192 §141, 2002; Ord. 1098 §13(D), 1999).~~

16.23.030 Similar or related uses.

Similar or related uses permitted and criteria for determination of similarity or relatedness are as follows:

- A. Uses similar to, or related to, those listed in LMC 16.23.020(A) are permitted upon a finding of the site plan review committee that a particular unlisted use does not conflict with the intent of this chapter or the policies of the Comprehensive Land Use Plan;
- B. The criteria for such finding of similarity shall include but not be limited to the following:
 1. The proposed use is appropriate in this zone given the emphasis on pedestrian orientation, mass transit and mixed use;
 2. The development standards for permitted uses can be met by the proposed use;
 3. The proposed use will be compatible and complementary to adjacent uses and uses within the zone in general;

4. The public need is served by the proposed use. (Ord. 1220 §17, 2004; Ord. 1024 §38, 1995).

16.23.040 Prohibited uses.

Uses other than those identified or described in LMC 16.23.020 are prohibited. (Ord. 1024 §38, 1995).

16.23.050 Environmental performance standards.

A. It shall be the responsibility of the of the operator and/or the proprietor of any permitted use to provide such reasonable evidence and technical data as the enforcing officer may require to demonstrate that the use or activity is or will be in compliance with the environmental performance standards of Chapter 16.57 LMC.

Failure of the enforcing officer to require such information shall not be construed as relieving the operator and/or the proprietor from compliance with the environmental performance standards of this title.

B. Storage. Outside storage of any kind is prohibited with the exception of nurseries.

C. Refuse.

1. Refuse container screening shall be required and be native and drought tolerant landscaping or material and design compatible with the overall architectural theme of the associated structure. Screening shall be at least as high as the refuse container, and shall in no case be less than six feet high;

2. No refuse container shall be permitted between a street and the front of a building;

3. Refuse collection areas shall be designed to contain all refuse generated on site and deposited between collections. Deposited refuse shall not be visible from outside the refuse enclosure. (Ord. 1496 §59, 2016; Ord. 1024 §38, 1995).

16.23.060 Site Area.

A. Lots may contain more than one use and will be a shape, size and design appropriate to the zone and intended uses as determined by the city.

B. No minimum setback. The maximum setback shall be fifteen feet from the fronting right-of-way unless the site plan review committee determines it is appropriate for the specific use to have a greater setback finding that other techniques can be used to promote pedestrian emphasis and that the use with application of other techniques will be compatible and complementary to surrounding uses and intent of the zone.

C. Side yard setback, minimum of ten feet, unless waived by the site plan review committee pursuant to the policies of this chapter.

D. Rear yard setback, fifteen feet.

E. Maximum building coverage: thirty-five percent; however, this may be increased up to a maximum of eighty-five percent if the following bonuses are used or the project is on a lot in a subdivision or binding site plan that has met all the requirements of Chapter 14.23 LMC.

1. Projects containing mixed uses: five percent bonus.

2. Projects with three- or four-story building: five percent bonus.
3. Projects providing a pedestrian oriented plaza or area of at least one hundred fifty square feet along a pedestrian walkway at an intersection corner, bus stop or other key pedestrian area approved by the city. Such areas shall contain seating for at least four people, a trash receptacle and three or more of the following: a pedestrian shelter, a drinking fountain, a bike rack, pedestrian scale lights, pavers on the walkway surfaces, a kiosk, a street vendor station providing food or beverages, trees, an appropriately sized statue or sculpture, or a public restroom.

Interior courtyards with these amenities qualify if they would be readily apparent and accessible to pedestrians on adjoining sidewalks: twenty percent bonus.

4. Projects providing a through-block corridor that facilitates pedestrian access in a location approved by the city: ten percent bonus.
5. Projects providing at least fifty percent of their required parking underground or within the building: forty-five percent bonus.

Note: These bonuses are to be added to the base allowable building coverage. The provisions of the Drainage Design and Erosion Control Manual, open space, landscaping and design review requirements may further limit building coverages.

F. Maximum development coverage: Maximum coverage by impervious surfaces sixty percent, unless increased up to a maximum of ninety-five percent if the following bonuses are used or the project is on a lot in a subdivision or binding site plan that has met all the requirements of Chapter 14.23 LMC.

1. Projects providing a pedestrian oriented area consistent with building coverage bonuses: thirty percent bonus.
2. Projects containing mixed uses: five percent bonus.
3. Projects providing a through-block corridor that facilitates pedestrian access in a location approved by the city: fifteen percent bonus.
4. Projects providing a vegetated roof: bonus equal to fifty percent of the square footage of the vegetated roof.

Note: These bonuses are to be added to the base allowable impervious surface coverage. The provisions of the Drainage Design and Erosion Control Manual, open space, landscaping and design review requirements may further limit impervious surfaces.

G. Building height: not more than forty-five feet within one hundred feet of a prior existing single family detached subdivision. (Ord. 1496 §60, 2016; Ord. 1220 §18, 2004; Ord. 1024 §38, 1995).

16.23.070 Parking.

Off-street parking shall be provided in accordance with Chapter 16.72 LMC and all design review requirements of Chapter 14.23 LMC. On street parking shall be allowed to help satisfy parking requirements provided paved street widths provide adequate room pursuant to city standards for on street parking. (Ord. 1024 §38, 1995).

16.23.080 Landscaping.

All requirements of Chapter 16.80 LMC shall be satisfied. (Ord. 1496 §61, 2016; Ord. 1220 §19, 2004; Ord. 1044 §11, 1996; Ord. 1024 §38, 1995).

16.23.085 Design review.

All applicable requirements of Chapter 14.23 LMC shall be satisfied. (Ord. 1024 §38, 1995).

16.23.090 Stormwater runoff.

Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to the city's review and approval and shall, moreover, comply with Chapter 15.22 LMC pertaining to community facilities. (Ord. 1496 §62, 2016; Ord. 1024 §38, 1995).

Chapter 16.24 WOODLAND DISTRICT

16.24.010 Intent and organization.

A. It is the intent of this chapter to:

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

B. *Woodland District Urban Neighborhoods Intent Statements.* The Woodland District is divided into three subdistricts as shown in Figure 16.24.010-1:

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

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

3. *Urban Neighborhood 3--Master Plan Areas.* The goals for Urban Neighborhood 3 promote development that strives to combine regional commercial-retail and housing uses on a single site or in close proximity. The development standards allow increased development on busier streets without

fostering a strip commercial appearance. Development will support transit use and provide new housing opportunities in the city. The emphasis of the commercial uses is primarily on commercial, service, medical, educational, office, and local-serving and region-serving retail. Development is intended to consist primarily of businesses on the ground floor with services and/or housing on upper stories. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk, especially at corners with through block connections that provide connections between properties and an overall modified grid of streets.

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

C. Regulating Plan.

1. *Description of the Regulating Plan.* The Regulating Plan translates the community vision into a map. The Regulating Plan designates the locations, subdistricts and streets that are intended to embody specific physical characteristics. It specifies the location and applicability of specific design treatments and maps where they are required. The Regulating Plan works in tandem with the development standards, tables and figures to define the shape, size and location of streets, through connections, infill blocks, buildings and landscaping.

The Regulating Plan for the Woodland District is set out in Figure 16.24.010-1, Regulating Plan, Subdistricts; Figure 16.24.050-1, Regulating Plan, Street Types; and Figure 16.24.060-1, Regulating Plan, Building Heights. The Regulating Plan specifies the subdistricts, street types and building heights that apply to each lot, parcel of land, or infill block.

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

On Figure 16.24.050-1, Regulating Plan, Street Types, where the street type, as indicated by color, extends through an intersection, that street type shall be considered as the higher order street and shall apply to the intersection, and to the intersecting street until a distance of one hundred feet from the confluence of lot lines at the corner, or until the next lot line away from the corner, whichever distance is shorter.

Allowable building heights are shown on Figure 16.24.060-1, Regulating Plan, Building Heights.

D. Organization of This Chapter, Woodland District Hybrid Form-Based Code.

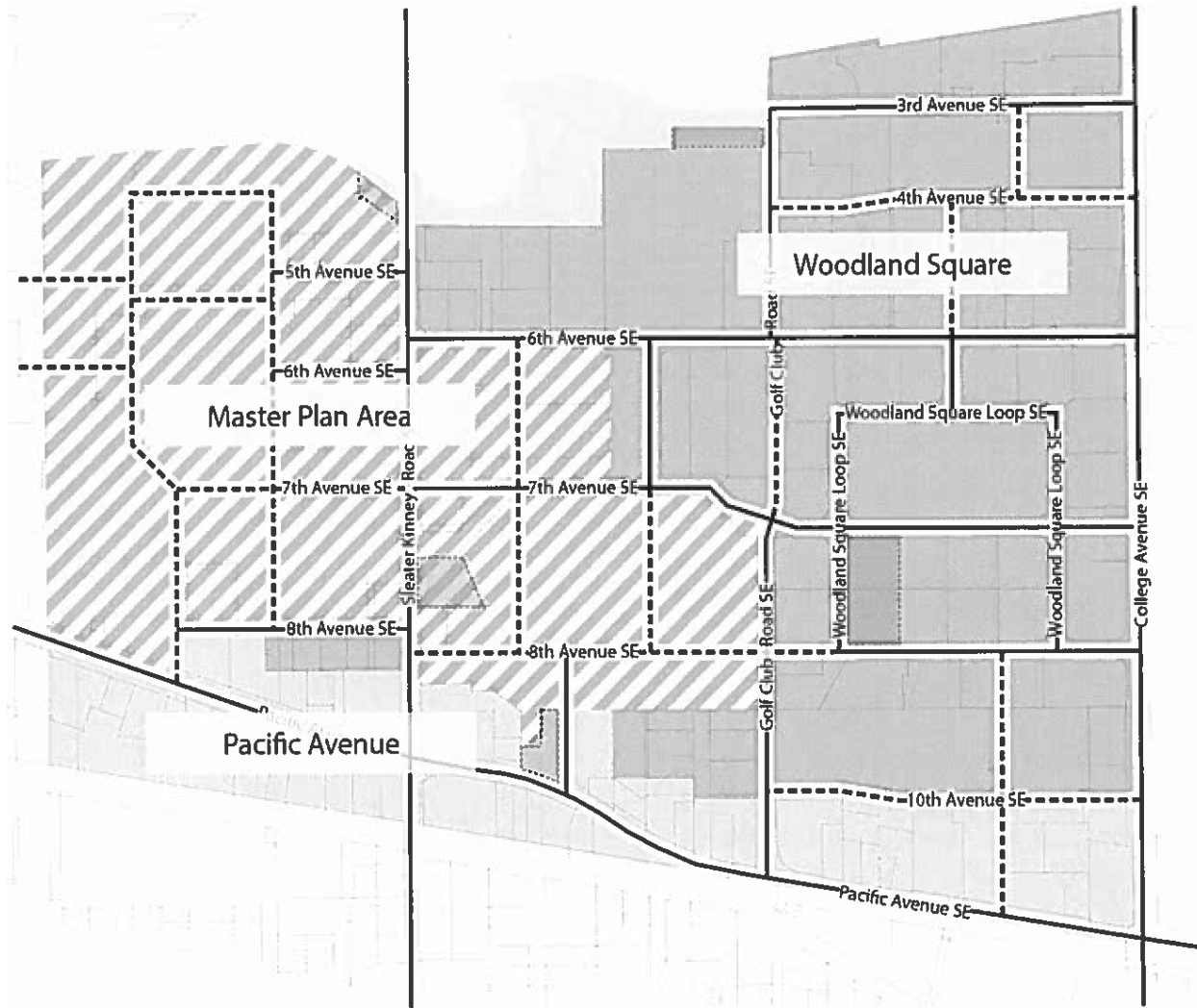
Sub Chapter	Figures and Tables
16.24.010 , Intent and organization.	Figure 16.24.010-1 , Regulating Plan, Subdistricts
16.24.020 , Definitions.	
16.24.030 , Uses.	Table 16.24.030-1 , Urban Neighborhoods
16.24.040 , General standards required for all development.	Table 16.24.040-1 , Master Plan Eligibility Summary
	Table 16.24.040-2 , Improvement Responsibilities
	Table 16.24.040-3 , District Wide Development Standards
16.24.050 , Streets, through connections and connection spacing.	Figure 16.24.050-1 , Regulating Plan, Street Types
	Table 16.24.050-1 , Connections and Connection Spacing
	Table 16.24.050-2 , Overview of Streets and Through Connection Types
	Figure 16.24.050-2 , 6th Avenue
	Table 16.24.050-3 , 6th Avenue
	Figure 16.24.050-3 , 6th Avenue Sidewalk Improvements
	Table 16.24.050-4 , 6th Avenue Sidewalk Improvements
	Figure 16.24.050-4 , Golf Club Road
	Table 16.24.050-5 , Golf Club Road
	Figure 16.24.050-5 , Golf Club Road Sidewalk Improvements

Sub Chapter	Figures and Tables
	Table 16.24.050-6 , Golf Club Road Sidewalk Improvements
	Figure 16.24.050-6 , Pacific Avenue
	Table 16.24.050-7 , Pacific Avenue
	Figure 16.24.050-7 , Pacific Avenue Sidewalk Improvements
	Table 16.24.050-8 , Pacific Avenue Sidewalk Improvements
	Figure 16.24.050-8 , Through Connection, Minimum Requirements
	Figure 16.24.050-9 , Through Connection, Optional Components
	Table 16.24.050-9 , Through Block Connection, Minimum Requirements and Optional Components
16.24.060 , Building, form, siting and site design.	Figure 16.24.060-1 , Regulating Plan, Building Heights
	Table 16.24.060-1 , Building Form, Siting and Massing Standards
	Figure 16.24.060-2 , Height Options for Small Footprint Buildings
	Table 16.24.060-2 , Height Options for Small Footprint Buildings
	Table 16.24.060-3 , Site Design and Landscape Standards

Sub Chapter	Figures and Tables
16.24.070 , Building and landscape frontage.	Figure 16.24.070-1 , Building and Landscaping Frontage Type 1--Linear
	Table 16.24.070-1 , Building and Landscaping Frontage Type 1--Linear
	Figure 16.24.070-2 , Building and Landscaping Frontage Type 2--Forecourt
	Table 16.24.070-2 , Building and Landscaping Frontage Type 2--Forecourt
	Figure 16.24.070-3 , Building and Landscaping Frontage Type 3--Porch-Stoop-Terrace
	Table 16.24.070-3 , Building and Landscaping Frontage Type 3--Porch-Stoop-Terrace
	Figure 16.24.070-4 , Building and Landscaping Frontage Type 4--Landscape Building
	Table 16.24.070-4 , Building and Landscaping Frontage Type 4--Landscape Building
	Figure 16.24.070-5 , Building and Landscaping Frontage Type 5--Low Wall and Trellis
	Table 16.24.070-5 , Building and Landscaping Frontage Type 5--Low Wall and Trellis
	Figure 16.24.070-6 , Building and Landscaping Frontage Type 6--Urban Fence or Wall
	Table 16.24.070-6 , Building and Landscaping Frontage Type 6--Urban Fence or Wall

Sub Chapter	Figures and Tables
	Figure 16.24.070-7 , Building and Landscaping Frontage Type 7--Landscape Setback
	Table 16.24.070-7 , Building and Landscaping Frontage Type 7--Landscape Setback
16.24.080 , Design toolbox.	Table 16.24.080-1 , Low Impact Development Approaches
	Table 16.24.080-2 , Street and Through Connection Crossing Approaches
	Table 16.24.080-3 , Traffic Calming Approaches
16.24.090 , Form-based code review.	
16.24.100 , Appeals.	
16.24.110 , Amendment of an approved development application.	
16.24.120 , Submittal requirements.	
16.24.130 , Additional information for review.	

Figure 16.24.010-1. Regulating Plan, Subdistricts



(Ord. 1487 §3 (part), 2016).

16.24.020 Definitions.

- A. "Build-to line" means the line up to which buildings or landscaping must be constructed.
- B. "Chicane" means a slight bend in the travel path of a roadway to slow drivers.
- C. "Chord" means a straight line joining the ends of an arc.
- D. "Forecourt" means an open area forming an entrance plaza for a single building or several buildings in a group.
- E. "Frontage" means the portion of the site, parcel or infill block that is adjacent to a public street, a through connection or other path.
- F. "Frontage zone" means that area between the build-to line and the pedestrian through zone which acts as a transition between private and public space.

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

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

I. *Household*. A “household” is a person or group of people occupying a single dwelling unit.

J. “Infill block” means an area of land bounded by new or existing streets or easements.

K. “Podium” means the continuous projecting base of a building, distinct from the tower or other portions of the building.

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

M. “Step back” means an upper facade of a building that is recessed or set back from the lower facade of the building.

N. “Stoop” means a platform or small porch, usually up several steps, at the entrance to a building, usually a dwelling or dwellings.

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

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

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

R. “Through connection” means a grade-level pedestrian, cycling, or vehicle access route that is accessible to the public and extends through a city block, parcel, lot or infill block and includes but is not limited to a pedestrian walkway, a street, or an access route through public or private land.

S. “Tower” means a building or a portion of a building within the boundary of the Woodland District over fifty-five feet in height. The tower portion of the building is located on top of a podium.

T. “Tower floor plate” means the sum of the gross horizontal area of a single floor of a tower, measured from the exterior faces of the exterior walls.

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

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

W. “Woonerf,” sometimes called a shared street, means a street where the drivers and bicyclists share the roadway with pedestrians. Also referred to as a curbless street, a woonerf avoids permanent demarcation of the drive area with a curb, and is often level from side to side. The width of the shared roadway space, and the placement of street furniture, parking zones and plantings are purposefully located to reduce driver speed and encourage social gathering. (Ord. 1539 §71, 2019; Ord. 1487 §3 (part), 2016).

16.24.030 Uses.

A. *Permitted Uses.* Uses permitted in the Woodland District subdistricts are listed in Table 16.24.030-1 with a “P.” These uses are allowed if they comply with the development standards and other regulations of this section. Listing as an allowed use does not mean that a proposed development will necessarily be granted an adjustment or other exception to the regulations of the LMC.

B. *Conditional Uses.* Uses which are allowed if approved through the conditional use review process are listed in LMC [11.0916-66-020](#) and Table 16.24.030-1 with a “C.” These uses are allowed provided they comply with the conditional use approval criteria for that use, the specific development standards contained in this chapter, and other regulations of the LMC.

Table 16.24.030-1. Urban Neighborhoods

Use Categories	Urban Neighborhood 1 Woodland Square	Urban Neighborhood 2 Pacific Avenue	Urban Neighborhood 3 Master Plan Area
	P--Permitted C--Conditional		
Residential Categories			
Household Living	P	P	P
Group Living	C	C	C
Commercial Categories			

Use Categories	Urban Neighborhood 1 Woodland Square	Urban Neighborhood 2 Pacific Avenue	Urban Neighborhood 3 Master Plan Area
	P--Permitted C--Conditional		
Retail Sales and Service	P	P	P
Office	P	P	P
Institutional Categories			
Parks and Open Space	P	P	P
Educational Facilities, Government Offices, Museum; Civic Uses, Transit Uses	P	P	P
Other Categories			
Rail Lines and Utility Corridors	P	P	P

C. *Use-Specific Development Standards.*

1. *Parks and Open Space.* Huntamer Park, West Plaza Park, South Plaza Park, I-5 Park and Bikeway, and Civic Plaza are the current open spaces and parks in the Woodland District. These city-owned and managed facilities provide open space and natural amenities for the enjoyment of the public. The Woodland District Strategic Plan recommends reinforcing these areas through an improved network of sidewalks, bicycle lanes, paths, and multi-purpose trails. New development shall enhance these existing district open spaces. Application of the design standards for streets, paths, buildings, landscaping, and other design elements from this chapter will provide a complementary relationship between the parks and surrounding development. Any new common open space, park, or through connection shall be designed to be useable for the recreation and enjoyment of the citizens.

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

2. *Drive-Through Facilities.* Where a drive-through component is proposed as part of a development, it shall meet the following regulations:

- a. The drive-through shall be accessory to the principal use of the development, which includes interior space for customers to enter the building for goods or services;
- b. The entrance and exit for the drive-through lane shall not be on a primary street unless shared with the primary site access of the principal use. The drive-through lane and the drive-through window shall not be visible from a primary street.
- c. The standards above may be met in either of the following ways:
 - (1) The drive-through shall be accessed from a secondary street, other street or through connection, and contained within the building;
 - (2) The drive-through shall be accessed from a secondary street, other street or through connection, and located on the portion of the infill block that is farthest away from the primary street.

3. *Ground Floor Residential Uses.* Where residential uses occur on the ground floor, vertical and horizontal separation is required to ensure privacy for building residents, and a high quality public realm. The minimum and maximum vertical and horizontal distance from the sidewalk is defined in LMC [16.24.070](#), Building and landscape frontage.

D. *Prohibited Uses.*

- 1. Uses with physical and operational requirements generating substantial:
 - a. Truck traffic;
 - b. Dust;
 - c. Glare;
 - d. Heat or vibration;
 - e. Noise; or
 - f. Odors.
- 2. Uses of a character which are either not compatible with the high aesthetic standards of the area, will not enhance the marketability of the core area, or will adversely impact the city's economic development strategies for this zone. These uses shall include, but are not limited to:
 - a. Activities entailing movement of heavy equipment on and off the site except during construction;
 - b. Auto or truck storage as a primary use;
 - c. Cemeteries and crematoria;
 - d. Machine shops;

- e. Motor freight terminals;
- f. Park and ride lots;
- g. Solid waste disposal facilities, including transfer stations, incinerators and sanitary landfills; and
- h. Stand-alone warehouse and distribution facilities. (Ord. 1539 §72, 2019; Ord. 1487 §3 (part), 2016).

16.24.040 General standards required for all development.

A. *Conflicts.* Development within the Woodland District must comply with the standards prescribed in this chapter, Woodland District, and the standards set forth by that document titled “The Pacific Northwest Architectural Style Guidelines and Design Character Elements.” These development standards are intended to implement policies in the adopted Woodland District Strategic Plan. In the event of a conflict between any provision of this chapter, Woodland District, and any other ordinances of the city of Lacey the provisions of this chapter shall prevail with the exception of ordinances whose standards are more restrictive.

B. *Master Plan Requirements.*

1. *Connectivity Master Plan.* Connectivity master plans are required for all development within the Woodland District, except lots or parcels exempt from connection spacing standards because of maximum block length requirements; refer to LMC [16.24.050](#), Streets, through connections and connection spacing.

Development proposals shall show conceptually how the development standards in LMC [16.24.050](#), Streets, through connections and connection spacing, shall be met in relationship to adjacent property and existing streets, through connections and other paths or trails.

Connectivity master plans shall refer to LMC [16.24.010](#), regulating plan, subdistricts and streets, and provide review material according to LMC [16.24.120\(A\)](#), (B) and (C), Submittal requirements.

In addition, the connectivity master plan should generally indicate how open space, parking, driveways, walkways, etc., will relate or connect to adjacent parcels.

Connectivity master plans shall provide review material according to LMC [16.24.120](#), Submittal requirements. A summary of connectivity master plan eligibility is provided in Table 16.24.040-1.

Future streets and through connections shall be designed and constructed according to Table 16.24.040-2, Improvement Responsibilities, Section B.

2. *Detailed Master Plan.* Detailed master plans are required for all development in the Master Plan Area where proposed improvements represent fifteen percent or more of the value of the assessed market improvement value of the existing structure with the permit value of the proposed improvement greater than \$20,000.00. For the purposes of determining code compliance, the value of proposed improvements will be based on the value of the building permit for those improvements.

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

- a. LMC [16.24.050](#), Streets, through connections and connection spacing;
- b. LMC [16.24.060](#), Building, form, siting and site design;
- c. LMC [16.24.070](#), Building and landscape frontage.

Detailed master plans shall refer to Figures 16.24.010-1, Regulating Plan, Subdistricts; 16.24.050-1, Regulating Plan, Street Types; and 16.24.060-1, Regulating Plan, Building Heights.

Detailed master plans shall provide review material according to LMC [16.24.120](#), Submittal requirements. A summary of detailed master plan eligibility is provided in Table 16.24.040-1.

Existing built streets shall be improved according to Table 16.24.040-2, Improvement Responsibilities, Section A.

Future streets and through connections shall be designed and constructed according to Table 16.24.040-2, Improvement Responsibilities, Section B.

Master planned streets shall be designed and constructed according to Table 16.24.040-2, Improvement Responsibilities, Section C.

Table 16.24.040-1. Master Plan Eligibility Summary

Eligibility	Connectivity Master Plan	Detailed Master Plan
Lot or parcel is exempt from connectivity standards in LMC 16.24.050 , Streets, through connections and connection spacing, due to minimum through block connection spacing.	Exempt	Exempt
Lot or parcel is (1) subject to the connectivity standards in LMC 16.24.050 , Streets, through connections and connection spacing, and (2) outside the Master Plan Area, as shown on Figure 16.24.010-1 , Regulating Plan, Subdistricts.	Must meet connectivity master plan requirements	Exempt
Lot or parcel is (1) inside the Master Plan Area, as shown on Figure 16.24.010-1 , Regulating Plan, Subdistricts, and (2) proposed improvements are less than 15% of the value of the underlying development	Must meet connectivity master plan requirements	Exempt

Eligibility	Connectivity Master Plan	Detailed Master Plan
as defined above or the permit value of the proposed improvement is less than \$20,000.00.		
Lot or parcel is (1) inside the Master Plan Area, as shown on Figure 16.24.010-1 , Regulating Plan, Subdistricts, and (2) proposed improvements represent 15% or more of the value of the underlying development as defined above with the permit value of the proposed improvement greater than \$20,000.00.	Must meet detailed master plan requirements	

C. *Adjustments.* There are three types of adjustments that may be granted by the director, as described below.

1. *Proportional Compliance Adjustments.* Proportional compliance adjustments apply to lots or parcels fronting on Pacific Avenue and lots or parcels within the Woodland Square Subdistrict and Pacific Subdistrict, as illustrated in Figure [16.24.010-1](#), Regulating Plan, Subdistricts, and Figure [16.24.050-1](#), Regulating Plan, Street Types.

Proportional compliance adjustments may be granted by the director to existing development where the value of proposed improvements falls below one of two thresholds. For the purposes of determining compliance, the value of proposed improvements shall be cumulative over the most recent five years, including calculations of all previously exempt remodels, but shall not include life/safety improvements or normal maintenance not requiring a building permit.

a. When the value of the proposed improvements is less than fifteen percent of the value of the assessed market improvement value of the existing structure, or when the permit value of the proposed improvement is less than \$20,000.00, the applicant may secure a building permit for the proposed improvements without meeting any of the development standards in the LMC.

b. When the value of the proposed improvements is fifteen percent or greater, but less than seventy-five percent of the value of the existing development, the applicant must meet the development standards of the applicable building or landscape frontage type only. The applicable frontage type standards shall apply to the primary or secondary street-facing side of the block, site or infill block as set out in Table [16.24.050-2](#), Overview of Streets and Through Connection Types. The designated primary or secondary street-facing edge of the site (or block, or infill block) shall be designed and constructed according to LMC [16.24.070](#), Building and landscape frontage.

c. When the value of the proposed improvements is seventy-five percent or greater of the assessed market improvement value of the existing structure, or when the permit value of the proposed improvement is \$5,000,000.00 or greater, the applicant must meet the development standards of the LMC for the new improvements and the existing building. This \$5,000,000.00 limitation shall be increased on an annual basis in an amount equal to the increase in the Engineering News-Record Construction Cost Index from the previous year. Landscaping: The entire site shall meet the applicable development standards. Parking lot reconfiguration and expansion: The entire parking lot shall meet the applicable development standards. External facade modification: The full extent of all the facades shall meet the applicable development standards.

d. Expansion of building footprint: The new square footage associated with the building expansion is required to meet the applicable development standards.

2. *Development Standards Flexibility Adjustment.* Development standards flexibility adjustments may be granted to any development within the Woodland District, if the director finds that the adjusted development standard will perform as well as the development standard. Eligible development standards and the permitted degree of adjustment is noted in each development standards table.

3. *Site Plan Review Committee (SPRC) Adjustment.* Any development standards, which are not included in the development standards flexibility adjustment above, or which exceed the permitted degree of flexibility noted in the development standards tables, are eligible for review and approval through the site plan review committee (SPRC), according to LMC [16.24.090](#), Form-based code review.

D. *New and Existing Streets and Through Connections.* Development standards of this chapter are intended to establish a complete network of new and existing streets and through connections, which may take the form of local streets, multi-use paths or woonerfs. The location of new and existing streets and through connections and their required intersections are mapped in Figure 16.24.050-1, Regulating Plan, Street Types. Connection types permitted and maximum spacing of new and existing streets and through connections are established in Table 16.24.050-1, Connections and Connection Spacing. The required improvements for each street and through connection, including the sidewalk zones, are specified in Figures 16.24.050-2 through 16.24.050-9. When the property owner or developer is responsible for dedication of land and/or specific constructed improvements it is noted in Figures 16.24.050-2 through 16.24.050-9. Table 16.24.040-2 summarizes the improvements and the responsibility of each party, whether city or property owner/developer.

Table 16.24.040-2. Improvement Responsibilities

Summary of Requirements	Eligible Streets
A. Existing Built Streets. Existing streets are required to meet requirements for sidewalk improvements, street lights, street furnishings, and trees, according to Table 16.24.050-1 , Table	3rd Avenue SE
	6th Avenue SE

Summary of Requirements	Eligible Streets
16.24.050-2 and Figures 16.24.050-2 through 16.24.050-9, street types and sidewalk improvements. Improvements and, where noted in the development standards, dedication of land are the responsibility of the property owner/development applicant.	7th Avenue SE
	Pacific Avenue SE
	Sleater Kinney Road SE
	College Street SE
B. Future Streets and Through Connections. Right-of-way is dedicated by property owner/development applicant. The city constructs the street to city standards as established by Tables 16.24.050-1 and 16.24.050-2 and Figures 16.24.050-2 through 16.24.050-9, street types. An interim bike-pedestrian trail may be required on the dedicated right-of-way, prior to completion of the street improvements. Any interim bike or pedestrian trail shall be designed and constructed in compliance with through connection development standards in Figure 16.24.050-8 and Table 16.24.050-9, and shall meet, at a minimum, the development standards and minimum requirements (set out in Figure 16.24.050-8, Through Connection, Minimum Requirements, and Table 16.24.050-9, Through Block Connection, Minimum Requirements and Optional Components).	Unbuilt 4th Avenue SE
	Unbuilt segment of Golf Club Road SE
	Unbuilt segment of 10th Avenue SE
	All through connections and other streets outside of the Master Plan Subdistrict
C. Master Planned Streets. Master planned streets shall be located and constructed according to an approved master plan that meets the requirements of a connectivity master plan or a detailed master plan, as applicable. The property owner or developer is responsible for all required street or through connection improvements, according to Tables 16.24.050-1 and 16.24.050-2 and Figures 16.24.050-2 through 16.24.050-9, street types and sidewalk improvements.	All other streets and through connections within the Master Plan Subdistrict

E. *Environmental Performance.*

1. It shall be the responsibility of the operator and/or the proprietor of any proposed use to provide such evidence and technical data as the director and/or site plan review committee may require to

demonstrate that the use or activity is or will be in compliance with the environmental performance standards of Chapter [16.57](#) LMC.

2. Failure of the director and/or site plan review committee to require such information shall not be construed as relieving the operator and/or the proprietor from compliance with Chapter [16.57](#) LMC, Environmental Performance Standards.

3. Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to the city's review and approval, and shall, moreover, comply with Chapter [15.22](#) LMC pertaining to community facilities.

Table 16.24.040-3. District Wide Development Standards

Section/Description	Urban Neighborhood 1 Woodland Square	Urban Neighborhood 2 Pacific Avenue	Urban Neighborhood 3 Master Plan Area
Stormwater	All projects shall meet the current City of Lacey Stormwater Design Manual. A construction stormwater pollution prevention plan (SWPPP) short form is required for development projects with less than 2,000 square feet of new plus replaced hard surfaces. Development projects with 2,000 square feet or more of new plus replaced hard surfaces require a full SWPPP and the retention of stormwater on site. Development projects with 5,000 square feet or more of new plus replaced hard surfaces also require water quality treatment. Properties that currently discharge or are designed to discharge to regional facilities may continue to do so, provided there is capacity in the existing facility. If a regional facility does not meet current water quality treatment standards then on-site treatment will be required.		
Landscaping	Site landscaping shall comply with the requirements of Chapter 16.80 LMC except for frontage landscaping otherwise regulated by this chapter.		
Tree Preservation	Tree protection professional report required. A qualified professional forester shall review the site and provide a report analyzing the site for tree protection consistent with the requirements of this chapter. The report shall provide information important to urban forest management and options for consideration when developing preliminary designs. The report shall suggest options for design to best achieve the purposes of the Urban Forest Management Plan and this chapter. The report shall include but shall not be limited to:		

Section/Description	Urban Neighborhood 1 Woodland Square	Urban Neighborhood 2 Pacific Avenue	Urban Neighborhood 3 Master Plan Area
	a. An analysis of technical information requested by the review body related to trees and forest practices;		
	b. Analysis of what portion of the site is best for designation of the tree tract if required, considering the intent of this chapter, soil type, topography, tree species, health of trees and reasonable project design limitations;		
	c. Recommendations for saving of individual tree specimens based upon the intent of this chapter, soil type, topography, tree species, health of trees, and reasonable project design limitations;		
	d. A plan for protection of trees to be saved during construction including placement of construction fences, monitoring of construction activity and other measures necessary to ensure adequate tree protection;		
	e. Consideration of the location of roads, other infrastructure, and buildings and potential options for alternative locations, if applicable, to best satisfy the purposes of the Urban Forest Management Plan;		
	f. A timeline for tree protection activity; and		
	g. The final tree protection plan should be prepared on the site grading plan. All tree protection fences, trees to be saved, and trees to be removed should also be shown on the site demolition plan. Necessary save tree pruning and selective thinning within tree tracts shall be detailed and trees marked as such. The tree protection plan and demolition plan should be part of the submittal to the city of Lacey and shall be approved by the tree protection professional. The tree protection plan shall be part of the contractor bid package and a copy of the tree protection plan shall be available to the contractors on site at all times during logging, clearing, and construction. Development standards may be adjusted on a case-by-case basis to protect priority trees:		

Section/Description	Urban Neighborhood 1 Woodland Square	Urban Neighborhood 2 Pacific Avenue	Urban Neighborhood 3 Master Plan Area
	Priority tree types: Trees to be protected must be healthy, wind firm, and appropriate to the site at their mature size, as identified by a qualified professional forester. In designing a development project, the applicant shall protect the following types of trees in designated tract(s) in the following order of priority:		
	1. Historical trees. Trees designated as historical trees under LMC 14.32.072 .		
	2. Specimen trees. Unusual, rare, or high quality trees.		
	3. Critical area buffer. Trees located adjacent to critical area buffers.		
	4. Significant wildlife habitat. Trees located within or buffering significant wildlife habitat.		
	5. Other high quality individual trees or groves of trees.		

(Ord. 1539 §73, 2019; Ord. 1499 §2, 2016; Ord. 1496 §63, 2016; Ord. 1487 §3 (part), 2016).

16.24.050 Streets, through connections and connection spacing.

Figure 16.24.050-1. Regulating Plan, Street Types

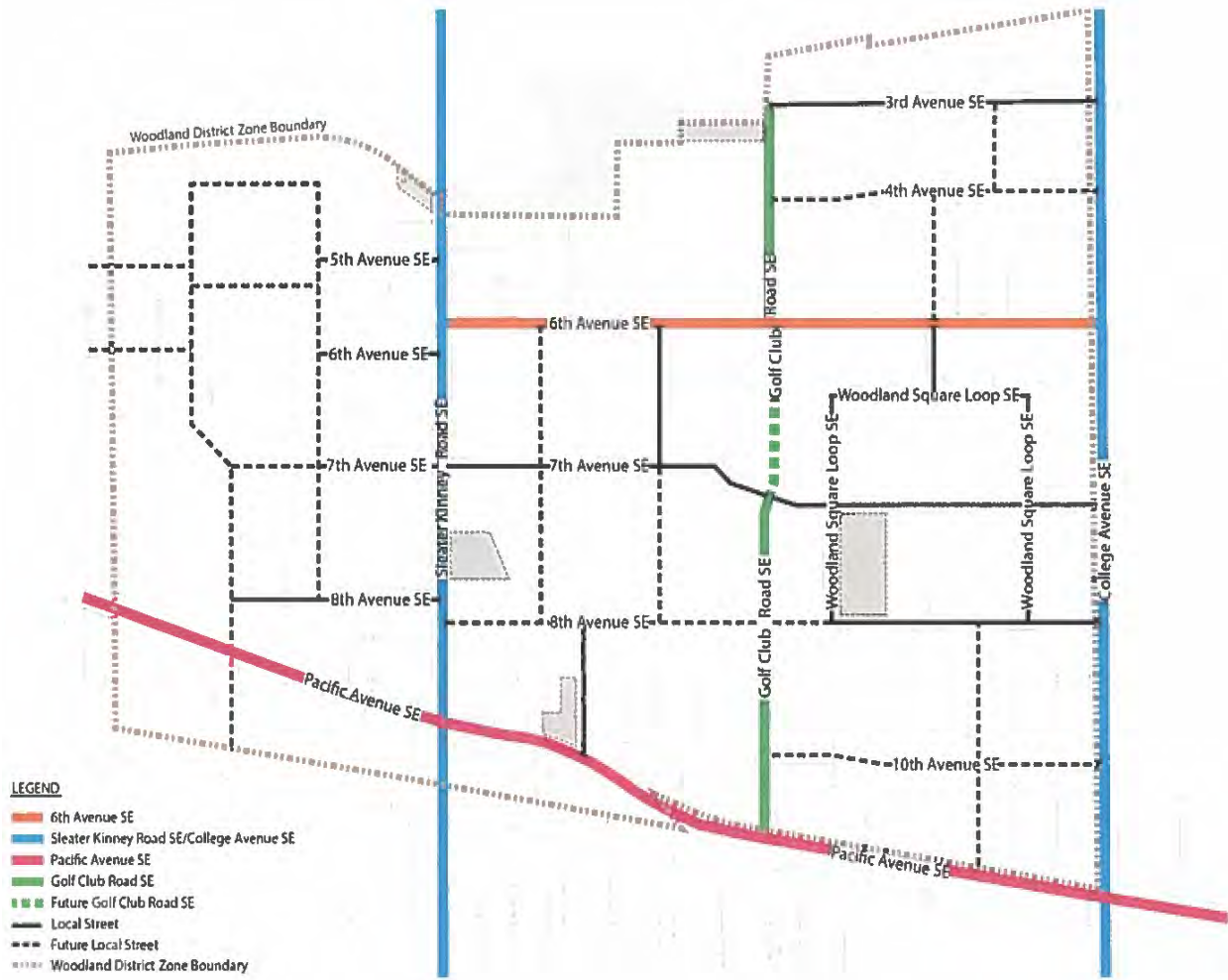


Table 16.24.050-1. Connections and Connection Spacing

	Urban Neighborhood 1 Woodland Square	Urban Neighborhood 2 Pacific Avenue	Urban Neighborhood 3 Master Plan Area
BLOCKS AND CONNECTIONS			
A. Maximum Block Length	Auto: 450 feet (1) Pedestrian: 330 feet	Auto: 450 feet (3) Pedestrian: 330 feet Properties South of Pacific Avenue: Auto: NA Pedestrian: 100 feet	Auto: 450 feet Pedestrian: 330 feet

	Urban Neighborhood 1 Woodland Square	Urban Neighborhood 2 Pacific Avenue	Urban Neighborhood 3 Master Plan Area
BLOCKS AND CONNECTIONS			
B. Maximum Block Perimeter	Auto: 1,800 feet (1) Pedestrian: 1,320 feet	Auto: 1,800 feet (2) Pedestrian: 1,320 feet South of Pacific Avenue, NA	Auto: 1,800 feet (1) Pedestrian: 1,320 feet
C. Additional Through-Block Connections	Required for block faces longer than 450 feet	Required for block faces longer than 450 feet	Required for block faces longer than 450 feet
D. Vehicular Entrances	Driveways permitted except where noted	Driveways permitted except where noted	Driveways permitted except where noted
	Min. 40 feet separation from intersection	Min. 40 feet separation from intersection	Min. 40 feet separation from intersection
	Max. avg. 1 driveway per 100 feet of block frontage	Max. avg. 1 driveway per 100 feet of block frontage	Max. avg. 1 driveway per 100 feet of block frontage
	Maximum width: 24 feet	Maximum width: 24 feet (3)	Maximum width: 24 feet
E. Connection Hierarchy and Primary Frontage	If one of the designated streets or through connections bounding an infill block is a primary street, the primary street frontage of the infill block or lot shall be the primary street. If none of the designated streets or through connections is a primary street, the primary frontage shall be the secondary street. (4)		

	Urban Neighborhood 1 Woodland Square	Urban Neighborhood 2 Pacific Avenue	Urban Neighborhood 3 Master Plan Area
BLOCKS AND CONNECTIONS			
F. Through Block Connection Types Permitted	F--Through Block Connection	F--Through Block Connection	F--Through Block Connection

(1) Adjustable by five percent.

(2) Adjustable by ten percent.

(3) Adjustable by twenty percent.

(4) Proportional compliance adjustment: for properties south of Pacific Avenue the through connection of the driveway access and drive aisle may be exempt from frontage requirements.

Table 16.24.050-2. Overview of Streets and through Connection Types

Section/Description	6th Ave	Golf Club	Pacific	College, Sleater Kinney	All Other Streets	Through Block Connection
A. Frontage	Primary	Primary	Primary	Secondary	Secondary	Secondary
B. Type	Collector/ commercial	Collector/ commercial	Arterial	Arterial	Local streets	Local street or path
C. Aesthetic Character/Identity	Mixed-use main street	Urban residential main street	Varies	Woodland District gateways	Varies	Varies
D. Building and Landscape Frontage Types Permitted	Linear Forecourt Low wall and trellis Urban wall or fence	Linear Forecourt Porch- stoop- terrace Low wall and trellis	Linear Forecourt Porch- stoop- terrace Landscape building	Linear Forecourt Porch- stoop- terrace Landscape building	Linear Forecourt Porch- stoop- terrace Landscape building	Linear Forecourt Porch- stoop- terrace Landscape building

Section/Description	6th Ave	Golf Club	Pacific	College, Sleater Kinney	All Other Streets	Through Block Connection
		Urban wall or fence	Low wall and trellis Urban wall or fence Landscape setback	Low wall and trellis Urban wall or fence Landscape setback	Low wall and trellis Urban wall or fence Landscape setback	Low wall and trellis Urban wall or fence Landscape setback
E. Role in the Network	District connector	District connector	Regional connector	Regional connector	Bike, pedestrian, local vehicular connectivity	Bike, pedestrian, local vehicular connectivity
F. Design Speed	25 mph	Under 20 mph	25 mph	25 mph	Under 20 mph	Under 20 mph
G. Right-of-Way or Easement Width	81 to 87 feet	60 to 64 feet	90 to 96 feet	Varies	Varies	Varies
H. Location of Build-To Line	At front property line	At front property line	5 feet back from property line	At front property line	At front property line	NA
I. Curb-to-Curb Width	42 feet	36 feet	62 to 68 feet	Varies	Varies	Varies
J. Travel Lanes (number)	2	2	4	4	2	Optional
K. Travel Lane Width	11 feet	10 feet	12 feet	Varies	9.5 feet for local streets 6 to 8 feet for queuing streets	10 feet (maximum)

Section/Description	6th Ave	Golf Club	Pacific	College, Sleater Kinney	All Other Streets	Through Block Connection
L. Center Turn Lane Width	14 feet	NA	14 feet	Varies	Varies	NA
M. Parking Lane Width	8 feet	8 feet	NA	NA	NA	8--30 feet (optional; head-in, diagonal, parallel, or combination permitted)
N. Bike Facilities	Shared	Shared	None (Woodland Trail)	NA	NA	Shared street or shared-use path
O. Sidewalk Width	14 to 20 feet	12 to 14 feet	14 feet	Varies	Varies	5 feet (minimum) each side, or 10 feet (minimum) one side, or 10 feet minimum (no travel lane)
P. Planter Strip Width	Varies	Varies	Varies	Varies	Varies	6 feet (minimum)
Q. Planted Median Width	14 feet	NA	14 to 20 feet	NA	NA	NA

FIGURES 16.24.050-2 THROUGH 9, STREET AND THROUGH CONNECTION TYPES

Figure 16.24.050-2. 6th Avenue

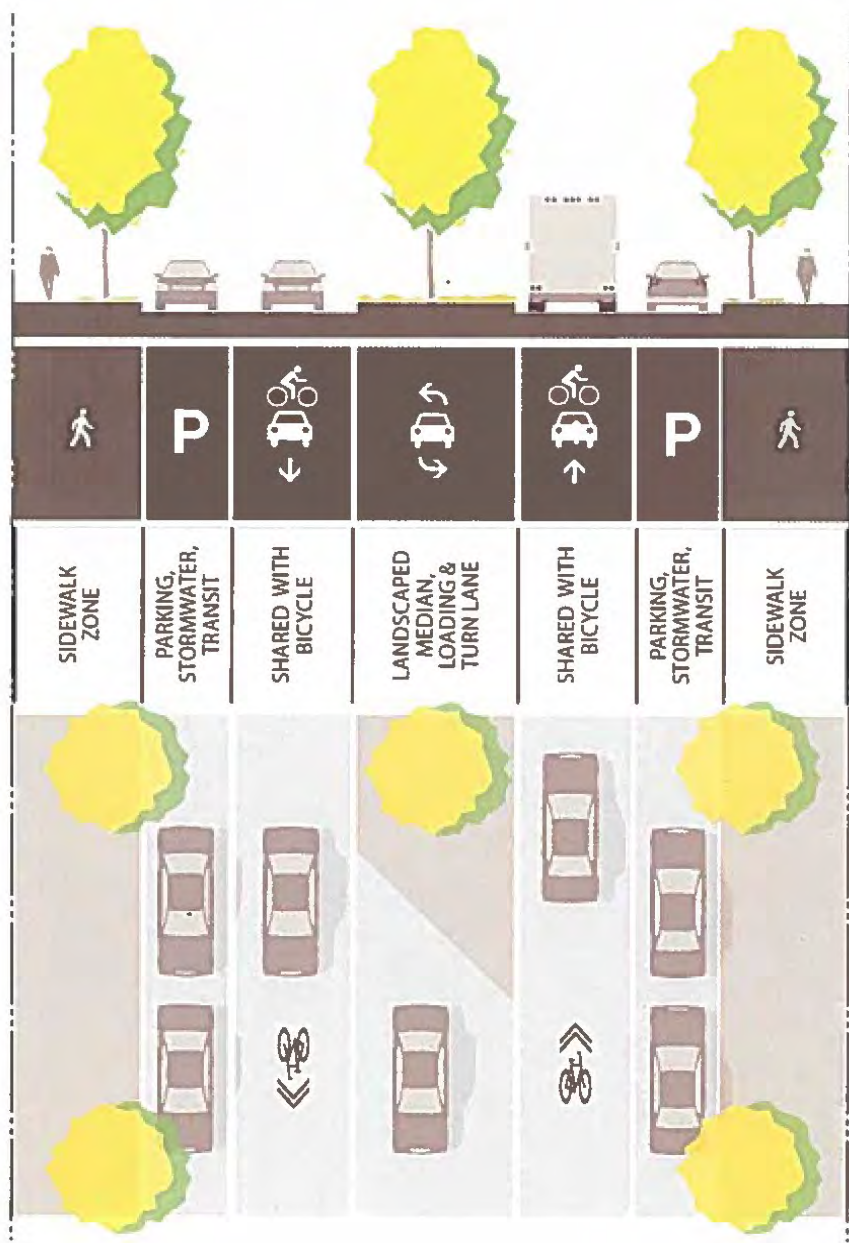


Table 16.24.050-3. 6th Avenue

6th Ave	
Right-of-Way or Easement Width	81 to 87 feet
Location of Build-to Line	At front property line

6th Ave	
Curb-to-Curb Width	42 feet
Travel Lanes (number)	2
Travel Lane Width	11 feet
Center Turn Lane Width	14 feet
Parking Lane Width	8.5 feet
Bike Facilities	Shared
Sidewalk Width	14 to 20 feet
Planter Strip Width	Varies
Planted Median Width	14 feet

Figure 16.24.050-3. 6TH AVENUE SIDEWALK IMPROVEMENTS

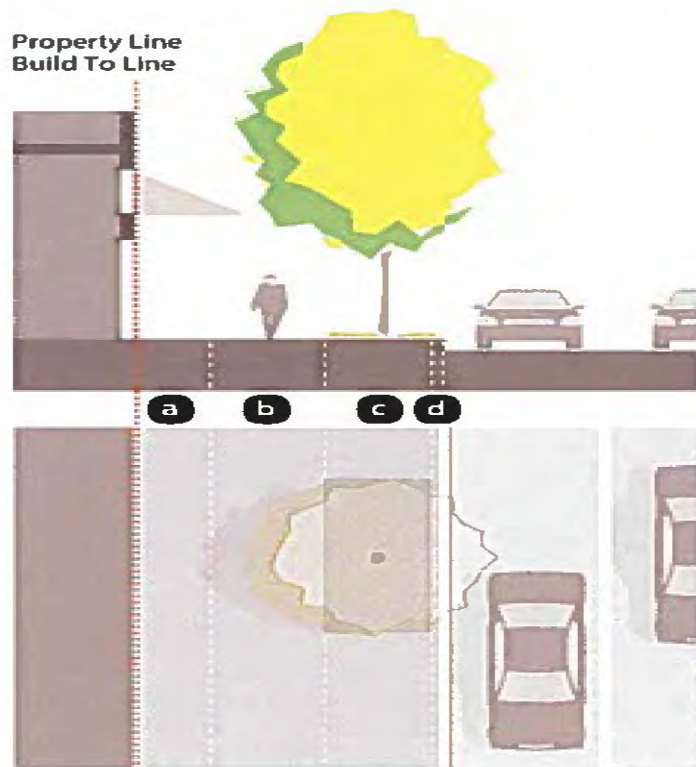


Table 16.24.050-4. 6th Avenue Sidewalk Improvements

6th Avenue Sidewalk Improvements.

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

	Sidewalk Zones	Minimum Dimensions	Required Improvements
	Frontage Zone	1.5 feet	Concrete sidewalk

6th Avenue Sidewalk Improvements.

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

	Sidewalk Zones	Minimum Dimensions	Required Improvements
	Pedestrian Through Zone	6.0 feet	Concrete sidewalk

6th Avenue Sidewalk Improvements.

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

	Sidewalk Zones	Minimum Dimensions	Required Improvements
	Street Furnishings Zone	4.0 feet	Concrete sidewalk, street trees, tree grates

6th Avenue Sidewalk Improvements.

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

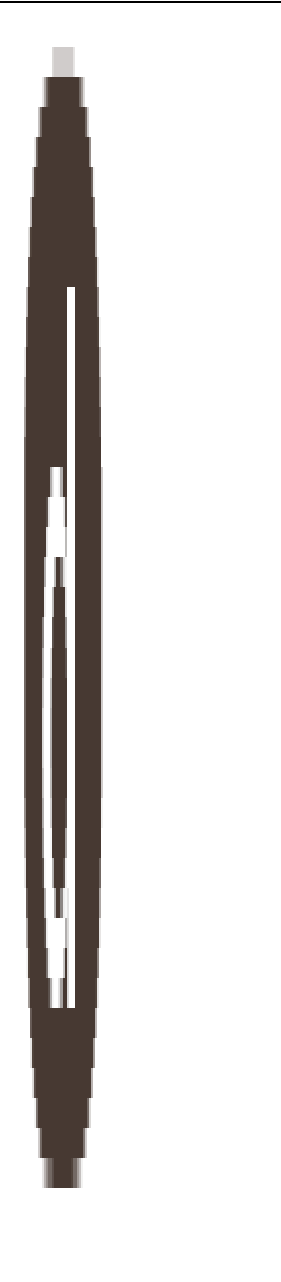
	Sidewalk Zones	Minimum Dimensions	Required Improvements
	Curb Zone	6 inches	Cast-in-place concrete curb and gutter

Figure 16.24.050-4. Golf Club Road

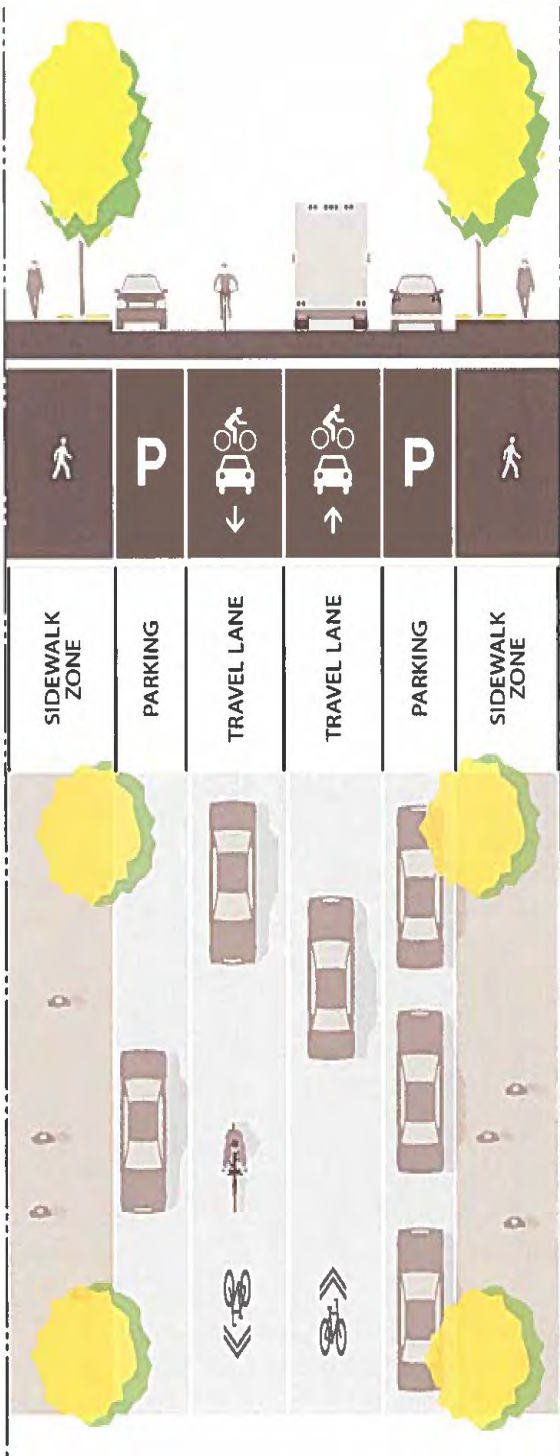


Table 16.24.050-5. Golf Club Road

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

1 Golf Club Road Extension. Between 6th Avenue and 7th Avenue, applicant shall, upon development approval, dedicate land for the right-of-way and construct interim improvements according to through block connections development standards. City is responsible for ultimate improvements according to the Golf Club development standards.

Figure 16.24.050-5. Golf Club Road Sidewalk Improvements

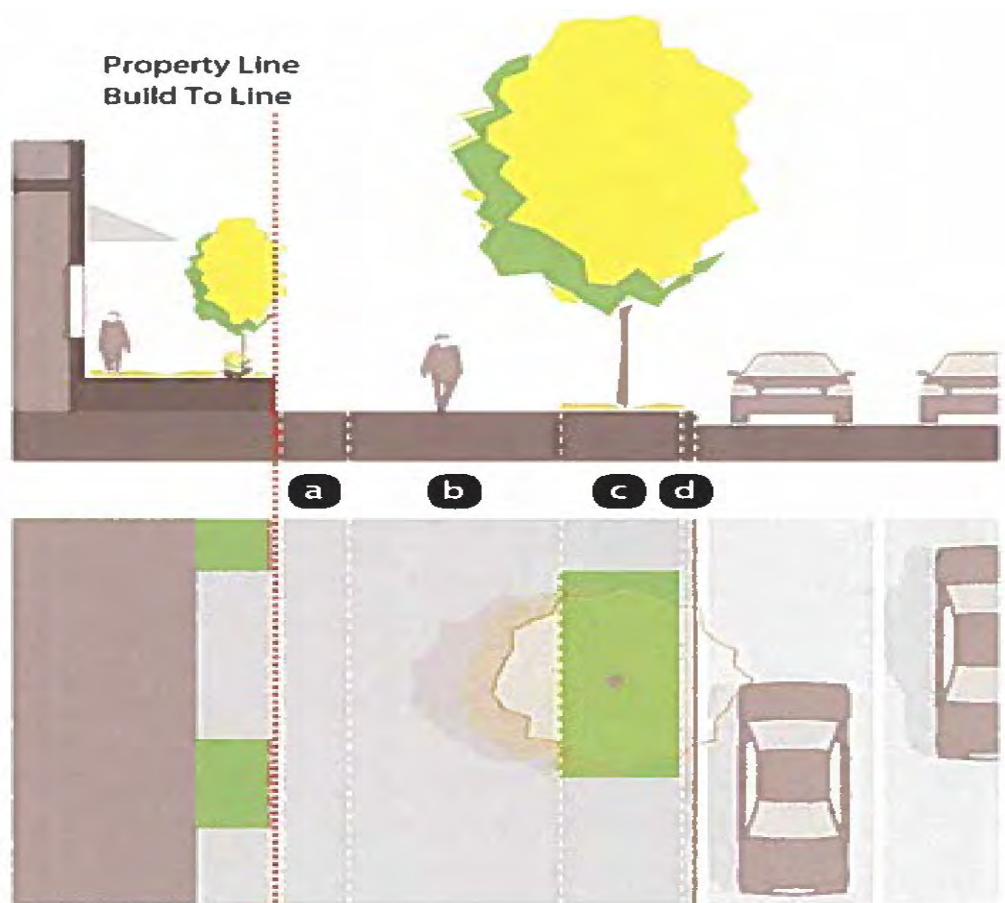
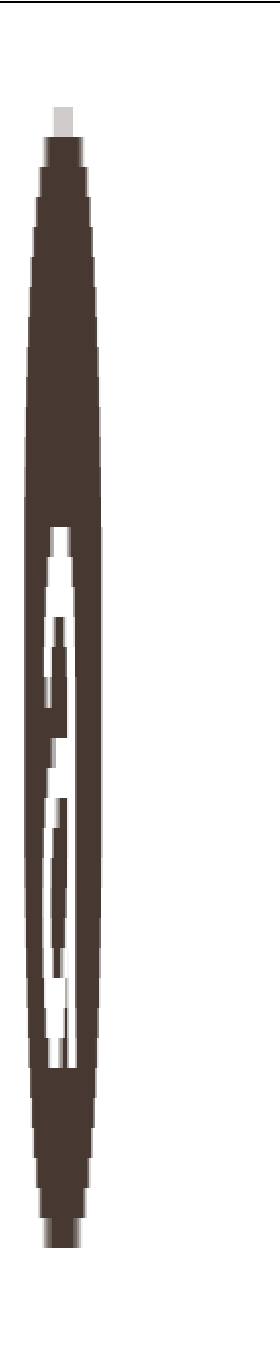


Table 16.24.050-6. Golf Club Road Sidewalk Improvements

Golf Club Road Sidewalk Improvements

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

	Sidewalk Zones	Minimum Dimensions	Required Improvements
	Frontage Zone	1.5 feet	Concrete sidewalk

Golf Club Road Sidewalk Improvements

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

	Sidewalk Zones	Minimum Dimensions	Required Improvements
	Pedestrian Through Zone	6.0 feet	Concrete sidewalk

Golf Club Road Sidewalk Improvements

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

	Sidewalk Zones	Minimum Dimensions	Required Improvements
	Street Furnishings Zone	4.0 feet	Street trees

Golf Club Road Sidewalk Improvements

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

	Sidewalk Zones	Minimum Dimensions	Required Improvements
	Curb Zone	6 inches	Cast-in-place concrete curb and gutter

Figure 16.24.050-6. Pacific Avenue

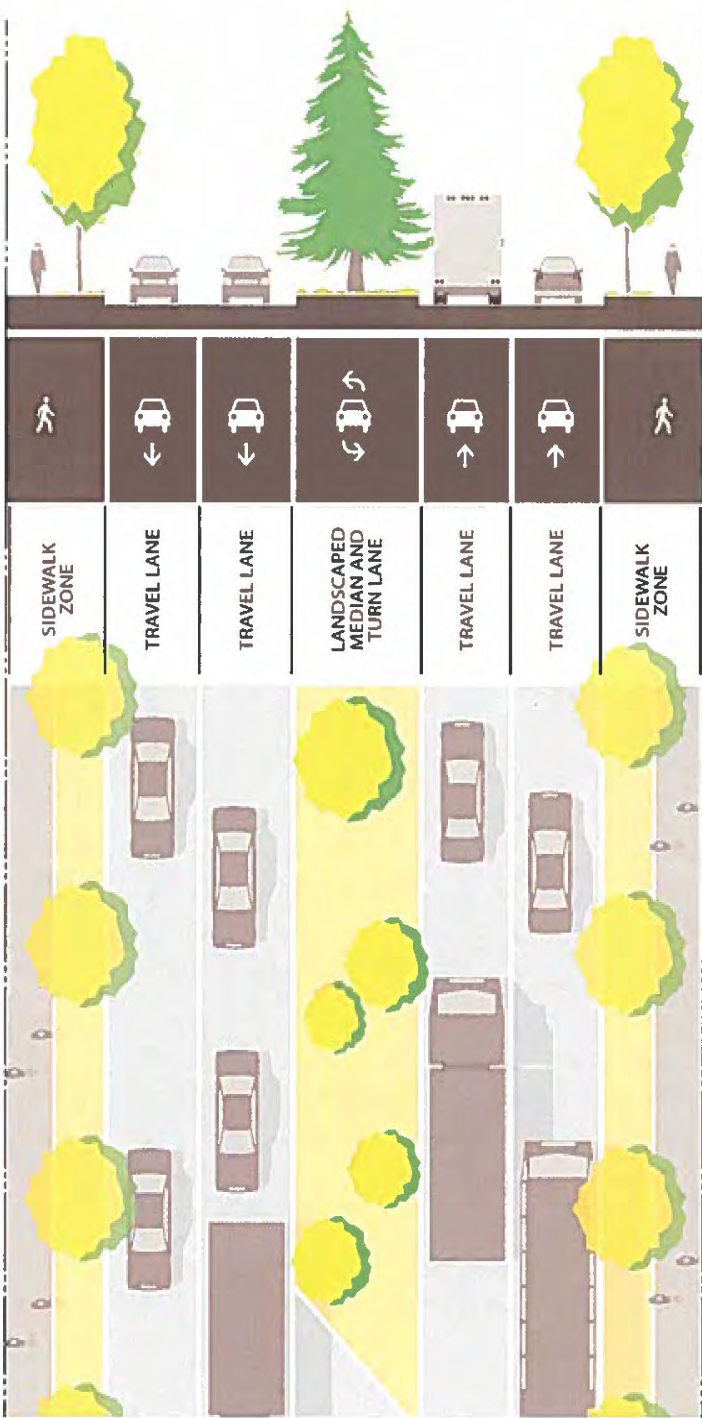


Table 16.24.050-7. Pacific Avenue

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

1 Where right-of-way constraints do not permit a center turn lane, the planted median width requirements do not apply.

Figure 16.24.050-7. Pacific Avenue Sidewalk Improvements

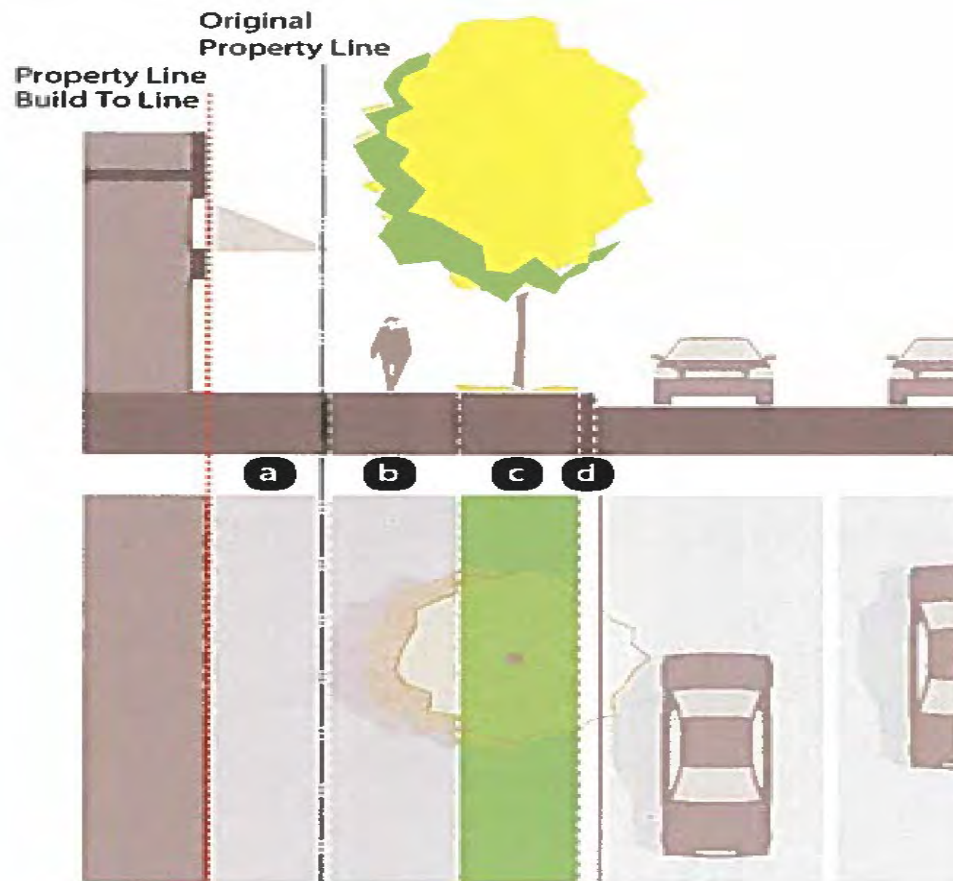


Table 16.24.050-8. Pacific Avenue Sidewalk Improvements

Pacific Avenue Sidewalk Improvements

Applicant is responsible for dedicating 5 feet to the right-of-way and for constructing improvements to the sidewalk when development is approved.

	Sidewalk Zones	Minimum Dimensions	Required Improvements
	Frontage Zone	5.0 feet	Concrete sidewalk

Pacific Avenue Sidewalk Improvements

Applicant is responsible for dedicating 5 feet to the right-of-way and for constructing improvements to the sidewalk when development is approved.

	Sidewalk Zones	Minimum Dimensions	Required Improvements
	Pedestrian Through Zone	5.0 feet	Concrete sidewalk

Pacific Avenue Sidewalk Improvements

Applicant is responsible for dedicating 5 feet to the right-of-way and for constructing improvements to the sidewalk when development is approved.

	Sidewalk Zones	Minimum Dimensions	Required Improvements
	Street Furnishings Zone	4.0 feet	Street trees, ground cover

Pacific Avenue Sidewalk Improvements

Applicant is responsible for dedicating 5 feet to the right-of-way and for constructing improvements to the sidewalk when development is approved.

	Sidewalk Zones	Minimum Dimensions	Required Improvements
	Curb Zone	6 inches	Cast-in-place concrete curb and gutter

Figure 16.24.050-8. Through Connection, Minimum Requirements



Figure 16.24.050-9. Through Connection, Optional Components

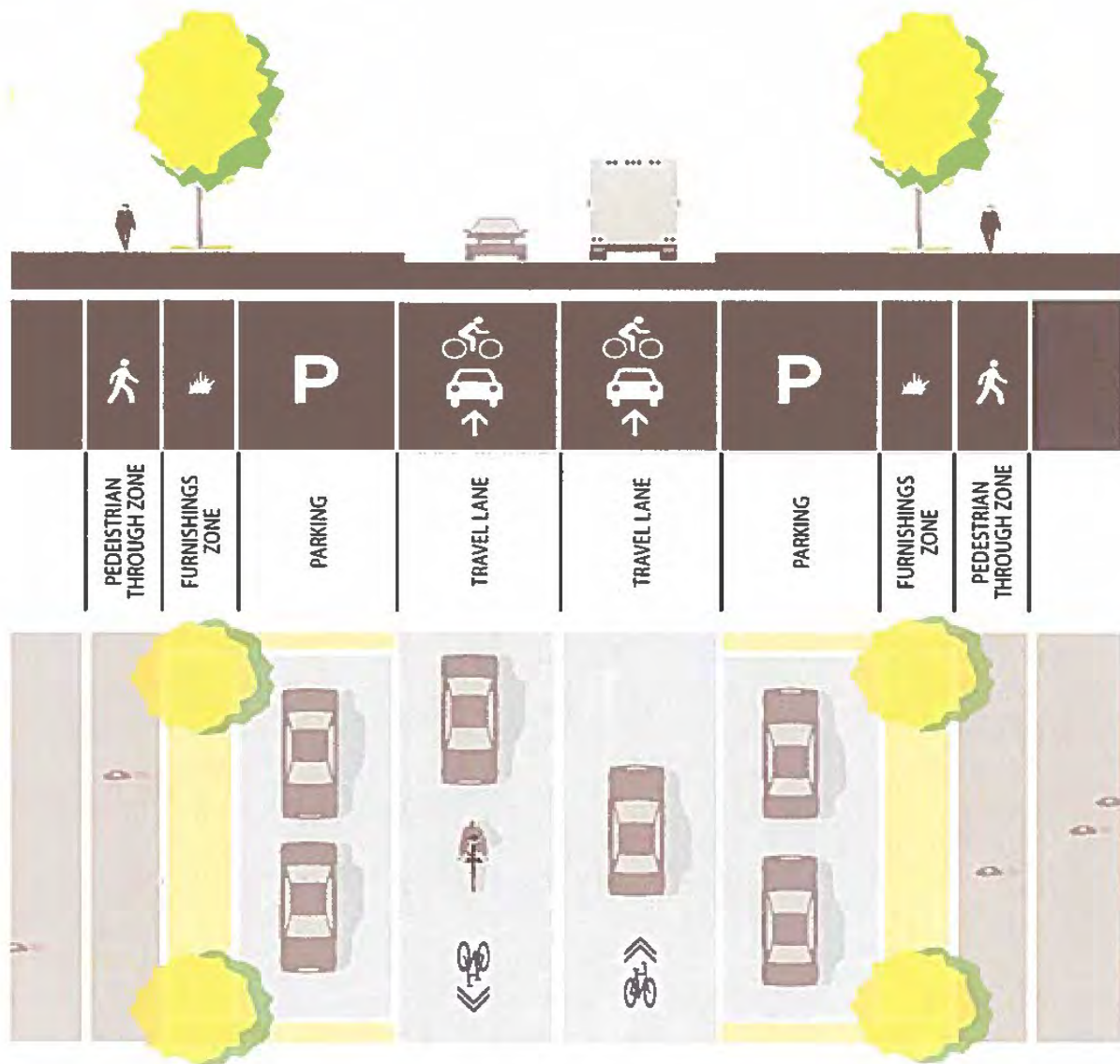


Table 16.24.050-9. Through Block Connection, Minimum Requirements and Optional Components

Through Block Connection		
	Development Standards, Minimum Requirements	Development Standards, Optional Components
Right-of-Way or Easement Width	22 feet, minimum	Varies
Travel Lanes (number)	NA	2, maximum

Through Block Connection		
	Development Standards, Minimum Requirements	Development Standards, Optional Components
Travel Lane Width	NA	10 feet, maximum
Center Turn Lane Width	NA	NA
Parking Lane Width	NA	8 feet, maximum, for parallel parking
		30 feet, maximum, for head-in parking
Bike Facilities	Shared	Shared or dedicated
Sidewalk or Path Width	10 feet, minimum	10 feet, minimum
		5 feet, minimum, if on each side of a planter strip
Planter Strip Width	6 feet, minimum, each side of sidewalk or path	6 feet, minimum, on each side of sidewalk or path, or
		12 feet, minimum, one side of sidewalk or path, or
		12 feet, minimum, if between sidewalks or paths
Planted Median Width	NA	

(Ord. 1539 §74, 2019; Ord. 1496 §64, 2016; Ord. 1487 §3 (part), 2016).

16.24.060 Building, form, siting and site design.

Figure 16.24.060-1. Regulating Plan, Building Heights

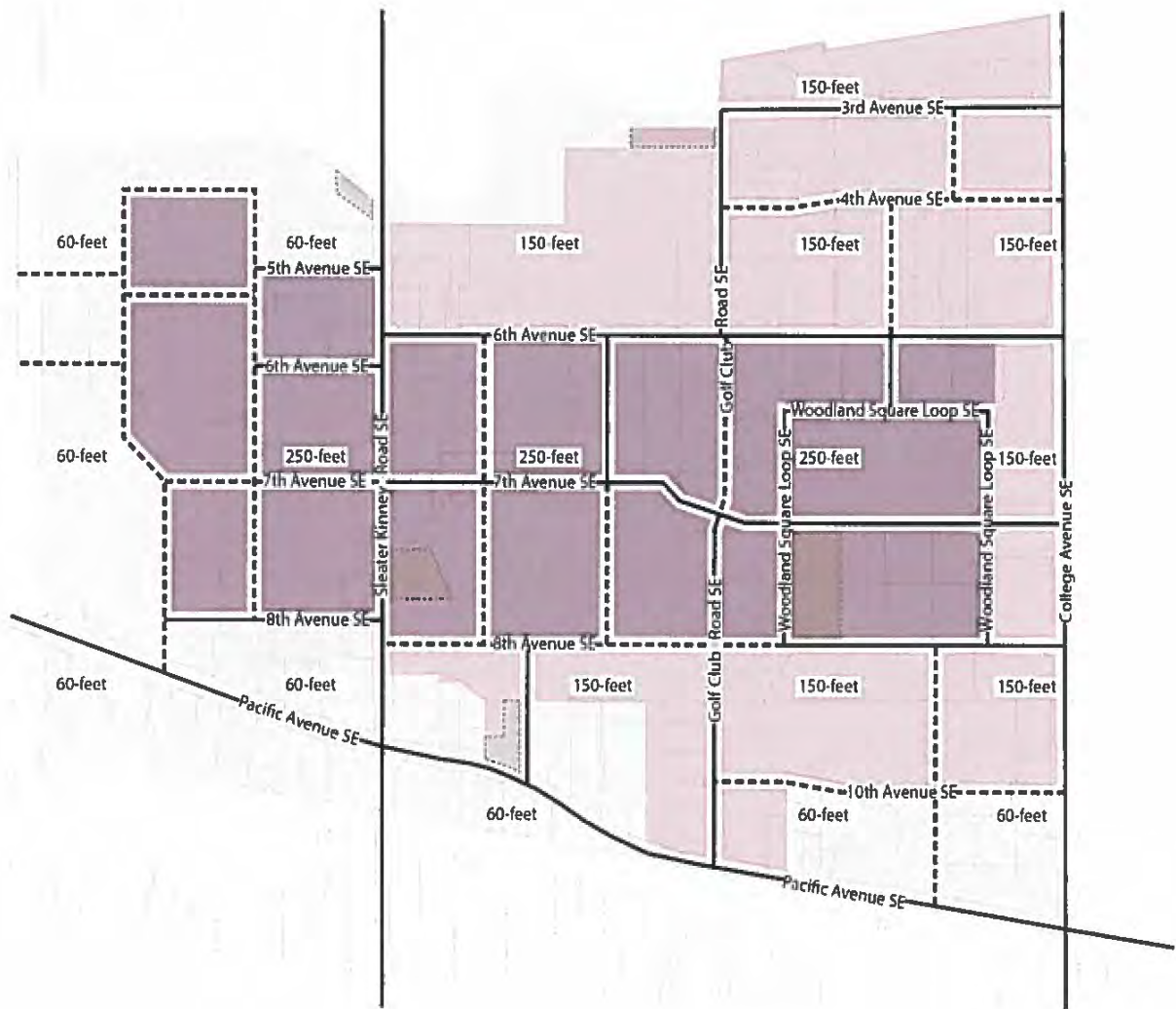


Table 16.24.060-1. Building Form, Siting and Massing Standards

	Woodland Square	Pacific Avenue	Master Plan Area
Applicability	Areas bounded by designated street types (6th Avenue, Golf Club Road, Pacific Avenue), secondary streets or through connections shall be designated as an infill block, lot or parcel and subject to the development standards for building form, siting and massing.		
Frontage Hierarchy	The primary street facing frontage is the edge of the lot, parcel or infill block adjacent to the primary street, except where no primary street exists, then the primary street facing frontage is defined as the edge adjacent to the secondary street.		

	Woodland Square	Pacific Avenue	Master Plan Area
	Other edges of a lot, parcel or infill block that abut an other street or a through connection must meet development standards for secondary streets.		
	Any edges of a lot, parcel or infill block that do not abut a street type or through connection shall meet development standards for side and rear yards as applicable.		
Primary and Secondary Street Facing Frontage	See Building and Landscape Frontage Types for applicable dimensions.	See Building and Landscape Frontage Types for applicable dimensions.	See Building and Landscape Frontage Types for applicable dimensions.
Side Yard Setback	Residential: Min. 20 feet	Residential: Min. 20 feet (1)	Residential: Min. 20 feet
	Commercial: Min. 0 feet	Commercial: Min. 0 feet	Commercial: Min. 0 feet
Rear Yard Setback	Residential: Min. 20 feet	Residential: Min. 20 feet (1)	Residential: Min. 20 feet
	Commercial: Min. 0 feet	Commercial: Min. 0 feet	Commercial: Min. 0 feet
Minimum Building or Podium Height	Min. 30 feet	Min. 20 feet	Min. 30 feet
Maximum Podium Height	Max. 55 feet		
Tower Step Back at Top of Podium	Min. 10 feet		
	Min.15 feet on lots adjacent to Golf Club Road		

	Woodland Square	Pacific Avenue	Master Plan Area
	On through block connections:10 feet minimum		
	Intermediate step back of 15 feet is required at a height of between 0 feet and 20 feet		
	For forecourt frontage type: Tower setback shall match forecourt maximum depth where tower abuts the forecourt		
	For porch-stoop-terrace frontage type: Tower step back shall match threshold maximum depth		
Podium Setback from Build-To Line	Max. 15 feet		
	Min. 10 feet	Max. 15 feet	
	On 6th Avenue, permitted setback is 0 feet	Min. 10 feet	
Tower Location	Tower spacing: Min. 65 feet between towers		
	See Building and Landscape Frontage Types for additional applicable dimensions.		
Maximum Building Height	See Regulating Plan, Building Heights for applicable dimensions.		
Maximum Tower Floor Plate	Residential: 12,000 square feet		
	Commercial: 35,000 square feet		
Parking Structure	When a parking structure faces a primary street, it shall meet the	When a parking structure faces a primary street, it shall meet the	When a parking structure faces a primary street, it shall meet the

	Woodland Square	Pacific Avenue	Master Plan Area
	requirements of one of the permitted frontage types for the height of the podium	requirements of one of the permitted frontage types for the height of the podium	requirements of one of the permitted frontage types for the height of the podium
	Front setback, primary street: Same as for frontage type	Front setback, primary street: Same as for frontage type	Front setback, primary street: Same as for frontage type
	When a parking structure faces a secondary street, it shall meet the requirements of one of the permitted building frontage types for the height of the ground floor	When a parking structure faces a secondary street, it shall meet the requirements of one of the permitted building frontage types for the height of the ground floor	When a parking structure faces a secondary street, it shall meet the requirements of one of the permitted building frontage types for the height of the ground floor
	Front setback, secondary street: 10 feet maximum	Front setback, secondary street: 10 feet maximum	Front setback, secondary street: 10 feet maximum
	Setback, side: Min. 20 feet	Setback, side: Min. 20 feet	Setback, side: Min. 20 feet
	Setback, rear: Min. 20 feet	Setback, rear: Min. 20 feet	Setback, rear: Min. 20 feet

1 Proportional compliance adjustment: 20 percent.

Height Options for Small Footprint Buildings. New buildings under seven thousand five hundred square feet in footprint area may satisfy the minimum height requirements through one of the options described in Table 16.24.060-2 and Figure 16.24.060-2.

Existing buildings which are eligible for proportional compliance adjustments as described in LMC [16.24.040\(C\)\(1\)\(b\)](#) may satisfy the minimum height requirements through one of the options described in Table 16.24.060-2 and Figure 16.24.060-2.

Figure 16.24.060-2. Height Options for Small Footprint Buildings

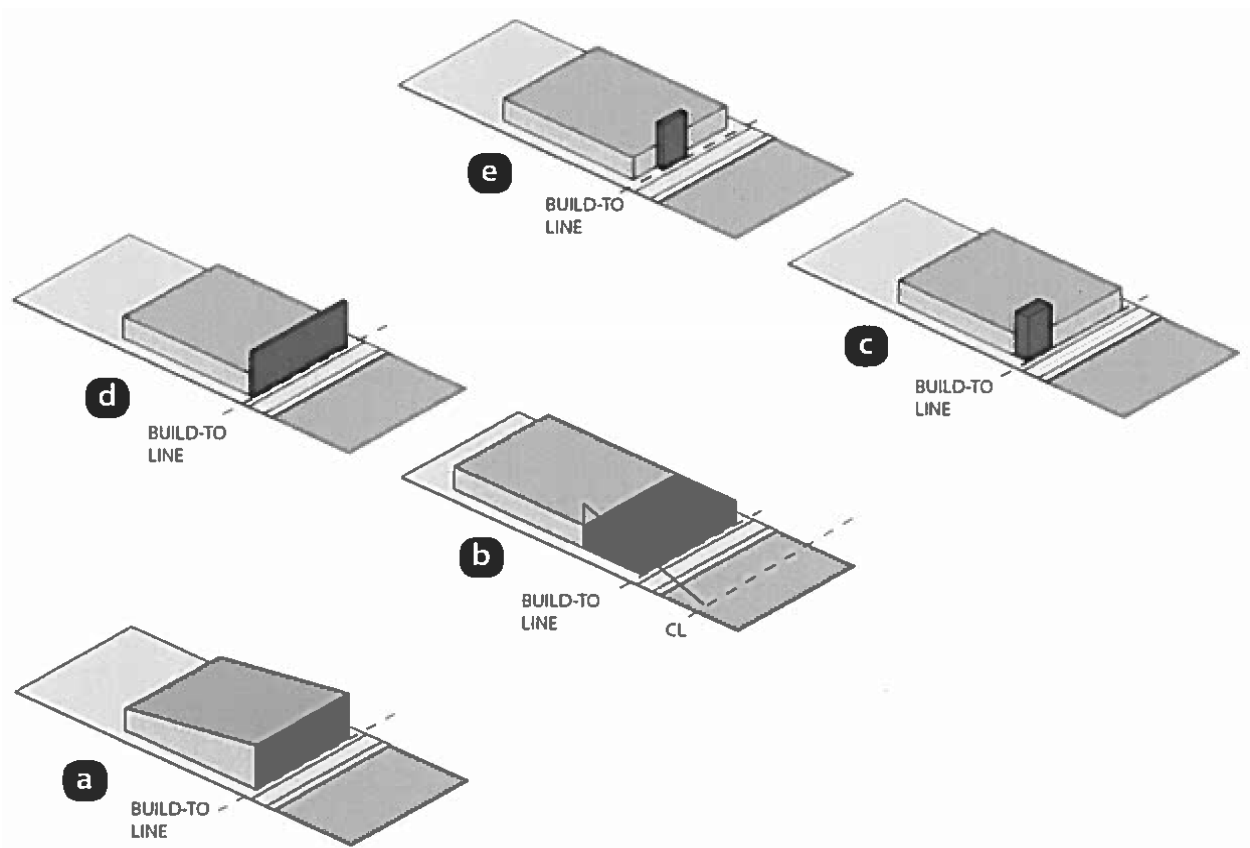


Table 16.24.060-2. Height Options for Small Footprint Buildings

	Height Option	Development Standards	Location
	Reverse shed	Provide a front facade wall that is 30 feet tall along the entire length of the building, and slope the roof down toward the rear of the building. The high front edge of the shed roof may extend beyond the front facade, to provide weather protection and/or a covered entry.	Development standards apply to the facade of the new or existing building which faces the primary frontage. “Primary frontage” is defined in Table 16.24-050-1, Section E.
	Equivalent Height	For new buildings: Measure an angle from the centerline of the primary street (or through connection) to a point 30 feet above the maximum permitted setback. The	

	Height Option	Development Standards	Location
	Facade Extension	front facade of the building may be as high as any point along the line of the angle between the maximum and minimum setback.	
		For existing buildings: Measure an angle from the centerline of the primary street (or through connection) to a point 30 feet above the existing building wall. The front facade of the building may be as high as any point along the line of the angle between the existing building facade location and the minimum setback.	

	Height Option	Development Standards	Location
	Cupola	Provide a 30-foot-tall portion of the building for a minimum of 25% of the length of the front facade. It shall include the front facade wall and extend a minimum of 10 feet behind the front wall.	

	Height Option	Development Standards	Location
	False front	Provide a front facade wall that is 30 feet tall along the entire length of the building.	

	Height Option	Development Standards	Location
	Prominent entry	Provide an attached entry that is 30 feet tall, and extends for a minimum of 25% of the length of the front facade, and extends into the front setback.	

Table 16.24.060-3. Site Design and Landscape Standards

	Woodland Square	Pacific Avenue	Master Plan Area
SITE DESIGN AND LANDSCAPE			
Applicability	Areas bounded by designated street types (6th Avenue, Golf Club Road, Pacific Avenue), secondary streets or through connections shall be designated as an infill block, lot or parcel and subject to the development standards for site design and landscaping.		
Surface Parking	Not permitted adjacent to a primary street		Not permitted adjacent to a primary street
	When surface parking is located adjacent to a secondary street, it shall meet the requirements of one of the permitted landscape frontage types	When surface parking is located adjacent to a primary and/or secondary street, it shall meet the requirements of one of the permitted landscape frontage types	When surface parking is located adjacent to a secondary street, it shall meet the requirements of one of the permitted landscape frontage types
	Front setback, secondary street: Min. 10 feet	Front setback, secondary street: Min. 10 feet	Front setback, secondary street: Min. 10 feet
	Setback, side: Min. 10 feet	Setback, side: Min. 10 feet	Setback, side: Min. 10 feet
	Setback, rear: Min. 10 feet	Setback, rear: Min. 10 feet	Setback, rear: Min. 10 feet
Side Yard Setback	Residential: Min. 20 feet	Residential: Min. 20 feet	Residential: Min. 20 feet
	Commercial: Min. 0 feet	Commercial: Min. 0 feet	Commercial: Min. 0 feet

	Woodland Square	Pacific Avenue	Master Plan Area
SITE DESIGN AND LANDSCAPE			
Rear Yard Setback	Residential: Min. 20 feet	Residential: Min. 20 feet	Residential: Min. 20 feet
	Commercial: Min. 0 feet	Commercial: Min. 0 feet	Commercial: Min. 0 feet

(Ord. 1487 §3 (part), 2016).

16.24.070 Building and landscape frontage.

A. *Overview of Building and Landscape Frontage Types.* Refer to the Regulating Plan and the development standards tables to determine which building and landscape frontage types are permitted along each street. Each street-facing build-to line shall comply with the development standards listed under the applicable building and landscape frontage type.

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

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

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

4. *Landscape Building Frontage.* A landscape building frontage, as set out in Figure 16.24.070-4, is set back from the build-to line by a wide landscaped strip between the building and the sidewalk. This frontage type is appropriate along streets where the existing streetscape may not be conducive to pedestrian-oriented ground floor retail or residential uses, such as where there is no on-street parking or

where streets are very wide. Ground floor entries must still be provided along and connected to the sidewalk.

5. *Low Wall and Trellis Landscape Frontage.* As set out in Figure 16.24.070-5, build-to lines not occupied by buildings, driveways, or pedestrian paths must be screened with a low masonry or concrete wall and overhanging trellis structure.

6. *Urban Wall or Fence Landscape Frontage.* As set out in Figure 16.24.070-6, build-to lines not occupied by buildings, driveways, or pedestrian paths must be screened with an open framework wall or fence of either metal, wood, masonry, or a combination.

7. *Landscape Setback Frontage.* As set out in Figure 16.24.070-7, build-to lines not occupied by buildings, driveways, or pedestrian paths must be set back behind a planted landscape area consisting of trees, shrubs, and groundcover plants.

B. *General Building and Landscape Frontage Standards.*

1. *Applicability.* The applicable street types or subdistricts are stated at the top of each column. Development on any site adjacent to 6th Avenue, Golf Club Road or Pacific Avenue shall conform to the regulations set out in the relevant column. Development on any site not adjacent to 6th Avenue, Golf Club Road or Pacific Avenue shall conform to the regulations set out in the Urban District, Master Plan District or Pacific Avenue District columns, as applicable.

2. *Soil Amendment.* All disturbed areas shall be replanted with native and drought-tolerant vegetation and shall meet soil amendment requirements in the current City of Lacey Stormwater Design Manual.

3. *Build-to Line.*

a. "Build-to line" means the line up to which buildings or landscaping must be constructed. The build-to line may not be the same as the front lot line; see Table 16.24.050-2.

4. *Frontage.*

a. "Frontage" shall be defined as the linear distance between centerlines of the perpendicular secondary street, other street or through connection, if measuring along a primary street.

b. If on a secondary street, "frontage" shall be defined as the linear distance between centerlines of the perpendicular other street or through connection.

c. All other frontage shall be defined as the linear distance between centerlines of the perpendicular primary street, secondary street, other street or through connection.

d. Where frontage occurs on a curved segment of a street, frontage shall be defined as the linear dimension of the chord.

5. *Frontage Requirements.*

- a. *Minimum Building Frontage along Street-Facing Build-to Line.* All private and public street- or path-facing build-to lines not occupied by buildings or driveways are required to provide building or landscape frontage between the sidewalk and the remainder of the site.
 - b. *Primary Street Frontage.* The primary street frontage shall be defined as the portion of the building facing the street (or the higher order street if on a corner). The front facade of the building shall be built to the primary street frontage build-to line.
 - c. *Secondary Street Frontage.* The secondary street frontage shall be defined as the portion of the building facing the lower order street, if on a corner. The front facade of the building shall be built to the secondary street frontage build-to line for a minimum of one hundred feet from the corner or the lot width, whichever is shorter. The building and landscape frontage standards of this section shall apply to the portion of the building that occupies the build-to line for one hundred feet from the corner or the lot width, whichever is shorter.
6. *Ground Floor Height Measurement.* If a minimum ground floor height is required, with a specific minimum floor to ceiling measurement, the ceiling shall be considered as the bottom of joists, rafters or supporting structure of the roof or floor structural system above; the floor shall be considered as the highest point of any flooring system. The ceiling does not include any non-structural ceiling surface materials such as suspended acoustical tile. Projections such as pendant lighting, exposed mechanical ducting, exposed electrical or communication raceways, or the bottom chord of structural trusses may extend below the ceiling and shall not be included in the floor to ceiling measurement.

Figure 16.24.070-1. Building and Landscaping Frontage Type 1--Linear

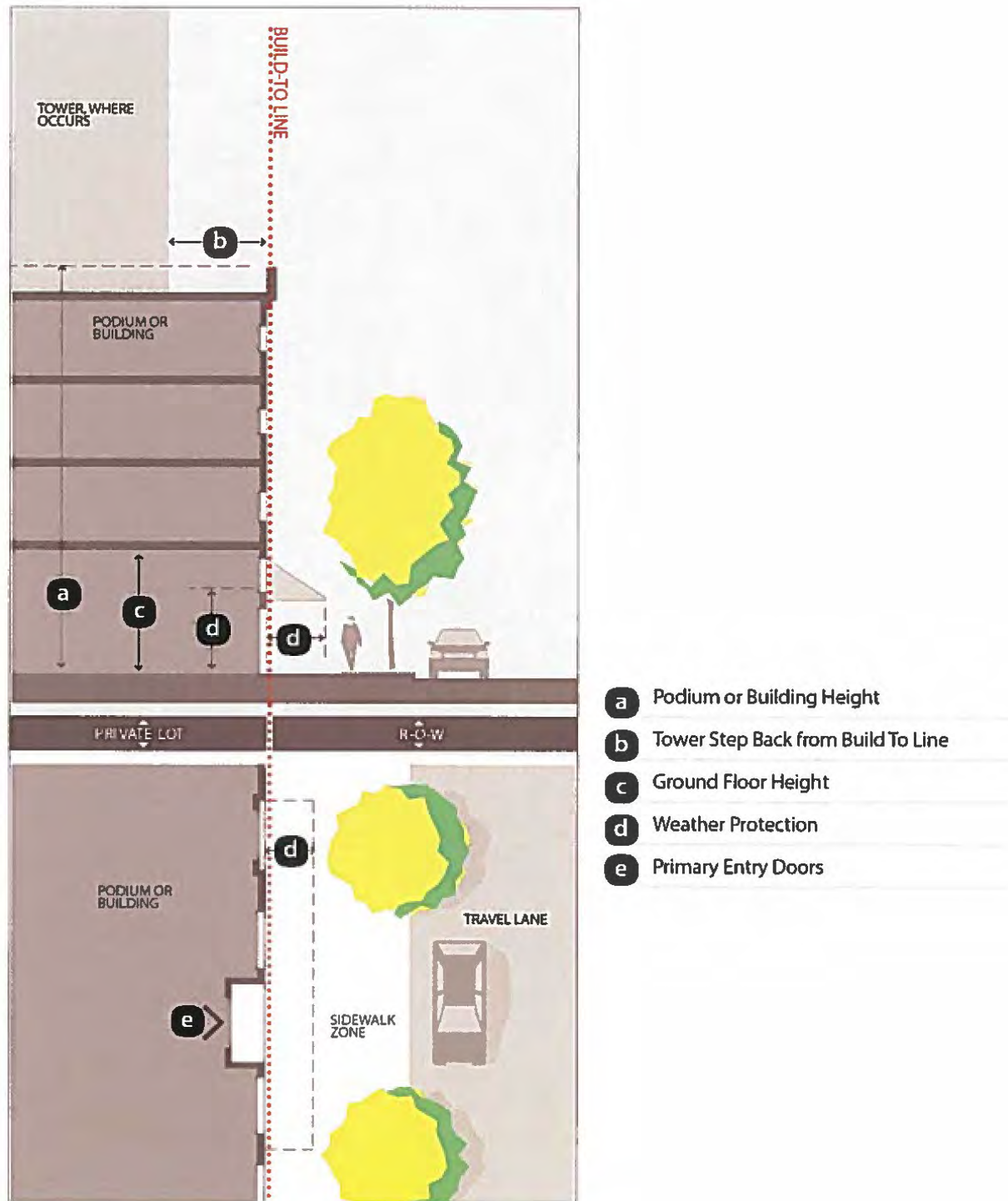


Table 16.24.070-1. Building and Landscaping Frontage Type 1--Linear

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific Ave District	Pacific Ave
	Minimum Building or Podium Height	Min. 30 feet				Min. 20 feet	
	Maximum Podium Height	Max. 55 feet					
		Max. 10 feet		Max. 0 feet	Max. 10 feet	Max. 10 feet	

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific Ave District	Pacific Ave
	Podium Setback from Build-To Line	Min. 0 feet		Min. 0 feet	Min. 5 feet	Min. 0 feet	
	Tower Step Back at Top of Podium	Min. 10 feet					
		Min. 15 feet on lots adjacent to Golf Club Road					
		On through block connections: 10 feet minimum					
		Intermediate step back of 15 feet is required at a height of between 0 feet and 20 feet					
	Tower Height	See Regulating Plan for building heights					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific Ave District	Pacific Ave
	Ground Floor Height	Min. 18 feet					
	Ground Floor Depth	Min. 40 feet					
	Vegetated Roofs	Vegetated roofs with public access can be counted towards open space and utility screening requirements.					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific Ave District	Pacific Ave
	Separation of Ground Floor Residential Uses	Vertical distance from ground: Min. 18 inches/Max. 3 feet					
		Horizontal distance from build-to line: Min. 3 feet/Max. 15 feet					
	Weather Protection	Protected area: 50 square feet, min.; 5 feet min. horizontal dimension; 10 foot vertical clearance, min.				No requirement	Protected area: 50 square feet, minimum; 5 feet min. horizontal dimension; 10 foot vertical clearance, minimum

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific Ave District	Pacific Ave
	Primary Entry Doors	Shall face street; 40% transparent min.					
	Windows	60% min. Required window areas shall allow views from the building to the street. Reflective, dark, tinted or textured glass is not permitted.					

Figure 16.24.070-2. Building and Landscaping Frontage Type 2--Forecourt

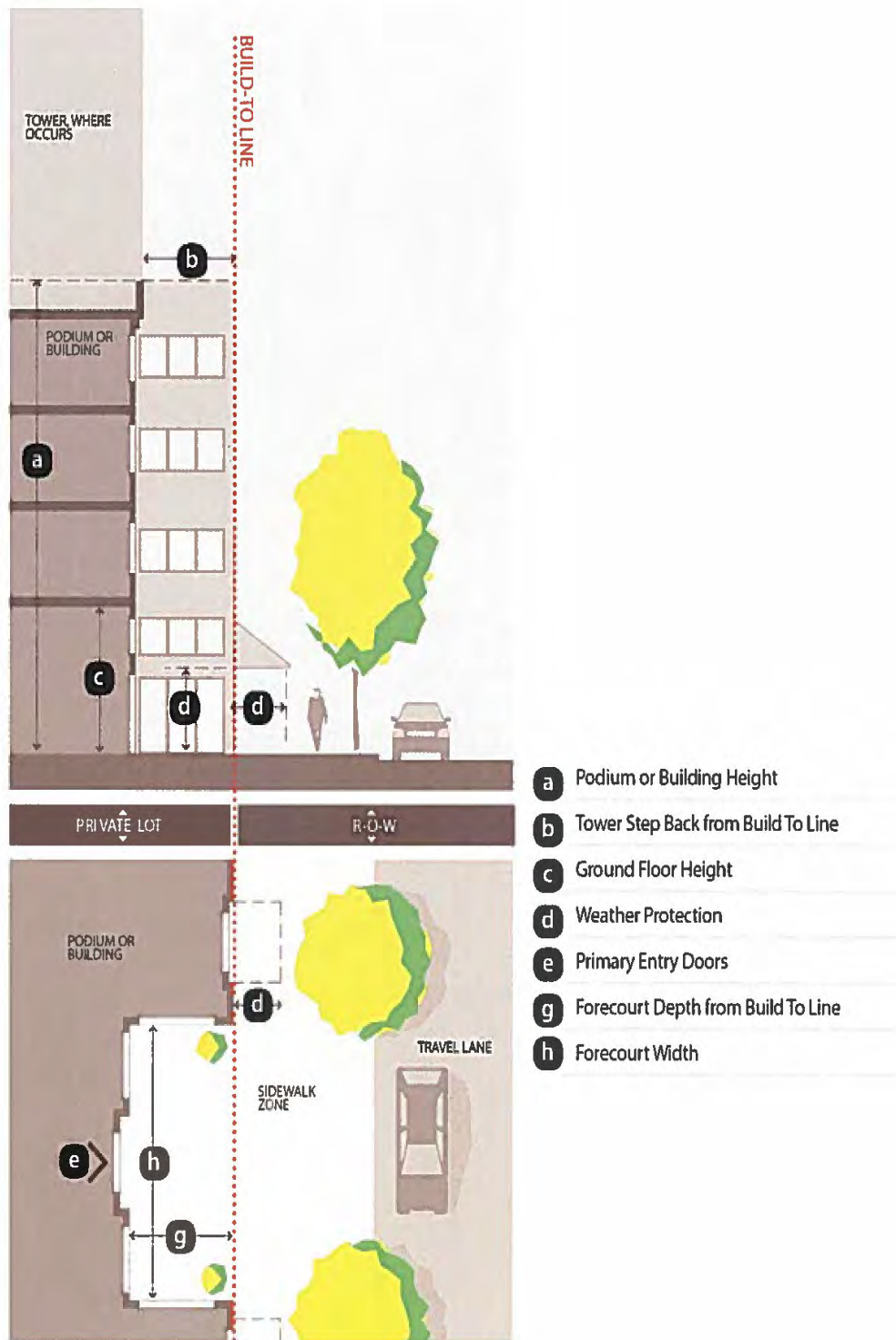


Table 16.24.070-2. Building and Landscaping Frontage Type 2--Forecourt

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Minimum Building or Podium Height	Min. 30 feet				Min. 20 feet	
	Maximum Podium Height	Max. 55 feet					
		Max. 10 feet		Max. 0 feet	Max. 10 feet	Max. 10 feet	

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Podium Setback from Build-To Line	Min. 0 feet		Min. 0 feet	Min. 5 feet	Min. 0 feet	
	Tower Step Back at Top of Podium	Min. 10 feet or match					
		Min.15 feet on lots adjacent to Golf Club Road					
		On through block connections: 10 feet minimum					
		Intermediate step back of 15 feet is required at a height of between 0 feet and 20 feet					
		Tower step back shall match forecourt maximum depth where tower abuts the forecourt					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Tower Height	See Regulating Plan for building heights, Figure 16.24.060 -1, Regulating Plan, Building Heights					
	Ground Floor Height	Min.18 feet					
	Ground Floor Depth	Min. 40 feet					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Separation of Ground Floor Residential	Vertical distance from ground: Min. 18 inches/Max. 3 feet					
	Uses	Horizontal distance from build-to line: Min. 3 feet/Max. 15 feet					
	Vegetated Roofs	Vegetated roofs with public access can be counted towards open space and utility screening requirements.					
	Ground Cover and Planting	Native and drought-tolerant ground cover plants must fully cover the remainder of the landscaped area between the building and the sidewalk.					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Weather Protection	Protected area: 50 square feet, minimum; 5 feet min. horizontal dimension; 10 foot vertical clearance, minimum				No requirement	Protected area: 50 square feet, minimum; 5 feet min. horizontal dimension; 10 foot vertical clearance, minimum

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Primary Entry Doors	Shall face street; 40% transparent min.					
	Windows	60% min. Required window areas shall allow views from the building to the street. Reflective, dark, tinted or textured glass is not permitted.					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Forecourt Depth from Build-to Line	Setback: 10 feet minimum; 30 feet maximum					
		Tower setback shall match forecourt maximum depth					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Forecourt Width	Setback: 10 feet minimum; 30 feet maximum					
	Forecourt Frontage	The forecourt frontage shall incorporate the linear frontage type for building faces on the primary and secondary street frontages that are not part of the courtyard.					
	Fence	No greater than 3 feet in height; min. 20% transparent					

Figure 16.24.070-3. Building and Landscaping Frontage Type 3--Porch-Stoop-Terrace

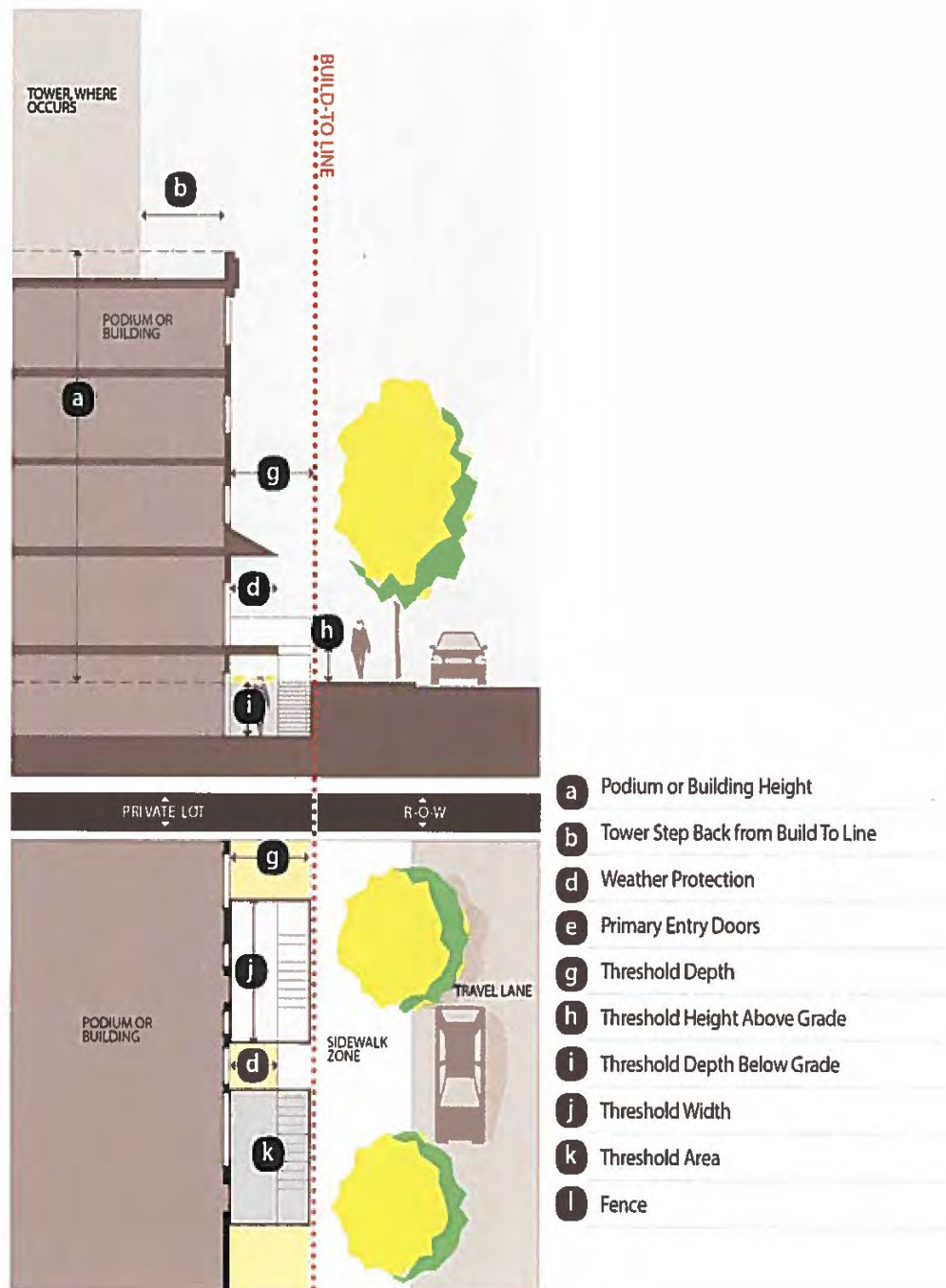


Table 16.24.070-3. Building and Landscaping Frontage Type 3--Porch-Stoop-Terrace

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Minimum Building or Podium Height	Min. 30 feet				Min. 20 feet	
	Maximum Podium Height	Max. 55 feet					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Podium Setback from Build-To Line	Max. 15 feet		NA	Max. 15 feet		
		Min. 5 feet		Min. 5 feet			
	Tower Step Back at Top of Podium	Min. 10 feet					
		Min. 15 feet on lots adjacent to Golf Club Road					
		On through block connections: 10 feet minimum					
		Intermediate step back of 15 feet is required at a height of between 0 feet and 20 feet					
		Tower step back shall match threshold maximum depth					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Tower Height	See Regulating Plan for Building Heights, Figure 16.24.060 -1 Regulating Plan, Building Heights					
	Ground Floor Height	Min. 18 feet					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Ground Floor Depth	Min. 40 feet					
	Separation of Ground Floor Residential Uses	Vertical distance from ground: Min. 18 inches/Max. 3 feet					
		Horizontal distance from build-to line: Min. 3 feet/Max. 15 feet					
	Vegetated Roofs	Vegetated roofs with public access can be counted towards open space and utility screening requirements.					
	Ground Cover and Planting	Native and drought-tolerant ground cover plants must fully cover the remainder of the landscaped area between the building and the sidewalk.					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Weather Protection	Protected area: 20 square feet, minimum; 5 feet min. horizontal dimension; 10 foot vertical clearance, minimum				No requirement	Protected area: 20 square feet, minimum; 5 feet min. horizontal dimension; 10 foot vertical clearance, minimum

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Primary Entry Doors	Shall face street; 20% transparent min.					
	Windows	30% min. Required window areas shall allow views from the building to the street. Reflective, dark, tinted or textured glass is not permitted.					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Threshold Depth	Min. 4 feet					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Threshold Height Above Grade	Max. 5 feet					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Threshold Depth Below Grade	Max. 4 feet					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Threshold Width	Min. 5 feet					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Threshold Area	Max. 150 square feet per building entry					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Fences	No greater than 3 feet in height; min. 20% transparent					

Figure 16.24.070-4. Building and Landscaping Frontage Type 4--Landscape Building

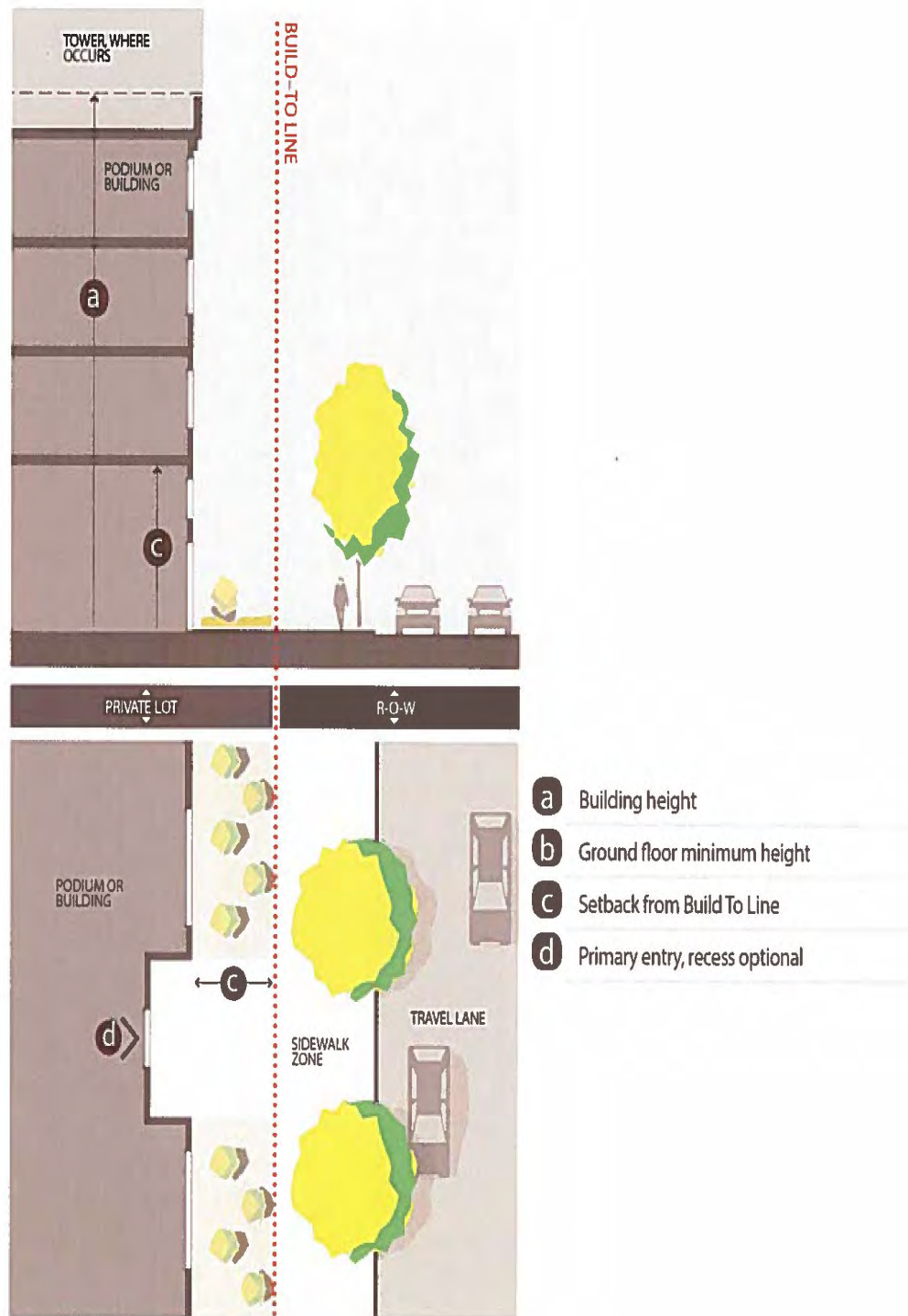


Table 16.24.070-4. Building and Landscaping Frontage Type 4--Landscape Building

	Development Standard	Woodland Square	Master Plan Area	Pacific District	Pacific Ave
	Minimum Building or Podium Height	Min. 30 feet		Min. 20 feet	
	Maximum Podium Height	Max. 55 feet			

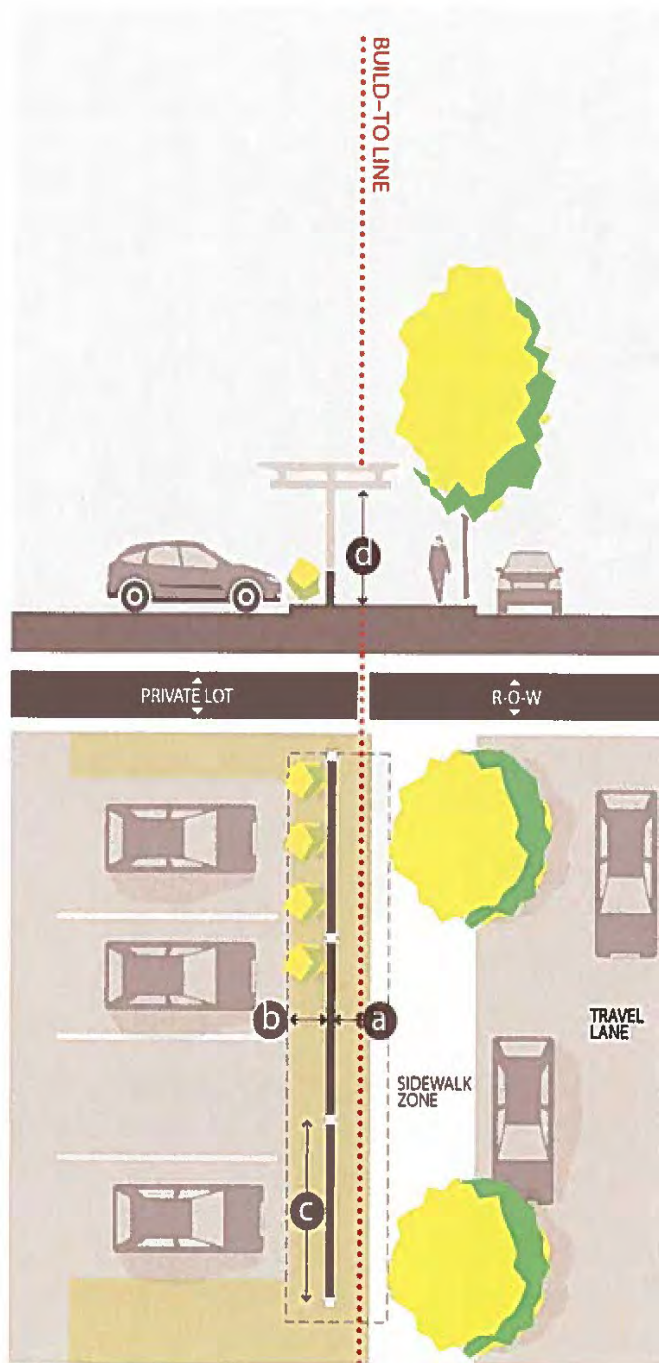
	Development Standard	Woodland Square	Master Plan Area	Pacific District	Pacific Ave
	Podium Setback from Build-To Line	Max. 15 feet			
		Min. 10 feet			
	Tower Step Back at Top of Podium	Min. 10 feet			
		Min. 15 feet on lots adjacent to Golf Club Road			

	Development Standard	Woodland Square	Master Plan Area	Pacific District	Pacific Ave
		On through block connections: 10 feet minimum			
		Intermediate step back of 15 feet is required at a height of between 0 feet and 20 feet			
		Tower setback shall match threshold maximum depth			
	Tower Height	See Regulating Plan for Building Heights, Figure 16.24.060-1 Regulating Plan, Building Heights			
	Minimum Building Depth	Min. 40 feet			
	Weather Protection	Building entrances shall be either be covered by an awning or canopy or be covered by being recessed behind the front building facade. If an awning or canopy is provided, it must provide a minimum vertical clearance of 8 feet and a maximum clearance of 15 feet. If only a recessed entry is provided, it must be recessed behind the front facade a minimum of 3 feet and a maximum of 5 feet.			

	Development Standard	Woodland Square	Master Plan Area	Pacific District	Pacific Ave
	Primary Entry Doors	At least one building entrance shall be directly connected to the primary or secondary street with a walkway measuring a minimum of 5 feet wide. A minimum of 40% of each primary entry shall be transparent.			
	Windows	Transparent ground floor windows must be provided along a minimum of 60% of the ground floor, primary and secondary street-facing facade area. Required window areas shall allow views from the building to the street. Reflective, dark, tinted or textured glass is not permitted.			

	Development Standard	Woodland Square	Master Plan Area	Pacific District	Pacific Ave
	Service and Utility Equipment	Building service and utility equipment and outdoor storage of garbage and/or recycling is not permitted along a primary or secondary street or within the required setback from build-to line.			
	Vegetated Roofs	Vegetated roofs with public access can be counted towards open space and utility screening requirements.			
	Ground Cover and Planting	Native and drought-tolerant ground cover plants must fully cover the remainder of the landscaped area between the building and the sidewalk.			

Figure 16.24.070-5. Building and Landscaping Frontage Type 5--Low Wall and Trellis

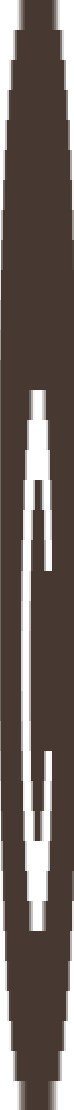


- a Setback from Build To Line
- b Parking area setback
- c Column spacing
- d Height of trellis underside

Table 16.24.070-5. Building and Landscaping Frontage Type 5--Low Wall and Trellis

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Frontage	Where specified according to Table 16.24.050-1 (Connections and Connection Spacing) and Table 16.24.050-2 (Overview of Streets and Through Connection Types), surface parking areas shall be screened with a low wall and trellis along the build-to line.					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Setback from Build-to Line	The low wall and trellis shall be set back a minimum of 0 feet and a maximum of 5 feet from the build-to line.					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Column Spacing	The trellis shall have masonry, heavy timber, or steel (or similar metal) supporting columns spaced no more than 30 feet on center.					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Height of Trellis	The underside of the trellis portion of a low wall and trellis shall be a minimum of 8 feet above grade and a maximum of 14 feet above grade. The trellis shall be heavy timber or steel (or a similar material) and shall consist of open structure with no decking or awning material.					
	Low Wall	The low wall portion of a low wall and trellis shall be a minimum of 1.5 feet and a maximum of 3 feet and have a minimum depth of 1.5 feet. The low wall shall be vegetated wall, wood, masonry, and/or concrete.					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Low Wall Openings	Openings in the low wall and trellis are allowed for pedestrian pathways, sidewalks, plazas, and driveways.					
	Surface Parking Setback	Surface parking shall be set back a minimum of 3 feet from the low wall and trellis.					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Ground Cover and Planting	Any setback area between the sidewalk and the wall shall be planted or paved with stamped concrete, permeable pavers, or masonry pavers.					
		The setback between the low wall and surface parking shall be planted with native and drought-tolerant low shrubs, groundcover, and climbing plants. Vegetated LID facilities are allowed in the ground cover and planting area.					

Figure 16.24.070-6. Building and Landscaping Frontage Type 6--Urban Fence or Wall

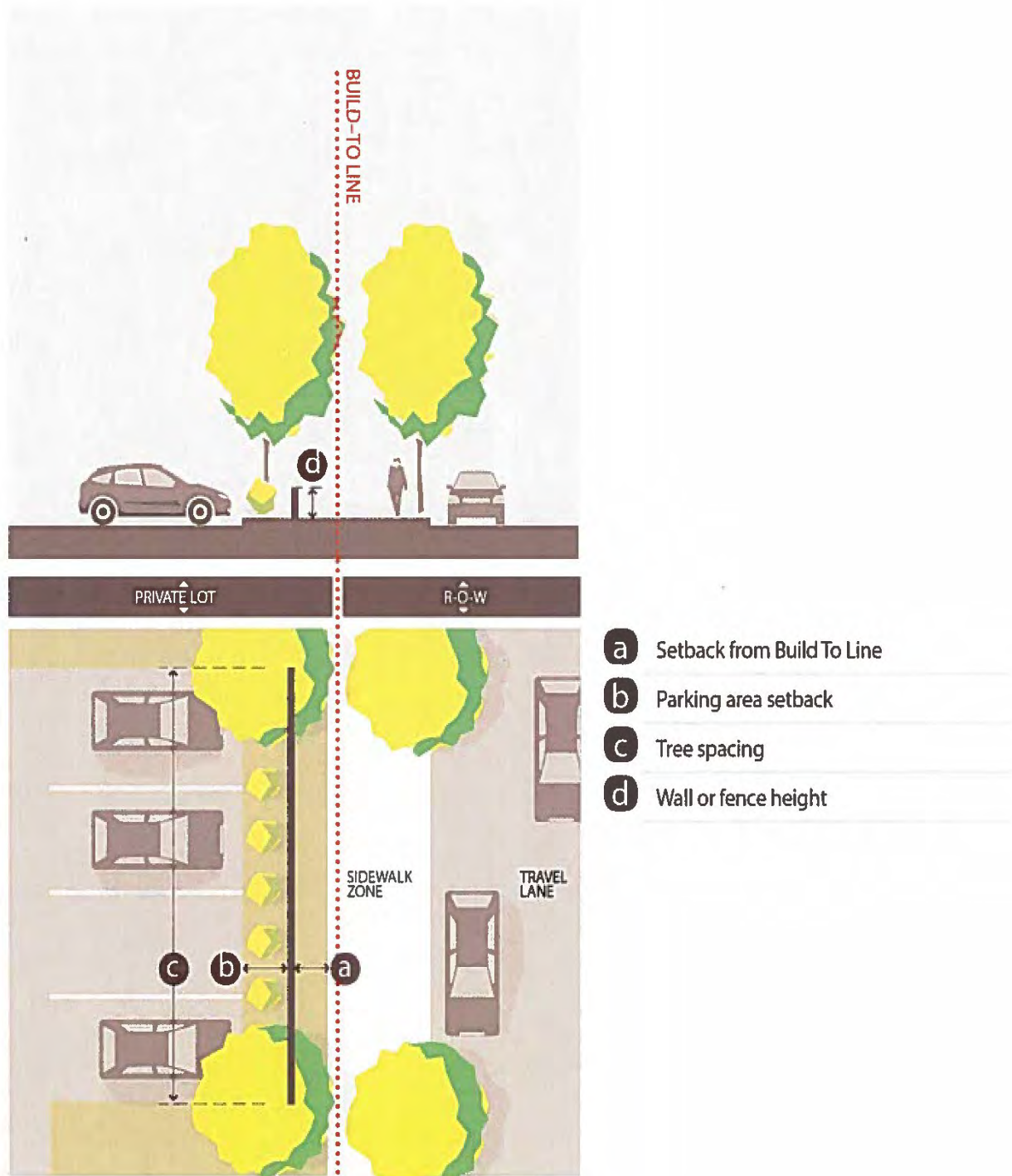


Table 16.24.070-6. Building and Landscaping Frontage Type 6--Urban Fence or Wall

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Frontage	Where specified according to Table 16.24.050-1 (Connections and Connection Spacing) and Table 16.24.050-2 (Overview of Streets and Through Connection Types), surface parking areas shall be screened with an urban fence or wall along the build-to line.					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Setback from Build-to Line	The urban fence or wall shall be set back a maximum of 5 feet from the sidewalk. The area between the urban fence or wall shall be hardscaped with either masonry pavers or stamped concrete.					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Wall or Fence Height	Walls shall be vegetated wall, wood, masonry, and/or concrete; fences shall be made of wrought iron, steel, or a similar material (but not chain-link) and must be dark in color. The fence shall be at least 2 feet high and no more than 3 feet high. Fences may be no more than 50% sight obscuring. The wall shall be at least 2 feet high and no more than 3 feet high above the grade of the sidewalk.					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Tree Spacing	In addition to the required fence or wall, trees and shrubs shall be provided. One large tree is required every 30 linear feet minimum along all public or private street-facing frontages, except where it is necessary to ensure adequate traffic visibility. The shrubs shall be at least as high as the wall or fence, and shall be no more than 6 feet high.					
	Wall or Fence Openings	Openings in the urban fence or wall are allowed for pedestrian pathways, sidewalks, plazas, and driveways.					

	Development Standard	Woodland Square	Master Plan Area	6th Ave	Golf Club Rd	Pacific District	Pacific Ave
	Surface Parking Setback	The surface parking area shall be set back, at a minimum, an additional 5 feet to provide room for required vegetated LID facilities and/or native and drought-tolerant landscaping.					
	Ground Cover and Planting	Native and drought-tolerant ground cover plants must fully cover any remaining landscaped area between the parking area and the urban fence or wall. Vegetated LID facilities are allowed in the ground cover and planting area.					

Figure 16.24.070-7. Building and Landscaping Frontage Type 7--Landscape Setback

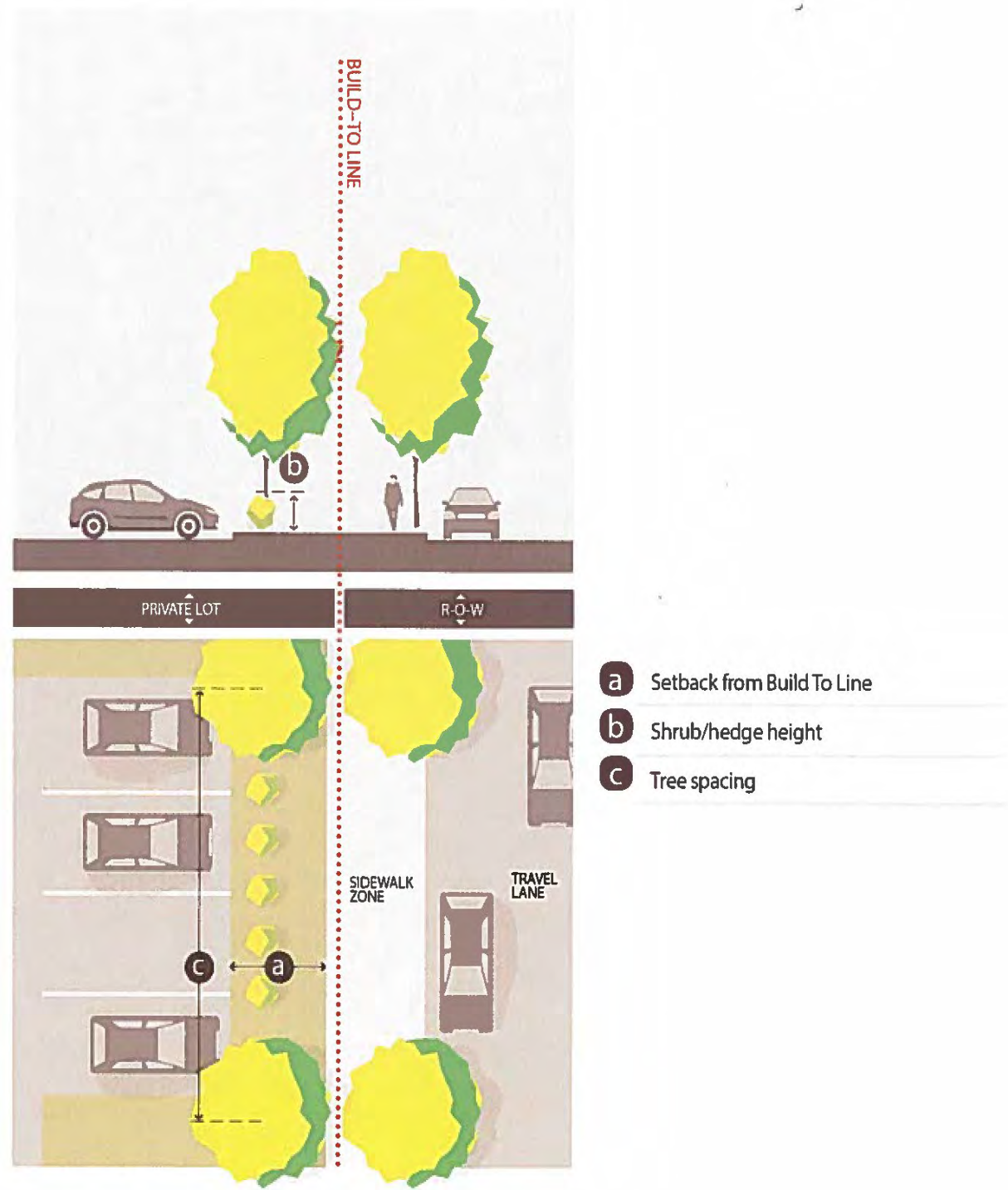


Table 16.24.070-7. Building and Landscaping Frontage Type 7--Landscape Setback

	Development Standard	Woodland Square	Master Plan Area	Pacific District	Pacific Ave
	Frontage	Where specified according to Table 16.24.050-1 (Connections and Connection Spacing) and Table 16.24.050-2 (Overview of Streets and Through Connection Types), surface parking areas shall be screened with a landscape setback along the build-to line.			

	Development Standard	Woodland Square	Master Plan Area	Pacific District	Pacific Ave
	Setback from Build-to Line	Along all public or private street-facing frontages, surface parking shall be set back a minimum of 10 feet behind the build-to line.			

	Development Standard	Woodland Square	Master Plan Area	Pacific District	Pacific Ave
	Shrub and Hedge Height	The surface parking area shall be screened with a continuous row of hedges or shrubs immediately adjacent to the parking area, except where there is a driveway. The shrubs shall be a minimum of 3 feet high and must be mostly opaque year round. A 3-foot-high masonry wall may be substituted for the shrubs but the trees and groundcover plants are still required.			

	Development Standard	Woodland Square	Master Plan Area	Pacific District	Pacific Ave
	Landscape Area	In addition to the required shrubs, one large tree is required every 30 linear feet minimum along all public or private street-facing frontages. The shrubs/hedge shall be interrupted with a gap of up to 2 to 3 feet wide in order to accommodate trees.			
	Walkways	Openings in the setback are allowed for pedestrian pathways, sidewalks, plazas, and driveways.			

	Development Standard	Woodland Square	Master Plan Area	Pacific District	Pacific Ave
	Ground Cover and Planting	Native and drought-tolerant ground cover plants must fully cover the remainder of the landscaped area between the parking area and the sidewalk.			

(Ord. 1539 §75, 2019; Ord. 1496 §65, 2016; Ord. 1487 §3 (part), 2016).

16.24.080 Design toolbox.

A. *Design Introduction.* The design toolbox provides information about how to meet the requirements of other sections of the LMC and other mandates (e.g., the City of Lacey Stormwater Design Manual), in ways that are consistent with the vision for the Woodland District and the three subdistricts defined in LMC [16.24.010](#), and mapped on Figure 16.24.010-1, Regulating Plan, Subdistricts. There are three areas of design that are addressed in the design toolbox section: LIDA treatments, street intersection design and street traffic calming design.

1. *Low Impact Development Approaches (LIDA).* LIDA design options are described in Table 16.24.080-1. A stormwater management and land-development strategy applied at the scale of the block and the scale of the parcel that emphasizes conservation and use of on-site natural features integrated with engineered, small-scale hydrologic controls to more closely mimic predevelopment hydrologic functions.
2. *Street and Through Connection Crossings.* Table 16.24.080-2, Street and Through Connection Crossing Approaches, describes the type of intersection designs that are required on specific street intersections, and when they are required to be constructed.
3. *Traffic Calming Approaches.* Table 16.24.080-3, Traffic Calming Approaches, describes the type of traffic calming designs that are required on specific street intersections, and when they are required to be constructed.

Table 16.24.080-1. Low Impact Development Approaches

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

Urban Mixed-Use LID Approach	Example	Where Permitted
Urban Mixed Use Type A (Street Furnishing Zone and Sidewalk) Site Applicability: For urban sidewalks where there is on-street parking and street furniture. Applicable LID Facilities: Bioretention with raised edge treatments with native and drought tolerant vegetation and street trees are preferred. Permeable paving is the preferred surfacing for sidewalks where feasible. Design Considerations: Designed to accommodate frequent pedestrian traffic between parked cars and retail or		6th Avenue Golf Club Road Pacific Avenue Other streets Through connections Infill block site area

Urban Mixed-Use LID Approach	Example	Where Permitted
service commercial. Vegetated LID facilities are confined to a portion of the furnishings zone of the sidewalk, and are limited in length.		
Urban Mixed Use Type B (Curb Extensions/Bulb Outs and Sidewalk) Site Applicability: For urban sidewalks which include curb extensions, such as at corner curb ramps. Applicable LID Facilities: Bioretention in planters with native and drought tolerant vegetation are preferred. Permeable paving is the preferred		Golf Club Road Pacific Avenue Other streets Through connections Infill block site area

Urban Mixed-Use LID Approach	Example	Where Permitted
surfacing for sidewalks where feasible. Rainwater harvesting to manage roof runoff is encouraged. Vegetated roofs are encouraged for roofs that serve as a gathering space. Design Considerations: Designed to provide pedestrian amenities such as aesthetics, seating, and mobility.		

Urban Mixed-Use LID Approach	Example	Where Permitted
Urban Mixed Use Type C (Courtyards and Forecourts) Site Applicability: For mixed use and residential courtyards and forecourts. Applicable LID Facilities: Bioretention in planters with native and drought tolerant vegetation are preferred. Permeable paving is the preferred surfacing for sidewalks where feasible. Rainwater harvesting to manage roof runoff is encouraged. Vegetated roofs are encouraged for roofs that serve as a gathering space.		Infill block site area

Urban Mixed-Use LID Approach	Example	Where Permitted
Design Considerations: Designed to provide pedestrian amenities such as aesthetics, seating, and mobility.		

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

Urban Residential LID Approach	Example	Where Permitted
Urban Residential Type A (Front Setbacks) Bioretention or rain gardens with native plants suitable for courtyard or forecourt edges or porch-stoop-terrace		Golf Club Road Pacific Avenue Other streets Through connections Infill block site area

Urban Residential LID Approach	Example	Where Permitted
frontages. May also be used within the horizontal separation zone required for ground floor residential. Permeable paving is the preferred surfacing for forecourt or porch-stoop-terrace frontages where feasible.		
Urban Residential Type B (Street Furnishing Zone) For urban sidewalks in residential areas where there is on-street parking and street furniture. Designed to accommodate pedestrian traffic between parked cars and residential entries. Planted		6th Avenue Golf Club Road Pacific Avenue Other streets Through connections Infill block site area

Urban Residential LID Approach	Example	Where Permitted
area may be used in conjunction with required street trees and informally planted with native and drought tolerant plants. Permeable paving is the preferred surfacing for sidewalks where feasible.		

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

Parking Lot LID Approach	Example	Where Permitted
Parking Lot LID Approach A (Perimeter Landscaping) Bioretention swales, bioretention planters or rain gardens with native plants wherever a		Pacific Avenue Other streets Through connections Infill block site area

Parking Lot LID Approach	Example	Where Permitted
parking lot abuts a street or through connection. Permeable paving is the preferred surfacing for parking lots where feasible.		
Parking Lot LID Approach B (Internal Landscaping) Bioretention swales with native plants. May be used in conjunction with required parking lot tree planting. Permeable paving is the preferred surfacing for parking lots where feasible.		Infill block site area

Table 16.24.080-2. Street and Through Connection Crossing Approaches

Crossing Description	Example	Location
Urban Plaza Intersection		
Raise the intersection to		Required

Crossing Description	Example	Location
the level of the adjacent sidewalks. Tighten intersection curb radii for slower turning speeds for motorized vehicles. Install vertical projections such as bollards and planters to channel the automobiles and increase the security and safety of pedestrians and bicyclists.	 An aerial photograph of a street intersection. The intersection is marked with a circular curb radius. Several bollards are installed along the curb to narrow the turning path for vehicles. A white van is shown turning right, and a white pickup truck is driving straight through the intersection. Pedestrians are visible on the sidewalks. The surrounding area includes trees and buildings.	6th Avenue intersection with Golf Club Road ¹
Use textured paving and/or contrasting colors to promote a distinctive sense of place. Install permeable paving, unit pavers, textured paving, or other distinctive materials or contrasting colors to the flat surface of the		Optional Pacific Avenue Other streets Through connections

Crossing Description	Example	Location
intersection plaza.		
Vertical speed control elements shall be marked with a warning sign advising drivers.		¹ City is responsible for construction of raised table intersection once Golf Club Road extension is completed.
Urban Corner		
Tighten intersection curb radii and encourage slower turning speeds for motorized vehicles. Eliminate the change in grade between sidewalk and drive lane to prioritize pedestrian movement and mark a unique spot in the Woodland		Required 6th Avenue Golf Club Road between 6th and 7th Avenues Optional Pacific Avenue Other streets Through connections

Crossing Description	Example	Location
District. Flare the curb to meet the grade of the street along the full extent of the radius of the corner. Use bollards to protect pedestrians from automobile turning movements.		
Pedestrian Corner		
Install curb extensions to visually narrow the street and alert drivers to exercise more care. Place curb extensions to create shorter and safer crossings for pedestrians. Take advantage of curb extensions to increase the available public realm space for street furniture, benches, street		Required Golf Club Road south of 7th Avenue Golf Club Road north of 6th Avenue Pacific Avenue Other streets Through connections in Woodland

Crossing Description	Example	Location
trees, and other amenities.		Square Subdistrict
Curb extensions should be installed wherever on-street parking is provided. Combine stormwater management features into curb extensions at corners.		Through connections in Master Plan Areas
Install curb extensions at street crossings to support pedestrian safety. Integrate flow-through planters and rain gardens, on-street parking, parklets, and bicycle parking corrals into the curb extension.		Optional All other streets Through connections
Urban Mid-block Crossing		
Create shorter and safer		Required

Crossing Description	Example	Location
crossings for pedestrians. Raise the level of the walkway to match the level of the adjacent sidewalk to prioritize pedestrian crossing and alert drivers to the mid-block crossing. Install permeable paving, unit pavers or other distinctive materials to the flat surface to further define the speed table.		Golf Club Road south of 7th Avenue Golf Club Road north of 6th Avenue Pacific Avenue Other streets within the Woodland Square Subdistrict Other streets within the Master Plan Areas Through connections in Woodland Square Subdistrict Through connections in Master Plan Areas
Vertical speed control elements shall be marked with a warning sign advising drivers.		
Mid-block Crossing with Pedestrian Refuge		

Crossing Description	Example	Location
Where streets have more than two travel lanes, pedestrian crossings shall include a pedestrian refuge within the median to provide an additional measure of safety. Incorporate planted beds, flow-through planters and rain gardens within the median island.		Required 6th Avenue Pacific Avenue
	Optional Other streets Through connections	

Table 16.24.080-3. Traffic Calming Approaches

Traffic Calming Description	Example	Where Permitted
Urban Woonerf		
Urban shared space streets function foremost as public space for		Optional Golf Club Road

Traffic Calming Description	Example	Where Permitted
shopping, commerce, culture, socializing, and recreation. The design speed of an urban shared space street is 18 mph.		Other streets Optional, without continuous sidewalk requirement Through connections¹
Install flush textured or pervious pavement to reinforce the priority of the pedestrian. Special pavements, especially unit pavers, shall be selected for regional climate, durability, and maintenance. Sidewalks and street are installed at the same elevation (level). Align drainage channels with center or along the flush curb of the urban		

Traffic Calming Description	Example	Where Permitted
shared space streets.		
Provide continuous sidewalks on both sides of urban shared space streets with three distinct zones: frontage zone, pedestrian through zone, and street furnishings zone. Install street furniture, including bollards, benches, planters, and bicycle parking to functionally separate cars from the pedestrian realm of the sidewalk. Provide on-street curbside parking.¹		¹Through connections are exempt from the requirement for continuous sidewalk and on-street parking.
Curbed Street-- Bulb-outs		

Traffic Calming Description	Example	Where Permitted
Curb extensions are used at intersections to shorten the distance between curbs at pedestrian crossings. Use curb extensions to integrate parking lane materials and treatments, such as permeable paving. Install curb extensions wherever on-street parking is integrated to increase visibility, reduce the crossing distance, provide extra queuing space, and allow for enhancements, such as seating or greenery. Combine stormwater management features such as bio-swales or rain gardens with curb extensions to		Required 6th Avenue intersection with Golf Club Road Pacific Avenue Other streets Through connections¹

Traffic Calming Description	Example	Where Permitted
reduce the impervious surface area of the street.		
Provide continuous sidewalks on both sides of curbed streets with four distinct zones: frontage zone, pedestrian through zone, street furnishings zone, and curb zone. Install street furniture, including bollards, benches, planters, and bicycle parking to functionally separate cars from the pedestrian realm of the sidewalk.		
Parklets are ideal for curbed streets with active storefronts, foot		¹ Through connections are exempt from the requirement

Traffic Calming Description	Example	Where Permitted
traffic, and retail activity.		for continuous sidewalk and on-street parking.
Provide on-street curbside parking.		
Queuing Street (Yield Street)		
Local streets in residential neighborhoods are also spaces for play and leisure. Provide safe and inviting places to walk with direct access to destinations.		Optional Golf Club Road Other streets Through connections ¹
Two-way yield streets are suited to residential areas where drivers are expected to travel at low speeds.		
Provide continuous sidewalks on both sides of queuing streets		

Traffic Calming Description	Example	Where Permitted
with four distinct zones: frontage zone, pedestrian through zone, street furnishings zone, and curb zone. Install street furniture, including bollards, benches, planters, and bicycle parking to functionally separate cars from the pedestrian realm of the sidewalk.		
Driveways shall be constructed to eliminate intrusion upon the sidewalk. Sidewalk materials and grade shall be maintained across driveways.		
Use the planted furnishings zone of the sidewalk for street trees,		

Traffic Calming Description	Example	Where Permitted
bio-swales, and rain gardens.		
Install curb extensions at intersections to maintain safe travel speeds and reinforce the residential nature of the street.		
Install curb extensions at mid-block to slow traffic speeds and add public space. Install vertical speed control devices like raised crosswalks and mid-block crossings to encourage safe speeds and meter through traffic.		¹ Through connections are exempt from the requirement for continuous sidewalk and on-street parking.
Provide on-street curbside parking.		
Chicane Street		

Traffic Calming Description	Example	Where Permitted
Chicane streets are suited to residential areas where drivers are expected to travel at low speeds.		Optional Golf Club Road Other streets Through connections¹
Driveways shall be constructed to eliminate intrusion upon the sidewalk. Sidewalk materials and grade shall be maintained across driveways.		
Use the planted furnishings zone of the sidewalk for street trees, bio-swales, and rain gardens.		
Install curb extensions at intersections to maintain safe travel speeds and reinforce the residential nature of the street.		

Traffic Calming Description	Example	Where Permitted
Provide continuous sidewalks on both sides of chicane streets with four distinct zones: frontage zone, pedestrian through zone, street furnishings zone, and curb zone. Install street furniture, including bollards, benches, planters, and bicycle parking to functionally separate cars from the pedestrian realm of the sidewalk.		¹Through connections are exempt from the requirement for continuous sidewalk and on-street parking.
Install curb extensions at mid-block to slow traffic speeds and add public space. Install vertical speed control devices like raised crosswalks and mid-block		

Traffic Calming Description	Example	Where Permitted
crossings to encourage safe speeds and meter through traffic.		
Woonerf-- Residential		
Woonerf-- residential streets are low- volume residential streets functioning foremost as public space for recreation, socializing, and leisure. The design speed of a woonerf-- residential street is 12 mph. Identify woonerf-- residential streets with signage indicating that motorists must yield and the pedestrian has priority of movement. Mark entrances		Optional Other streets Through connections ¹

Traffic Calming Description	Example	Where Permitted
to woonerf--residential streets with tactile warning strips that alert both drivers and pedestrians. Install flush textured or pervious pavement to reinforce the priority of the pedestrian. Special pavements, especially unit pavers, shall be selected for regional climate, durability, and maintenance. Sidewalks and street are installed at the same elevation (level). Align drainage channels with center or along the flush curb of the woonerf--residential street.		
Provide continuous		¹ Through connections

Traffic Calming Description	Example	Where Permitted
sidewalks on both sides of woonerf--residential street with four distinctive zones: frontage zone, pedestrian through zone, street furnishings zone, and curb zone. Install street furniture, including bollards, benches, planters, and bicycle parking to functionally separate cars from the pedestrian realm of the sidewalk.		are exempt from the requirement for continuous sidewalk and on-street parking.
Stagger blocks of on-street parking and landscaping to create a chicane effect. Install street furniture, including bollards, benches, planters, and bicycle parking		

Traffic Calming Description	Example	Where Permitted
to functionally separate cars from private space.		

(Ord. 1496 §66, 2016; Ord. 1487 §3 (part), 2016).

16.24.090 Form-based code review.

A. Administration of development review shall be the responsibility of the director of community and economic development. The director shall implement development review concurrent with any related planning review process or building permit application. The review process consists of a presubmission conference followed by an application review by either the director or the site plan review committee (SPRC).

1. Presubmission Conference.

a. The applicant shall attend a presubmission conference with an assigned staff member. The presubmission conference shall be conducted in accordance with ~~11.03.020 LMC Section 1B.020 of the City of Lacey Development Guidelines and Public Works Standards.~~

b. The site plan, landscaping plan, and building design may be conceptual in form for the presubmission conference.

c. Staff shall provide a written summary of the meeting to the applicant including identification of the relevant approval criteria in LMC [16.24.030](#) through [16.24.070](#).

d. The staff summary shall identify the applicable review process, which will be an administrative review by the director of community and economic development or a review by the SPRC.

e. The staff summary shall identify any submittal requirements in LMC [16.24.120](#) that are not applicable or required.

2. Limited Administrative Review.

a. Development applications, which do not exceed the thresholds in subsection [B](#) of this section, shall be subject to an administrative review by the director under Chapter ~~11.0412.28 LMC, Development Standards and Public Works Standards.~~

b. The director shall conduct this review concurrent with any related planning review process or building permit application.

3. Review by the SPRC.

a. Development applications, which exceed the thresholds in subsection [B](#) of this section, shall be subject to a review by the SPRC.

b. The SPRC shall review development applications in accordance with the full administrative review process and timelines outlined in ~~11.04.040 LMC-Section 1C.040 of the City of Lacey Development Guidelines and Public Works Standards~~. The application shall be approved or approved with conditions to conform to the standards, provisions and policies of the city as expressed in its various adopted plans and ordinances. Whenever the SPRC disapproves an application, it shall set forth in writing its findings, which shall specify the particular standards, provisions and policies to which the site plan fails to conform and the reasons why it fails to conform.

c. The site plan review committee (SPRC) shall have the prerogative of refusing to rule on a development application if in the opinion of the SPRC the site plan is sufficiently complex that it should be reviewed by the hearings examiner according to the quasi-judicial process in ~~11.04.050 LMC-Section 1C.050 of the City of Lacey Development Guidelines and Public Works Standards~~. The SPRC shall decide to transfer review authority to the hearings examiner within fourteen days of the determination of completeness, according to ~~11.03.060-Section 1B.070 of the City of Lacey Development Guidelines and Public Works Standards~~.

B. Review and approval by the SPRC shall be required for any of the following activities:

1. The use of land for the location of any commercial, industrial or public building or activity, and for the location of any building containing more than two dwelling units or lot with more than one residential structure other than a permitted accessory dwelling.

2. A change of land use at an existing site or structure when the new activity requires either a change of occupancy according to the Building Code or is a change of land use according to the Standard Industrial Classification Code and, in the opinion of the community and economic development director, results in an intensification of land use and will require new development conditions to comply with existing regulations. This provision may not apply to malls (buildings with ten or more tenants sharing common parking) where original conditions to establish the mall complex anticipated a range of tenants and existing facilities and where it can be shown existing infrastructure can accommodate the new intensified use.

3. *Expansion of an existing commercial, industrial, public or multifamily structure or use.* Provided residential duplexes are exempt.

4. A remodel of an existing structure where the remodel is fifteen percent or more of the assessed valuation of existing structures with the permit value of the proposed improvement greater than \$20,000.00. The remodel value shall be calculated according to methodology described in Chapter [14.04](#) LMC adopting the Building Code. The value of existing structures shall be the most recent value assigned by the county assessor. The fifteen percent threshold shall be cumulative over the most recent five years, including calculations of all previously exempt remodels, but shall not include life/safety improvements or normal maintenance not requiring a building permit. Remodels of residential duplex, triplex, and quadraplex shall be exempt from site plan review.

5. Uses and activities within designated environmentally sensitive areas or their buffers pursuant to the requirements of LMC Title [14](#). (Ord. 1539 §76, 2019; Ord. 1487 §3 (part), 2016).

16.24.100 Appeals.

Any decision of the city of Lacey in the administration of this chapter may be appealed in accordance with ~~Chapter 11.05 LMC Section 1D.010, Appeals, of the City of Lacey Development Guidelines and Public Works Standards~~. (Ord. 1487 §3 (part), 2016).

16.24.110 Amendment of an approved development application.

A development granted approval by the director, SPRC, hearings examiner or by the city council may be amended. If, in the opinion of the director of community and economic development, the modifications are considered minor, no additional review process shall be required. If the modifications are considered significant by the director of community and economic development, then the site plan shall be modified by the same procedures provided under LMC [16.24.090](#). (Ord. 1539 §77, 2019; Ord. 1487 §3 (part), 2016).

16.24.120 Submittal requirements.

The development application shall contain the following items:

A. *Application Narrative*. Four copies required.

1. Project site address;
2. Project description;
3. List of requested adjustments, if any;
4. List of submittals provided;
5. For all multifamily projects or mixed-use projects with multifamily development, provide a description of compliance with crime prevention through environmental design (CPTED) techniques.

B. *Plans*. Four copies of the set of plans are required. The license stamps of the architect and landscape architect shall be on each appropriate plan page.

1. *Vicinity Plan*. A vicinity plan is required containing the following information (one inch equals five hundred feet or larger):

- a. Site boundaries;
- b. Site address;
- c. Woodland District Neighborhood designation;
- d. Plan showing project location within the Woodland District;
- e. Names of adjacent streets with street and through connection designation (Refer to Figure 16.24.050-1 Regulating Plan, Street Types); and

- f. Names and descriptions of frontage types required and proposed.
2. *Site Plan*. A site plan is required containing the following information (one inch equals twenty feet or larger):
- a. Site address;
 - b. Woodland District Neighborhood designation;
 - c. Names of adjacent streets;
 - d. Location of adjacent buildings on abutting properties;
 - e. Site dimensions;
 - f. Existing grade and finished grade (maximum two-foot contours);
 - g. Location and dimensions of existing and proposed site circulation for automobiles and pedestrians. Indicate location of site ingress and egress and patterns of on-site automobile circulation with directional arrows. Clearly identify any requested adjustments to development standards (refer to LMC [16.24.050](#), Streets, through connections and connection spacing);
 - h. Location and dimensions of existing and proposed structure(s), accessory structures with appropriate setbacks;
 - i. Location of trees as determined by the Lacey tree protection professional;
 - j. Location, dimensions, and nature of any proposed easements or dedications; and
 - k. Location, dimensions, and description of common open space and recreation areas (refer to LMC [16.24.040](#), General standards required for all development).
3. *Landscaping Plan*. The landscaping plan shall contain the following information (one inch equals twenty feet or larger):
- a. Survey of existing trees; trees to be retained; and trees to be removed;
 - b. Existing plant material and soil to be retained;
 - c. Proposed plant material to be placed on site. The type, size, number and spacing on plantings must be illustrated (refer to LMC [16.24.040](#), General standards required for all development);
 - d. Surface parking location and design (refer to Chapter [16.72](#) LMC);
 - e. Bicycle parking location and design (refer to Chapter [16.72](#) LMC);
 - f. Loading and service area location and design (refer to Chapter [16.80](#) LMC);
 - g. Screening and buffering: general; perimeter fencing and walls; parking structures; and surface parking lots (refer to Chapter [16.80](#) LMC);

h. All areas where soils are to be amended (refer to the current City of Lacey Stormwater Design Manual);

i. Locations where plant and soil materials will be stored during construction;

j. Timeline for site preparation and installation of plant materials.

4. *Building Form and Massing*. Submit complete elevations (one-eighth inch equals one foot or larger) of all proposed construction and related elevations of existing structures (if any) within twenty-five feet of the site. Elevations shall include the following information:

a. Dimensioned elevations of building showing:

(1) Required building setbacks (if any) (refer to LMC [16.24.060](#), Building, form, siting and site design);

(2) Required ground floor height (refer to LMC [16.24.060](#), Building, form, siting and site design);

(3) Required weather protection (refer to LMC [16.24.060](#), Building, form, siting and site design);

(4) Required ground floor transparency (refer to LMC [16.24.060](#), Building, form, siting and site design);

(5) Required weather protection for required building entrance(s) (refer to LMC [16.24.060](#), Building, form, siting and site design);

(6) Pedestrian protection--sidewalk (refer to LMC [16.24.060](#), Building, form, siting and site design);

(7) Minimum, maximum, and proposed podium height (refer to LMC [16.24.060](#), Building, form, siting and site design); and

(8) Maximum building height and required building stepbacks (if any) (refer to LMC [16.24.060](#), Building, form, siting and site design);

b. Elevations should show the type and color of exterior materials;

c. Location and elevations of exterior lighting for site and buildings; and

d. Perspective drawings, photographs, color renderings or other graphics which accurately represent the proposed project.

5. *Sections*. Submit a minimum of two site and building cross section profiles (one-eighth inch equals one foot or larger) with the following information:

a. Scale;

b. Building(s) details;

c. Landscaping against the building when installed;

d. Lighting fixtures and standards; and

e. Signs.

6. *Roof Plan.* The roof plan shall contain the following information (one inch equals twenty feet or larger):

- a. Extent of the project site and location of new and existing buildings;
- b. Extent and location of new roof(s);
- c. Extent and location of building tower(s) (if any);
- d. Dimensions and area of floor plate for proposed building tower(s). If more than one tower, show clear dimensions between towers (refer to LMC [16.24.060](#), Building, form, siting and site design).

C. Professional Design.

- 1. The applicant shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development.
- 2. Appropriate professionals shall include, but not be limited to, the following to provide the elements of the planning process set out in this section:
 - a. An urban planner with Form-Based Codes Institute certification, or Congress for the New Urbanism accreditation, or holding full membership in the American Institute of Certified Planners, or a professional planner with prior experience representing clients before the site plan review committee, planning commission, or city council;
 - b. An architect licensed by the state of Washington or holding full membership in the American Institute of Architects;
 - c. A landscape architect registered by the state of Washington.
- 3. One of the professional consultants chosen by the applicant from either subsection [\(C\)\(2\)\(a\)](#), [\(C\)\(2\)\(b\)](#) or [\(c\)](#) of this section shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.
- 4. The selection of the professional coordinator of the design team will not limit the owner of the development in consulting with the planning staff. (Ord. 1496 §67, 2016; Ord. 1487 §3 (part), 2016).

16.24.130 Additional information for review.

The SPRC, hearings examiner or city council may require the applicant to submit any additional information or material which it finds is necessary for the proper review and hearing of the application. (Ord. 1487 §3 (part), 2016).

Chapter 16.25 CENTRAL BUSINESS DISTRICT ~~4-7-S~~ AND ST. MARTIN'S UNIVERSITY

16.25.010 Statement of intent.

The central business district is the financial and business hub of the community. It is to be developed as an aesthetically attractive area of intense use. Toward this end, the city shall encourage the development of regional retail shopping facilities, and major office complexes along with specialty retail, business support services, urban residential, hotel and institutional uses. Development must enhance people orientation, and provide for the needs, activities and interests of people. The city will encourage land uses that emphasize variety, mixed uses and unity of form within buildings or complexes. Specific land use districts in the form of sub-areas have been established within the Central Business District (CBD) to permit variation in use and development standards in order to implement the CBD goals and policies of the Lacey Comprehensive Plan. ~~See Table 16T-05 for a description of each land use district.~~

A. ~~Central-Transitional~~ Business District ~~-4 (CBD-4TBD)~~. The purpose of ~~the CBD-4~~this land use district is to provide an area for general commercial and limited business activities. This district also serves as a transition area between more intensive core area activities and neighboring residential areas. ~~Long-term parking and automobile-oriented uses are encouraged.~~

B. ~~Central-Depot~~ Business District ~~-5 (CBD-5DBD)~~. The purpose of ~~CBD-5~~this land use district is to provide an area for general commercial activities along with mixed use activities, office complexes and public facilities.

C. ~~Central-Martin~~ Business District ~~-6 (CBD-6MBD)~~. The purpose of ~~the CBD-6~~this land use district is to provide an area for general commercial activities, along with mixed-use activities, office complexes, hotels and public facilities.

~~D. Central Business District 7 (CBD-7). The purpose of the CBD-7 land use district is to provide an area for a broad range of business park-type activities, along with mixed-use activities, office complexes, hotels, limited general commercial, and public facilities.~~

~~ED.~~ *Saint Martin's University*. The purpose of the Saint Martin's University land use district is to provide an area for college campus activities, such as classrooms, dormitories, pavilions, athletic fields and facilities, and associated uses and activities. (Ord. 1355 §2, 2010; Ord. 1131 §1 (repeals), 3, 2000; Ord. 1098 §14(A), 1999; Ord. 1080 §9, 1998; Ord. 965 §1, 1993; Ord. 871 §2 (part), 1989).

16.25.020 Permitted uses.

A. Specific categories of permitted uses are listed, by land use district, in Table 16T-06. In addition to such listings, child day care centers will be allowed subject to the provisions of Chapter 16.65 LMC as a permitted use ~~in sub-areas 4 through 7 and the Saint Martin's University zone~~. Also, within the Saint Martin's University zoning district, churches, religious institutions, and monasteries are permitted uses.

~~B. Any decision of the community and economic development department or the site plan review committee may be appealed in accordance with Chapter 11.05 LMC Chapter 1D of the City of Lacey Development Guidelines and Public Works Standards.~~

~~C. Table 16T-06 and an explanation thereof shall be used in determining generalized land uses in the city of Lacey's Central Business District and Saint Martin's University zone.~~

~~D. Urban agricultural uses as provided for and limited under Chapter 16.21 LMC. (Ord. 1539 §78, 2019; Ord. 1368 §28, 2011; Ord. 1355 §3, 2010; Ord. 1220 §21, 2004; Ord. 1131 §1 (repeals), 3, 2000; Ord. 1098 §14(B), 1999; Ord. 965 §3, 1993; Ord. 927 §10, 1992; Ord. 902, 1990; Ord. 871 §2, 1989).~~

Table 16T-06

S.I.C. Codes are divided into eleven divisions, which are listed A through K. Under each division is a list(ing) of Major Groups(s), which are listed 01 through 99. And listed below these are subclassifications of Auxiliary Establishments, which are usually three or four digit numbers. These correspond to major group numbers.

S.I.C. Codes are those according to the Standard Industrial Classification Manual, 1987, published by the Executive Office of the President, Office of Management and Budget, for the City of Lacey CBD.

The following is a list of abbreviations used on the tables:

P = Permitted Use

C = Conditional Use

A = Accessory Use

NEC = Not Elsewhere Classified

Bolded 2 Digit S.I.C. Code = Entire Major Group

In using the following chart, the reader should also refer to notes at the end of the chart that provide specific requirements or qualifications for uses under specific categories.

~~➤ **NOTE:** If a business in Central Business District 4 or 5 becomes a nonconforming use under the revised listing, it shall be allowed to continue operation. Additionally, the said use shall be allowed to expand and enlarge through the conditional use permit process of Chapter 11.0916.66 LMC provided that all other zoning code requirements can be satisfied.~~

Division A. Agriculture, Forestry, and Fishing

SIC CODES	MAJOR GROUP/ESTABLISHMENTS	CBD 4TBD	CBD 5DBD	CBD 6MBD	CBD-7	SMU
0272	Animal Aquaculture			P		
0742	Veterinary Services for Animal Specialties	P	P			

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SIC CODES	MAJOR GROUP/ESTABLISHMENTS	CBD 4TBD	CBD 5DBD	CBD 6MBD	CBD-7	SMU
0781	Landscape Counseling and Planning	P	P	P	P	P
0782	Lawn and Garden Services	C	P	P	P	P
0783	Ornamental Shrub and Tree Services	C	P	P	P	P
	Noncommercial Forest			P	P	P
	Water Areas			P	P	P
	Open Space, Open Space			P	P	P
	Open Space, Timber			P	P	
	Open Space, NEC			C	C	

~~Division B. Mining~~

~~➤ Not allowed under current Zoning Codes for Lacey's CBDs.~~

Division C. Construction

SIC CODES	MAJOR GROUP/ESTABLISHMENTS	CBD 4TBD	CBD 5DBD	CBD 6MBD	CBD-7	SMU
152	Residential Building Construction	P	P	P	P	
153	Operative Builders	P	P	P	P	
154	Nonresidential Building Construction	C	C	C	C	
17	Special Trade Contractors	C	P	P	P	

Division D. Manufacturing

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SIC CODES	MAJOR GROUP/ESTABLISHMENTS	CBD <u>4TBD</u>	DBDCBD <u>5</u>	CBD <u>6MBD</u>	CBD-7	SMU
205	Bakery Products	P				
206	Sugar/Confectionery Products	P				
238	Miscellaneous Apparel & Accessories				P	
239	Misc. Fabricated Textile Products				P	
251	Household Furniture				P	
252	Office Furniture				P	
253	Public Building & Related Furniture				P	
254	Partitions & Fixtures				P	
259	Misc. Furniture & Fixtures				P	
271	Newspapers	C	P		P	
272	Periodicals				P	
273	Books				P	
274	Misc. Publishing				P	
275	Commercial Printing	P	P	P	P	
276	Manifold Business Forms			P	P	
277	Greeting Cards			P	P	
278	Blankbooks, Bookbinding			P	P	

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SIC CODES	MAJOR GROUP/ESTABLISHMENTS	CBD <u>4TBD</u>	DBDCBD <u>5</u>	CBD <u>6MBD</u>	CBD-7	SMU
279	Printing Trade Services	P	P	P	P	
31	Leather & Leather Products					
32	Stone, Clay, & Glass Products					
357	Computer & Office Equipment				P	
358	Refrigeration & Services Machinery				P	
36	Electric & Electronic Equipment				P	
381	Search/Navigation Equipment				P	
382	Measuring/Controlling Devices				P	
3827	Optical Instruments & Lenses				P	
384	Medical Instruments & Supplies				P	
385	Ophthalmic Goods				P	
386	Photographic Equip. & Supplies				P	
387	Watches, Clocks, Cases & Parts				P	
39	Misc. Manufacturing Industries			<u>C</u>	C	

Division E. Transportation & Public Utilities

SIC CODES	MAJOR GROUP/ESTABLISHMENTS	TBDCBD <u>4</u>	DBDCBD <u>5</u>	MBDCBD <u>6</u>	CBD-7	SMU
411	Local & Suburban Transportation	C	C	C	C	

SIC CODES	MAJOR GROUP/ESTABLISHMENTS	TBD 4	DBD 5	MBD 6	CBD-7	SMU
412	Taxicabs	C	C	C	€	
417	Bus Terminal & Service Facilities					
4225	Public Warehousing & Storage	€	€			
43	United States Postal Service	C	C	C	€	C
45	Transportation by Air					
472	Passenger Transportation Activities	P	P	P	P	P
481	Telephone Communications	P	P			
482	Telegraph & Other Communications					
483	Radio & Television Broadcasting		P	P	P	P
489	Communication Services, NEC	C	C		€	
4939	Combination Utilities, NEC				€	

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Division F/G. Wholesale & Retail Trade

(all uses subject to note 1)

SIC CODES	MAJOR GROUP/ESTABLISHMENTS	TBD 4	DBD 5	MBD 6	CBD-7	SMU
501	Motor Vehicles, Parts, & Supplies		P	P		
502	Furniture & Home Furnishings		P	P		
503	Lumber & Construction Materials		P			

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SIC CODES	MAJOR GROUP/ESTABLISHMENTS	TBD CBD 4	DBD CBD 5	MBD CBD 6	CBD 7	SMU
504	Professional & Commercial Equipment		P	P		
505	Metals & Minerals, Except Petroleum		P			
506	Electrical Goods		P	P		
507	Hardware, Plumbing, Heating Equipment		P	P		
508	Machinery, Equipment & Supplies		P	P	P	
509	Misc. Durable Goods		P	P	P	
511	Paper & Paper Products		P	P	P	
512	Drugs, Proprietarys & Sundries		P	P	P	
513	Apparel, Piece Goods, & Notions		P	P	P	
514	Groceries & Related Products		P	P	P	
518	Beer, Wine & Distilled Beverages		P	P	P	
519	Misc. Nondurable Goods			P	P	
521	Lumber & Other Building Materials		P	P		
523	Paint, Glass & Wallpaper Stores		P	P		
525	Hardware		P	P		
526	Retail Nurseries & Garden Stores	P	P	P		

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SIC CODES	MAJOR GROUP/ESTABLISHMENTS	TBDCBD 4	DBDCBD 5	MBDCBD 6	CBD-7	SMU
53	General Merchandise Stores	C	P	P	P	
54	Food Stores	C	P			
541	Grocery Stores	C	P	P		
542	Meat & Fish Markets	C	P	C		
551	New & Used Car Dealers		P			
553	Auto & Home Supply Stores		P	P		
554	Gasoline Service Stations	C	P	P		
555	Boat Dealers		P			
556	Recreational Vehicle Dealers		P			
557	Motorcycle Dealers		P			
559	Automotive Dealers, NEC		P			
56	Apparel & Accessory Stores	P	P	P	P	
57	Furniture & Home Furnishings Stores		P	P	P	
58	Eating & Drinking Places	P	P	P	P	P
58A	Fast Food Restaurants with Drive-Thru Windows and Espresso Stands		P ₂			
591	Drug Stores & Proprietary Stores	P	P	P	P	

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SIC CODES	MAJOR GROUP/ESTABLISHMENTS	TBD 4	DBD 5	MBD 6	CBD -7	SMU
592	Liquor Stores	P	P	P		
593	Used Merchandise Stores		P	P		
594	Misc. Shopping Goods Stores	P	P	P	P	
596	Nonstore Retailers	P	P	P		
598	Fuel Dealers		P			
599	Retail Stores, NEC	P	P	P	P	

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Division H. Finance, Insurance, and Real Estate

SIC CODES	MAJOR GROUP/ESTABLISHMENTS	TBD 4	DBD 5	MBD 6	CBD -7	SMU
60	Depository Institutions	P	P	P	P	
61	Nondepository Institutions	P	P	P	P	
62	Security & Commodity Brokers	P	P	P	P	
63	Insurance Carriers	P	P	P	P	
64	Insurance Agents, Brokers & Services	P	P	P	P	
65	Real Estate	P	P	P	P	
67	Holdings & Other Investment Offices	P	P	P	P	

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Division I. Services

SIC CODES	MAJOR GROUP/ESTABLISHMENTS	TBD 4	DBD 5	MBD 6	CBD 7	SMU
701	Hotels & Motels	P	P	P	P	
72	Personal Services	P	P	P	P	
73	Business Services	P	P	P	P	
751	Automotive Rentals, No Drivers		P	P		
752	Automobile Parking	C	P	C	C	C
753	Automotive Repair Shops		P			
7542	Carwashes	P	P			
76	Miscellaneous Repair Services	C	P	C		
78	Motion Pictures		P			
784	Video Tape Rental	P	P	P	P	
7832	Motion Picture Theaters, No Drive-In		P	P		
79	Amusement & Recreation Services	C	P	P	C	C
801	Offices & Clinics of Doctors of Medicine	P	P	P	P	P
802	Offices & Clinics of Dentists	P	P	P	P	P
803	Offices of Clinics of Doctors of Osteopathy	P	P	P	P	P

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SIC CODES	MAJOR GROUP/ESTABLISHMENTS	TBDCBD 4	DBDCBD 5	MBDCBD 6	CBD-7	SMU
804	Offices & Clinics of Other Health Practitioners	P	P	P	P	P
807	Medical and Dental Laboratories	P	P	P	P	P
808	Home Health Care Services	P	P	P	P	P
809	Misc. Health and Allied Services	P	P	P	P	P
81	Legal Services	P	P	P	P	
82	Educational Services	P	P	P	P	P
83	Social Services	P	P	C		
835	Child Day Care Services	P	P	P	P	P
84	Museums, Botanical, Zoological Gardens	P	P	P	P	P
86	Membership Organizations (up to 5,000 square feet of gross floor area)	P	P	P	P	P**
86	Membership Organizations (greater than 5,000 square feet of gross floor area)	C	C	C	C	C**
87	Engineering & Management Services	P	P	P	P	
88	Private Households	P				
89	Services, NEC	C	C	C	C	C

** Churches, religious institutions, and monasteries are permitted uses with the SMU zone.

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Division J. Public Administration

SIC CODES	MAJOR GROUP/ESTABLISHMENTS	TBDCBD 4	DBDCBD 5	MBDCBD 6	CBD-7	SMU
91	Executive, Legislative & General	PC7	PC7	PC7	PC7	PC7
9221	Police Protection	P	P		P	
9224	Fire Protection	P	P		P	
93	Finance, Taxation & Monetary Policy	PC7	PC7	PC7	PC7	PC7
94	Administration of Human Resources	PC7	PC7	PC7	7	PC7
95	Environmental Quality & Housing	PC7	PC7	PC7	PC7	PC7
96	Administration of Economic Programs	PC7	PC7	PC7	PC7	PC7
97	National Security & International Affairs	C	C	C	C	C
99	Nonclassifiable Establishments	C	C	C	C	C

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Division K. Residential

(Not Listed in SIC Codes)

SIC CODES	MAJOR GROUP/ESTABLISHMENTS	TBDCBD 4	CBD 5DBD	MBDCBD 6	CBD-7	SMU
	Single Family	P1				
	Multi Family (2-4 Units)	P2P1				
	Multi Family (5+ Units)	P2P1	P3P1	P1	P2	
	Other Households		P3P1			

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SIC CODES	MAJOR GROUP/ESTABLISHMENTS	TBD CBD 4	CBD 5 DBD	MBD CBD 6	CBD-7	SMU
	Other Residential					

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NOTES TO GENERALIZED LAND USES IN CBD ZONE: Land Use Code Category/Division

~~A~~ Agriculture, Forestry, and Fishing:

~~B~~ Mining:

~~C~~ Construction:

~~D~~ A Manufacturing: Notes applicable to all manufacturing activities in CBD zones:

- 1 Manufacture of flammable, dangerous or explosive materials is excluded in CBD districts.
- 2 Office space is permitted only if accessory and subordinate to a manufacturing use in ~~CBD~~
~~5~~~~DBD~~. No more than twenty-five percent of the gross floor area of the structure shall be devoted to non-manufacturing uses.

~~E~~ B Transportation & Public Utilities: Notes specific to those uses as notated in the chart:

- 1 Permitted only as a subordinate use to a permitted or conditional use.

~~F~~ G C D Wholesale & Retail Trade: Notes specific to those uses as notated in the chart:

- 1 Display and sales only; limited on-site inventory storage.
- 2 Drive-through as an accessory use to a pharmacy, bakery, café, or coffee shop with indoor seating (not permitted between the street and building, or in locations where vehicles would impede pedestrian access to storefront). ~~Permitted only as a subordinate use to commercial parking lots and garages.~~

~~H~~ E Finance, Insurance, and Real Estate:

~~I~~ F G Services & Public Administration: Notes applicable to all Services and Public Administration uses in CBD districts:

- 1 Permitted only as a subordinate use to a permitted use.
- 2 Commercial lots and garages are those lots which provide vehicular parking for the public generally for a fee and do not include lots and garages which provide the required parking for other uses.
- 3 The location of any off-site parking facility must be approved by the enforcing officer and/or site plan review committee.

4 All types of commuter pooling facilities shall be regulated as a park-and-ride. A park-and-ride providing no more than twenty-five parking spaces, and utilizing the parking area of an existing use, shall be regulated as an accessory use. Any other park-and-ride requires a conditional use permit.

5 Excludes zoos.

6 Excludes drive-in theaters.

7 To reserve prime retail commercial buildings and sites for retail commercial use, government offices shall not be permitted in binding site plans, subdivisions or building complexes designed for commercial retail use unless the original design specifically included a mixed use concept anticipating such use. Provided, however, the city may consider government offices in commercial retail buildings and sites through a conditional use permit process if it can be demonstrated the use is complementary to adjacent commercial retail activity, enhances the retail environment and will develop strategies for the zone in which it is located. Provided further existing structures that have been used for government offices shall be considered to have been determined appropriate for such use under original approvals and will require only normal site plan review approval when new government tenants are proposed.

~~K-H Residential: Multifamily residential where permitted as a secondary use to listed commercial uses within this chapter. Residential uses shall be located above ground floor commercial and/or away from primary district frontages and high activity corners. Notes specific to those uses as notated in the chart.~~

1 Density and standards must comply with Chapter ~~16.15~~ LMC.

~~2~~ Density and standards must comply with Chapter ~~16.18~~ LMC.

~~3~~ Standards must comply with Chapter ~~16.18~~ LMC. Density will be limited only by maximum floor area permitted.

16.25.030 Similar or related uses.

A. Uses similar to, or related to, those listed in LMC [16.25.020](#) are permitted upon a finding of the enforcing officer and/or the site plan review committee that a particular unlisted use is consistent with the intent of this chapter and compatible with the policies of the Lacey Comprehensive Land Use Plan. The officer and/or committee shall make the determination according to the characteristics of the operation of the proposed use and based upon the Standard Industrial Classification Manual and/or the North American Industry Classification System.

B. The criteria for such finding of similarity shall include but not be limited to the following:

1. The proposed use is appropriate in this area.
2. The development standards for a similar or related use can meet those of a permitted use.
3. The public need is served by the proposed use.

C. Any decision of the community and economic development department or the site plan review committee may be appealed in accordance with [Chapter 11.05 LMC](#)~~Chapter 1D of the City of Lacey Development Guidelines and Public Works Standards~~. (Ord. 1539 §79, 2019; Ord. 1220 §22, 2004; Ord. 1131 §1 (repeals), 3, 2000).

16.25.040 Prohibited uses.

Uses other than those specifically identified or described in LMC [16.25.020](#) are prohibited; provided, however, that the enforcing officer and/or site plan review committee may consider uses similar to, or related to, those of LMC [16.25.020](#) upon a finding that a particular unlisted use is consistent with the general intent of Chapter [16.25](#) LMC and is compatible with other land uses. (Ord. 1131 §1 (repeals), 3, 2000).

16.25.050 Nonconforming uses.

Nonconforming uses shall be regulated by Chapter [16.93](#) LMC. (Ord. 1131 §1 (repeals), 3, 2000; Ord. 871 §2 (part), 1989).

16.25.060 Dimensional requirements.

Area and dimensional requirements by land use district are identified in [Table 16T-07](#). Any specific exemptions or variations to the requirements in the chart are given in LMC [16.25.060\(A\)](#). All parcels and structures shall conform to these requirements. In addition to the requirements of [Table 16T-07](#), the following additional standards shall also apply:

A. *Upper-level setbacks.* An upper-level setback of ten to twenty feet from all street property lines shall be required for all buildings between forty and sixty feet in height and an additional upper level setback of ten to twenty feet for each additional forty-foot to sixty-foot interval shall be required.

Additional upper-level setbacks may be imposed at the discretion of the enforcing officer and/or site plan review committee to preserve significant views and vistas. An owner/developer may appeal such a decision to the hearings examiner following procedures and requirements specified in Chapter [11.0716.84](#) LMC.

B. *Dimensional requirements in CBD Districts.* See [Table 16T-07](#).

C. *Maximum building heights.* See [Table 16T-08](#). (Ord. 1220 §23, 2004; Ord. 1131 §1 (repeals), 3, 2000; Ord. 965 §4,5, 1993; Ord. 871 §2 (part)), 1989).

Table 16T-07 Dimensional Requirements in CBD and SMU Districts

Land Use District	Building Type	Building Setback ³			Minimum Lot Area	Minimum Lot Dimension	Maximum Building Coverage	Maximum Building Height
		Front ¹	Rear	Side				
CBD- <u>4TBD</u>	Nonresidential	0 ⁵ or 15'	25'	10'	10,000 sq.ft.	50' front	50%	refer to map for CBD heights
	Residential	0	15'	10'	10,000 sq. ft	50' depth	75%	
	Parking *	15'	15'	10'	10,000 sq.ft	50' depth	50%	
CBD- <u>5DBD</u>	Nonresidential	0 ⁵ or 15'	15'	10'	10,000 sq.ft.	50' front	50%	
	Residential	0	15'	10'	10,000 sq. ft	50' depth	75%	
	Parking *	15'	15'	10'	10,000 sq.ft	50' depth	50%	
CBD- <u>6MBD</u>	Nonresidential	0 ⁵ or 15'	15'	10'	10,000 sq.ft.	75' front	50%	
	Residential ⁴	0 ⁵ or 25'	15'	10'	10,000 sq.ft. 1 acre	75' front	75%	
	Parking *	15'	15'	10'	10,000 sq.ft.	50' depth	50%	
CBD-7	Nonresidential	0⁵ or 15'	15'	10'	10,000 sq.ft.	75' front	50%	
	Residential⁴	0⁵ or 25'	15'	10'	10,000 sq.ft.	75' front	75%	
	Parking *	15'	15'	10'	10,000 sq.ft.	50' depth	50%	
SMU	Nonresidential	02	15'	10'	10,000 sq.ft.	75' front	50%	
	Residential	02	15'	10'	10,000 sq.ft.	75' front	75%	
	Parking	02	15'	10'	10,000 sq.ft.	50' depth	50%	

NOTES: DIMENSIONAL REQUIREMENTS IN CBD AND SMU DISTRICTS:

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- 1 Setback measured from the property side edge of the sidewalk. To accommodate 0' setback landscaping requirements for planter strips, sidewalks may be located out of right-of-way, in which case an unrestricted easement for sidewalk shall be granted to the City.
- 2 The 0' front yard setback is a minimum. However, regardless of the setback used, no parking or vehicle access lane is permitted between the required perimeter sidewalk and the main pedestrian entrance to the building. Additionally, all of the requirements of LMC [16.25.090\(O\)](#) shall be satisfied if the setback used is less than 15'.
- 3 Minimum setbacks are subject to required landscape development (see LMC [16.25.100](#)). See LMC [16.25.060\(A\)](#) for additional height setbacks. Where 0 lot line front yard setbacks are utilized, required landscaping shall be provided in a planter strip area between the street and sidewalk.)
- 4 Hotels and motels shall be considered as residential structures.
- 5 A 0' front yard setback is optional if a proposal meets all of the requirements of LMC [16.25.090\(O\)](#). Parking and vehicle access lane is required to be located to the side or behind structures when 0' front yard setback is applied.
- * Parking and vehicle access lane is required to be located to the side or behind structures when 0' front yard setback is applied.

(Ord. 1380 §3, 2012; Ord. 1355 §5, 2010).

16.25.070 Environmental performance standards.

A. It shall be the responsibility of the operator and/or the proprietor of any proposed use to provide such evidence and technical data as the enforcing officer and/or site plan review committee may require to demonstrate that the use or activity is or will be in compliance with the environmental performance standards of Chapter [16.57](#) LMC.

Failure of the enforcing officer and/or site plan review committee to require such information shall not be construed as relieving the operator and/or the proprietor from compliance with the environmental performance standards of the Lacey Municipal Code.

B. An environmental determination shall be made by the responsible official in accordance with the procedures contained in Chapter [14.24](#) LMC. (Ord. 1220 §24, 2004; Ord. 1131 §1 (repeals), 3, 2000; Ord. 871 §2 (part), 1989).

16.25.090 Pedestrian circulation requirements.

A. It shall be the responsibility of the property owner/developer to provide a safe and convenient pedestrian circulation linkage system as described in this section and meeting the pedestrian circulation requirements set forth in LMC [14.23.086](#).

B. The pedestrian linkage system is a network including the major pedestrian corridor, landscaped walkways and perimeter sidewalks. It is established to provide safe pedestrian routes; enhance the

appearance of buildings and their settings; provide a unified design element to offset varying architectural styles; and to soften the appearance of parking lots and service storage areas.

C. When zero-foot setbacks are utilized, landscaping requirements for planter strips may require sidewalks to be located outside of the normal right-of-way. In such cases, an unrestricted easement across sidewalks shall be granted to the city.

D. To maximize a pedestrian-friendly environment by providing an adequate separation between pedestrians and automobile traffic, development of a planter strip with street trees and grass between the curb and sidewalk shall be a primary goal and shall be required unless specifically stated otherwise below.

E. In cases where a sidewalk exists adjacent to the curb, the sidewalk must be moved back to accommodate a new planter strip; provided, that improvements to the property necessitating site plan review and requiring conformance with this title exceed twenty-five percent of the fair market value of existing improvements at the site and the site has one hundred feet or more of lineal feet of frontage. In cases where only minor improvements to a project site are requested that do not exceed twenty-five percent of the fair market value of existing improvements at the site or the site has less than one hundred feet of frontage, the requirement for moving the sidewalk shall not be mandatory; provided, however, that in consideration of the twenty-five percent threshold all improvements at the site since the effective date of this provision shall be included in calculating the total value. The twenty-five percent value shall be determined using the valuation procedures provided for in Chapter [14.04](#) LMC adopting the building code for proposed improvements and assessor's office values for current structures.

F. Where adjacent properties do not have a planter strip and the sidewalk abuts the street, the new sidewalk shall be meandered to interconnect with the existing sidewalk and will provide the required planter strip for the project's street frontage.

G. In cases where provision of a planter strip would necessitate removal or moving of a building, provision of a planter strip shall not be required unless the site is to be redeveloped and the building removed and reconstructed as part of the proposal.

H. In cases where parking must be removed to provide the planter strip and landscaping, this shall be required, provided it leaves the site with at least seventy-five percent of the number of parking stalls required by the city zoning code or parking can be obtained on an adjacent site.

I. In cases where a minimum six-and-one-half-foot planter strip area cannot be provided because of limitations discussed above, options for different dimensions of the planter area discussed below under subsection [B](#) of this section, street tree planting requirements, may be used if approved by the department of community and economic development. Minimum planter strip requirements may not be reduced when a zero-foot front setback is proposed. Where the zero-foot front yard setback is proposed, the front of the building shall have a main pedestrian entrance. Permeable paving sidewalks are required where planter strips are not installed, if feasible.

J. Because of identified financial impacts of requirements to move existing sidewalks, the city of Lacey shall establish a local grant program for very small businesses that would otherwise not be able to afford to move the sidewalk. Very small businesses shall be defined as those businesses with less than four employees. The grant program shall provide that the city will share up to fifty percent of the costs of landscaping and sidewalk improvements. The grant may be in the form of cash, city labor, city services or other real contribution resulting in cost reduction to the recipient. The director of community and economic development is authorized to develop administrative policies and procedures in carrying out the intent and requirements of this section.

K. Where a linkage system exists or is required outside of a public right-of-way, an easement to the city of Lacey shall be required to provide continuity of public access to adjoining properties.

L. A structure may extend into or over a required linkage system or walkway only when:

1. The encroachment is integrated into the linkage system by providing a covered walkway, arcade, marquee, etc. or it otherwise complements pedestrian activities; and
2. The required width of the linkage system is maintained or when compensation is provided at another location.

M. Where a linkage system adjoins a public street, the system's width shall be measured from the edge of the existing or proposed curb.

N. Construction standards shall be as specified in this chapter, [Title 11, and the Public Works Standards.](#) ~~and the City of Lacey Development Guidelines and Public Works Standards.~~

O. A pedestrian-oriented facility may utilize a zero-foot front yard setback if it meets all of the following criteria:

1. Use is pedestrian-oriented as determined by the director of community and economic development or designee;
2. Facade has pedestrian-friendly features, such as awnings, main entrances, and pedestrian scale;
3. Pedestrian entrance is direct to building with no parking or vehicle access lane between sidewalk and the main pedestrian entrance to the building.

P. Each segment of walkways, perimeter sidewalks and landscaping shall be maintained by the property owner, unless a special assessment district is duly established for the specific purpose of maintaining a portion of or all such pedestrian linkage and landscaping improvements. The city shall maintain the intersections of all public streets adjoining any portion of the pedestrian linkage system.

Q. A plot plan of all proposed pedestrian linkage improvements identifying all dimensions and pedestrian features shall be submitted along with the site plan for review to the city.

R. The property owner shall install street trees, in addition to any other landscaping requirements, in accordance with the [City of Lacey Development Guidelines and Public Works Standards.](#)

A street tree planting area may also include decorative paving, other plant materials and street furniture as required by LMC [14.23.086](#).

S. Outdoor exhibits, displays, sales, service of food or drinks, or other activities may be conducted in pedestrian open space and linkage systems, including plazas, whether or not such facilities or activities are customarily accessory to the adjacent principal use; provided, free pedestrian movement through the area without unreasonable interruption by such facilities or activities is available; and provided, said activities comply with the city's regulations for street merchants. Areas, activities and facilities so approved may be used for regular, intermittent, or temporary special events without further permitting under these zoning regulations, but shall not be exempted hereby from requirements for other permits. (Ord. 1539 §80, 2019; Ord. 1496 §68, 2016; Ord. 1480 §18, 2015; Ord. 1220 §25, 2004; Ord. 1208 §62, 2003; Ord. 1179 §8, 2002; Ord. 1154 §10, 2001; Ord. 1131 §1 (repeals), 3, 2000; Ord. 1080 §10, 1998; Ord. 965 §56, 7, 1993; Ord. 871 §2 (part), 1989).

16.25.100 Landscaping requirements.

All requirements of Chapter [16.80](#) LMC shall be satisfied. (Ord. 1496 §69, 2016; Ord. 1220 §26, 2004; Ord. 1154 §11, 2001; Ord. 1131 §1 (repeals), 3, 2000; Ord. 1044 §45, 1996; Ord. 965 §58, 9, 1993; Ord. 871 §2 (part), 1989).

16.25.110 Off-street parking.

A. The provisions of Chapter [16.72](#) LMC, except as they conflict with LMC [16.25.110](#), apply to development in the CBD land use districts.

B. The site plan review committee shall review and approve, approve with conditions or deny a proposal for a parking structure through the site plan review process in Chapter [11.0716.84](#) LMC. The site plan review committee may approve the parking structure only if:

1. *General.*

- a. Driveway openings are limited and the number of access lanes in each opening are minimized.
- b. Ground level screening of parked vehicles by landscaping, or by a wall or other screening, is provided if pedestrian-oriented frontage is not developed at the ground level.
- c. The dimension of the parking structure abutting pedestrian areas is minimized, except where pedestrian-oriented frontage is provided.
- d. Whenever practicable, pedestrian-oriented uses are provided for at the street frontage.
- e. A wall or other screening of sufficient height to screen parked vehicles and which exhibits a visually pleasing character is provided at all above grade levels of the parking structure.
- f. A safe pedestrian linkage system between the parking structure and the principal use exists.

g. The upper surface of underground parking structures shall not exceed a height of three and one-half feet above the average grade of the abutting public sidewalk and no parking shall be permitted on top of that portion of an underground parking structure which is above the established grade.

2. *Requirements of specific locations.* In addition to the requirements of LMC [16.72.030\(D\)\(3\)\(a\)](#), pedestrian-oriented frontage is required at ground level of a parking structure along any street in a CBD land use district if the parking garage is located at the zero front setback line and/or at the zero side setback line of a corner lot.

C. Parking areas or garages shall be designed to provide for off-street vehicle circulation to adjoining property and parking areas where physically feasible, except that driveways and parking aisles should not cross pedestrian linkages in CBD land use districts.

D. An owner/developer may elect to provide off-street parking by entering a voluntary agreement with the city to pay a fee-in-lieu of constructing or otherwise causing the provision of off-street parking facilities as provided for in LMC [16.25.110\(A\)](#) and Chapter [16.72](#) LMC. Such contributions shall be at a rate as determined by the city engineer, adjusted annually by a construction cost price index. All contributions shall be deposited in a "downtown parking reserve fund." The fund shall be administered by the city and proceeds shall be used to further the objective of expanding the supply of off-street parking spaces and facilities.

Priorities for construction of parking facilities shall be identified in a comprehensive parking plan and capital improvements program approved by the city council. The plan shall take into consideration the amount of available off-street parking within an area, the need for concentration of public parking facilities to prevent proliferation of private parking lots alternating with buildings, the visual and traffic impacts of parking areas or garages and the degree to which the parking areas or structures will encourage pedestrian circulation.

All moneys voluntarily contributed by an owner/developer shall be spent or loaned by the city within twenty years on public parking areas or structures within the same CBD land use district from which the contribution originated. (Ord. 1220 §27, 2004; Ord. 1154 §12, 2001; Ord. 1131 §§1 (repeals), 3, 2000; Ord. 1130 §5, 2000; Ord. 1055 §1, 1997; Ord. 871 §2 (part), 1989).

16.25.120 Design Review.

All applicable requirements of Chapter [14.23](#) LMC shall be satisfied. (Ord. 1131 §1 (repeals), 3, 2000; Ord. 1130 §7, 2000).

16.25.130 Stormwater runoff.

Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to the city's review and approval, and shall, moreover, comply with Chapter [15.22](#) LMC pertaining to community facilities. (Ord. 1496 §70, 2016; Ord. 1380 §1, 2012; Ord. 1131 §§1 (repeals), 3, 2000; Ord. 871 §2, (part), 1989).

16.25.140 Woodland Creek protection.

All developments and uses proposed for lands bordering Woodland Creek in sub-areas 6 and 7 shall be required to maintain a two-hundred-foot in depth natural buffer from the ordinary high water mark on both sides of the creek. Within this buffer area, no development or use shall be permitted except for natural open spaces, trails, passive recreational activities, streets and utility services. Stormwater runoff directed to Woodland Creek shall be pretreated to mitigate water quality impacts as approved by the city. (Ord. 1131 §§1 (repeals), 3, 2000; Ord. 1120 §28, 1999; Ord. 1098 §14(C), 1999; Ord. 871 §2 (part), 1989).

Chapter 16.27 GENERAL COMMERCIAL DISTRICT

16.27.010 Intent.

It is the intent of this chapter to:

- A. Permit, in designated areas, commercial uses and activities which depend more heavily on convenient vehicular access than pedestrian access, and which do not require locations in other commercial districts, or which may be inappropriate in other commercial districts;
- B. Limit location of general commercial areas to sites having safe and efficient access to major transportation routes;
- C. Identify the types of commercial uses appropriate or acceptable in the general commercial district;
- D. Provide development standards to enhance the efficient operation of these districts, and to achieve minimum adverse impact on the community as a whole, especially on adjacent properties having different land use characteristics. (Ord. 583 §2.19(A), 1980).

16.27.020 Permitted uses.

A. Specific types of uses permitted in this district are those commercial activities which are more dependent on direct vehicular access than the activities permitted in other districts, including the following:

- 1. Retail and commercial establishments such as:
 - a. Food stores and drug (variety) stores;
 - b. Building, hardware, and garden materials;
 - c. Auto supply stores;
 - d. Gasoline service stations;
 - e. Liquor stores;
 - f. Used good retail stores;
 - g. Sporting goods and related stores;
 - h. Books and stationery, video, and art supply stores;
 - i. Hobby, toy and game shops;
 - j. Photographic and electronics stores;
 - k. Fabric stores;
 - l. Florists;
 - m. Pet shops;

- n. Bulk retail stores;
- o. Personal services;
- p. Professional and business services;
- q. Banks and financial offices;
- r. Greenhouses and garden materials;
- s. Other similar retail, professional and business uses as approved by the site plan review committee;
- 2. Sales and/or servicing of:
 - a. Appliances and home furnishings;
 - b. Automotive equipment;
 - c. Boats and marine equipment;
 - d. Building contractors, including plumbing, electrical, etc.;
 - e. Campers, manufactured homes and trailers;
 - f. Car washes and service stations;
 - g. Farm equipment and supplies;
 - h. Lumber yards and hardware;
 - i. Laundry and dry cleaning, both commercial and self-service;
- 3. Eating and drinking places, including drive-ins;
- 4. Commercial recreation, such as:
 - a. Personal amusement or recreation establishments such as those featuring mechanical or electronic games, games of skill such as billiards, bowling, table tennis, and the like; and
 - b. Drive-in theaters;
- 5. Recycling centers for the collection and temporary storage of materials; provided, that the storage and collection operation is conducted within an enclosed building having a maximum gross floor area of four thousand square feet. All recycling centers must be reviewed and approved prior to operation by the site plan review committee;
- 6. Child day care centers as provided in Chapter [16.65](#) LMC;
- 7. Urban agricultural uses as provided for and limited under Chapter [16.21](#) LMC.
- B. Similar or related uses permitted as follows:
 - 1. Distributive business establishments such as wholesaling and warehousing, including for example:

- a. Mail order warehouses;
 - b. Automotive parts wholesalers;
 - c. Hotels and motels; and
2. Other, unlisted, similar or related uses, and criteria for determination of similarity or relatedness, as follows:
- a. Uses similar to, or related to, those listed in subsection [A](#) of this section are permitted upon a finding of the enforcing officer and/or the site plan review committee that a particular unlisted use does not conflict with the intent of this chapter or the policies of the Comprehensive Land Use Plan.
 - b. The criteria for such finding of similarity shall include but not be limited to the following:
 - (1) That the proposed use is appropriate in this district;
 - (2) That the development standards for permitted uses can be met by the proposed use;
 - (3) That the public need is served by the proposed use.
- C. Conditional uses may be permitted as provided for in Chapter [11.0916-66](#) LMC.

As a conditional use the city may consider administrative offices or other facilities of governmental institutions. However, before the city approves such use, it must be demonstrated the use is complementary to adjacent retail uses, enhances the retail environment and will not adversely impact the city's economic development strategies for the zone.

D. On-site hazardous waste treatment and storage facilities as an accessory use to any activity generating hazardous waste and lawfully allowed in this zone; provided, that such facilities meet the state siting criteria adopted pursuant to the requirements of RCW [70.105.210](#). (Ord. 1539 §81, 2019; Ord. 1395 §4, 2012; Ord. 1380 §1, 2012; Ord. 1368 §29, 2011; Ord. 1220 §29, 2004; Ord. 1179 §9, 2002; Ord. 1066 §1, 1997; Ord. 967 §1, 1993; Ord. 927 §11, 1992; Ord. 835 §7, 1988; Ord. 691 §15, 1984; Ord. 647 §1, 1982; Ord. 583 §2.19(B)(1-3), 1980).

16.27.030 Prohibited uses.

Uses other than those identified or described in LMC [16.27.020](#) are prohibited, including but not limited to:

- A. Auto wrecking yards including junk, scrap metal, and other material salvage operations with the exception of recycling centers as provided for in LMC [16.27.020](#);
- B. Storage of explosives or materials of such character or in such quantities as to constitute a significantly greater hazard to persons, property or environmental health than that posed by materials commonly used or stored in the ordinary retail and service establishments permitted in this district. (Ord. 691 §16, 1984; Ord. 647 §2, 1982; Ord. 618 §6, 1981; Ord. 583 §2.19(B)(4), 1980).

16.27.040 Environmental performance standards.

A. It shall be the responsibility of the operator and/or the proprietor of any permitted use to provide such evidence and technical data as the enforcing officer may require to demonstrate that the use or activity is or will be in compliance with the environmental performance standards of Chapter [16.57](#) LMC. Failure of the enforcing officer to require such information shall not be construed as relieving the operator and/or the proprietor from compliance with the environmental performance standards of this title.

B. An environmental determination shall be made by the responsible official in accordance with the procedures contained in Chapter [11.0716-84](#) LMC. (Ord. 1220 §30, 2004; Ord. 583 §2.19(C)(1), 1980).

16.27.050 Site area.

The minimum size of any parcel to be developed in this district shall be ten thousand square feet. (Ord. 1220 §31, 2004; Ord. 583 §2.19(C)(2)(a), 1980).

16.27.060 Building location.

Location of buildings or structures on site, if adjacent parcels are in same zoning district or in another commercial or light industrial district, shall be as follows:

- A. Setbacks from side property lines, fifteen feet;
- B. Setbacks from rear property lines, fifteen feet;
- C. Setbacks from front property lines fifteen feet.

Setbacks required by this section may be waived by the site plan review committee pursuant to the policies of this chapter. (Ord. 1539 §82, 2019; Ord. 1220 §32, 2004; Ord. 1130 §8, 2000; Ord. 583 §2.19(C)(2)(b), 1980).

16.27.070 Adjacent areas.

Parcels or lots which share a common boundary with properties in a residential or open space/ institutional district shall provide a fifteen foot strip for landscaping along said common boundary in accordance with LMC [16.80.030](#). (Ord. 1220 §33, 2004; Ord. 1125 §1, 2000; Ord. 618 §7, 1981; Ord. 583 §2.19(C)(2)(c), 1980).

16.27.080 Repealed

Repealed by [Ord. 1130](#).

16.27.090 Repealed

Repealed by [Ord. 1496](#).

16.27.100 Off-street parking.

Off-street parking shall be provided in accordance with Chapter [16.72](#) LMC. (Ord. 583 §2.19(C)(2)(d)(3), 1980).

16.27.110 Height.

Maximum height of buildings shall be eighty feet. Provided however, that structures adjacent to residential zoned properties that exceed forty feet in height shall be setback from such residential properties a minimum of ten feet of setback for each ten feet of building height. Provided further building height may exceed eighty feet through a conditional use permit process. Conditional use permit approval shall be based upon adequate justification for exceeding the height including, but not limited to, compatibility with surrounding uses within the zone, the incorporation of unique architectural features, and mitigation of adverse environmental impacts. (Ord. 1125 §2, 2000; Ord. 583 §2.19(C)(2)(e), 1980).

16.27.120 Landscaping.

All requirements of Chapter [16.80](#) LMC shall be satisfied. (Ord. 1044 §§14-15, 1996; Ord. 583 §2.19(C)(2)(f), 1980).

16.27.130 Stormwater runoff.

Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to the city's review and approval, and shall, moreover, comply with Chapter [15.22](#) LMC pertaining to community facilities. (Ord. 1496 §72, 2016; Ord. 1380 §1, 2012; Ord. 583 §2.19(C)(2)(g), 1980).

~~Chapter 16.34 COMMUNITY COMMERCIAL DISTRICT~~

~~Sections:~~

~~16.34.010 Intent~~

~~16.34.020 Permitted uses~~

~~16.34.040 Prohibited uses~~

~~16.34.050 Environmental performance standards~~

~~16.34.060 Site area~~

~~16.34.070 Off street parking~~

~~16.34.080 Landscaping~~

~~16.34.085 Architectural compatibility and site design~~

~~16.34.090 Stormwater runoff~~

Chapter 16.37 HAWKS PRAIRIE BUSINESS DISTRICT¹

Sections:

16.37.010 Intent

16.37.020 Permitted uses ~~in the designated commercial area~~

~~16.37.030 Permitted uses in the business/commercial area~~

16.37.040 Prohibited uses ~~in all Hawks Prairie Business District areas~~

16.37.050 Conditional uses

16.37.060 Site requirements

16.37.070 Design standards

16.37.080 Site plan requirements

16.37.090 Landscaping requirements

16.37.100 Stormwater runoff

16.37.110 Common open space

16.37.120 Environmental performance standards

16.37.010 Intent.

It is the intent of this chapter to:

~~A. Implement the goals and policies of the Northeast Area Element of the Comprehensive Plan as they relate to the area designated Hawks Prairie Business District.~~

B.A. Encourage development of an integrated, planned community where people will want to live and work, by permitting residential and compatible business uses to develop in close proximity to each other, with strong functional and aesthetic links, through the implementation of strict performance standards.

~~C.B.~~ Assure that development is site sensitive, user efficient, and furthers the mixed-use policies of the ~~Northeast Area Element of the~~ Comprehensive Plan.

~~D.C.~~ Assure that early development does not unnecessarily foreclose options for later projects and that new uses can be added without jeopardizing uses already established or planned.

E.D. Encourage originality, flexibility, and innovation in site planning and development, including architecture, landscaping, and graphic design, as well as circulation and infrastructure systems.

~~F.E.~~ Assure that the natural and environmental characteristics and attributes of the district are preserved and enhanced.

G.F. Encourage and facilitate the use of mass transit and other forms of transportation alternatives to the single occupancy vehicle.

- ~~H.G.~~ Provide for development consistent with the vision represented on the conceptual Hawks Prairie Business District site plans. This vision is of an area with distinctive character which includes such things as focal points at intersections and special site planning and building design considerations, all of which create a distinctive place to gather. The conceptual Hawks Prairie Business District site plans, Tables [16T-67](#) through [16T-70](#), are intended to serve as a guide in fulfilling the intent and provisions of the Hawks Prairie Business District.
- ~~I.H.~~ Preserve an adequate supply of commercial areas located to maximize future market potential and to ensure the city is able to provide services for the projected growth in the region. (Ord. 1139 §4, 2000; Ord. 1054 §2, 1997).

16.37.020 Permitted uses ~~in the designated commercial area.~~

~~The following uses are permitted in that portion of the Hawks Prairie Business District designated as commercial area on Table [16T-67](#):~~

- A. Commercial
 - a. Apparel
 - b. Automotive supplies
 - c. Auto sales including new or used cars, campers, trailers, motorcycles and boats subject to the provisions of LMC [16.37.070\(K\)](#)
 - d. Books and stationery
 - e. Convenience stores and service stations designed for fueling no more than eight automobiles simultaneously and subject to the provisions of LMC [16.37.070\(H\)](#)
 - f. Department stores
 - g. Drug stores and pharmacies
 - h. Fabric stores
 - i. Florists
 - j. Food stores
 - k. General merchandise
 - l. Gifts/specialty
 - m. Hobby/special interest
 - n. Home appliances/electronics
 - o. Home furnishings
 - p. Home improvement centers/garden supplies
 - q. Jewelry and cosmetics
 - r. Liquor
 - s. Medical and dental offices and clinics (within multi-tenant buildings)
 - t. Personal services
 - u. Professional services when provided as an integral part of a commercial center
 - v. Sporting goods and related stores.
- B. Hotels and motels.
- C. Convention centers and conference facilities.
- D. Eating and drinking establishments.

- a. Restaurants with drive through windows shall meet the provisions of LMC 16.37.070(I).
- E. Cultural, entertainment and recreation
 - a. Art galleries
 - b. Athletic facilities and health clubs
 - c. Bowling alleys
 - d. Cinemas
 - e. Libraries and museums.
- F. Day care facilities when provided as an integral part of a commercial center and in support of the other uses therein.
- G. Financial institutions
 - a. Banks
 - b. Brokerages
 - c. Finance companies
 - d. Insurance and real estate offices
 - ~~e. Such uses shall be allowed only when provided as an integral part of a commercial center and in support of the other uses therein.~~
- H. Residential subject to the provisions of LMC 16.37.070(L).
- ~~I. Other similar and related uses consistent with the intent of the zone as determined by the site plan review committee.~~
- ~~J. Urban agricultural uses as provided for and limited under Chapter 16.21 LMC. (Ord. 1588 §1, 2021; Ord. 1480 §19, 2015; Ord. 1368 §33, 2011; Ord. 1054 §2, 1997).~~

~~16.37.030 Permitted uses in the business/commercial area.~~

~~The following uses are permitted in that portion of the Hawks Prairie Business District designated as business/commercial area on Table 16T-67.~~

~~K. A. All uses listed under LMC 16.37.020.~~

~~L. I. B. Public services~~

- a. Higher education facilities
- b. Vocational schools
- c. Local public services including charitable and service organizations, employment centers, fire stations, police stations and other local government offices.

~~M. J. C. Mass transit~~

- a. Bus transfer facilities
- b. Park and ride lots, provided facilities are integrated into a commercial/mixed use site plan and parking facilities are shared with other uses.

~~N. K. D. Offices and manufacturing~~

- a. Computer hardware and software development and assembly
- ~~b. Conference facilities~~
- ~~c. b. Corporate/regional/administrative offices~~
- ~~d. c. Day care facilities~~
- ~~e. d. Electrical equipment research, development, and assembly~~

- ~~f. Financial institutions including banks, brokerages, finance companies, insurance and real estate offices~~
- ~~g.e.~~ High-tech industry
- ~~h. Medical offices and clinics~~
- ~~i.f.~~ Offices and manufacturing
- ~~j.g.~~ Photo and optical goods design and development
- ~~k.h.~~ Professional and business offices
- ~~l.i.~~ Scientific research and development
- ~~m.j.~~ Scientific, analytic or control instrument research and development.
- ~~Q. E. Eating and drinking establishments~~
 - ~~a. Restaurants with drive through windows shall be subject to LMC 16.37.070(I).~~
 - ~~b. F. Warehouse and distribution activities, when developed in conjunction with a primary function such as business headquarters, research and design, marketing or retail sales and subject to the granting of a conditional use permit.~~
- ~~P.L.~~ G. Medical facilities.
- ~~Q. H. Residential subject to the provisions of LMC 16.37.070(L).~~
- ~~R.M.~~ I. Other similar and related uses in accordance with the intent of this chapter as determined by the site plan review committee.
- ~~S.N.J.~~ Urban agricultural uses as provided for and limited under Chapter [16.21](#) LMC. (Ord. 1480 §20, 2015; Ord. 1368 §34, 2011; Ord. 1054 §2, 1997).

16.37.040 Prohibited uses ~~in all Hawks Prairie Business District areas.~~

~~The following types of uses are prohibited in the Hawks Prairie Business District.~~

A. Uses with physical and operational requirements generating substantial:

Truck traffic

Dust

Glare

Heat or vibration

Noise

Odors.

B. Uses of a character which are either not compatible with the high aesthetic standards of the area, will not enhance the marketability of the Hawks Prairie Business District, or will adversely impact the city's economic development strategies for this zone. These uses shall include, but are not limited to:

Activities entailing movement of heavy equipment on and off the site except during construction;

Auto or truck storage or repair as a primary use;

Cemeteries and crematoria;

Machine shops;

Motor freight terminals;

State, federal or public regional offices or facilities other than educational facilities as set forth in LMC [16.37.030](#);

Solid waste disposal facilities, including transfer stations, incinerators and sanitary landfills;

Standalone warehouse and distribution facilities. (Ord. 1480 §21, 2015; Ord. 1054 §2, 1997).

16.37.050 Conditional uses.

Conditional uses consistent with the intent of the Hawks Prairie Business District and its permitted uses may be permitted as provided for in Chapter [11.0916-66](#) LMC. (Ord. 1192 §144, 2002; Ord. 1054 §2, 1997).

16.37.060 Site requirements.

A. *Street setbacks.* Ten foot minimum setback for structures and parking lots in a development and any public street.

B. *Minimum lot size.* Lots must be of adequate size to accommodate the allowed uses within the zone and be consistent with the vision for the area. In no case shall new lots be created that are under three acres in size, unless divided simultaneously with a site plan review approval for development on the new parcel(s) under three acres being divided.

~~C. *Minimum development size.* No parcel less than ten acres in size shall be developed with business/commercial uses, except where contiguous to, or functionally part of, an already developed or planned business/commercial area. (Ord. 1054 §2, 1997).~~

16.37.070 Design standards.

A. *Relationship Between Buildings.* Proposed buildings shall be related harmoniously to the terrain and to other buildings in the vicinity that have a visual relationship to the proposed buildings.

B. *Interior Circulation.* Development proposals shall include the following components:

1. Location and number of access points to the public streets.
2. Sidewalks that provide continuous pedestrian and bicycle access along public, state, or private access roads and to primary uses within the development.
3. General interior circulation.
4. Separation of pedestrian and vehicular traffic, via strategically located, clearly defined pedestrian corridors through parking lots and other means of clearly differentiating pedestrian areas from vehicle areas. The number and location of pedestrian corridors shall be determined by the city based on the size and scale of the development.

5. Arrangement of parking areas that are safe and convenient and do not detract from the design of proposed buildings and structures and the neighboring properties.

C. *Access.* Connection to arterials shall be made at city determined locations. Full access to arterials may be restricted by the city where necessary to facilitate efficient traffic circulation.

D. *Transit.* Buildings shall be located so as to encourage and facilitate the use of transit and other forms of transportation alternatives to the single occupancy vehicle.

E. *Signs.* The size, location, design, color, texture, lighting and materials of all signs shall not detract from the design of proposed buildings and structures and shall comply with Chapter [16.75](#) LMC.

F. *Parking.* All parking areas and structures shall comply with the standards of Chapter [16.72](#) LMC.

G. *Utilities.* All permanent utility lines, pipes and conduits shall be located below ground, and all other utility facilities, except fire hydrants, shall be landscaped and screened with sight-obscuring vegetation.

H. *Standards for Convenience Stores and Service Stations.*

1. Must be sized and designed to be compatible with the Hawks Prairie Business District zone.
2. Convenience stores and service stations shall not be permitted on any parcel adjacent to an intersection.
3. Special attention must be given to assure compliance with the standards for the area. The site plan review committee may require revisions to the proposed layout in order to achieve such consistency.
4. Maximum front building setback shall be fifteen feet.
5. Signs must be consistent with the sign regulations contained in Chapter [16.75](#) LMC.
6. Buildings must be of an architectural style that is harmonious with and complementary to surrounding structures.

I. *Standards for Restaurants with Drive-Through Windows.*

1. Buildings must be of an architectural style that is harmonious with and complementary to surrounding structures.
2. Drive-through lanes and parking areas may not be located between the building and any public street.
3. Restaurants with drive-through windows shall not be permitted on any parcel adjacent to an intersection.

J. *Mixed Use Occupancies.* Residential units and retail business or office uses shall be permitted within the same structure, subject to the following limitations:

1. The nonresidential uses must have vehicular access via a business street or arterial and shall front directly on an adjacent sidewalk or pedestrian walkway, or on a front or side yard from which vehicles are excluded.
2. Business/commercial uses shall occupy the floors below the residential uses to preserve a residential atmosphere for the residents above.
3. Business and residential portions of the building must be separated by a soundproofed concrete or wood floor, insulated or otherwise soundproofed with the intervening space unoccupied except for utility lines, heating and air conditioning ducts, and similar devices not producing noise or vibration or requiring regular access.

K. Standards for Auto Sales.

1. A showroom building is required. Maximum front building setback shall be fifteen feet. Showroom windows and displays shall face the fronting street encompassing a minimum of sixty percent of the facade surface area.
2. Showroom building width shall be a minimum of forty percent of the width of the parcel fronting the street.
3. Outdoor vehicle display shall be located at the side or rear of the showroom building.
4. Service facilities shall be located to the rear of the showroom building with bay doors oriented to the rear of the building. Any separate service buildings shall be located internal to or at the rear of the site.
5. Fifteen feet of Type II landscaping is required on any right-of-way frontages not containing a showroom or other building.
6. Buildings must be of an architectural style that is harmonious with and complementary to surrounding structures in compliance with the Design Review Checklist for the Hawks Prairie Business District.
7. Any existing buildings modified for the purposes of auto sales shall meet the requirements of this chapter.

L. Standards for Residential.

1. Residential units shall be located in mixed use buildings that have the first floor dedicated to offices or other nonresidential uses. An exception may be granted by the community and economic development director for allowing ground floor residential under the following conditions:
 - a. As part of an approved master plan; provided, that the distance to a commercial or office building does not exceed one thousand feet.
 - b. The ground floor residential uses are directly connected by pedestrian amenities to commercial and/or office uses.

c. Buildings must be of an urban architectural style that is harmonious with and complementary to surrounding structures in compliance with the Design Review Checklist for the Hawks Prairie Business District.

d. Ground floor residential uses shall be limited to townhomes, row homes, live/work, and urban walk-up apartments and not occupy primary district frontages and high activity corners. No more than fifty percent of the total units shall be used for townhomes or row homes.

2. Maximum residential density shall be calculated at twenty units per acre. No more than ten percent of a parcel shall be used to calculate the number of units permitted on that parcel. However, this ten percent limitation shall not apply to parcels that measured less than twenty acres as of June 1, 2021.

M. *Design Review*. All development in the Hawks Prairie Business District shall be consistent with the appropriate provisions of Chapter 14.23 LMC. (Ord. 1588 §2, 2021; Ord. 1539 §85, 2019; Ord. 1480 §22, 2015; Ord. 1220 §38, 2004; Ord. 1154 §13, 2001; Ord. 1139 §5, 2000; Ord. 1054 §2, 1997).

16.37.080 Site plan requirements.

A. All developments in the Hawks Prairie Business District shall require site plan review and approval pursuant to Chapter 11.0716-84 LMC.

B. Development proposals contiguous to undeveloped parcels shall show conceptually how the adjacent property may be developed in relationship to the lot or parcel proposed for development. The plan should generally indicate how open space, parking, driveways, walkways, etc., will relate or connect to adjacent parcels.

C. The site plan review committee may require changes in proposed development plans in order to ensure consistency with the vision and intent of the Hawks Prairie Business District as set forth in this chapter and Tables 16T-67 through 16T-70 and incorporated herein. (Ord. 1220 §39, 2004; Ord. 1054 §2, 1997).

16.37.090 Landscaping requirements.

All requirements of Chapter 16.80 LMC shall be satisfied. (Ord. 1496 §76, 2016; Ord. 1054 §2, 1997).

16.37.100 Stormwater runoff.

Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual. Systems designed for runoff retention and control shall be subject to review and approval by the city.

Stormwater generated on site shall not cause pollution to any surface or ground water so as to violate local, state or federal standards governing the quality of such waters. (Ord. 1496 §77, 2016; Ord. 1054 §2, 1997).

16.37.110 Common open space.

- A. There shall be set aside for common open space not less than ten percent of the total site acreage of each office, commercial or other such development. It is the intent of this district that open spaces shall be designed to be consolidated and contiguous in large commonly dedicated areas wherever possible. Open space shall be located and designed to be useable for the recreation and enjoyment of the patrons, employees, and residents of the Hawks Prairie Business District.
- B. The common open space shall be planned as a contiguous area located for the maximum benefit of the area it was designed to serve, preserving and where possible enhancing natural features.
- C. Acceptance of open space areas proposed to be dedicated to the city shall be at the city's discretion. (Ord. 1054 §2, 1997).

16.37.120 Environmental performance standards.

- A. It shall be the responsibility of the operator and/or the proprietor of any permitted use to provide such reasonable evidence and technical data as the enforcing officer may require to demonstrate that the use or activity is or will be in compliance with the environmental performance standards of Chapter [16.57](#) LMC.
- B. Failure of the enforcing officer to require such information shall not be construed as relieving the operator and/or the proprietor from compliance with Chapter [16.57](#) LMC, environmental performance standards. (Ord. 1054 §2, 1997).

1 Chapter [16.37](#) LMC was repealed in its entirety by Ord. [1054](#) §1, 1997, and replaced by Ord. [1054](#) §2, 1997.

Chapter 16.39 LIGHT INDUSTRIAL/COMMERCIAL DISTRICT

16.39.010 Intent.

It is the intent of this chapter to:

- A. Provide for the development of areas in which certain types of industrial activities may be located to promote job generation consistent with the Economic Development Element of the Lacey Comprehensive Land Use Plan.
- B. Implement the policies of the Comprehensive Land Use Plan for light industrial/commercial areas in the Hawks Prairie Planning Area.
- C. Mandate that an essential consideration in review of development in the light industrial/commercial zone will be the overall impact to road infrastructure and the impact on the accommodation of other uses on the city road network. Particular attention must be paid to impacts that could discourage retail commercial development because of road capacity and level of service at key intersections.
- D. Prohibit uses which are not primarily conducted indoors, or involve hazardous materials, or truck terminals or cross dock facilities and result in significant heavy truck traffic. These uses are generally considered heavy industrial uses under this title and are not appropriate for this designation.
- E. Recognize that an essential aspect of this zone is the need to create and maintain a quality of development that attracts further investment in the light industrial/commercial zoning district and surrounding zoning districts. Consequently, the site activities and structures should be regulated within this zone including a design review element.
- F. Permit in the same areas such commercial uses as may be compatible with the industrial activities.
- G. Protect light industrial/commercial areas from other uses which may interfere with the purpose and efficient functioning of said areas.
- H. Protect living areas from adverse or damaging impact of any kind emanating or resulting from activities in the light industrial/commercial areas.
- I. Provide criteria for the location and standards for the development of said areas. (Ord. 1264 §3, 2006; Ord. 583 §2.23(A), 1980).

16.39.020 Permitted uses.

- A. The uses allowed in this district are limited to those necessary for a healthy and vibrant employment zone that promote manufacturing job generation or commercial development and occupying a building with a footprint no larger than a total of two hundred thousand square feet in size. A use must meet the intent of the zone as stated in LMC [16.39.010](#) and be described in the following portions of this subsection in order to be permitted. Types of uses permitted in the light industrial/commercial district subject to satisfying the intent of the zone may include:

1. Light industrial activities involving the manufacture, repair, servicing or sale of goods or products which can be performed with minimal adverse impact on, and pose no special hazard to, the environment and the community. Such goods or products may include, but are not limited to:

- a. Mechanical, automotive, marine and contractors' or builders' equipment and supplies;
- b. Electrical and electronic equipment or products;

2. Light industrial activities involving the assembly of manufactured products and processing of materials. Such products may include, but are not limited to:

- a. Sheet metal, cans, cable;
- b. Cloth, paper;
- c. Commercial bakery goods;
- d. Cosmetics;
- e. Dairy products, and other agricultural commodity and processing, except slaughtering, and except where such activities generate nuisance characteristics likely to impact surrounding property;
- f. Scientific, medical and precision instruments and equipment;

3. Other uses:

- a. Warehousing and distribution facilities and storage of equipment, commodities and products;
- b. Laundry and dry cleaning plants;

~~c.~~ Mineral extraction subject to Chapter 16.45 LMC;

~~d.~~ Accessory uses clearly subordinate to, and an integral part of, the primary use of the property (e.g., plant cafeteria, recreation area);

~~e.~~ Mail carrier services that predominantly utilize smaller trucks, such as U.S. Mail facilities, United Parcel Service, Federal Express and other similar services;

~~f.~~ Urban agricultural uses as provided for and limited under Chapter 16.21 LMC;

4. Existing buildings that have a footprint larger than two hundred thousand square feet shall be considered in compliance with this section based upon mitigation under previous approvals.

B. General commercial uses that are compatible with adjacent uses in this zone and sometimes considered heavier commercial uses that may not be compatible with uses in other zones including:

- 1. Building material sales, lumber yards, hardware and garden materials;
- 2. Auto supply stores;
- 3. Car washes and gas and service stations;

4. Automotive repair;
 5. Used good retail stores;
 6. Wholesale sales;
 7. General retail sales;
 8. Automobile sales;
 9. Servicing of equipment;
 10. Building contractors and staging for contracting business provided all equipment stored outside is effectively screened from adjacent properties and road right-of-way;
 11. Campers, trailers and manufactured home sales;
 12. Boat and marine equipment sales;
 13. Farm equipment supplies;
 14. Eating and drinking establishments;
 15. Commercial recreation;
 16. Recycling;
 17. Business, professional and personal services (e.g., banks, accounting services, barber shops);
 18. Motels;
 19. Taxidermy;
 20. Veterinary clinics (limited to small animals);
 21. General retail activity;
 22. Living or residential quarters as an accessory use such as guards' quarters in large establishments where such quarters are customarily provided for security and/or insurability of the premises;
 23. Firefighters' sleeping quarters in fire houses.
- C. Similar, related or compatible uses permitted, and criteria for determination of similarity, relatedness or compatibility, include:
1. Uses similar to, or related to, or compatible with those listed or described in subsection [A](#) of this section are permitted upon a finding by the enforcing officer and/or the site plan review committee that a proposed use does not conflict with the intent of this chapter or the policies of the Comprehensive Land Use Plan.
 2. The criteria for such finding of similarity, etc., shall include but not be limited to the following:

- a. The proposed use is appropriate in this area;
- b. The development standards for permitted uses can be met by the proposed use;
- c. The public need is served by the proposed use;
- d. The use meets expectations of the Comprehensive Land Use Plan, Transportation Plan, and Economic Development Element.

D. Conditional Uses Permitted: Conditional uses may be considered as provided for in Chapter [11.0916.66](#) LMC, provided all applicable standards necessary to mitigate identified impacts are satisfied.

- 1. For a conditional or special use to be approved it must be shown that the use would meet the goals of the Comprehensive Land Use Plan, the Transportation Plan, the Economic Development Element, and would promote higher job generation or other significant benefits to the Lacey community.
- 2. As a conditional use the city may consider administrative offices or other facilities of governmental institutions. However, before the city approves such use, it must be demonstrated the use is complementary to adjacent light industrial or commercial uses, enhances the marketability of the light industrial/commercial zone and will not adversely impact the city's economic development strategies for the zone.

E. On-site hazardous waste treatment and storage facilities as an accessory use to any activity generating hazardous waste and lawfully allowed in this zone; provided, that such facilities meet the state siting criteria adopted pursuant to the requirements of RCW [70.105.210](#). (Ord. 1539 §86, 2019; Ord. 1395 §5, 2012; Ord. 1368 §35, 2011; Ord. 1264 §4, 2006; Ord. 1220 §40, 2004; Ord. 1192 §145, 2002; Ord. 835 §9, 1988; Ord. 583 §2.23(B)(1-3), 1980).

16.39.030 Prohibited uses.

Uses other than those identified or described in LMC [16.39.020](#) are prohibited, including but not limited to:

- A. All buildings over two hundred thousand square feet in size except in accordance with the requirements of LMC [16.39.042](#).
- B. All uses or activities which would require extraordinary equipment, devices or technology for the control of odors, dust, fumes, smoke, noise or other wastes and/or by-products which, if uncontrolled, would contaminate the environment to a degree unacceptable by contemporary community standards; or which would exceed the acceptable limits established by competent and recognized public and quasi-public agencies for the protection of industrial and/or environmental health.
- C. Examples of prohibited uses are:
 - 1. Animal slaughtering;
 - 2. Care and/or sale of livestock, poultry or similar animals;

3. Storage, manufacture or sale of highly volatile or otherwise extremely hazardous substances or materials;
4. Any heavy industrial activity including truck terminals, cross dock facilities or any structure designed for similar type use. (Ord. 1576 §1, 2021; Ord. 1264 §5, 2006; Ord. 691 §19, 1984; Ord. 583 §2.23(B)(4), 1980).

16.39.040 Environmental performance standards.

It shall be the responsibility of the operator and/or the proprietor of any permitted use to provide such reasonable evidence and technical data as the enforcing officer may require to demonstrate that the use or activity is or will be in compliance with the environmental performance standards of Chapter [16.57](#) LMC.

Failure of the enforcing officer to require such information shall not be construed as relieving the operator and/or the proprietor from compliance with the environmental performance standards of this title. (Ord. 583 §2.23(C)(1), 1980).

16.39.041 Master SPR Requirement.

When multiple buildings are located on a single parcel a master site plan shall be required. The master site plan will be reviewed through the site plan review requirements of Chapter [11.0716.84](#) LMC. The review shall consider requirements similar to the city land division standards in Chapter [15.12](#) LMC, landscaping requirements of Chapter [16.80](#) LMC and design review requirements of Chapter [14.23](#) LMC. The site plan review committee shall determine whether the standards referenced are appropriate for the project being reviewed. (Ord. 1264 §6, 2006).

16.39.042 Sites of forty acres or more.

Site plan review and binding site plan approval may be given for projects proposed to contain one building greater than two hundred thousand square feet but not more than five hundred thousand square feet; provided the following site and design standards are met:

- A. The site shall consist of a parcel or contiguous parcels totaling a minimum of forty acres.
- B. Existing buildings retained within a six-month, one-year or five-year zone of a wellhead protection area shall be transferred from septic systems to public sewers within twenty-four months after approval of the first building permit unless otherwise provided for by a development agreement.
- C. To reduce the displacement of existing small and medium sized businesses the applicant shall enter into a development agreement that identifies an area consisting of no less than five contiguous acres where the existing buildings would be initially retained until a later redevelopment phase of the project subject to the following standards:
 1. Future redevelopment within this area shall be designed to incorporate multiple buildings and/or one or more multi-tenant buildings to create spaces of varying size which are intended for a mix of small to medium size businesses.

2. Where this redevelopment area abuts a major transportation corridor (e.g., Marvin Road), the redevelopment shall create a transition in building sizes that reduce the scale and intensity of adjacent buildings greater than two hundred thousand square feet, and incorporate setbacks and landscaping along the frontage that is consistent with that corridor.

D. When uses identified in LMC [16.39.020\(A\)](#) will be adjacent to a residential zoned property (LD, MD or HD), or an open space institutional zoned property (OSI), the minimum yard setback between the residential or open space institutional zone shall be fifty feet and include a twenty-foot Type I landscaping buffer as defined in LMC [16.80.050\(B\)](#). Provided, however, that these uses are separated from a residential or open space institutional zone by commercial development, the required buffer shall be fifteen feet and include at least an eight-foot Type II landscaping buffer as defined in LMC [16.80.050\(B\)](#).

E. Truck bay doors and/or loading or unloading areas shall not face residential zoned property (LD, MD or HD), if within two hundred fifty feet of said zones, unless separated by the placement of a building without bay doors or landscape or other screening that reduces visual and noise impacts.

F. When adjacent to a residential zoned property (LD, MD or HD), a noise study shall be performed to demonstrate that the proposed use can comply with the maximum noise limits established by LMC [16.57.030](#) and Chapter [173-60](#) WAC.

G. Site design shall incorporate a mix of landscaping, berms, fencing, building setbacks, and/or other site design elements to establish internal transitions between light industrial and commercial uses within the master site plan which reduce visual and noise impacts created by truck movements, loading and unloading.

H. Truck access and circulation shall be designed to reduce or restrict the travel of truck traffic through residential areas. Such measures may include, but not be limited to, median controls, signage, driveway design, and internal circulation. All methods are subject to approval by the city of Lacey community development and public works departments.

I. New commercial and industrial buildings shall be consistent with the applicable city of Lacey design review standards found in LMC [14.23.082](#) for commercial buildings and LMC [14.23.083](#) for industrial buildings.

J. When a site is adjacent to a residential zone, the applicant shall hold a neighborhood meeting to provide information on the proposed development. Notice of the meeting shall be sent by mail to all property owners within three hundred feet, as well as to adjacent homeowners' associations or neighborhood groups within the radius. (Ord. 1576 §2, 2021).

16.39.050 Site requirements.

Minimum site requirements shall be as follows:

A. Lot area, ten thousand square feet.

B. Lot width, one hundred feet.

C. Side yard setback, fifteen feet unless the property abuts residentially zoned property, in which case the side yard setback shall be twenty-five feet.

D. Rear yard setback, fifteen feet unless the property abuts residentially zoned property, in which case the rear yard setback shall be twenty-five feet.

E. Front yard setback, fifteen feet. (Ord. 1130 §11, 2000; Ord. 647 §3, 1982; Ord. 618 §8, 1981; Ord. 583 §2.23(C)(2)(a), 1980).

16.39.060 Building allowance.

Maximum building allowance shall be as follows:

A. Development coverage, eighty percent of site;

B. Height:

Lot Area	Max. Bldg. Height
Less than 1 acre	35 feet
1 to 2 acres	45 feet
More than 2 acres	60 feet

C. Floor area, one square foot of floor area per foot of land area. (Ord. 1044 §17, 1996; Ord. 583 §2.23(C)(2)(b), 1980).

16.39.070 Off-street parking.

Off-street parking shall be provided in accordance with Chapter [16.72](#) LMC. (Ord. 583 §2.23(C)(2)(c), 1980).

16.39.080 Landscaping.

All requirements of Chapter [16.80](#) LMC shall be satisfied. (Ord. 1496 §78, 2016; Ord. 1220 §41, 2004; Ord. 1044 §§18-19, 1996; Ord. 647 §4, 1982; Ord. 583 §2.23(C)(2)(d), 1980).

16.39.090 Stormwater runoff.

Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to the city's review and approval, and shall, moreover, comply with Chapter [15.22](#) LMC pertaining to community facilities. (Ord. 1496 §79, 2016; Ord. 1380 §1, 2012; Ord. 583 §2.23(C)(2)(e), 1980).

16.39.093 Design review.

All industrial and commercial buildings and uses shall comply with design review standards of Chapter [14.23](#) LMC. Design review shall promote the development of an attractive and functional light industrial site and contribute to the city's economic development by promoting healthy, vibrant and attractive industrial areas that will attract additional private investment. (Ord. 1264 §7, 2006).

Chapter 16.41 COMMUNITY OFFICE DISTRICT

16.41.010 Intent.

It is the intent of this chapter to:

- A. Provide an environment conducive to a broad range of office uses including administrative facilities, research institutions, professional offices, and medical offices;
- B. Provide the opportunity for specialized manufacturing operations, subject to appropriate controls, to protect nearby land uses;
- C. Allow for a broad range of complementary uses including multifamily residential, limited retail uses, and commercial recreation uses;
- D. Retail uses in this zone shall be limited because of the community office district's proximity to zoning districts that provide retail services;
- E. Provide development standards to enhance the compatibility of the district adjacent to commercial or residential areas. (Ord. 1539 §89, 2019; Ord. 1493 §15, 2016; Ord. 770 §1 (part), 1986).

16.41.020 Permitted uses.

- A. Assembly, manufacture, packaging, compounding or treatment of articles or merchandise from the following previously prepared materials: cloth, glass, lacquer, leather, paper, plastics, precious or semi-precious metals or stones, wood (excluding sawmills, lumber mills and planing mills), paint, clay, sand, rubber;
- B. Printing, publishing and book binding;
- C. Manufacturing, processing and packaging of food, pharmaceuticals, toiletries, cosmetics, optical goods, scientific instruments and equipment, and precision instruments and equipment;
- D. Scientific research, testing and experimental development laboratories;
- E. Corporate headquarters, regional headquarters and administrative offices of commercial, industrial, financial, or charitable institutions;
- F. Warehousing and distribution facilities and the storage of goods or products clearly subordinate to, and an integral part of, the primary permitted use. Such warehousing and distribution facilities shall meet the definition of accessory use in LMC [16.06.070](#);
- G. *Professional Services.* The following professional service uses are allowed:
 - 1. Offices and clinics for businesses such as medical, dental, chiropractic, optical, etc.;
 - 2. Professional offices offering direct business or professional services to consumer/clients, including but not limited to: real estate and security agents and brokers, accountants, attorneys, engineers, planners, architects, financial planners, travel agencies, etc.;

H. Daycare centers;

I. Indoor commercial recreation facilities such as indoor soccer, ice skating, playgrounds, athletic clubs, and gymnasiums; provided, that any use exceeding ten thousand square feet requires approval of a conditional use permit as provided in Chapter ~~11.0916-66~~ LMC;

J. Retail uses are permitted only on the ground floor of multistory buildings where the upper floors are used for office and/or residential uses;

K. Long-term residential care facilities for elderly individuals including assisted living facilities, memory care, continuing care retirement communities, and skilled nursing facilities;

L. Multifamily residential [as a secondary use to other listed commercial uses within this chapter](#) subject to the standards of Chapter ~~16.18~~ LMC, High Density Residential District, [and generally located above ground floor commercial and/or away from primary frontage and activity corners of parcel;](#)

~~M. Urban agricultural uses as provided for and limited under Chapter 16.21 LMC;~~

~~NM.~~ Similar, related or compatible uses permitted, and criteria for determination of similarity, relatedness or compatibility, include:

1. Uses similar to, or related to, or compatible with those listed or described in this section are permitted upon a finding by the site plan review committee that a proposed use does not conflict with the intent of this chapter or the policies of the Lacey Comprehensive Plan;
2. The criteria for such finding of similarity, etc., shall include but not be limited to the following:
 - a. The proposed use is appropriate in this area,
 - b. The development standards for permitted uses can be met by the proposed use,
 - c. The public need is served by the proposed use;

~~ON.~~ Conditional uses may be permitted as provided for in Chapter ~~11.0916-66~~ LMC.

The city may consider administrative offices of governmental institutions as a conditional use. However, before the city approves such use, it must be demonstrated the use is complementary to adjacent uses, enhances the marketability of the community office zone and will not adversely impact the city's economic development strategies for the zone. (Ord. 1493 §16, 2016; Ord. 1380 §1, 2012; Ord. 1368 §37, 2011; Ord. 1284 §1, 2007; Ord. 1192 §147, 2002; Ord. 1066 §3, 1997; Ord. 1044 §21, 1996; Ord. 852 §1, 1989; Ord. 835 §11, 1988; Ord. 770 §1 (part), 1986).

16.41.030 Prohibited uses.

Uses other than those identified or described in LMC [16.41.020](#) are prohibited, including but not limited to:

- A. All uses or activities which would require extraordinary equipment, devices or technology for the control of odors, dust, fumes, smoke, noise or other wastes and/or byproducts which, if uncontrolled,

would contaminate the environment to a degree unacceptable by contemporary community standards; or which would exceed the acceptable limits established by competent and recognized public and quasi-public agencies for the protection of industrial and/or environmental health.

B. Examples of prohibited uses are:

1. Uses which would generate extensive heavy truck traffic;
2. Warehouse/distribution facilities meeting the definition of primary use under LMC [16.06.660](#);
3. Gasoline outlets. (Ord. 1493 §17, 2016; Ord. 770 §1 (part), 1986).

16.41.040 Environmental performance standards.

It shall be the responsibility of the operator and/or the proprietor of any permitted use to make adequate provision for the transportation, use, storage, containment and disposal of all chemicals and materials used on the site. A complete list of all chemicals to be used or stored on the property shall be provided at the time of application. All storage handling methods shall conform to the hazardous material laws administered by the Washington Department of Ecology. Consideration shall be given to protect surface and ground water quality.

The operator and/or proprietor shall provide such reasonable evidence and technical data as the enforcing officer or the site plan review committee may require to demonstrate that the use or activity is or will be in compliance with the environmental performance standards of Chapter [16.57](#) LMC.

All applications shall be submitted to and reviewed by the city for compliance with good sanitary practice, appropriate aquifer protection, and hazardous waste management planning.

Failure of the enforcing officer or site plan review committee to require such information shall not be construed as relieving the operator and/or proprietor from compliance with the environmental performance standards of this title. (Ord. 770 §1 (part), 1986).

16.41.050 Site requirements.

Minimum requirements shall be as follows:

A. *Minimum Lot Size.* The lot size shall be sufficient to accommodate the use(s) and requirements of the ~~Lacey Municipal Code and Development Guidelines and~~ Public Works Standards;

B. *Setbacks.*

1. *Front Yard.* The front yard shall be a minimum of fifteen feet.
2. *Yard Area on Flanking Street or Corner Lot.* The yard area on a corner lot shall be the same as the front yard under subsection [\(B\)\(1\)](#) of this section.
3. *Side Yards.* The side yards shall be a minimum of fifteen feet.
4. *Rear Yards.* The rear yards shall be a minimum of fifteen feet.

5. Setbacks required by this section may be waived by the site plan review committee pursuant to the policies of this chapter.

C. *Transitional Buffer*. When adjacent to residential zones (LD, MD, or HD) and where parking areas, truck bay doors and or loading or unloading areas face the residential use, a yard of not less than fifty feet shall be provided. Where placement of a building without bay doors and/or loading or unloading areas face the residential zone, standard yard requirements apply; provided, that the requirements of LMC [16.80.050\(B\)](#) are met for Type 1 landscaping.

D. *Height Limitation*. Building heights are limited to sixty feet. (Ord. 1612 §8, 2022; Ord. 1493 §18, 2016; Ord. 1044 §22, 1996; Ord. 770 §1 (part), 1986).

16.41.060 Off-street parking and loading.

Off-street parking shall be provided in accordance with Chapter [16.72](#) LMC. (Ord. 1493 §19, 2016; Ord. 1130 §10, 2000; Ord. 770 §1 (part), 1986).

16.41.070 Landscaping.

All requirements of Chapter [16.80](#) LMC shall be satisfied. (Ord. 1493 §20, 2016; Ord. 1380 §1, 2012; Ord. 1208 §63, 2003; Ord. 770 §1 (part), 1986).

16.41.080 Stormwater runoff.

Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to review and approval, and shall, moreover, comply with Chapter [15.22](#) LMC pertaining to community facilities. (Ord. 1493 §21, 2016; Ord. 1380 §1, 2012; Ord. 770 §1 (part), 1986).

Chapter 16.43 PLANNED INDUSTRIAL PARK DEVELOPMENTS (OVERLAY)

16.43.010 Intent.

It is the intent of this chapter to:

- A. Encourage imaginative design by permitting greater flexibility in zoning requirements than is generally permitted by other chapters of this title;
- B. Preserve or create environmental amenities superior to those generally found in conventional developments;
- C. To encourage comprehensive planning of large industrial sites in order to create a park-like environment;
- D. Preserve to the greatest possible extent the natural characteristics of the land, including topography, natural vegetation, waterways, views, etc.;
- E. To establish development standards which provide compatibility with surrounding residential, commercial or other developments and offer protection from industrial blight;
- F. Provide for maximum efficiency in the layout of streets, utility networks, open space, landscaping requirements and other public improvements;
- G. Provide a guide for developers and city officials in meeting the purpose and provisions of this chapter. (Ord. 758 §1 (part), 1985).

16.43.020 Where permitted.

Planned industrial park developments may be permitted in the following land use districts consistent with the development standards in LMC [16.43.050](#):

- A. Light industrial/commercial;
- B. Light industrial. (Ord. 1539 §91, 2019; Ord. 768 §1 (part), 1986).

16.43.030 Permitted uses.

Subject to the provisions of this title, the following uses are permitted in planned industrial developments:

- A. All uses permitted as a matter of right in the underlying district;
- B. Industrial-related commercial/office uses. (Ord. 758 §1 (part), 1985).

16.43.040 Relationship to other ordinance provisions.

- A. *Zoning Requirements.* The provisions of the zoning ordinance pertaining to land use of the underlying zoning district shall govern the use of land in a planned industrial development.

The specific setback, lot size, height limits, lot coverage and other dimensional requirements are waived, and the regulations for PIDs shall be those indicated in LMC [16.43.050](#).

B. *Platting Requirements.* A PID shall be exempt from the specific design requirements of the subdivision ordinance, except that when any parcel of land in a PID is intended for individual ownership, sale or public dedication, the platting and procedural requirements of the subdivision ordinance and applicable state laws pertaining to the subdivision and conveyancing of land and the preparation of maps shall be followed.

C. *Review Process.* Preliminary applications for PID shall be reviewed pursuant to the quasi-judicial procedures contained in [11.04.050 LMC-Section 1C.050 of the City of Lacey Development Guidelines and Public Works Standards](#). (Ord. 1192 §149, 2002; Ord. 758 §1 (part), 1985).

16.43.050 Development standards.

Site development plans shall conform with the following standards:

A. *Relationship of PID Site to Adjacent Areas.* The design of a PID shall take into account the relationship of the site to the surrounding areas. The perimeter of the PID shall be so designed as to minimize undesirable impact of the PID on adjacent properties and, conversely, to minimize undesirable impact of adjacent land use and development characteristics on the PID.

B. *Site Acreage.* The minimum site for a planned industrial development shall be ten acres.

C. *Lot Size.* The minimum lot size provisions of other chapters of the zoning title are waived in a planned industrial development.

D. *Setback and Side Yard Requirements.* Setbacks from the exterior boundary line of the PID area shall be comparable to or compatible with those of existing development of adjacent properties or, if adjacent properties are undeveloped, the type of development which may reasonably be expected on such properties given the existing zoning of such properties or the projections of the Comprehensive Plan. In no event shall such setback be less than fifteen feet.

E. *Off-Street Parking.* Off-street parking shall be provided in a PID in the same ratios for types of buildings and uses as required for the underlying zoning district and as described in Chapter [16.72](#) LMC.

F. *Height Limits.* Height limits will be imposed if necessary to prevent detrimental effects upon the surrounding properties.

G. *Transportation Terminals.* Transportation terminals shall not be located within one thousand feet of any residential district, and any newly constructed roads or drives accessing terminal areas shall not be located within five hundred feet of any residential district.

H. *Landscaping.*

1. *Yard Setback Landscaping.* All exterior minimum yard setback areas shall be landscaped with suitable ground cover and deciduous trees or conifers, not to be less than:

- a. Front yard, fifteen feet,
- b. Side yard(s), five feet,
- c. Rear yard, five feet.

The sum total of the site shall have no less than twenty percent landscaping. Landscaping must be included within the interior of the lot. Suitable ground cover may include native vegetation, grass, or bark mulch. Native vegetation or stands of trees existing prior to development of the site may be acceptable to meet all or part of the landscape requirements. All deciduous trees shall have a minimum of one-and-one-half-inch caliper measured six inches above existing grade and all conifers shall be six to eight feet tall at time of planting.

2. *Adjacent Areas.* Parcels or lots which share a common boundary with properties in a residential or open space/institutional district shall, in lieu of the exterior boundary setback required in subsection [D](#) of this section, provide a twenty-five foot strip for landscaping along said common boundary.

The exterior edge(s) of the common boundaries shall be densely planted with site screening vegetation having a minimum height of four feet at the time of planting.

3. The perimeters of all parking areas shall be landscaped in such a way as to create a diversion between streets and parking areas, at the same time not obstructing the view of any walkways, driveways, or streets around entrances or exits to the site.

4. *Refuse.*

a. Refuse container screening shall be required and be native and drought tolerant landscaping or material and design compatible with the overall architectural theme of the associated structure. Screening shall be at least as high as the refuse container, and shall in no case be less than six feet high.

b. No refuse container shall be permitted between a street and the front of a building.

c. Refuse collection areas shall be designed to contain all refuse generated on site and deposited between collections. Deposited refuse shall not be visible from outside the refuse enclosure.

5. *Plot Plan.* Plan Requirements. The site plan shall be accurately drawn, using an appropriate engineering or architect scale, and showing the following:

- a. Boundaries and dimensions of the site;
- b. Location and identification of all streets, alleys and easements on or abutting the site;
- c. Location and approximate dimension of all conforming structures within one hundred feet of the site on abutting properties;
- d. Proposed location and dimensions of all on-site buildings;
- e. Existing and proposed topography at a maximum of five-foot contours, or by an alternate method approved by the city;

- f. Proposed landscaping including location, species and size at time of planting;
- g. Existing vegetation in general and identifying all conifer and deciduous trees four inches and greater in diameter measured at twenty-four inches above grade level;
- h. Details of any proposed architectural barriers;
- i. Location of existing and proposed driveways and parking surfaces, curbs and sidewalks.

6. *Installation and Security Requirements.*

a. Landscaping required pursuant to this chapter must be installed to the satisfaction of the enforcing officer, in accordance with the approved site plan, no later than three months after issuance of a certificate of occupancy for the project. The enforcing officer may extend the time limit for compliance up to six months after issuance of a certificate of occupancy when circumstances beyond the control of the applicant warrant an extension.

b. The enforcing officer may require performance bonds or other appropriate security, including letters of credit and set aside letters, to ensure landscaping will be installed and maintained for one year, according to the approved plan and specifications.

7. *Maintenance and Enforcement.* All landscaped areas required by this code shall be planted according to accepted practice in good soil with a water source within seventy-five feet (except for self-sustaining natural-type growth commonly occurring in the vicinity of the development) and maintained with respect to pruning, trimming, watering or other requirements to create an attractive appearance and a healthy growing condition. Dead, diseased, stolen or vandalized plantings shall be replaced within three months. Property owners shall keep the planting area reasonably free of weeds and trash. Lack of maintenance shall constitute a violation of this code. The enforcing officer shall have the authority to enforce the standards set forth in this chapter and the conditions attached to all permits for development pursuant to application of this chapter, in accordance with the provisions of Chapter [16.102](#) LMC. (Ord. 1496 §84, 2016; Ord. 1220 §43, 2004; Ord. 1208 §64, 2003; Ord. 758 §1 (part), 1985).

16.43.060 Environmental performance standards.

It shall be the responsibility of the operator and/or the proprietor of any permitted use to provide such reasonable evidence and technical data as the enforcing officer may require to demonstrate that the use or activity is or will be in compliance with the environmental performance standards of Chapter [16.57](#) LMC. In addition, any outside storage must have sight-obscuring screening around the storage area. All stored materials shall not exceed the height of the screening.

Failure of the enforcing officer to require such information shall not be construed as relieving the operator and/or the proprietor from compliance with the environmental performance standards of this title. (Ord. 758 §1 (part), 1985).

16.43.070 Preliminary review and approval--Application--Eligibility and procedure.

A. *Who May Apply.* Any owner or group of owners of property acting jointly, or a developer authorized to act as agent for an owner or group of owners, may submit an application for PID development.

B. *Review Procedure.*

1. Proposed projects on sites less than twenty acres shall be reviewed according to the full administrative review procedures contained in [11.04.040 LMC Section 1C.040 of the City of Lacey Development Guidelines and Public Works Standards](#) and in accordance with the development and performance standards of this chapter.

2. Proposed projects on sites of twenty acres or more shall obtain a conditional use permit according to the procedures contained in [11.04.050 Section 1C.050 of the City of Lacey Development Guidelines and Public Works Standards](#). (Ord. 1192 §150, 2002; Ord. 758 §1 (part), 1985).

16.43.080 Preliminary review and approval--Application--Required documentation.

An application for PID development shall include the following:

A. Vicinity sketch showing the location of the site and its relationship to surrounding areas, including existing streets, driveways, major physiographic features such as railroads, lakes, streams, shorelines, schools, parks, and other prominent features;

B. A map or maps of the site at a scale not smaller than one hundred feet to the inch showing all the information required for a preliminary plat plus the following:

1. Site boundaries,
2. Streets bounding or abutting the site,
3. Proposed building including dimensions, setbacks, identification of types,
4. Location and dimensions of open spaces,
5. Existing and proposed contours including natural features,
6. Parking facilities, their design, size and capacity,
7. Circulation plan (vehicular and pedestrian) and points of ingress and egress from the site, and their relationship to ingress and egress of neighborhood properties,
8. Existing buildings and indication of future use or disposition,
9. Landscaping plan (as required in LMC [16.43.050\(l\)\(5\)](#)),
10. Typical front and side elevations and exterior architectural treatments of the proposed units,
11. Conceptual utility plan, including water, sewer, storm drainage and lighting;

C. In addition to the graphic materials, the developer shall submit a written statement providing the following information:

1. Program for development including estimated staging or timing of development,
2. Proposed ownership pattern upon completion of development,
3. Basic content of restrictive covenants,
4. Provisions to assure permanence and maintenance of common open space. (Ord. 758 §1 (part), 1985).

16.43.090 Final review and approval--Application--Filing time limitation.

An application for final review and approval shall be filed by the applicant within eighteen months of the date on which preliminary approval was given. An extension not exceeding six months may be granted according to the full administrative review procedures contained in ~~11.04.040Section 1C.040 of the City of Lacey Development Guidelines and Public Works Standards~~ for projects under ten net acres or, for projects over ten net acres, according to LMC 2.30.090. If application for final approval is not made within eighteen months or within the time for which an extension has been granted, the plan shall be considered abandoned and the development of the property shall be subject to the normal requirements and limitations of the underlying zone and the subdivision ordinance. (Ord. 1192 §151, 2002; Ord. 758 §1 (part), 1985).

16.43.100 Final review and approval--Application--Partial PID area.

An application for final review and approval may be filed for part of a PID area for which preliminary approval has been granted by the site plan review committee or the city council. A final plan for a part of a PID shall provide the same proportion of open space and the same overall development coverage as the overall preliminary plan.

NOTE: Final approval of a PID development plan shall not be construed to be final plat approval. Plat approval is a separate action and shall be in compliance with state and local subdivision and platting regulations. (Ord. 758 §1 (part), 1985).

16.43.110 Final review and approval--Application--Required documentation.

The applicant shall submit at least seven copies of the final development plan of the proposed development to the community and economic development department for its review. The final development plan shall comply with the conditions imposed on the preliminary development plan. In addition, if the development is being subdivided, the data required of regular plats as required by the subdivision ordinance must be submitted. The plan shall include the following:

- A. Final elevation and perspective drawings of project structures;
- B. Final landscaping plan;
- C. Final plans of and including profiles of the drainage, water, sewer, lighting, streets, and sidewalks or pathways;

D. Such other documentation, information and data not lending itself to graphic presentation such as restrictive covenants, dedications of easements, rights-of-way, and other conditions specifically required by the hearings examiner for the particular PID.

No final development plan shall be deemed acceptable for filing unless all of the above information is submitted in accurate and complete form sufficient for the purposes of community and economic development department review. After receiving the final development plan, the community and economic development department shall route the same to all appropriate city departments and each department shall again submit to the community and economic development department comments and recommendations.

If the city departments determine that the final map conforms fully with all applicable regulations and standards, the final map shall be presented to the city council for final approval. (Ord. 1539 §92, 2019; Ord. 1192 §152, 2002; Ord. 758 §1 (part), 1985).

16.43.120 Repealed

Repealed by [Ord. 1208](#). **16.43.130 Adjustments.**

A. Minor adjustments may be made and approved by the enforcing official when a building permit is issued. Minor adjustments are those which may affect the precise dimensions or siting of buildings, but which do not affect the basic character or arrangement of buildings approved in the final plan, nor the development coverage of the development or the open space requirements. Such dimensional adjustments shall not vary more than ten percent from the original.

B. Major adjustments are those which, in the opinion of the enforcing officer, substantially change the basic design, coverage, open space or other requirements of the planned industrial development. When, in the opinion of the enforcing officer, a change constitutes a major adjustment, no building or other permit shall be issued without prior review and approval by the hearings examiner of such adjustment. (Ord. 758 §1 (part), 1985).

16.43.140 Duration of control.

The regulations and controls of the planned industrial development ordinance in effect at the time of authorization of a PID project shall remain in full force and effect for the life of the project. (Ord. 758 §1 (part), 1985).

16.43.150 Parties bound.

Once the preliminary development plan is approved, all persons and parties, their successors, heirs, or assigns, who own, have, or will have by virtue of purchase, inheritance or assignment, any interest in the real property within the proposed PID, shall be bound by the conditions attending the approval of the development and the provisions of this title. (Ord. 758 §1 (part), 1985).

16.43.160 Commencement of construction.

Construction of the PID project shall begin within eighteen months from the date of the final approval of the plan.

An extension of time for beginning construction may be requested in writing by the applicant and such extension not exceeding six months may be granted by the council. If construction is not begun within one year or within the time for which an extension has been granted, the plan shall be considered abandoned and the development of the property shall be subject to the normal requirements and limitations of the underlying zone and the subdivision ordinance. (Ord. 758 §1 (part), 1985).

~~Chapter 16.44 PLANNED COMMUNITY REVIEW~~

~~Sections:~~

~~16.44.010 Intent~~

~~16.44.020 Applicability~~

~~16.44.030 General steps for review and approval~~

~~16.44.040 Conceptual approval~~

~~16.44.050 Master plan approval~~

~~16.44.060 Timing of master plan submittal~~

~~16.44.070 Approval of specific development proposals~~

~~16.44.080 Implementation of master plan—Periodic review~~

~~16.44.090 Administration and enforcement~~

~~Chapter 16.45—MINERAL EXTRACTION DISTRICT~~

~~Sections:~~

~~16.45.010 Intent~~

~~16.45.020 Permitted uses~~

~~16.45.030 Prohibited uses~~

~~16.45.040 Future uses~~

~~16.45.050 Environmental performance standards~~

Chapter 16.48 OPEN SPACE/INSTITUTIONAL DISTRICT

16.48.010 Intent.

It is the intent of this chapter to:

- A. Protect and preserve certain areas of land devoted to existing and future use for civic, cultural, educational and similar facilities;
- B. Provide for the social needs of the community as those needs relate to public services, open space and institutions whether publicly or privately sponsored;
- C. Enhance the identity and image of the community as a desirable place for human growth and development;
- D. Provide opportunities and facilities for the various activities and needs of a diverse and dynamic population;
- E. Provide and protect parks, open space and other natural, physical assets of the community to improve the aesthetic and functional features of the community. (Ord. 583 §2.26(A), 1980).

16.48.020 Permitted uses.

A. Specific types of permitted uses are those which provide a public service or fill a public need as described in the statement of intent. Uses shall also be appropriate to the specific site and the intent behind each site's designation as OSI. OSI sites designated as the result of a sensitive area designation should only be used for natural resource conservation purposes with associated trails for passive recreation opportunities or such active recreation opportunities as the city concludes are appropriate to the protection, conservation and use of such area. OSI sites designated as such for reasons other than sensitive area classification may be used for such other purposes as allowed in this chapter. Such uses include but are not limited to the following:

1. Parks, greenways and open space for active or passive recreation or enjoyment. (Note: Whenever a park or open space is created as an integral part of a subdivision, such park or open space shall be designated an open space/institutional district on the official zoning map);
2. Government buildings or offices such as city hall, fire stations, schools and colleges, hospitals, community meeting or recreation halls;
3. Libraries, museums, or similar cultural facilities;
4. Churches;
5. Residential uses as an incidental use to the permitted use such as caretaker's quarters, or as an accessory use to institutional facilities such as housing for students, staff or faculty of colleges, hospitals and the like;
6. Urban agricultural uses as provided for and limited under Chapter [16.21](#) LMC.

B. Similar or related uses permitted, and criteria for determination of similarity or relatedness, are as follows:

1. Uses similar to, or related to, those listed in subsection [A](#) of this section are permitted upon a finding of the enforcing officer and/or the site plan review committee that a particular unlisted use does not conflict with the intent of this chapter or the policies of the land development plan.
2. The criteria for such finding of similarity shall include but not be limited to the following:
 - a. The proposed use is appropriate in this area,
 - b. The development standards for permitted uses can be met by the proposed use,
 - c. The public need is served by the proposed use.

C. Conditional uses may be permitted as provided for in Chapter ~~11.07p16.66~~ LMC.

D. Child day care centers shall be allowed as an accessory use to those uses permitted by this chapter. (Ord. 1496 §86, 2016; Ord. 1368 §39, 2011; Ord. 1192 §156, 2002; Ord. 1024 §45, 1995; Ord. 927 §16, 1992; Ord. 583 §2.26(B)(1-3), 1980).

16.48.030 Prohibited uses.

Uses other than those identified or described in LMC [16.48.020](#) are prohibited. (Ord. 583 §2.26(B)(4), 1980).

16.48.040 Development standards.

Development standards shall take into account both the environmental impact of the proposed use and the design standards of this chapter.

Permitted uses as well as similar or related and conditional uses shall comply with the standards of this land use district. (Ord. 1192 §157, 2002; Ord. 583 §2.26(C) (part), 1980).

16.48.050 Environmental impact.

A. Environmental review shall be conducted by the responsible official of all new construction, additions or expansions in areas designated environmentally sensitive/critical and/or for which SEPA review is normally required. Toward this end an environmental checklist shall be required in connection with all applications for building permits requiring such environmental review.

B. If the environmental assessment results in a declaration of nonsignificance, and no environmental impact statement is required, the enforcing officer may, nevertheless, make reasonable requirements designed to mitigate potentially undesirable or hazardous effects identified in the environmental checklist.

C. If the environmental assessment results in the requirement of an environmental impact statement, the procedure and review process provided for in Chapter [14.24](#) LMC shall be followed. (Ord. 1220 §48, 2004; Ord. 583 §2.26(C)(1), 1980).

16.48.060 Site area.

The minimum size and shape of the site shall be appropriate to the proposed use of said site and its relationship to abutting properties and traffic patterns in the vicinity of the site. (Ord. 583 §2.26(C)(2)(a), 1980).

16.48.070 Building limitations.

Height and site coverage shall be as follows:

- A. Maximum height of buildings, eighty feet;
- B. Maximum building coverage, thirty-five percent of site;
- C. Maximum development coverage, seventy percent of site. (Ord. 583 §2.26(C)(2)(b), 1980).

16.48.080 Setback requirements.

- A. If adjacent properties are in the same or in a less restrictive land use district:
 - 1. Side yard minimum fifteen feet;
 - 2. Rear yard minimum fifteen feet.
- B. If adjacent properties are in any residential district:
 - 1. Side yard minimum twenty-five feet;
 - 2. Rear yard minimum twenty-five feet. Provided further, that the entire twenty-five foot depth shall be landscaped.
- C. Setbacks from right-of-way:
 - 1. If property fronts on a minor street or private street or drive, twenty-five feet;
 - 2. If property fronts on major street, thirty-five feet. (Ord. 583 §2.26(C)(2)(c), 1980).

16.48.090 Ingress and egress.

Ingress and egress at the site shall be limited to one driveway for each two hundred feet of frontage. All driveways shall be not less than one hundred fifty feet from intersecting right-of-way lines, measured from the centerline of the driveway. (Ord. 1496 §87, 2016; Ord. 583 §2.26(C)(2)(d), 1980).

16.48.100 Off-street parking.

Off-street parking shall be provided in accordance with Chapter [16.72](#) LMC. (Ord. 583 §2.26(C)(2)(e), 1980).

16.48.110 Landscaping.

- A. The preservation or enhancement of existing native plant materials shall be the predominant characteristic of landscape treatment in this district. Where new plant materials are needed to comply

with the screening or aesthetic requirements of this section, the materials shall be of species native or complementary to or compatible with the species native to the Pacific Northwest.

B. Landscaping is also required in all setback areas and open space. Landscaping may consist of suitable ground cover, shrubs and trees. Suitable ground cover may include native vegetation, grass, or bark mulch. Native vegetation or stands of trees existing prior to development of the site may be acceptable to meet all or part of the landscape requirements.

C. The perimeters of common parking areas shall be landscaped in such a way as to create a diversion between streets and parking, driveways, or streets around entrances or exits of the site.

D. All trees, flowers, lawns and other landscaping features shall be maintained in a healthy growing condition at all times. (Ord. 1496 §88, 2016; Ord. 1380 §1, 2012; Ord. 583 §2.26(C)(2)(f), 1980).

16.48.120 Stormwater runoff.

Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to the city's review and approval, and shall, moreover, comply with Chapter [15.22](#) LMC pertaining to community facilities. (Ord. 1496 §89, 2016; Ord. 1380 §1, 2012; Ord. 583 §2.26(C)(2)(g), 1980).

Chapter 16.49 CEMETERY

Sections:

16.49.010 Intent.

To provide a reserved zone for uses contemplated under RCW Title [68](#) for cemeteries, morgues and human remains. (Ord. 1080 §13, 1998).

16.49.020 Permitted uses.

A. All uses allowed under the definition of cemetery business as described in RCW Title [68](#). (Ord. 1080 §13, 1998).

B. Urban agricultural uses as provided for and limited under Chapter [16.21](#) LMC. (Ord. 1368 §40, 2011).

16.49.030 Prohibited uses.

Those uses not contemplated under cemetery business as defined in RCW Title [68](#). (Ord. 1080 §13, 1998).

16.49.040 Site requirements.

Cemetery uses shall be conducted under the requirements of RCW Title [68](#). (Ord. 1080 §13, 1998).

16.49.050 Approval required.

New cemetery uses proposed and not previously approved under a conditional use permit prior to adoption of the zone shall require site plan review approval pursuant to Chapter [11.0716:84](#) LMC. (Ord. 1080 §13, 1998).

~~Chapter 16.59 VILLAGE CENTER ZONE~~

~~Sections:~~

~~16.59.010 Intent~~

~~16.59.020 Definitions~~

~~16.59.030 Review Process~~

~~16.59.040 Basis for Design Standards~~

~~16.59.050 Permitted uses~~

~~16.59.060 Village-center design~~

~~16.59.070 Pedestrian Circulation and Streets~~

~~16.59.080 Parking~~

~~16.59.090 Design Vocabulary~~

Chapter 16.60 PLANNED RESIDENTIAL DEVELOPMENT

~~Sections:~~

16.60.010 Intent

16.60.020 Definitions

16.60.030 Where permitted

16.60.040 Types of uses permitted

16.60.050 Relationship to other ordinance provisions

16.60.060 Development standards Generally

16.60.070 Relationship of PRD site to adjacent areas

16.60.080 Site acreage

16.60.090 Access to public right of way

16.60.100 Lot size

16.60.110 Setback and side yard requirements

16.60.120 Off street parking

16.60.130 Secondary use limitations

16.60.140 Design standards

16.60.145 Environmental and recreational amenities

16.60.150 Eligibility and procedure

16.60.160 Required documentation

16.60.170 Filing time limitation for applications not involving plats

16.60.180 Partial PRD area

16.60.190 Required documentation

16.60.200 Permit issuance

16.60.210 Adjustments

16.60.230 Duration of control

16.60.240 Parties bound

16.60.250 Commencement of construction

Chapter 16.61 TOWNHOUSE DEVELOPMENT

16.61.010 Intent.

It is the intent of this chapter to:

- A. Encourage infilling of skipped-over parcels in developed areas of the city;
- B. Provide for the development of townhouses within residential neighborhoods which may be conveyed as individually owned, separately platted lots;
- C. Encourage within low, moderate and high density residential districts the development of townhouse structures built to standards designed to include amenities usually associated with conventional single-family detached housing, and to ensure their compatibility with the surrounding neighborhood;
- D. Provide for favorable housing, efficient use of land and energy, and the availability of a variety of housing types in a variety of locations to serve a wide range of individual homeowner requirements;
- E. Provide a guide for developers and city officials in meeting the purpose and provisions of this chapter. (Ord. 691 §32 (part), 1984).

16.61.020 Definitions.

These definitions shall be in addition to the definitions set forth in Chapter [16.06](#) LMC and shall apply solely to townhouse developments.

- A. “Townhouse” means a one-family dwelling unit which is part of a group of two or more such units separated by a common party wall having no doors, windows or other provisions for human passage or visibility. Each one-dwelling unit shall be attached by not more than two party walls.
- B. “Townhouse group” means a cluster or grouping of townhouse units containing not less than two nor more than six individual townhouse dwelling units contiguous to one another. (Ord. 691 §32 (part), 1984).

16.61.030 Where permitted.

Townhouse developments may be permitted in the following land use districts, consistent with the development standards in this chapter:

- A. Low Density Residential District;
- B. Moderate Density Residential District;
- C. High Density Residential District. (Ord. 1612 §9, 2022; Ord. 1380 §1, 2012; Ord. 691 §32 (part), 1984).

16.61.040 Development standards.

- A. *Density*. The density of the underlying zone governs unless a density increase is granted as provided in this chapter.

B. *Density Increase.* The city may approve an increase in the dwelling unit density of up to fifteen percent in the Low Density District, twenty percent in the Moderate Density District and twenty-five percent in the High Density District, rounded up to the nearest whole number; provided, that four of the five following environmental and recreational amenities are implemented:

1. Develop and equip significant recreational areas within the common open space with such features as, but not limited to, swimming pools, tennis courts, bike or pedestrian path systems, children's play areas.
2. Substantial retention of natural ground cover, bushes and trees.
3. Vegetated LID facilities are included in the design and serve as a visual amenity.
4. Provide significant access to a lake, river, stream or other natural water body.
5. Provide substantial and exceptional landscaping treatment either as an adjunct to or in natural landscaping beyond the minimum required.

C. *Lot Area and Width of Each Townhouse Unit.* Townhouse units may either be condominiumized, provided the city has adopted an ordinance providing this option, or subdivided into individual lots. Lot configurations shall be governed by density, setbacks, open space, and other requirements and guidelines herein.

D. *Height.* The maximum height of any townhouse shall not exceed that allowed in the district in which the development is located.

E. *Right-of-Way Setback.* Right-of-way setbacks shall be the same as those specified in the applicable zoning district.

F. *Rear Yard Requirements.* For front loaded units, the minimum rear yard requirement shall be fifteen feet to the rear property line. Townhouses with a rear load may have garages within three feet of the rear lot line or paved alley.

G. *Private Yard Area.* Every lot containing a townhouse must provide a private yard of at least three hundred square feet. Acceptable private yard space may include landscaped front or rear yards, porches, balconies, and rooftop decks (where designed to accommodate outdoor pedestrian uses). Up to fifty percent of the required private yard area can be included as additional common open space provided for the applicable townhouse group. Such common open space must be above and beyond minimum open space requirements of LMC [15.12.120](#).

H. *Side Yard Requirements.* The minimum side yard requirement shall be the same as the underlying zone.

I. Maximum number of townhouses in one building: Six.

J. *Minimum Distances Between Townhouse Groups.* No portion of a townhouse, accessory structure or other building type in or related to one group or cluster of contiguous townhouses shall be nearer than

twenty feet to any portion of a townhouse or accessory structure of another townhouse building or cluster.

K. *Access.* When the only driveway is from the street, each pair of units must share a common curb cut. Alternative configurations may be considered through the design review process, provided they mitigate negative safety, visual, and compatibility impacts.

L. *Design.* Townhouses are subject to design criteria established in LMC [14.23.080](#).

M. *Conversion.* Conversion of existing structures to a townhouse project will be permitted provided all townhouse development standards as outlined in this section can be satisfied. (See *Table 16T-84*) (Ord. 1612 §10, 2022; Ord. 1496 §96, 2016; Ord. 1380 §1, 2012).

16.61.050 Review and approval procedure.

Townhouse developments shall be approved pursuant to the regulations and procedures established in the platting and subdivision ordinance, as modified below, and the standards of this chapter.

A. *Review.* The site plan review committee shall review and approve the creation of nine or fewer townhouse lots. The site plan review committee approval does not involve a public hearing, but will be subject to notification of adjacent property owners. The decision of the site plan review committee is subject to the appeal process as identified in ~~Chapter 11.05 LMC, section 1D “Appeals” of the City of Lacey Development Guidelines and Public Works Standards.~~

The hearings examiner will review the creation of ten or more lots as provided for through the subdivision process.

B. *Platting.* A subdivision plat or short plat shall be required for all townhouse developments so that individual dwelling units are divided into lots with common walls located on lot lines. Exception: A townhouse development may be done through condominium provided the city has adopted an ordinance providing this option.

When a townhouse development is platted, construction of townhouse dwellings may commence prior to final plat or final short subdivision approval, provided:

1. The proposed subdivision has received preliminary approval or the short subdivision has
2. Partial or complete construction of structures shall not relieve the subdivider from, nor impair city enforcement of conditions of subdivision approval.

C. *Site Plans.* An application for a townhouse development shall include the following:

A site plan drawing or drawings at a scale not smaller than one hundred feet to the inch, showing all the information required for a preliminary plat plus the following:

1. Site boundaries;
2. Streets bounding or abutting the site;

3. Proposed building including dimensions, setbacks, identification of types and the number of dwelling units in each residential type;
 4. Location and dimensions of open spaces;
 5. Location and dimensions of garbage disposal areas;
 6. The location and design of off-street parking facilities, showing their size;
 7. Circulation plan, vehicular and pedestrian, and points of ingress and egress from the site, and their relationship to ingress and egress of neighborhood properties;
 8. Existing buildings and indication of future use or disposition;
 9. Landscaping plan;
 10. Typical front and side elevations and exterior architectural treatment of the proposed units;
 11. Three-dimensional illustrations to help show exterior architectural treatment from the street and/or other commonly viewed vantage points.
 12. The existing and proposed contours at two foot intervals and which locates existing streams, lakes, marshes and other natural features.
- D. Townhouse developments are subject to design review requirements of Chapter [14.23](#) LMC. (Ord. 1380 §1, 2012; Ord. 1310 §47, 2008; Ord. 1208 §68, 2003; Ord. 1044 §24, 1996; Ord. 1024 §48, 1995; Ord. 691 §32 (part), 1984).

Chapter 16.63 MANUFACTURED HOMES

Intent. It is the intent of this chapter to:

- A. Permit the location of manufactured homes in specially designed parks as an additional affordable housing option where manufactured homes lots can be leased as a permanent form of dwelling unit in all residential districts;
- B. Provide standards for the development and use of manufactured home parks appropriate to their location and use as permanent facilities;
- C. Designate appropriate locations for manufactured home parks;
- D. Ensure a high quality of development for such parks and dwelling units to the end that the occupants of manufactured homes and the community as a whole are protected from potentially adverse impact of such development or use;
- E. Provide for city review of proposed manufactured home parks;
- F. Make a distinction between manufactured home parks and other subdivisions, and their development and occupancy characteristics. (Ord. 1243 §18, 2005; Ord. 1024 §49, 1995; Ord. 583 §2.17(A) (part), 1980).

16.63.020 Repealed

Repealed by Ord. 1243.

16.63.030 Permitted where.

Manufactured homes are permitted as follows:

- A. As a primary use in a manufactured home subdivision of not less than five nor more than forty acres in residential districts.
- B. As a primary use in a manufactured home park of not less than three acres nor more than twenty acres. Manufactured home parks may be permitted in residential districts after receiving a conditional use permit.
- C. As an accessory use for security or maintenance personnel in the following districts, subject to site plan review:
 - 1. General commercial district;
 - 2. Light industrial/commercial district;
 - 3. Light industrial district;
 - ~~4. Mineral extraction district;~~
 - ~~5~~4. Open space/institutional district.
- D. As temporary or emergency use in:

1. Any district as part of a construction project for office use of construction personnel or temporary living quarters for security personnel for a period extending not more than ninety days beyond completion of construction. A thirty-day extension may be granted by the city manager upon written request of the developer and upon the manager's finding that such request for extension is reasonable and in the public interest;
2. Any district as an emergency facility when operated by or for a public agency;
3. In the open space/institutional district where a community need is demonstrated by a public agency such as temporary classrooms or for security personnel on school grounds. (Ord. 1539 §101, 2019; Ord. 1192 §166, 2002; Ord. 1024 §49, 1995; Ord. 691 §34, 1984; Ord. 583 §2.17(B), 1980).

16.63.040 Repealed

Repealed by Ord. 1243.

16.63.050 Development standards--Plot plan requirements.

A complete and detailed plot plan shall be submitted to the community and economic development department. The plot plan shall include the following information and such other information as the department may reasonably require to determine the acceptability of the proposed development:

- A. Location and dimensions of all lots;
- B. Roads, internal street system, and driveways;
- C. Common open space, community facilities;
- D. Utility lines, including water, sewer, electrical and any others contemplated;
- E. Landscaping and screening plan for exterior boundaries. (Ord. 1539 §102, 2019; Ord. 1243 §19, 2005; Ord. 1024 §49, 1995; Ord. 583 §2.17(D)(1,2), 1980).

16.63.060 Repealed

Repealed by Ord. 1243.

16.63.070 Repealed

Repealed by Ord. 1243.

16.63.080 Repealed

Repealed by Ord. 1243.

16.63.090 Repealed

Repealed by Ord. 1243.

16.63.100 Repealed

Repealed by Ord. 1243.

16.63.110 Manufactured home park design standards--Area and density.

The minimum site for a manufactured home park shall be three acres. The maximum site for a manufactured home park shall be twenty acres. The number of manufactured homes per acre shall comply with the underlying density of the zone in which it is located, except within the Moderate Density Residential district where no minimum number shall be required. (Ord. 1544 §1, 2019; Ord. 1243 §20, 2005; Ord. 1024 §49, 1995; Ord. 583 §2.17(D)(4)(a), 1980).

16.63.120 Manufactured home park design standards--Site requirements.

The size and shape of individual manufactured home sites shall be in accordance with the following:

- A. Minimum space area, four thousand square feet;
- B. Minimum width, forty feet;
- C. Minimum depth, eighty feet;
- D. Minimum setback from street or access road, ten feet with a rear load access; fifteen feet with front load access;
- E. Maximum development coverage of space, fifty percent;
- F. Side yard setback, five feet;
- G. Rear yard setback, fifteen feet. (Ord. 1539 §103, 2019; Ord. 1243 §21, 2005; Ord. 1044 §25, 1996; Ord. 1024 §49, 1995; Ord. 583 §2.17(D)(4)(b), 1980).

16.63.130 Manufactured home park design standards--Off-street parking.

Off-street parking shall be provided in accordance with Chapter 16.72 LMC. (Ord. 1243 §22, 2005; Ord. 1024 §49, 1995; Ord. 583 §2.17(D)(4)(c), 1980).

16.63.140 Manufactured home park design standards--Open space.

Ten percent of the gross site area shall be set aside for usable open space. (Ord. 1243 §23, 2005; Ord. 1024 §49, 1995; Ord. 583 §2.17(D)(4)(d), 1980).

16.63.150 Manufactured home park design standards--Accessory buildings and structures.

- A. Buildings or structures accessory to individual manufactured homes are permitted, including enclosed carports, provided that the total development coverage of the space shall not exceed the development coverage permitted in LMC 16.63.120.
- B. Buildings or structures accessory to the manufactured home park as a whole, and intended for the use of all manufactured home occupants are permitted, provided the building area not exceed one-fourth of the common open space area. (Ord. 1243 §24, 2005; Ord. 1024 §49, 1995; Ord. 583 §2.17(D)(4)(e), 1980).

16.63.160 Manufactured home park design standards--Landscaping and screening.

- A. Visual screening and/or landscaping may be required in those developments where such screening is deemed necessary and reasonable by the enforcing officer and/or the hearings examiner.

B. When required, such screening may consist of densely planted vegetation not less than four feet in height at the time of planting, or a solid fence, six feet in height, or a combination of fencing and vegetation which achieves the same screening effect.

C. Landscaping is also required in all setback areas and open space. All requirements of Chapter 16.80 LMC shall be satisfied.

D. Visual interruption with appropriate vegetation between manufactured home units may also be required to relieve visual monotony.

E. The perimeters of common parking areas shall be landscaped in such a way as to create a diversion between streets and parking areas, at the same time not obstructing the view of any walkways, driveways, or streets around entrances or exits to the manufactured home park.

F. All trees, flowers, lawns and other landscaping features shall be maintained in a healthy growing condition at all times. (Ord. 1539 §104, 2019; Ord. 1496 §98 (part), 2016; Ord. 1243 §25, 2005; Ord. 1024 §49, 1995; Ord. 583 §2.17(D)(4)(f), 1980).

16.63.170 Manufactured home park design standards--Ingress and egress.

A. Each manufactured home site shall have access from an interior drive or roadway only.

B. Access to the manufactured home park shall be limited to not more than one driveway from a public street or road for each two hundred feet of frontage. (Ord. 1243 §26, 2005; Ord. 1024 §49, 1995; Ord. 583 §2.17(D)(4)(g), 1980).

16.63.180 Repealed

Repealed by Ord. 1496.

16.63.190 Manufactured home park design standards--Surfacing requirements.

All streets, roads and driveways shall be hard-surfaced, including permeable paving surfaces in conformance with the current City of Lacey Stormwater Design Manual, to a standard of construction acceptable to the city engineer. Interior pedestrian walkways, carports and parking areas shall also be paved. (Ord. 1496 §99, 2016; Ord. 1243 §28, 2005; Ord. 1024 §49, 1995; Ord. 691 §37, 1984).

16.63.200 Manufactured home park design standards--Stormwater runoff.

Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to the city's review and approval, and shall, moreover, comply with Chapter 15.22 LMC pertaining to community facilities. (Ord. 1496 §100, 2016; Ord. 1243 §29, 2005; Ord. 1024 §49, 1995; Ord. 583 §2.17(D)(4)(j), 1980).

Chapter 16.64 HOMELESS ENCAMPMENTS

16.64.010 Who may apply.

Homeless encampments shall be permitted only as an accommodation of religious exercise by a host agency. Each host agency shall apply for a permit under this section and shall certify compliance with all applicable requirements for approval and conditions of this chapter and the application. (Ord. 1410 §1 (part), 2013; Ord. 1346 §1, 2010; Ord. 1326 §5, 2009; Ord. 1307 §5, 2008).

16.64.020 Applicable procedures.

A homeless encampment permit is an administrative determination as identified in [11.04.030 LMC Section 1C.030 \(Limited Administrative Review\) of the City of Lacey Development Guidelines and Public Works Standards](#). In addition to the requirements for administrative determinations found in [11.04.030 LMC Section 1C.030 of the Development Guidelines and Public Works Standards](#) the following additional procedures apply:

A. *Advance Notice Required.* The host agency shall notify the city of the proposed homeless encampment a minimum of thirty days in advance of the proposed date of establishment for the homeless encampment. The advance notification shall contain the following information:

1. *Date.* The date the homeless encampment intends to begin operation;
2. *Length.* The length of time expected for operation;
3. *Residents.* The maximum number of residents proposed;
4. *Location.* The host location;
5. *Host Name.* The name of the host agency; and
6. *Site Plan.* The location, dimensions, and layout of the encampment on site.

B. *North Thurston Public Schools Notified.* Upon receipt of an application the director shall send a copy of the application to the administrative offices of the North Thurston Public Schools for its review and consideration.

C. *Public Meeting Required.* The host agency shall conduct at least one public information meeting within or as close as possible to the neighborhood where the proposed homeless encampment will be located. The meeting shall be held a minimum of fourteen days prior to the issuance of the temporary use permit. The time and location of the meeting shall be agreed upon between the city and host agency. All property owners and all organizations, businesses, or persons that lease/rent property within three hundred feet of the proposed homeless encampment site shall be notified by the host agency a minimum of fourteen days in advance of the meeting. Notification may be by mail, phone, or personal contact.

D. *Signs Required.* In addition to the notification described above, the applicant shall provide notice of the application by posting two signs or placards on the site, or in a location immediately adjacent to the

site, that provide visibility to motorists using adjacent streets. Timing for placing signs shall coincide with other notification requirements described above. The director of community and economic development shall establish standards for size, color, layout, design, placement, and timing of installation and removal of the signs or placards.

E. *Plan for Reporting Transition Results.* Included in the application shall be a plan for reporting the results of transitioning residents to permanent housing. The plan shall provide for a review of how long residents needed to use the camp for housing and when residents graduated to permanent housing or left the camp for other temporary housing. The intent shall be to have this information to consider the success of the encampment in handling residents' housing needs on a temporary basis and providing a hand up for the purpose of finding more permanent housing opportunities. This information may be used by the council in considering the longevity and continuation of the homeless shelter ordinance. (Ord. 1539 §105, 2019; Ord. 1410 §1 (part), 2013; Ord. 1346 §1, 2010; Ord. 1326 §6, 2009; Ord. 1307 §5, 2008).

16.64.030 Requirements for approval.

The community and economic development director or designee may issue a temporary and revocable permit for a homeless encampment subject to the following criteria and requirements:

A. Site Criteria.

1. *Ownership.* The host agency shall submit documentation that it owns or has a leasehold interest in the subject property;
2. *Size.* The property must be sufficient in size to accommodate the residents and, for outside encampments, must have necessary on-site facilities including but not limited to the following:
 - a. Food tent and host tent;
 - b. Sanitary toilets in the number required to meet capacity guidelines;
 - c. Hand-washing facilities by the toilets and by any food areas; and
 - d. Refuse receptacles.
3. *Water Source.* The host agency shall provide an adequate water source to the homeless encampment as approved by the city.
4. *Sensitive Areas.* No homeless encampment shall be located within a sensitive or critical area or its buffer as defined under LMC Title [14](#).
5. *Permanent Structures.* No new permanent structures shall be constructed for the homeless encampment.
6. *Limitation on Residents.* No more than forty residents shall be allowed. The city may further limit the number of residents as site conditions dictate.

7. *Parking.* Adequate on-site parking shall be provided for the homeless encampment. No off-site parking will be allowed. Parking space for the number of vehicles used by homeless encampment residents and staff shall be provided. If the homeless encampment is located on a site with another use, it shall be shown that the homeless encampment will not create an undue shortage of on-site parking for the other use(s) on the property.

8. *Public Transportation.* Whenever possible, the homeless encampment should be located within one-quarter mile of a bus stop with service seven days per week. If not located within one-quarter mile of a bus stop, the host agency must demonstrate the ability for residents to obtain access to the nearest public transportation stop (such as carpools or shuttle buses).

9. *Screening.* The homeless encampment shall be adequately buffered and screened to be sight-obscuring from adjacent right-of-way and residential properties. Screening shall be a minimum height of six feet and may include, but is not limited to, a combination of fencing, landscaping, or the placement of the homeless encampment behind buildings. The type of screening shall be approved by the city.

10. *Privacy for Sanitary Facilities.* All sanitary portable toilets shall be screened from adjacent properties and rights-of-way. The type of screening shall be approved by the city and may include, but is not limited to, a combination of fencing and/or landscaping.

11. *Distance Requirements to Sensitive Land Uses.* Because a homeless encampment is a nontraditional living arrangement and therefore provides less privacy and more complex living arrangements than traditional homes, a distance requirement that provides visual separation and buffering from other sensitive land use activities is considered appropriate. To satisfy this concern, no shelter shall be permitted within three hundred feet of a licensed child daycare facility or any public or private pre-school or elementary, middle, or high school. However, in the event that a daycare or school is located within the property of a potential host agency, this requirement may be waived by the director if the owner of the daycare or school principal agrees to the waiving of the distance requirement.

B. *Security.*

1. *Operations and Security Plan.* An operations and security plan for the homeless encampment shall be submitted to the city at the time of application.

2. *Code of Conduct.* The host agency shall ensure that the homeless encampment has an enforceable code of conduct which, at a minimum, prohibits alcohol, nonprescribed drugs, weapons, violence, and open fires. The code of conduct should also address any other issues related to camp and neighborhood safety. A copy of the code of conduct shall be submitted to the city at the time of application.

3. In addition to the above standards, the host agency may adopt and enforce additional code of conduct conditions not otherwise inconsistent with this section.

C. *Accommodating the Homeless Encampment Residents Indoors.* In cases where the host agency and the camp residents determine it is practical or necessary to accommodate the camp inside existing church structures, the church shall have the option of making such a request to the city. Upon receiving a request to host the camp inside of existing buildings, the community and economic development

director or designee may issue a temporary and revocable permit for an indoor encampment subject to the following criteria and requirements:

1. *Compliance with Building Codes.* An indoor encampment shall comply with the requirements of the city's building codes. However, pursuant to RCW [19.27.042](#), the building official shall have the authority to exempt code deficiencies so long as such deficiencies pose no threat to human life, health, or safety.
2. *Building Criteria.* The buildings proposed for use shall be of sufficient size to accommodate the residents and must have necessary on-site facilities including but not limited to the following:
 - a. Adequate water supply;
 - b. Sanitary toilets in the number required to meet capacity guidelines;
 - c. Hand-washing facilities by the toilets and food areas;
 - d. Refuse receptacles; and
 - e. Kitchen facilities for food preparation;
 - f. All applicable health standards for providing and using such facilities shall be satisfied as required by the health department. (Ord. 1539 §107, 2019; Ord. 1410 §§1, 3 (part), 2013; Ord. 1346 §1, 2010; Ord. 1327 §1, 2009; Ord. 1326 §7, 2009; Ord. 1307 §5, 2008).

16.64.040 Community and economic development director's decision.

The community and economic development director shall review the proposal for compliance with the provisions of this chapter and all other applicable law. Said review shall ensure that the health, safety and welfare of the citizens of the city are preserved, and shall provide an expedient and reasonable land use review process for decisions and interpretations of this chapter. The director may modify the submittal requirement as deemed appropriate. The director shall notify the host agency of his or her decision to approve, modify, or deny the application within a timely manner, but not prior to fourteen days after the public meeting. (Ord. 1539 §108, 2019; Ord. 1410 §1 (part), 2013; Ord. 1307 §5, 2008).

16.64.050 Requirements upon approval.

- A. *Sign Agreement.* All homeless encampment residents must sign an agreement to abide by the code of conduct. Failure to do so shall result in the noncompliant resident's immediate and permanent expulsion from the property.
- B. *Log.* The host agency shall keep a log of all people who stay overnight in the encampment. The log shall include names, birth dates, and dates of stay. Logs shall be kept a minimum of six months.
- C. *Identification.* The host agency shall require verifiable photo ID of prospective and current encampment residents. Acceptable forms of ID include a driver's license, government issued identification card, military identification, or passport. Replacement of lost ID can be facilitated through an appropriate advocacy center. Photo ID is necessary to verify one's identity and to apply for services,

housing, and employment. If verifiable photo ID cannot be obtained, the individual must agree to be fingerprinted or will not be admitted to the camp.

D. *Warrant and Sex Offender Status Check.* The host agency shall engage the Lacey police department to use the photo identification to check for outstanding in-state and out-of-state warrants and registered sex offender status. When necessary, the Lacey police department will provide fingerprinting services. The Lacey police department shall provide background checks and fingerprinting services at no charge to the host agency.

1. *Outstanding Warrants.* If said warrant check reveals an existing or outstanding warrant from any jurisdiction in the United States, the host agency will immediately report the finding to the Lacey police department for apprehension of the subject individual.

2. *Sex Offender Status.* If the check reveals the applicant to be a registered sex offender, the individual shall not be admitted to the camp.

E. *Security.* The host agency shall ensure the encampment is secure and managed to strictly prohibit alcohol, drugs, weapons, fighting, abuse of any kind, littering, or disturbing the neighbors while located on the property. As necessary, the Lacey police department will be available to enforce state and local laws.

F. *Entrance/Host Tent.* The host agency shall ensure there is an entrance/host tent that is manned twenty-four hours a day seven days a week. The entrance may be staffed by a volunteer, encampment resident, host agency committee member, or other responsible person.

G. *On-Call Committee Member.* The host agency will appoint an executive committee member to serve on call and be available for the entrance person at all times. The on-call committee member shall be available to provide help and assistance to the person manning the entrance as may be necessary to ensure the encampment functions properly.

H. *Enforcement.* The on-duty responsible person staffing the entrance shall notify the on-call committee member as necessary in the enforcement of encampment rules and expectations, and/or the Lacey police department as necessary to enforce local and state laws. Said responsible person shall also serve as a point of contact for the Lacey police department, and will orient the department on how the entrance operates. The names of the on-duty responsible person(s) will be posted daily at the entrance. The city shall provide contact numbers of nonemergency personnel which shall be posted at the entrance.

I. *Visitors.* Visitors to the encampment must meet the following procedures and requirements:

1. Visitors to the encampment must be invited by a resident and must be able to show picture ID.
2. Visitors must be accompanied by the resident that invited the visitor while at the encampment.
3. Visitors may be at the encampment only between the hours of 9:00 a.m. and 10:00 p.m.

4. Visitors may not stay overnight unless they get permission from the host and complete the same background check requirements as required for residents.

J. *Age Restrictions.* Residents of the encampment must be at least eighteen years of age. No minors are permitted entrance to the encampment unless they are related to a camp resident. Minors related to a camp resident may visit the encampment during the day. (Ord. 1410 §1 (part), 2013; Ord. 1346 §1, 2010; Ord. 1326 §8, 2009).

16.64.060 Fire, safety, and health.

Tent encampments shall meet the following fire, safety, and health requirements:

A. *Fire Safety.* The homeless encampment shall conform to the following requirements:

1. *Open Fires.* Within individual tents there shall be no open fires for cooking or heating;
2. *Heating Appliances.* No heating appliances within the individual tents are allowed.
3. *Cooking.* A common tent may provide community cooking facilities and services for the camp, but only if approved by the host agency and the health department. No cooking appliances are allowed within individual tents of residents;
4. *Fire Extinguishers.* An adequate number and appropriate rating of fire extinguishers shall be provided as approved by the fire department;
5. *Emergency Access.* Adequate access for the fire and emergency medical apparatus shall be provided. This shall be determined by the fire marshal;
6. *Separation.* Adequate separation between tents and other structures shall be maintained as determined by the fire marshal; and
7. *Electrical Service.* Electrical service shall be in accordance with recognized and accepted practice. Electrical cords are not to be strung together and any cords used must be approved for exterior use.

B. *Health.* All necessary sanitary facilities including temporary outhouses/port-a-potties and facilities for hand washing shall be provided. All applicable health standards for providing and using such facilities shall be satisfied as required by the health department.

C. *Access for Inspections.* The host agency shall permit inspections by city staff and the Thurston County health department to ensure compliance with the conditions of this permit. Inspections shall occur at reasonable times, and may occur without prior notice. (Ord. 1410 §1 (part), 2013; Ord. 1346 §1, 2010; Ord. 1326 §9, 2009; Ord. 1307 §5, 2008).

16.64.070 Limitations.

A. *Duration.* Duration of the homeless encampment shall not exceed one hundred eighty days.

B. *Parcel Limitation.* No host agency shall host a homeless encampment more than one time in any twelve-month period, beginning on the date the homeless encampment locates on a parcel of property.

C. *Number Limitation.* No more than one homeless encampment may be located in the city at any time. (Ord. 1410 §§1, 4 (part), 2013; Ord. 1346 §1, 2010; Ord. 1326 §10, 2009; Ord. 1307 §5, 2008).

16.64.080 Revocation.

Upon determination that there has been a violation of any approval criteria or condition of application or that the host agency has failed to take action against a resident who violates the terms and conditions of the permit or has committed violence, the director of community and economic development may give written notice to the permit holder describing the alleged violation. Within fourteen days of the mailing of notice of violation, the permit holder shall show cause why the permit shall not be revoked. At the end of the fourteen-day period, the director shall sustain or revoke the permit. When a temporary homeless encampment permit is revoked, the director shall notify the permit holder by certified mail of the revocation and the findings upon which the revocation is based. Appeals of decisions to revoke a temporary homeless encampment permit shall be to Thurston County Superior Court. (Ord. 1539 §108, 2019; Ord. 1410 §1 (part), 2013; Ord. 1346 §1, 2010; Ord. 1326 §11, 2009; Ord. 1307 §5, 2008).

16.64.090 Proof of insurance.

The host agency shall show proof of general liability insurance with minimum limits of one million dollars per occurrence. (Ord. 1410 §1 (part), 2013; Ord. 1307 §5, 2008).

16.64.100 Emergency shelters.

The provisions of this chapter shall not apply to emergency or cold weather shelters where the screening of individuals to be temporarily housed in such shelters is conducted by the Emergency Shelter Network or a religious organization providing the emergency shelter. (Ord. 1410 §1 (part), 2013; Ord. 1346 §1, 2010; Ord. 1326 §12, 2009; Ord. 1307 §5, 2008).

16.64.110 Severability.

If any section, subsection, sentence, clause, phrase, or other portion of this chapter, or its application to any person, is for any reason declared invalid in whole or in part by any court or agency of competent jurisdiction, said decision shall not affect the validity of the remaining portions hereof. (Ord. 1410 §5, 2013).

Chapter 16.65 DAY CARE FACILITIES

16.65.010 Definitions.

For purposes of this title, the following terms shall be defined as follows:

- A. "Child day care" means the providing of supplemental parental care and supervision for a child or children who are not related to the provider, on a regular basis for less than twenty-four hours a day and under license by the Washington State Department of Social and Health Services. The term does not include babysitting services of a casual, non-recurring nature or in the child's own home. The term is further not intended to include cooperative, reciprocative child care by a group of parents in their respective homes.
- B. "Child care facility" means a building or structure in which an agency, person or persons regularly provide care for a group of children for periods of less than twenty-four hours a day. Child day care facilities include family home child care, and child day care centers regulated by the Washington State Department of Social and Health Services, as presently defined in Chapter [74.15](#) RCW and WAC [388-73-422](#) as such statute or regulations may hereafter be amended.
- C. "Family home child care" means a facility licensed by the state where child care is provided for twelve or fewer children in the family living quarters where the licensee resides as provided in RCW [43.215.010\(1\)\(c\)](#).
- D. "Child day care center" means a facility providing regularly scheduled care for a group of thirteen or more children within an age range of one month through twelve years, for periods of less than twenty-four hours. (Ord. 1539 §109, 2019; Ord. 927 §1 (part), 1992).

16.65.020 Family home child care.

Family home child care shall be permitted in all zoning districts of the city within a residential dwelling, subject to the following conditions:

- A. Such homes shall comply with all building, fire safety and health codes and obtain a business license from the city for such a business;
- B. The lot size, building size, setback and lot coverage shall conform to the standards of the zoning district in which it is located unless such structure is a legal nonconforming structure;
- C. Such use shall meet the parking requirements of Chapter [16.72](#) LMC relating to off-street parking and loading;
- D. Each family home child care facility shall be limited to one flush-wall sign having a maximum area of two square feet;
- E. No structural or decorative alteration which will alter the single-family character of an existing or proposed residential structure or be incompatible with surrounding residences will be allowed. (Ord. 1539 §110, 2019; Ord. 927 §1 (part), 1992).

16.65.030 Child day care centers.

A child day care center, licensed by the state of Washington as provided for herein, shall be permitted under the conditions set forth in this section after registration with the city as provided in this chapter, subject to the following conditions:

A. A child day care center, proposed to be established in any residentially zoned district, light industrial district, light industrial/commercial district, ~~mineral extraction district~~ or the Lacey Historic Neighborhood, shall only be allowed after the issuance of a conditional use permit pursuant to Chapter ~~11.0916-66~~ LMC. A child day care center proposed for any other district of the city shall be allowed in the manner specified for such district and subject to the terms of LMC 16.65.030.

B. All child day care centers, whether required to have a conditional use permit or not, shall comply with all building, fire safety, traffic safety, health code, business licensing, setback, screening, landscaping, parking, signage, lot size, building size and lot coverage requirements of this code including any requirements specific to the district in which said center is located.

C. No child day care center shall be located in a private family residence unless the portion of the residence to which the children have access is separate from the usual living quarters of the family or is used exclusively for the children during the hours the center is in operation. (Ord. 1539 §111, 2019; Ord. 1380 §1, 2012; Ord. 1192 §167, 2002; Ord. 1154 §15, 2001; Ord. 927 §1 (part), 1992).

Chapter 16.66 CONDITIONAL USES AND PERMITS

Sections:

16.66.010 Intent

16.66.020 Permitted uses

16.66.030 Control of uses

16.66.040 Environmental performance standards

16.66.050 Design standards

16.66.055 Standards for Sexual Offender Secure Community Transition Facilities

16.66.060 Essential public facilities

16.66.070 When granted

16.66.080 Application form

16.66.090 Public hearing

16.66.100 Action by hearings examiner

16.66.110 Noncompliance Penalty

Chapter 16.67 ADULT ENTERTAINMENT FACILITIES

16.67.010 Definitions.

- A. Those certain terms used herein which are defined in LMC [5.40.020](#) and [5.42.010](#) shall have the same meaning as set forth in said sections.
- B. The term “Adult Entertainment Facility” shall include all adult-oriented businesses including adult arcades, adult bookstores, adult novelty stores, adult video stores and similar adult uses and adult live entertainment facilities. (Ord. 1247 §5, 2005; Ord. 1037 §3, 1996).

16.67.020 Adult entertainment facilities classified and permitted.

- A. Adult entertainment facilities falling under the definition of adult bookstore, adult novelty store, adult video store or similar adult uses shall be permitted in specific zones and under specific standards identified in LMC [16.67.030](#) and [16.67.040](#) through full administrative review pursuant to Chapter ~~[11.04 LMC 1C of the City of Lacey Development Guidelines and Public Works Standards](#)~~.
- B. Adult arcades and adult live entertainment centers shall be permitted in certain zones and under conditions identified under LMC [16.67.030](#) and [16.67.040](#) through the quasi-judicial review process pursuant to Chapter ~~[11.04 LMC 1C of the City of Lacey Development Guidelines and Public Works Standards](#)~~. (Ord. 1192 §179, 2002; Ord. 1037 §3, 1996).

16.67.030 Adult entertainment facilities permitted in certain land use zones subject to certain restrictions and standards.

- A. Adult entertainment facilities falling under the definitions of adult bookstores, adult novelty stores, adult video stores or other similar adult uses may be permitted in the following zones subject to the standards and requirements of LMC [16.67.040](#) and spacing requirements identified below:
1. Land use zones permitted:
 - a. General Commercial; and
 - b. Light Industrial.
 2. Spacing and buffering requirements:
 - a. No such adult entertainment facility shall be located closer than three hundred thirty feet from another adult entertainment facility, whether such other facility is located within or outside the city limits;
 - b. No such adult entertainment facility shall be located closer than three hundred thirty feet from any sensitive land use or land use zone identified in LMC [16.67.050](#), whether such zone or use is located within or outside the city limits.
 3. *General standards.* All the standards of LMC [16.67.040](#) shall apply.

B. Adult arcades and adult live entertainment facilities shall be permitted in the following zones subject to the standards and requirements of LMC [16.67.040](#) and the spacing and buffering requirements identified below:

1. Land use zones permitted: Light Industrial.
2. Spacing and buffering requirements:
 - a. No adult arcade or adult live entertainment center shall be located closer than six hundred sixty feet from another adult arcade or adult live entertainment center nor closer than three hundred thirty feet from any other adult entertainment facility, whether such other business is located within or outside the city limits.
 - b. No adult arcade or adult live entertainment center shall be located closer than six hundred sixty feet from any sensitive land use or land use zone identified in LMC [16.67.050](#), whether such zone or use is located within or outside the city limits.
3. *General standards.* All standards of LMC [16.67.040](#) shall apply. (Ord. 1220 §51, 2004; Ord. 1037 §3, 1996).

16.67.040 General standards for adult entertainment facilities.

Adult arcades, adult bookstores, adult novelty stores, adult video stores and similar uses, and adult live entertainment centers shall conform to the following general standards:

- A. All on-site parking areas and premises entries of adult entertainment uses shall be illuminated from dusk until one hour past closing hours of operation with a lighting system which provides an average maintained horizontal illumination of one foot candle of light on the parking strips and/or walkways. An on-premises exterior lighting plan shall be presented to and approved by the department of public works prior to the operation of any such use.
- B. All parking must be visible from the fronting street. Access to the exterior rear of the building shall be denied to any persons other than employees or public officials during the performance of their respective duties and tasks by means of fencing as approved by the department of community and economic development.
- C. In addition to all on-premises sign requirements of Chapter [16.75](#) LMC, the following signing provisions shall be followed:
 1. There shall be no electronic reader boards or changing message center signs;
 2. All adult entertainment facilities shall have facades, exteriors, and exits which must be indistinguishable from surrounding buildings. Illustrations depicting partially or totally nude males and/or females shall not be posted or painted on any exterior wall of the building used for such businesses or on any door or apparatus attached to such building.
- D. All standards of the underlying zone.

E. Reasonable conditions necessary to properly mitigate bona fide secondary impacts identified during the site plan or conditional use permit review process.

F. All adult entertainment facilities shall be required to comply with the requirements of Chapter [14.23](#) LMC to promote compatibility with surrounding land uses in both commercial and the light industrial zones. (Ord. 1539 §113, 2019; Ord. 1037 §3, 1996).

16.67.050 Sensitive land uses.

The following uses, properties and zones are considered sensitive as referenced in LMC [16.67.030](#):

- A. Property used for public and private schools;
- B. Property used for public parks;
- C. Property used for public libraries;
- D. Property used for state-certified day care;
- E. Property used for community teen centers;
- F. Property used for churches, cemeteries or other religious facilities or institutions;
- G. Property used for residential and lodging uses and property zoned primarily for residential uses, including LD, MD, and HD zones;
- H. Property used for organizations, associations, facilities and businesses which provide, as a substantial portion of their activities, function or business, the provision of services to children and/or youth, so that the premises of the organization, facility or business would have children and youth in attendance or at the location during a predominant portion of the operational hours of an adult entertainment facility. (Ord. 1612 §13, 2022; Ord. 1037 §3, 1996).

16.67.060 Measuring required distances.

The distances between adult entertainment facilities and sensitive land uses identified in LMC [16.67.050](#) shall be measured by following a straight line without regard to intervening buildings from the nearest point of the property parcel upon which the proposed use is to be located to the nearest point of the parcel of property or the zone classification boundary line from which the proposed land use is to be separated. (Ord. 1037 §3, 1996).

16.67.070 Waiver of distance requirements.

The following procedures and criteria shall be adhered to with regard to a request for waiver of distance requirements:

- A. *Distance waiver required.* Any party proposing to locate an adult facility within less than the required distances from uses or zones as specified in this ordinance may do so only after obtaining a waiver therefor from a hearings examiner through the quasi-judicial process pursuant to [Chapter 11.04](#) ~~LMCSection 1C of the City of Lacey Development Guidelines and Public Works Standards.~~

B. *Waiver notice requirements.* In addition to the notice requirements for conditional use permits, first class mailing notice shall be made to all parties within the distance set forth in LMC [16.67.030\(A\)](#) or [\(B\)](#), depending upon the use in question. The applicant shall provide the names and addresses of all property owners and businesses within said distances from the proposed use.

C. *Criteria for decision.* The final decision on the request for waiver of distance shall be made by the hearings examiner based on consideration of the following:

1. The extent to which the physical features would result in an effective separation in terms of visibility and access;
2. Compatibility with adjacent and surrounding land uses;
3. The availability or lack of alternative locations for the proposed use;
4. Ability to avoid the adult facility by alternative vehicular and pedestrian routes. (Ord. 1192 §180, 2002; Ord. 1037 §3, 1996).

16.67.080 Intervening Uses.

Sensitive land uses specified in LMC [16.67.050](#) shall not be allowed to locate within the specified distances to an adult entertainment facility. Any party proposing to locate such a use or zone within the specified distances of an adult entertainment facility may do so only after obtaining a distance waiver pursuant to the provisions of LMC [16.67.070](#) regarding waiver of distance requirements. (Ord. 1037 §3, 1996).

16.67.090 Adult entertainment facilities forbidden in other zones.

Adult arcades, adult bookstores, adult novelty stores, adult video stores, and similar adult uses, and adult live entertainment facilities shall be limited to the zones specified for such uses in LMC [16.67.030](#) and shall be forbidden in all other zones within the City of Lacey. (Ord. 1037 §3, 1996).

16.67.100 Adult entertainment facilities effect on other laws.

Provisions of this chapter shall not have the effect of authorizing any activities prohibited by state law or other provisions of this code. (Ord. 1037 §3, 1996).

Chapter 16.68 WIRELESS COMMUNICATION FACILITIES

16.68.010 Intent.

The purpose of this ordinance is to establish appropriate locations, site development standards, and permit requirements to allow for wireless communication services to the residents of the city, in a manner which will facilitate the location of various types of wireless communication facilities in permitted locations so they are consistent with the character of the city. Minimizing the adverse visual impact of these facilities is one of the primary objectives of this ordinance. The ordinance is intended to allow wireless communication facilities which are sufficient to allow adequate service to citizens, the traveling public and others within the city and to accommodate the need for connection of such services to wireless facilities in adjacent and surrounding communities. (Ord. 1052 §1, 1997).

16.68.020 Definitions.

- A. "Accessory equipment" means any equipment serving or being used in conjunction with a wireless communications facility as defined herein, including, but not limited to, utility or transmission equipment, power supplies, generators, batteries, cables, equipment buildings, cabinets and storage sheds, shelters or other structures.
- B. "Antenna" means any device used to transmit and/or receive radio or electromagnetic waves such as but not limited to panel antennas, reflecting discs, microwave dishes, whip antennas, directional and non-directional antennas consisting of one or more elements, multiple antenna configurations, or other similar devices and configurations, and exterior apparatus designed for telephone, radio, or television communications through the sending and/or receiving of wireless communications signals. Antennas include the following types:
1. Omni-Directional (or "Whip") Antenna. Receives and transmits signals in a three hundred-sixty degree pattern, and which is up to fifteen feet in height and up to four inches in diameter.
 2. Directional (or "Panel") Antenna. Receives and transmits signals in a directional pattern typically encompassing an arc of one hundred-twenty degrees.
 3. Parabolic (or "Dish") Antenna. A bowl shaped device that receives and transmits signals in a specific directional pattern.
 4. Ancillary Antenna. An antenna that is less than twelve inches in its largest dimension and that is not directly used to provide personal wireless communications services. An example would be a global positioning satellite (GPS) antenna.
 5. *Other*. All other transmitting or receiving equipment not specifically described herein shall be regulated in conformity with the type of antenna described herein which most closely resembles such equipment.
- C. "Antenna height" means the vertical distance measured from average building elevation or pole height to the highest point of the antenna, or, if on a rooftop or other structure, from the top of the roof or structure to the highest point of the antenna.

D. "Camouflage," "concealment" or "camouflage design techniques" means that a wireless communication facility is camouflaged or utilizes camouflage design techniques when any measures are used in the design and siting of wireless communication facilities with the intent to minimize or eliminate the visual impact of such facilities to surrounding uses.

E. "Co-location" means the use of a single support structure or attachment support structure and/or site by a wireless communications provider. When used in the context of an eligible facilities request, "co-location" means the mounting or installation of transmission equipment on an eligible support structure for the purpose of transmitting and/or receiving radio frequency signals for communication purposes.

F. "Eligible facilities request" means any request for modification of an existing tower or base station that does not substantially change the physical dimensions of such tower or base station involving:

1. Co-location of new transmission equipment;
2. Removal of transmission equipment; or
3. Replacement of transmission equipment.

G. "Existing" means a constructed tower or base station that was reviewed, approved, and lawfully constructed in accordance with all requirements of applicable laws as of the time it was built; for example, a tower that exists as a legal, non-conforming use and was lawfully constructed is existing for the purposes of this definition.

H. "Equipment enclosure" means a small structure, shelter, cabinet, or vault used to house and protect the electronic equipment necessary for processing wireless communications signals. Associated equipment may include air conditioning and emergency generators for macrocells only.

I. "FCC" or "Federal Communications Commission" means the federal administrative agency, or lawful successor, authorized to regulate and oversee broadband carriers, services, and providers on a national level.

J. "Macrocell" means a cell used in cellular networks with the function of providing radio coverage to a large area of mobile network access. A macrocell differs from a small cell by offering a larger coverage area and high-efficiency output. Macrocells include all wireless facilities that exceed the size standards described in "small cell wireless communication facilities." The macrocell is placed on stations where the output power is higher, usually in a range of tens of watts.

K. "Service provider" is defined in accordance with RCW [35.90.010\(6\)](#). Service providers shall include those infrastructure companies that provide telecommunications services or equipment to enable the deployment of personal wireless services.

L. "Small cell wireless facility" means a wireless communication facility where each antenna is located inside an enclosure of no more than three cubic feet in volume and all equipment associated with antenna is not cumulatively larger than twenty-eight cubic feet in volume. The following associated equipment is included in the calculation of associated equipment volume: electric meter, concealment,

telecommunications demarcation box, ground-based enclosure, back-up power systems, grounding equipment, power transfer switch and cut-off switch. The structure on which antenna facilities are mounted is: fifty feet or less, no more than ten percent taller than other adjacent support structures, or not extended to a height of more than fifty feet or by more than ten percent above its preexisting height as a result of the collation of new antenna facilities. Small cell wireless facilities include distributed antenna systems (DAS).

M. "Substantial change" means a modification that substantially changes the physical dimensions of an eligible support structure, if, after the modification, the structure meets any of the following criteria:

1. For towers other than towers in the public rights-of-way it increases the height of the structure by more than ten percent or by the height of one additional antenna array with separation from the nearest existing antenna not to exceed twenty feet, whichever is greater; for other eligible support structures, it increases the height of the structure by more than ten percent or more than ten feet, whichever is greater;
2. For towers other than towers in the public rights-of-way it involves adding an appurtenance to the body of the tower that would protrude from the edge of the tower more than twenty feet, or more than the width of the tower structure at the level of the appurtenance, whichever is greater; for other eligible support structures, it involves adding an appurtenance to the body of the structure that would protrude from the edge of the structure by more than six feet;
3. For any eligible support structure, it involves installation of more than the standard number of new equipment cabinets for the technology involved, but not to exceed four cabinets or, for towers in the public rights-of-way and base stations, it involves installation of any new equipment cabinets on the ground if there are no pre-existing ground cabinets that are more than ten percent larger in height or overall volume than any other ground cabinets associated with the structure;
4. It entails any excavation or deployment outside the current site;
5. It would undermine the concealment elements of the eligible support structure; or
6. It does not comply with conditions associated with the siting approval of the construction modification of the eligible support structure equipment, unless the non-compliance is due to an increase in height, increase in width, addition of cabinets, or new excavation that would not exceed the thresholds identified in subsections [\(M\)\(1\)](#), [\(2\)](#), and [\(3\)](#) of this section.
7. For purposes of determining whether a substantial change exists, changes in height are measured from the dimensions of the tower or base station, inclusive of originally approved appurtenances and any modifications that were approved prior to January 10, 2019.

N. "Support structure" means the structure to which antenna and other necessary associated hardware is mounted. Support structures include but are not limited to the following:

1. Lattice tower. A support structure which consists of a network of crossed metal braces, forming a tower which is usually triangular or square in cross-section.

2. Monopole. A support structure which consists of a single pole sunk into the ground and/or attached to a foundation.

3. Existing non-residential structure. Existing structures as specified in LMC [16.68.030](#) to which antennas may be attached which conform to the requirements of LMC [16.68.030](#).

4. Existing utility pole.

O. "Tower" means any structure built for the sole or primary purpose of supporting any FCC-licensed or authorized antennas and their associated facilities, including structures that are constructed for wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless service and fixed wireless services such as microwave backhaul and the associated site.

P. "Utility pole" means a structure designed and used primarily for the support of electrical wires, telephone wires, television cable, traffic signals, or lighting for streets, parking areas, or pedestrian paths.

Q. "Wireless communications facility (WCF)" means an unstaffed facility for the transmission and reception of radio or microwave signals used for commercial communications. WCFs are composed of two or more of the following components:

1. Antenna.
2. Support structure.
3. Equipment enclosure.
4. Security barrier. (Ord. 1546 §8, 2019; Ord. 1098 §19(A), 1999; Ord. 1052 §1, 1997).

16.68.025 Review process.

A. Macrocell Wireless Communications Facilities.

1. All requests to locate macrocell wireless communication facilities in Lacey shall receive site plan review approval pursuant ~~to Section 1C.040 of the City of Lacey Development Guidelines and Public Works Standards~~ or conditional use permit approval pursuant to ~~Section 1C.050 of the City of Lacey Development Guidelines and Public Works Standards~~.
2. Wireless communication facilities proposed for co-location or location on existing commercial buildings or public structures or public property shall require approval through the site plan review process of Chapter ~~16.84~~ LMC.
3. Wireless communication facilities proposed as free-standing support structures shall require conditional use permit approval pursuant to ~~Section 1C.050 of the City of Lacey Development Guidelines and Public Works Standards~~.

B. Small Cell and Distributed Antenna System (DAS) Wireless Communication Facilities.

1. All requests to locate small cell wireless/DAS communication facilities in Lacey shall receive site plan review approval pursuant to ~~Section 1C.040 of the City of Lacey Development Guidelines and Public Works Standards.~~
2. A master permit shall be in place prior to any construction, installation, and/or placement within the city of any WCF or associated equipment.
3. All requests to locate small cell/DAS WCFs in Lacey shall meet requirements in LMC [16.68.050\(C\)](#) and must be approved prior to installation, and/or placement within the city of any WCF or associated equipment.
4. A right of way (ROW) permit shall be obtained pursuant to Chapters [12.16](#), [12.22](#) and [12.28](#) LMC prior to any construction, installation, and/or placement within the city rights of way.

C. *Third Party Review of Submittal Requirements.* Because of the complexity of technical data and analysis required for adequate review of proposals, a third party may be contacted for review and analysis of such applications, particularly where disputes arise regarding the capability of meeting city goals, standards or policies in siting these facilities. The third-party analysis will be at the discretion of the community and economic development director and will be at the expense of the applicant. The cost of such analysis will be agreed to and paid prior to processing or any action on the permit application.

D. *Shot Clocks for Land Use Approval.* The FCC requires municipalities approve or deny a land use application within certain time limits, or “shot clocks,” depending on the type of wireless facility being proposed. The shot clock starts when an application is submitted, with ten days to issue notice of an incomplete application. Shot clocks are tolled by an incomplete application, but resets when supplemental information is submitted. Shot clocks may be extended by mutual agreement between the applicant and the city.

1. Shot clock for colocation on preexisting structures is sixty days.
2. Shot clock for new poles is ninety days. (Ord. 1546 §9, 2019; Ord. 1539 §114, 2019; Ord. 1197 §4, 2002; Ord. 1108 §1, 1999; Ord. 1098 §19(B), 1999; Ord. 1052 §1, 1997).

16.68.026 Conditional use permit exemptions.

A. The following are exempt from the requirement of conditional use permit, and shall be considered a permitted use in all zone districts where WCFs are permitted:

1. Minor modifications of existing WCFs and attached WCFs, whether emergency or routine, so long as there is little or no change in the visual appearance. “Minor modifications” are those modifications, including the addition of antennas, to conforming wireless and attached WCFs that meet the performance standards set forth in this chapter.
2. Macrocell facilities in commercial and industrial zones if no residential uses are located within two hundred feet of the proposed facility. Proposed facilities require site plan review approval pursuant to ~~Section 1C.040 of the City of Lacey Development Guidelines and Public Works Standards.~~

3. Small cell facilities co-located in the right-of-way to the extent they meet all other applicable requirements in this chapter and Chapter [5.60](#) LMC and are not in a residential zone.
4. Changes that are not “substantial changes” under the definition in this chapter.
5. Replacement of existing support structure in conformance with the allowances defined in “substantial changes” (LMC [16.68.020\(M\)](#)). (Ord. 1546 §10, 2019).

16.68.027 Submittal requirements.

A. *Applications for Macrocells Proposed under Chapter 16.66 LMC.* In addition to the information requested in the conditional use application the following items shall be required for a WCF application:

1. A diagram or map showing the viewshed of the proposed facility.
2. Scaled site and elevation drawings and photosimulations of the proposed facility from affected residential properties and public rights-of-way at varying distances.
3. A site/landscaping plan showing the specific placement of the WCF on the site; showing the location of existing structures, trees, and other significant site features; and indicating type and locations of plant materials used to screen WCF components and the proposed color(s) for the WCF.
4. A signed statement indicating:
 - a. The applicant agrees to allow for the potential co-location of additional WCF requirement by other providers on the applicant’s structure or within the same site location; and
 - b. That the applicant agrees to remove the facility within eighteen months after that site’s use is discontinued.
5. A lease agreement with the landholder or letter of authorization from the owner allowing the provider to act as an agent for the landowner in a land use application.
6. Evaluation of reasonable camouflage or concealment technology that could be proposed to lessen the visual land use impacts from the facility.
7. Justification must be provided that the structure is necessary and essential, that other methods are not possible, such as use of existing structures (other towers, buildings, etc.) or use of other technological methods such as microcell technology where systems are built as part of cable systems and no towers are needed.

B. Applications submitted under Chapter [16.84](#) LMC may require additional information the administrator deems necessary to properly evaluate the application.

C. Applications proposed for small cells shall submit, in addition to a site plan review supplemental form:

1. Scaled site and elevation drawings and photosimulations of the proposed facility from affected properties and public rights-of-way at varying distances showing colors, placements, and size of antenna and all associated components of the WCF including radios, power services, all cables, and mounts.
2. A site plan showing the specific placement of the WCF, showing the location of existing structures, trees, and other significant site features.
3. If colocating on any structure, a structural analysis.
4. A lease agreement with the landowner or letter of authorization from the owner allowing the provider to act as an agent for the landowner in a land use application, if siting a small cell on private property. (Ord. 1546 §11, 2019; Ord. 1208 §69, 2003; Ord. 1192 §181, 2002; Ord. 1052 §1, 1997).

16.68.030 Permitted locations.

A. Zoning and land use compatibility shall be a primary consideration in location of WCFs. Industrial, commercial and public properties and existing commercial and industrial buildings with the exception of neighborhood commercial zones shall be encouraged for such use. Residential areas shall normally not be considered except on city property preferably in conjunction with city improvements such as water towers or public buildings.

B. WCFs may be mounted on all currently existing nonresidential buildings in nonresidential zones except as follows:

1. Any building which is an accessory structure to a residence.
2. Buildings which, due to their small size, would be dominated by the facility.

C. Building mounted WCFs must meet the following conditions and criteria:

1. A building mounted WCF may consist of the following:

- a. Nonreflective panel antenna(s);
- b. Whip antenna(s);
- c. Nonreflective parabolic dish;

d. The number of antennas shall be reasonable to accommodate the technology and maintenance compatible with the constraints of the building and prevailing land use.

2. In addition to the overall height limitations in LMC [16.68.040](#), the antennas should conform to the following general height restrictions relating to the existing building provided the site plan review committee may approve any height it feels is reasonably necessary to meet the requirements of the technology that is also compatible with surrounding land uses so as not to significantly impact the aesthetic character of the area.

- a. Fifteen feet measured to the top of a panel antenna above the roof proper of the existing building at the point of attachment.

- b. Twenty feet measured to the tip of a whip antenna above the roof proper of the existing building at the point of attachment.
- c. Five feet measured to the top of a parabolic dish above the roof proper of the existing building at the point of attachment.
- 3. Whip antennas shall be camouflaged and located to minimize views from residential structures and rights-of-way.
- 4. Panel and parabolic antennas shall be adequately screened from residential views and public rights-of-way in a manner that is architecturally compatible with the building on which it is located.
- 5. Equipment enclosures shall be located within the building in which the facility is placed or located underground if site conditions permit. Otherwise, equipment enclosures shall be screened from view by compatible wall, fences or landscaping.
- 6. Design review standards of Chapter [14.23](#) LMC.
- D. WCFs requiring construction of a support structure may be located on the site of existing nonresidential uses in nonresidential zones except the following:
 - 1. Areas where support structures may not be effectively screened from view by existing structures.
 - 2. Areas where support structures cannot be adequately set back from the nearest residential use property line or the nearest vacant property zoned for residential use (usually a minimum of fifty feet), measured from the property line.
- E. WCFs requiring construction of a support structure must be located on a portion of the site that is effectively isolated from view of residential areas or public rights-of-way by structures or terrain features unless they are integrated or act as an architectural element of the structure, such as a flag pole.
- F. WCFs are not allowed on properties zoned for residential use except on public facilities or properties that can accommodate the use with camouflage or concealment technology or screening designed to avoid aesthetic impacts; an example could be a water tower with a camouflaged antenna attached. (Ord. 1546 §12, 2019; Ord. 1108 §2, 1999; Ord. 1052 §1, 1997).

16.68.040 Permitted height.

- A. Wireless communication facilities utilizing a free-standing support structure and omni-directional antennas and supporting structures shall be limited to the minimum height reasonably required to accommodate the technology. Support documentation shall be submitted justifying the requested height, which may include a technical analysis from an independent party of the city's choice. Small cell design requirements, including height limitations, are described in LMC [16.68.050\(C\)](#).
- B. Small cell wireless facilities utilizing a free-standing structure or existing structure on which antenna facilities are mounted shall be fifty feet or less, no more than ten percent taller than other adjacent structures, or not extended to a height of more than fifty feet or by more than ten percent above its

preexisting height as a result of the collation of new antenna facilities. (Ord. 1546 §13, 2019; Ord. 1052 §1, 1997).

16.68.050 Site development standards.

A. Free-standing wireless communication facilities shall conform to the following site development standards:

1. Support structures shall be set back from all residential property lines a distance equal to the height of the support structure plus the height of any antennas, and shall comply with all required setbacks of the zoning district in which it is located.
2. Support structures shall be designed and placed on the site in a manner that takes maximum advantage of existing trees, mature vegetation, and structures so as to:
 - a. Use existing site features to screen as much of the total WCF as possible from prevalent views; and/or
 - b. Use existing site features as a background so that the total WCF blends into the background with increased sight distances.
3. Relocation of a proposed facility on the site and infill landscaping of mature plant materials consistent with landscaping of the city may be required by the city to make the best use of or to supplement existing trees and vegetation to more effectively screen the facility.
4. Support structures, panel and parabolic antennas, and any associated hardware shall be painted a nonreflective color or color scheme appropriate to the background against which the WCF would be viewed from a majority of points within its viewshed. Natural colors only may be employed and the final colors and color scheme must meet the approval of the city.
5. Equipment enclosures shall conform to the following:
 - a. Equipment enclosures will be placed underground if site conditions permit and if technically feasible.
 - b. Equipment enclosures shall be screened from view except as provided in subsection [\(A\)\(5\)\(c\)](#) of this section.
 - c. Walk-in equipment enclosures:
 - (1) May not be constructed with exposed metal surfaces.
 - (2) May not be required to be totally screened from view provided the city finds that the walk-in equipment enclosure has been designed using materials, colors, and detailing that produces a structure which emulates the desired character of the zone in which it is located.
6. Security fencing, if used, shall conform to the following:
 - a. No fence shall exceed six feet in height.

b. Security fencing shall be effectively screened from view through the use of appropriate landscaping materials consistent with requirements of Chapter [16.80](#) LMC.

c. Chain-link fences shall be painted or coated with a non-reflective color.

B. The city shall consider the cumulative visual effects of WCFs mounted on existing structures and/or located on a given permitted site in determining whether additional permits can be granted so as to not adversely affect the character of the city.

C. Small cell wireless communications facilities shall conform to the following site development standards:

1. *General Requirements.*

a. All small cell WCFs in the ROW must follow ~~City of Lacey Development Guidelines and Public Works Standards.~~

b. Ground mounted equipment in the rights of way is prohibited per Chapter [12.22](#) LMC, unless such facilities are placed underground or the applicant can demonstrate that pole mounted or undergrounded equipment is technically infeasible. If ground mounted equipment is necessary, then the applicant shall submit a concealment element plan.

c. No equipment shall be operated so as to produce noise exceeding requirements in LMC [16.57.030](#).

d. Small cell wireless communication facilities are not permitted on traffic signal poles.

e. Replacement poles and new poles shall comply with the Americans with Disabilities Act, city construction and sidewalk clearance standards, and state and federal regulations in order to provide a clear and safe passage within the rights of way.

f. If proposed antenna and equipment attachments to utility poles cannot meet structural standards set by the city for wind velocity and weight loads, carrier is required to provide a pole replacement before attaching antenna and equipment.

g. Applicant is required, where feasible, to place equipment on poles behind existing signs or banners already attached to poles to assist with camouflaging.

h. Per Puget Sound Energy's requirements, all applicants must pay for their own electricity through flat-rate billing or metered use.

2. *Small Cell WCFs Attached to Buildings.*

a. Small cell WCFs may be mounted to the sides of a building if the antennas do not interrupt the building's architectural theme.

b. The interruption of architectural lines or horizontal or vertical reveal is discouraged.

c. New architectural feature such as columns, pilasters, corbels, or other ornamentation that conceal antennas may be used if it complements the architecture of the existing building.

- d. Small cell WCFs shall utilize the smallest mounting brackets necessary in order to provide the smallest offset from the building.
- e. Skirts or shrouds shall be utilized on the sides and bottoms of antennas in order to conceal mounting hardware, create a cleaner appearance, and minimize the visual impact of the antennas. Exposed cabling/wiring is prohibited.
- f. Small cell WCFs shall be painted and textured to match the building surfaces.

3. *Small Cell WCFs Attached to Wooden Poles.*

- a. The wooden pole at the proposed location may be replaced with a taller pole for the purpose of accommodating a small cell facility; provided, that the replacement pole shall not exceed a height that is a maximum of ten percent taller than the existing pole.
- b. A pole extender may be used instead of replacing an existing pole, but may not increase the height of the existing pole by more than ten percent. The pole extender shall be painted to approximately match the color of the pole and shall substantially match the diameter of the pole measured at the top of the pole.
- c. Replacement wooden poles may either match the approximate color and materials of the replaced pole or shall be the standard new wooden pole used by the owner in the city.
- d. Antennas, equipment enclosures, and all ancillary equipment, boxes and conduit shall be colored or painted to match the approximate color of the surface of the wooden pole on which they are attached.
- e. Panel antennas shall be mounted as close to the surface of the wooden pole as practical.
- f. Antennas should be placed in an effort to minimize visual clutter and obtrusiveness. Multiple antennas are not permitted.
- g. A canister antenna may be mounted on top of an existing wooden pole, which may not exceed the height requirements described in subsection [\(C\)\(3\)\(a\)](#) of this section. A canister antenna mounted on the top of a wooden pole shall not exceed sixteen inches, measured at the top of the pole and shall be colored or painted to match the pole. The canister antenna must be placed to look as if it is an extension of the pole. In the alternative, the applicant may propose a side mounted canister antenna, so long as the inside edge of the antenna is no more than twelve inches from the surface of the wooden pole. All cables shall be concealed either within the canister antenna or within a sleeve between the antenna and the wooden pole.
- h. An omni-directional antenna may be mounted on the top of an existing wooden pole, provided such an antenna is no more than four feet in height and is mounted directly on top of a pole or attached to a sleeve made to look like the exterior of the pole as close to the top of the pole as technically feasible. All cables shall be concealed within the sleeve between the bottom of the antenna and the mounting bracket.

- i. All related cables and equipment shall be flush mounted to the surface of the pole, unless a further distance is technically required and is confirmed in writing by the pole owner.



Figure 16.68.050(C)(3). Acceptable and unacceptable attachments

4. Small Cell WCFs Attached to Non-Wooden Poles.

- a. A structural analysis is required to be submitted by applicant. If antennas and equipment to be attached to an existing non-wooden pole cannot meet load or wind requirements, the applicant is required to provide a replacement pole. See subsection [\(C\)\(4\)\(e\)](#) of this section.
- b. Antennas and the associated equipment enclosures shall be sited and installed in a manner which minimizes the visual impact on the streetscape whether by fully concealing the antennas and associated equipment fully within the pole or through a concealment element plan which provides an equivalent or greater impact reduction. This requirement shall be applied in a manner which does not dictate the technology employed by the service provider nor unreasonably impair the technological performance of the equipment chosen by the service provider.
- c. All conduit, cables, wires, and fiber must be routed internally in the light pole. Full concealment of all conduit, cables, wires and fiber is required within mounting brackets, shrouds, canisters or sleeves if attaching to exterior antennas or equipment.
- d. An antenna on top of an existing pole may not extend more than six feet above the height of the existing pole and the diameter may not exceed sixteen inches, measured at the top of the pole, unless the applicant can demonstrate that more space is needed. The antennas shall be integrated into the pole design so that it appears as a continuation of the original pole, including colored or painted to match the pole, and shall be shrouded or screened to blend with the pole except for the canister antennas which shall not require screening. All cabling and mounting hardware/brackets from the bottom of the antenna to the top of the pole shall be fully concealed and integrated with the pole.
- e. Any replacement pole shall substantially conform to the design of the pole it is replacing or the neighboring pole design standards utilized within the contiguous right of way.
- f. The height of any replacement pole may not extend more than ten feet above the height of the existing pole or the minimum additional height necessary for adequate clearing from electrical wires, whichever is greater.
- g. The diameter of a replacement pole shall comply with the city's setback and sidewalk clearance requirements, ADA requirements, and, if a replacement light, then with the city's lighting requirements.
- h. The use of the pole for the siting of a small cell facility shall be considered secondary to the primary function of the pole. If the primary function of a pole serving as the host site for a small cell facility becomes unnecessary, the pole shall not be retained for the sole purpose of accommodating the small cell facility and the small cell facility and all associated equipment shall be removed.





Figure 16.68.050(C)(4). Acceptable and unacceptable attachments

5. *New Poles for Small Cell WCFs in the Rights of Way.*

a. New poles within the rights of way are only permitted if the applicant can establish that:

(1) The proposed small cell facility cannot be located on an existing utility pole or light pole, electrical transmission tower or on a site outside of the public rights of way such as a public park, public property, building, or transmission tower.

(2) The new pole is no closer than two hundred fifty feet away radially from another privately-owned freestanding small cell.

(3) The proposed wireless communications facility receives approval for a concealment element design as follows:

(a) The concealment element design shall include the design of the screening, fencing, or other concealment technology for a tower, pole or equipment structure, and all related transmission equipment of facility associated with the proposed wireless communication facility, including but not limited to fiber and power connections.

(b) The concealment element design should seek to minimize the visual obtrusiveness of wireless communications facility installations. The proposed pole or structure should have similar designs to

existing neighboring poles in the rights of way, including to the extent technically feasible similar height. Other concealment methods include, but are not limited to, integrating the installation with architectural features or building design components, utilization of coverings or concealment devices of similar material, color and texture – or the appearance thereof – as the surface against which the installation will be seen or on which it will be installed, landscape design, or other camouflage strategies appropriate for the type of installation. Applicants are required to utilize designs in which all conduit and wirelines are installed internally in the structure or otherwise integrated into the design of the structure.

(c) If the director has already approved a concealment element design either for the applicant or another wireless communications facility along the same public right of way or for the same pole type, then the applicant shall utilize a substantially similar concealment element design, unless it can show that such concealment element design is not physically or technologically feasible, or that such deployment would undermine the generally applicable design standards.

(d) Prior to the issuance of a permit to construct a new pole or ground mounted equipment in the right of way, the applicant must obtain a site-specific agreement from the city to locate such new pole or ground mounted equipment. This requirement also applies to replacement poles that are higher than the replaced pole, and the overall height of the replacement and the proposed wireless communication facility is more than fifty feet.

(e) These design standards are intended to be used solely for the purpose of concealment and siting. Nothing herein shall be interpreted or applied in a manner which dictates the use of a particular technology. When strict application of these requirements would unreasonably impair the function of the technology chosen by the applicant, alternative forms of concealment or deployment may be permitted which provide similar or greater concealment.



Figure 16.68.050(C)(5). Acceptable and unacceptable new poles

(Ord. 1546 §14, 2019; Ord. 1052 §1, 1997).

16.68.060 Co-location.

A. A permittee shall cooperate with other WCF providers in co-locating additional antennas on macrocell support structures and/or on existing buildings provided said proposed co-locators have received an appropriate permit for such use at said site from the city. A permittee shall exercise good faith in co-locating with other providers and sharing the permitted site, provided such shared use does not give rise to a substantial technical level impairment of the ability to provide the permitted use (i.e., a significant interference in broadcast or reception capabilities as opposed to a competitive conflict or

financial burden). Such good faith shall include sharing technical information to evaluate the feasibility of co-location. In the event a dispute arises as to whether a permittee has exercised good faith in accommodating other users, the city may require a third party technical study at the expense of either or both the applicant and permittee.

B. All applicants shall demonstrate reasonable efforts in developing a co-location alternative for their proposal.

C. Failure to comply with the co-location requirements of this section may result in the denial of a permit request or revocation of an existing permit. (Ord. 1546 §15, 2019; Ord. 1052 §1, 1997).

16.68.070 Technical and safety requirements.

A. *Construction and Installation.* The construction and installation of antenna support structures, antennas, attachment support structures and equipment enclosures shall be subject to the requirements of the city's ~~Development Guidelines and Public Works Standards~~ (with structural calculations provided by the applicant's Washington-licensed engineer), including the city's electrical code, and all applicable and most current standards published by the Electronics Industries Association/Telecommunications Industries Association (EIA/TIA). For structural components in particular, analysis per the most current TIA-222 is required.

B. *WCF Equipment Enclosures.* WCF enclosures shall be kept locked at all times and shall be clearly labeled as to the owner, operator, or a person to be contacted in the event of an emergency.

C. *Sidewalks.* WCFs shall not obstruct an existing public sidewalk or trail or area of public right of way or easement reserved for a future public sidewalk or trail.

D. *Street Lanes.* WCFs shall not obstruct a traffic lane, parking lane or bicycle lane and shall not create a traffic or sight distance impairment. (Ord. 1546 §16, 2019).

16.68.080 Radio frequency standards.

A. The applicant shall comply with federal standards for radio frequency emissions. Within six months after the issuance of its operational permit, the applicant shall submit a project implementation report which provides cumulative field measurements of radio frequency emissions of all antennas installed at the subject site and compares the results with established federal standards. Said report shall be subject to review and approval of the city for consistency with federal standards. If on review the city finds that the WCF does not meet federal standards, the city may revoke or modify permits.

B. The applicant shall ensure that the WCF will not cause localized interference with the reception of area television or radio broadcasts. If on review the city finds that the WCF interferes with such reception, and if such interference is not cured within sixty days, the city may revoke or modify this permit. (Ord. 1546 §17, 2019; Ord. 1192 §182, 2002; Ord. 1052 §1, 1997).

16.68.090 Technological change and periodic review.

The city recognizes that WCFs and communication technologies in general are currently subject to rapid change. Innovations in such things as switching hardware and software, transmission/receiving equipment, communications protocols, and development of hybrid cable/wireless systems may result in reducing the impacts of individual facilities and to render specific portions of Ordinance [1052](#) obsolete. The city recognizes the fast pace of this technology and shall have the flexibility to accommodate it where there is a conflict with provisions of Ordinance [1052](#) where the city considers it reasonable to do so where the purposes of Ordinance [1052](#) and vision of the city can still be accomplished. (Ord. 1052 §1, 1997).

16.68.100 Land use permit limitations.

- A. A permit shall become null, void and non-renewable if the permitted facility is not constructed and placed into use within eighteen months of the date of the city approval, provided that the permit may be extended one time for six months if construction has commenced before expiration of the original time period.
- B. The permit shall expire and the applicant must remove the facility if the facility is not put into use within ninety days after construction or if use is discontinued for a period in excess of ninety days. If the facility is not so removed, the city may cause the facility to be removed and all expenses of removal shall be paid by the owner of the land where the facility is located.
- C. The applicant shall maintain the WCF to standards that may be imposed by the city at the time of the granting of a permit. Such maintenance shall include, but shall not be limited to, maintenance of the paint, structural integrity and landscaping. If the applicant fails to maintain the facility, the city may undertake the maintenance at the expense of the applicant or terminate the permit, at the city's sole option.
- D. The applicant shall notify the city of all changes in ownership or operation of the facility within sixty days of the change. (Ord. 1546 §18, 2019; Ord. 1052 §1, 1997).

16.68.110 Applicability.

The requirements of this ordinance apply to all new WCFs and the expansion and/or alteration of any existing WCFs; provided that an in-kind or smaller replacement of transmission equipment will only require a written notification to the city. (Ord. 1052 §1, 1997).

16.68.111 Exempt installations.

The following items are exempt from the provisions of this chapter:

- A. Antennas designed to receive video programming from direct broadcast satellites (DBS).
- B. Antennas designed to receive video programming from multi-channel, multi-point distribution service (MMDS). MMDS is a wireless video service technology that is transmitted terrestrially rather than via satellite.
- C. Antennas designed to receive video programming from television broadcast stations.

- D. Industrial processing equipment and scientific or medical equipment using frequencies regulated by the FCC.
- E. Antennas and related equipment no more than three feet in height that are being stored, shipped or displayed for sale.
- F. Radar systems for military and civilian communication and navigation.
- G. Licensed amateur (ham) radio stations.
- H. Satellite dish antennas less than two meters in diameter, including direct home satellite services, when used as a secondary use of the property.
- I. Routine maintenance or repair of a personal wireless service facility and related equipment (excluding structural work or changes in height or dimensions of antennas, tower, or buildings); provided, that compliance with the standards of this title are maintained.
- J. Government-owned wireless communications facilities, upon the declaration of a state of emergency by federal, state, or local government, and a written determination of public necessity by the city designee; except that such facilities must comply with all federal and state requirements. No wireless communications facility shall be exempt from the provisions of this chapter beyond the duration of the state of emergency.
- K. Temporary, commercial wireless communications facilities, upon the declaration of a state of emergency by federal, state, or local government, or determination of public necessity by the city requirements. Said wireless communications facilities may be exempt from the provisions of this chapter up to three months after the duration of the state of emergency.
- L. Routine maintenance and repair of existing wireless communications facilities. (Ord. 1546 §19, 2019).

Chapter 16.70 STREET MERCHANTS

16.70.010 Intent.

It is the intent of this chapter to:

- A. Provide an opportunity for street merchants in zones where the use would enhance the pedestrian experience and be supportive of the intent and vision of the commercial zone in which it is located.
- B. Provide regulations for the appropriate siting and design of street merchant activities to provide for the compatibility of such use with adjacent retail activities.
- C. Provide standards that protect the public's health, safety and welfare with operation of these activities. (Ord. 1163 §1, 2001).

16.70.020 Definitions.

- A. "Approving authority" means the site plan review committee or the director according to the provisions of LMC [16.70.030\(B\)](#) (process for approval).
- B. "Director" shall refer to the director of the community and economic development department, or his or her designee, that is responsible for administration of limited administrative review pursuant to Section 1C of the Development Guidelines and Public Works Standards.
- C. "Designated food vehicle zone" is an area within a street designated for location of a food vehicles(s) by the director of public works.
- D. "Food vehicle" means a licensed and operable motor vehicle or trailer used to serve, vend, or provide food or nonalcoholic beverages for human consumption from a fixed location or along a route in a public place.
- E. "Handcrafted goods" means goods produced or created by the vendor from raw or basic materials.
- F. "Original art" means art crafted by the vendor or by artists the vendor acts as agent to on consignment of the art work.
- G. "Outdoor shopping center activities and events" means activities normally taking place in parking lots of shopping centers from time to time on a temporary basis. Activities include, but are not limited to, promotions or special showings and sale of boats and recreation vehicles or miscellaneous activities such as pony rides and carnival activities. Such activities attract consumers to the shopping center, both the traveling public and pedestrians in the area, and add flavor to the shopping experience. Activities do not significantly impede parking or circulation at the site or adversely affect permanent businesses in the area.
- H. "Outdoor food court" means one location (parking lot, plaza, or lot) where more than four street merchants selling food have located offering a choice of foods and vendors.

I. "Public place" means public right-of-way and the space above or beneath its surface, whether or not opened or improved, including streets, avenues, ways, boulevards, drives, places, alleys, sidewalks, planting strips, squares, triangles, and plazas that are not privately owned.

J. "Retail stand" means a vending cart, street merchant structure, food vehicle or temporary seasonal structure used for retail sale of approved street merchant merchandise. The retail stand is operated from a fixed location within a parking lot, pedestrian plaza, public property, or right-of-way and designed and sized to be readily moved.

K. "Street fair, outdoor food court or market" means a location where multiple street merchants and activities are organized as one function, including but not limited to one site, lot or parking lot designed or converted to accommodate multiple street vendors on a permanent or seasonal basis, the Lacey Fun Fair or a seasonal farmers' market.

L. "Street merchant" means a merchant selling goods from a fixed location within a parking lot, pedestrian plaza, public property or right-of-way using a vending cart, food vehicle, street merchant structure or temporary seasonal structure.

M. "Street merchant structure" means a structure typically larger than a vending cart that is not intended to be moved by one vendor. Such structure is intended to be set up and stationary in one location, is less than two hundred square feet and is not permanently affixed to its location by a permanent foundation. Examples include an espresso stand, year-round fruit and vegetable stand, or other similar building intended to be used for street merchant activity as defined in this chapter.

N. "Temporary/seasonal retail stand" means a stand to sell seasonal retail items on a temporary basis. These include fireworks stands, if allowed, Christmas tree stands and local agricultural fruit stands.

O. "Vending cart" means a movable cart that is used to serve, vend, or provide food, nonalcoholic beverages, or flowers. (Ord. 1539 §115, 2019; Ord. 1435 §1, 2014; Ord. 1163 §1, 2001).

16.70.030 Licensing, review, and approval of street merchant application required.

A. All business activities shall meet requirements of Chapter [5.12](#) LMC for city business licensing.

B. No "street merchant," "street fair," "food court," "market," "temporary/seasonal retail stand" or "outdoor shopping center activities and events" shall be permitted to operate within the city of Lacey without first obtaining the appropriate planning approval as follows:

1. *Limited Administrative Review.* Limited administrative review shall generally be required for street merchant activities that are minor in scope and involve use of a vending cart or food vehicle located on private property or a designated pedestrian plaza. A street merchant operating from a street merchant structure located in a parking lot may also qualify for this abbreviated review depending on the size of the area to be used and the scope of activity expected. These applications shall be processed pursuant to the requirements of Section 1C.030 of the City of Lacey Development Guidelines and Public Works Standards.

2. *Site Plan Review.* Site plan review shall generally be required for street merchant activities that are larger in scope and activity than a single merchant operating from a vending cart including:

- a. Outdoor food courts, shopping center activities, and street fairs and markets that involve multiple (more than three) street merchants.
- b. Applications that are in public right-of-way that require location in a designated food vehicle zone.
- c. Applications that require special consideration because of location circumstances, size of street merchant structure or area, scope of activity, or potential impacts.

These applications shall be processed pursuant to the requirements of Chapter ~~16.84~~ 11.08 LMC (Site Plan Review).

3. *Determining Process.* Based upon the individual characteristics of an application, considering location, size, and scope of use and potential impacts, the director may determine that a street merchant application shall be processed either as a limited administrative review, or as a full site plan review. This determination shall be based upon which process best matches the need for review of a project, considering its individual and unique circumstances, and shall be based upon the sole discretion of the director.

C. *Complete Application and Content.* Street merchant applications shall include the following information:

1. Detailed scale drawings of the location of the stand.
2. The device to be used, materials specifications with drawings showing all four sides of the vending device, color schemes and any logos, printing or signs which will be incorporated. For existing vending devices, color photographs may be substituted for drawings.
3. The application shall contain a plan for scheduled hours of operation for the season that includes time of day, days of week, months of the year, and scheduled closings.
4. Written approval of the landowner shall also be submitted at the time of application.

D. *Permitted Street Merchant Activities.* The approving authority may approve street merchant activities meeting the definition of retail stands and temporary/seasonal retail stands. Provided, the approving authority may approve street fairs, outdoor food courts or markets, or outdoor shopping center activities and events based upon findings consistent with the intent of this chapter and the approval process as outlined in subsection B of this section.

E. *Approving Authority Consideration and Decision.* The approving authority, as described in subsection B of this section, shall ensure the following items are satisfied when acting upon an application:

1. The proposal is consistent with the standards and intent of this chapter.
2. The proposal will enhance the attractiveness of the pedestrian environment in which it is located.

3. The proposed street merchant activities are designed, oriented and operated to serve pedestrians with the exception of a street merchant structure or temporary/seasonal retail stand located in a parking lot.

F. Based upon consideration of the application and its consistency with the intent and standards of this chapter, the approving authority may approve or deny an application. In approving an application, the approving authority may require any conditions on operation, location or design it deems necessary to ensure compliance with this chapter.

G. The approving authority may administratively approve any variances from the standards section of this chapter it deems necessary to fully satisfy the intent of this chapter to provide an exceptional pedestrian experience at strategic locations within the city.

H. When authorizing variances to retail stand criteria, the applicant should demonstrate to the approving authority's satisfaction the approved design will be compatible with surrounding architecture, will add to the pedestrian desirability of the area, and will be a benefit to the neighborhood and zone in which it is located. (Ord. 1435 §2, 2014; Ord. 1192 §183, 2002; Ord. 1163 §1, 2001).

16.70.040 Design and development standards for retail stands.

Retail stands shall generally comply with the following requirements:

A. Vending carts will normally not be more than sixty square feet provided the approving authority may approve any size of vending cart it determines meets the spirit and intent of this chapter.

B. A street merchant structure shall not be more than two hundred square feet in size.

C. A canopy or umbrella may be included with a retail stand. The canopy or umbrella shall be of vinyl, canvas, or similar durable material. All parts of such umbrella or canopy must have a minimum of seven feet of vertical clearance to the ground.

D. Retail stand materials shall be low maintenance and cleanable, preferably painted and of noncorrosive metal.

E. Temporary/seasonal retail stands may be of the size necessary to carry out their temporary operations as approved by the approving authority.

F. Each retail stand shall be a self-contained unit; provided, however, that self-contained electrical power generators are not permitted unless the approving authority determines noise impacts can be mitigated. Utility service connections may be permitted at permanent street merchant pads at the discretion of the city. Electrical service connections may be permitted by a property owner leasing space to a street merchant or by the adjacent property owner and when the following requirements are met:

1. Electrical lines are not allowed overhead or lying on the sidewalk.

2. The outlet location must be placed outside the walkways which are accessible to public and private use.

3. Length of electrical hookup must be within fifteen feet of the stand.
4. No extension cords will be allowed.
5. Hookup must be permanently wired to the retail stand and meet National Electrical Code requirements as to type, size and grounding, terminating in an approved outside weatherproof-type receptacle.
6. Each retail stand shall require an electrical permit unless previously approved, and will require inspection prior to operation of the stand.
- G. Advertising signs may only be placed on the cart. Provided, street merchants selling food or nonalcoholic beverages within pedestrian plazas may have one sandwich board sign which would be limited to two feet wide and four feet high. Such sandwich board sign must be located within the pedestrian plaza and oriented to pedestrians at the site.
- H. All required licenses and permits issued by the city of Lacey must be displayed in a prominent, visible manner.
- I. It is the responsibility of the applicant to obtain necessary health department licenses and to adhere to best practices for food handling when undertaking street merchant activities involving the preparation and serving of food.
- J. All persons conducting a retail stand business within the city must keep the site clean and orderly at all times and pick up any refuse or debris and clean up liquid spillage deposited by any person using the business location. Additionally, all such persons shall provide a refuse container for litter. This container shall be of a design approved by the city and must be emptied on a regular basis.
- K. Support equipment and accessories shall generally be self-contained within the retail stand. Support equipment and accessories must not be placed so as to impede pedestrian or vehicular traffic or distract from the pedestrian experience.
- L. Retail stands selling food within a pedestrian plaza may have accessory seating and tables. Retail stands selling art and crafts may have merchandise displays set up adjacent to the retail stand for pedestrian view only. The location of art and craft displays shall be approved by the approving authority only when it determines such accessories will enhance the pedestrian experience at the site and be compatible with the intent of the zone and neighborhood in which it is located.
- M. All persons conducting a retail stand business shall obey any order of a police officer to temporarily move such retail stand to avoid congestion or obstruction of the surrounding area for pedestrian and/or vehicular traffic.
- N. All retail stands shall have fire extinguisher(s) available according to currently adopted fire code requirements.
- O. Sustainable and creative designs are encouraged.

P. Street merchant designs that are fun and add interest to the street are encouraged. (Ord. 1539 §116, 2019; Ord. 1435 §3, 2014; Ord. 1208 §70, 2003; Ord. 1163 §1, 2001).

16.70.045 Approved retail stand merchandise.

The following merchandise may be sold from retail stands:

- A. Food.
- B. Nonalcoholic beverages.
- C. Newspapers and magazines.
- D. Original art and handcrafted goods.
- E. Other items the approving authority determines are appropriate to pedestrian areas that will enhance the pedestrian experience. (Ord. 1435 §4, 2014; Ord. 1163 §1, 2001).

16.70.050 General location standards.

A. Retail stands may only be located in the following zones:

- 1. All commercial zones.
- 2. All light industrial zones.
- 3. Community office zone.
- 4. Mixed high density corridor and mixed moderate density corridor.
- 5. Along arterials and collectors at key multimodal intersections in pocket parks or pedestrian plazas as approved by the approving authority based upon findings that it will enhance the local pedestrian experience.
- 6. Open space institutional zones.

B. Retail stand locations shall be compatible with the pedestrian and the vehicular nature of the zone, the use of the right-of-way as a public thoroughfare, the use of parking lots as public parking areas, and/or the use of an open air plaza. The site shall be located to enhance the pedestrian nature of the zone and shall not be located so as to attract or serve vehicular traffic.

C. Temporary/seasonal retail stands may be located to attract and serve vehicle traffic.

D. In determining whether or not the proposed location would be permitted, the following criteria shall be considered:

- 1. The type and intensity of the proposed use and the type and intensity of existing uses;
- 2. The width of the sidewalk, pedestrian plaza or parking lot in which it is to be located;

3. The proximity and location of existing street furniture, including but not limited to signposts, lampposts, bus shelters, benches, phone booths, trees, newsstands, as well as the presence of bus stops and truck loading areas;
 4. Established or proposed pedestrian and vehicular traffic patterns;
 5. The number of available retail stand sites in a given area or zone of the city and the number of existing retail stands in such area;
 6. Other factors deemed relevant by the approving authority, consistent with the purpose of this chapter and intent of the zone proposed for the use.
- E. The retail stand and location shall promote the diversity of retail stand activity.
 - F. The site and retail stand together shall not create a pedestrian or vehicular traffic hazard.
 - G. The retail stand shall be compatible with uses in the general vicinity and adjacent properties.
 - H. The retail stand location shall promote the pedestrian nature of the general area in which it is located.
 - I. The retail stand location shall be compatible with the public interest in the use of the sidewalk as a public right-of-way and the use of a public or private parking lot for the primary intended use of vehicular parking and, as such, shall not endanger the public health, safety and welfare. (Ord. 1500 §2, 2016; Ord. 1435 §5, 2014; Ord. 1163 §1, 2001).

16.70.060 Specific location standards.

- A. No retail stand shall be placed within one hundred feet or fronting a property of a business which specializes in an item that the retail stand offers for sale unless the applicant owns the establishment or has written consent from the proprietor of the establishment, e.g., a retail stand selling ice cream may not be located within one hundred feet of an established ice cream parlor. This one-hundred-foot distance restriction shall be measured using the distance of the route of access between the two uses (the route someone would walk or drive).
- B. The distance requirement of subsection [A](#) of this section may be reduced or waived if the street merchant is locating adjacent to a key pedestrian intersection and in a designated pedestrian plaza designed to accommodate a street merchant, or other circumstance related to the context of the application that make a lesser buffer appropriate to meet the intent of this chapter.
- C. Each retail stand shall be placed so it does not obstruct or impede pedestrian or vehicular traffic.
- D. Each retail stand shall be limited to its approved locations.
- E. Only one retail stand site shall be approved for each pedestrian plaza or pocket park or parking lot unless the approving authority finds that additional stand(s) would be consistent with the intent of this chapter to promote the pedestrian experience and will not adversely impact pedestrian or vehicular circulation or be detrimental to the intent and vision for the surrounding zone.

F. Any retail stand located in a parking lot shall comply with the following minimum standards:

1. The retail stand shall not block entrances and exits to the parking lot or fire exit doors of any buildings;
2. Retail stands should normally not occur in parking spaces directly in front of entrances or windows of the building;
3. The retail stand shall comply with all other applicable city ordinances.

G. No retail stand shall be located within eight feet of an abutting property. (Ord. 1539 §117, 2019; Ord. 1435 §6, 2014; Ord. 1163 §1, 2001).

16.70.065 Location and leasing of city property for retail stand activities.

The approving authority may designate approved retail stand sites in any zone approved for such use on publicly owned parks, pedestrian plazas or city right-of-way on a sidewalk or street side in a designated food vehicle zone. In doing so, the number of approved sites shall be limited to what the approving authority determines is appropriate to the pedestrian experience of the site and consistent with the intent and vision of the zone in which it is located. The approving authority must also find that the location of such retail stand space will not adversely affect pedestrian or vehicular traffic flow or create any undue hazard and will generally meet location criteria of LMC [16.70.050](#) and [16.70.060](#). In such cases, the city may competitively lease such spaces to street vendors consistent with policy for leasing of vending spaces to private entrepreneurs in city parks. (Ord. 1435 §7, 2014; Ord. 1163 §1, 2001).

16.70.070 Insurance.

If an area to be approved for a retail stand is City-owned, such as a sidewalk or street right-of-way, the applicant must obtain and retain public liability and property damage insurance coverage, naming the City as a co-insured, and must sign an agreement to indemnify and hold the City harmless. The amount of coverage shall be determined by the City. (Ord. 1163 §1, 2001).

16.70.080 Permit limitations.

- A. A retail stand review approval may not be transferred to another person or to a location other than that stated on the permit.
- B. Retail stands issued for public right-of-way or public property shall normally be reviewed once every year and may be extended each year for additional one-year increments if the approving authority finds that the retail stand has been operated in a way to enhance the pedestrian experience and is still a benefit to the zone in which it is located. When granting extensions, the approving authority may attach additional conditions to an approval it deems necessary to comply with this chapter or new city regulations. This shall not prohibit the city from entering into multiple-year contracts if such are considered appropriate for the site and consistent with city policy.

C. Any permit or approval issued by the city for a retail stand on private property does not affect the permittee's responsibility to secure and maintain a contract or written approval from the property owner. (Ord. 1435 §8, 2014; Ord. 1163 §1, 2001).

16.70.090 Permit revocation.

The approving authority may immediately revoke or suspend a permit or deny either the issuance or renewal thereof if the committee finds that:

- A. The applicant or permittee has violated or failed to meet any of the provisions of this chapter or conditions of the permit;
- B. The retail stand or operation is detrimental to the surrounding businesses or to the public due to either appearance or condition of the stand;
- C. Any required licenses have been suspended, revoked or cancelled;
- D. The applicant or permittee does not have a current, effective insurance policy in the minimum amount provided in this chapter;
- E. The scheduled hours of operation are not followed; or
- F. The property owner has withdrawn approval or revoked the contract allowing the use on his/her property.

Upon denial, suspension or revocation, the approving authority shall notify the applicant or permittee in writing of the action the approving authority has taken and the reasons therefor. After giving such notice by mail or in person, if the retail stand has not been removed within fifteen days, the city may cause a removal of any retail stand found in violation of this chapter, and is authorized to store such stand until the owner thereof shall redeem it by paying the removal and storage charges. (Ord. 1435 §9, 2014; Ord. 1163 §1, 2001).

16.70.110 Appeals.

Any decision of the city of Lacey, in the administration of this chapter, may be appealed in accordance with Chapter 1D of the City of Lacey Development Guidelines and Public Works Standards. (Ord. 1192 §184, 2002; Ord. 1163 §1, 2001).

Chapter 16.72 OFF STREET PARKING AND LOADING

16.72.010 Intent.

It is the intent of this chapter to:

- A. Assure that space is provided for the parking, loading and unloading of motor vehicles on the site of premises or uses which attract said motor vehicles;
- B. Provide minimum and maximum standards of space and parking arrangements, and for the movement of motor vehicles into and out of such spaces;
- C. Promote implementation of the city of Lacey Transportation Plan policies to support commute trip reduction programs and more use of transportation choices;
- D. Provide alternatives and incentives to reduce parking needs by utilizing transportation demand management (TDM) strategies;
- E. Reduced parking has benefits, particularly considering opportunities for alternative use of valuable land resources. Less space utilized for parking means additional area for retail space, additional building pads, or more pervious surface and landscaping. Increased retail space can help promote a healthy retail tax base. More pervious surface and landscaping can reduce drainage impacts, and promote more attractive cityscape;
- F. Calm traffic for pedestrian comfort and security on public streets and parking lots by:
 - 1. Controlling access to sites; and
 - 2. Allowing parking on the streets in zones with a pedestrian emphasis for separation between the sidewalk and moving automobiles;
- G. Enhance safety for pedestrians and motor vehicle operators;
- H. Encourage the creation of an aesthetically pleasing and functionally adequate system of off-street parking and loading facilities. (Ord. 1434 §3, 2014; Ord. 1130 §1, 2000; Ord. 583 §2.29(A), 1980).

16.72.020 General requirements.

- A. Off-street parking spaces and driveways shall not be used at any time for purposes other than their intended use, i.e., the temporary storage of motor vehicles used by persons visiting or having business to conduct on the premises for which the parking is provided. Provided, however, the site plan review committee may approve other uses it deems reasonable that will not adversely impact parking requirements for the primary use of the property such as street merchant pads, temporary seasonal merchandise displays, pedestrian refuge islands, and pocket parks for pedestrian seating and use.
- B. Parking space required and intended for use by occupants or users of specific premises shall not be leased or rented to others, nor shall such space be made unavailable through other means to the users for whom the parking spaces are intended. This, however, does not preclude shared parking arrangements approved by the city or other activities approved by the site plan review committee.

C. Except where specifically permitted in certain zoning districts, off-street parking spaces shall not be used for loading or unloading of commercial vehicles larger than those vehicles for which the parking spaces are intended.

D. Whenever a building or a piece of land is put to a use different from the immediately preceding use, or when a building is remodeled, reconstructed or expanded, adequate off-street parking shall be provided consistent with the new use, reconstruction or expansion of the premises.

E. Proposed large projects that are defined as major employers or worksites (RCW [70.94.524](#)) shall provide an assessment of the cost of parking space separate from the cost of the area used for building purposes. This information will help the applicant, the city of Lacey and Intercity Transit evaluate opportunities for parking reduction and TDM strategies. (Ord. 1539 §118, 2019; Ord. 1434 §4, 2014; Ord. 1130 §2, 2000; Ord. 583 §2.29(B), 1980).

16.72.025 Maintenance.

A. It shall be the responsibility of the property owner to ensure that all off-street parking spaces and areas required by this chapter are maintained for the duration of the improvement or use requiring the parking area.

B. All parking facilities, including curbs, directional markings, handicapped symbols, landscaping, pavement, signs, striping, and wheel stops, shall be permanently maintained by the property owner/tenant in good repair, free of litter and debris, potholes, obstructions, and stored material.

C. Drive aisles, approach lanes, and maneuvering areas shall be marked and maintained with directional arrows and striping to expedite traffic movement. Any area not intended for parking shall be signed as such, or, in areas where curb exists, the curb may be painted red in lieu of signs. (Ord. 1539 §119, 2019).

16.72.030 District parking requirements.

A. The requirements for any use not listed herein shall be those of the listed use most similar to the unlisted use. When similarity is not apparent, the enforcing officer and/or the site plan review committee shall determine the minimum and maximum for the unlisted use.

B. For conditional uses, as identified and described in Chapter ~~16.66~~[11.09](#) LMC, the parking requirement shall be as provided in that chapter or as determined by the site plan review committee.

C. *Residential District.* Off-street parking requirements for residential districts are located in Table [16T-13](#).

D. *Commercial, Community Office and Industrial Uses.*

1. General Parking Standards--Parking Standard Table.

a. In the several commercial, industrial, community office, and mixed use districts, off-street parking requirements shall be as shown in Table [16T-13](#); provided, that all of the property is controlled by a single person or corporation, or written agreements for shared parking, acceptable to the city, are filed with the enforcing officer.

b. *Phased Reduction of Maximum Parking Standards.* One technique for transportation demand management (TDM) is to reduce maximum allowable parking spaces. This can be done by slowly phasing down the maximum allowable number of parking spaces over a period of years. This technique has advantages of reducing vehicle trips and conserving urban commercial land that can be used for other purposes. However, this technique has the potential to have a significant adverse impact on the jurisdiction's economic development if other reasonable forms of alternative transportation are not available. This technique should be periodically revisited to consider its viability but should not be implemented until its viability for Lacey is established.

c. *Minimum Optional Guidelines and Maximum Standards.* To promote parking reduction, the optional minimum guideline serves as a suggested parking number but is not mandatory for automobiles except for single-family residential development. Applicants are encouraged to provide less automobile parking than the minimum listed whenever possible based upon being located within one-half mile of a fixed transit route with thirty-minute headway or less, available on-street parking, shared parking within walking distance, on-site vehicle sharing programs, and other factors. The minimum number listed for bicycle parking shall be provided as indicated in the table for both commercial and residential development.

If the number of parking spaces is less than the minimum required, this shall be demonstrated at the time of application to the site plan review committee based upon a parking plan. Upon justification to the satisfaction of the committee, whatever number of parking spaces agreed upon shall be the number required, and this shall be an enforceable condition of the approval.

The maximum parking standards may be increased if the site plan review committee finds compelling reasons to do so. Such determination shall be at the sole discretion of the committee based upon such factors as unique site or use requirements, historical data of a particular use or other relevant factors indicating additional parking is necessary to properly serve a use or uses at a site.

Shared parking agreements are encouraged if the physical relationship between the premises is within convenient walking distance and makes such sharing possible.

2. If more parking spaces than the maximum permitted by Table [16T-13](#) exist on the subject property, an owner/developer may lease those excess spaces or convert excess spaces into LID facilities where feasible, such as permeable paving or bioretention, until conformance with Table [16T-13](#) is reached.

a. Shared parking is particularly encouraged when:

- (1) The total number of parking spaces provided is sufficient to meet expected demand; or
- (2) The uses are operating during different hours and number of spaces needed for all uses at any one time are satisfied. If permitted, the total number of spaces for a shared arrangement should be no greater than the maximum number of spaces permitted for all uses operating at the same time.

b. Where adjoining parking facilities of two or more ownerships are developed and designed as one parking facility, a reduction of required parking spaces may be permitted based upon the increased potential opportunity for shared parking and other parking reduction techniques.

c. The continuation of joint or shared facilities should be assured by a sufficient legal document such as a covenant or reciprocal easement agreement or by participation in a local improvement district or parking association. Joint or shared parking associated with multi-tenant retail and commercial uses will be considered to be a shared parking facility. Lease agreements will satisfy the requirement for a sufficient legal document. However, any new tenant whose parking requirement reduces the total parking available in the shared parking facility below seventy-five percent of the requirements for all uses sharing the facility will be required to provide additional parking.

d. For large projects where a traffic study is required under Chapter [14.21](#) LMC (Traffic Mitigation and Concurrency) and the proposal has one hundred or more employees, a comprehensive TDM strategy may be proposed to achieve a reduction in minimum parking listed in the parking table. Additionally, a bonus credit towards transportation impact fees may be awarded for reducing parking area pursuant to this section. The reduction in parking permitted and the incentive bonus shall be commensurate with the permanence, effectiveness and demonstrated reduction in off-street parking demand effectuated by such alternative programs.

Alternative programs that may be considered by the enforcing officer and/or site plan review committee under this provision include, but are not limited to, the following:

- (1) Private vanpool operation;
- (2) Transit/vanpool fare subsidy;
- (3) Imposition of a charge for parking;
- (4) Provision of subscription bus services;
- (5) Flexible work hour schedule;
- (6) Capital improvements for transit services;
- (7) Preferential parking for carpools/vanpools;
- (8) Participation in the ride-matching program;
- (9) Reduction of parking fees for carpools and vanpools;
- (10) Establishment of a transportation coordinator position to implement carpool, vanpool and transit programs;
- (11) Bicycle parking facilities including associated shower and changing facilities;
- (12) Compressed work week;
- (13) Telecommuting;
- (14) Advancements in technology including autonomous vehicles;
- (15) Other techniques and strategies approved by the site plan review committee.

e. Parking reduction under this subsection [\(D\)\(2\)](#) must provide information regarding the administration of the program to the site plan review committee. The information must include:

- (1) Address each individual TDM strategy as part of the transportation impact analysis;
- (2) Provide the city with an estimate of peak hour employees as part of their site plan review application and traffic impact analysis;
- (3) Provide estimated parking occupancy rates for the development as part of the transportation impact analysis showing average weekday use;
- (4) Demonstrate how TDM strategies will be used to minimize the need for parking.

3. The city is hereby authorized to develop parking requirements specific to certain geographic locations or districts rather than individual sites by pooling parking supply in desired locations. Any parking requirements established as part of these programs may deviate from the typical standards contained herein and would be binding on the properties within these locations.

E. *Transportation Demand Management Incentives.* The site plan review committee shall determine whether the applicant can receive a traffic impact mitigation fee reduction for implementation of TDM strategies that reduce parking needs. Such incentives will be as listed in the following schedule as well as any traffic mitigation credit allowed under LMC [14.21.030](#). The incentive bonus is as follows:

1. Any developer who builds at the minimum amount of parking allowed shall receive a five percent trip reduction in the calculation of traffic impacts.
2. Any developer who builds at or below the minimum and includes significant strategies from subsection [\(D\)\(2\)\(d\)](#) of this section is eligible for an additional five percent trip reduction bonus.
3. Additional bonuses will be allowed under the provisions of LMC [14.21.030](#). (Ord. 1614 §1, 2022; Ord. 1539 §120 (part), 2019; Ord. 1500 §3 (part), 2016; Ord. 1496 §101, 2016; Ord. 1434 §5, 2014; Ord. 1230 §1, 2004; Ord. 1220 §52, 2004; Ord. 1192 §185, 2002; Ord. 1130 §3, 2000; Ord. 859 §1, 1989; Ord. 691 §41, 1984; Ord. 583 §2.29(C), 1980).

Table 16T-13

Use	Unit Measure	Optional Min	Max	Required Bicycle Parking Spaces
BUSINESS PARK				
General business park ¹	Per 1,000 square feet	2	4	See offices
COMMERCIAL				

Use	Unit Measure	Optional Min	Max	Required Bicycle Parking Spaces
Banks	Per 1,000 gross square feet	2	3	See offices
Billiard halls	Per table	1	2	1 per 20 auto stalls. Minimum of 4
Bowling alleys	Per alley	3	5	1 per 20 auto stalls. Minimum of 4
Commercial recreation	Per 1,000 square feet	3	5	1 per 20 auto stalls. Minimum of 4
Daycare, preschools, nursery schools	Per teacher plus 1 drop-off loading area per 7 students	0.5	1	1 per 25 auto stalls. Minimum of 1
Hotels, motels	Per room or suite	1	2	See retail
Medical offices	Per 1,000 square feet of GFA	2	4	See offices
Mini storage	Per 100 units or a minimum of 3 spaces plus 2 for permanent on-site managers	1		None
Mortuaries, funeral homes	Per 4 seats	1	2	None
Neighborhood commercial shopping area	Per 1,000 square feet	1	2	See retail

Use	Unit Measure	Optional Min	Max	Required Bicycle Parking Spaces
Office building	Per 1,000 square feet of GFA			1 per 15 auto stalls. Minimum of 2
	• With on-site customer service	2	4	
	• Without on-site customer service	1.5	3	
Regional shopping centers, food and drug stores	Per 1,000 square feet of GFA	3	6	See retail
Restaurants	Per 100 square feet of dining area	1	4	See retail
Retail	Per 1,000 gross square feet	3	6	1 per 20 auto stalls. Minimum of 2
Retail in mixed use development ²	Per 1,000 gross square feet	2	4	See retail
Service stations (mini marts are retail uses)	Per employee plus per service bay	0.5	1	None
INDUSTRIAL				
General industrial	Greatest number of employees on a single shift plus 1 square foot of parking for each square foot of display area plus 1 space for each vehicle	0.5	1	See offices

Use	Unit Measure	Optional Min	Max	Required Bicycle Parking Spaces
	owned, leased or operated by the company			
Warehouse	Per 1,000 square feet of GFA plus	1		None
	Per 400 square feet of GFA used for office or display area	1		
INSTITUTIONAL				
Convalescent facilities, nursing homes	Per 2 patient beds	1	3	See offices
Hospital	Per bed	0.5	1	See offices
Libraries	Per 200 square feet of GFA	0.5	1	1 per 20 auto stalls. Minimum of 2
Schools, elementary and junior high	Per classroom and office	1	1.5	1 per classroom
Schools, senior high	Per classroom and office plus per each 5 students of designated capacity	1	2	1 per five auto stalls. Minimum of 2
PLACES OF ASSEMBLY				
Places of assembly without fixed seats	Per 1,000 square feet of GFA ³	10	11	1 per 25 auto stalls. Minimum of 2
Places of worship	Per 4 seats	1	2	1 per 40 auto stalls. Minimum of 4

Use	Unit Measure	Optional Min	Max	Required Bicycle Parking Spaces
Stadiums, auditoriums, gymnasiums, theaters ⁴	Per 4 seats of the permitted assembly occupants	1	1.5	1 per 25 auto stalls. Minimum of 4
RESIDENTIAL				
Accessory dwelling unit	Per dwelling unit	1		None
Single-family	Per dwelling unit	2 ⁶		None
Duplexes	Per dwelling unit	2		None
Multifamily structures	Per each studio unit	1		1 per 10 auto stalls. 2 minimum per building
	Per each 1- or 2-bedroom unit	1.5		
	Per each 3 or more bedroom unit	2		
Manufactured home subdivision	Per dwelling unit	2		None
Manufactured home parks ⁵	Per dwelling unit	1.5		None
Rooming houses, lodging houses, bachelor or efficiency units	Per occupant	1	3	None
Senior citizen apartments	Per 3 dwelling units	1	2	See multifamily

1 When calculating need, a lower ratio of five-tenths per one thousand square feet of GFA can be justified when a covenant is attached to the property that limits the occupancy load to ninety-five

percent of the parking stalls available. In addition, the SPRC may authorize a parking ratio up to five spaces per one thousand square feet of GFA if the need can be demonstrated.

2 If retail space in a mixed-use development exceeds forty percent of the gross floor area of the development, the retail use parking requirements of this section apply to the entire space.

3 Gross square feet does not include enclosed or covered areas used for off-street parking or loading, mechanical floor areas or covered public spaces.

4 School and/or public facility parking spaces may be used provided the facilities are on the same or contiguous parcels within three hundred feet of the theater or auditorium.

5 In manufactured home parks, the parking spaces in excess of one per manufactured home may be grouped in shared parking areas.

6 For single-family residential development, a minimum of two parking spaces is required.

The following notes apply to all of the above uses:

- Minimum automobile spaces listed in the table are optional guidelines provided in LMC [16.72.030\(D\)\(1\)\(c\)](#) (optional minimum guidelines). Minimum parking spaces for bike parking are mandatory.
- Parking ratios for mixed use development projects shall be determined by calculating the percentage of GFA by use multiplied by the appropriate parking ratio for each use plus a five percent parking reduction for two uses, ten percent parking reduction for three uses and fifteen percent parking reduction for four or more uses.
- Parking spaces provided as part of the above/below grade parking amenity identified in Table [14T-12](#) shall be exempt from all maximum parking requirements.
- All major employers or major worksites, as defined by RCW [70.94.524](#), shall designate at least five percent of auto spaces as carpool spaces. These spaces must be located as close to the main employee entrance as possible and shall be called out on the site plan.
- Where adjacent roads are designed for on-street parking and approved by the public works director, parking credit may be given for on-street parking.

(Ord. 1614 §2, 2022; Ord. 1612 §14, 2022; Ord. 1539 §120 (part), 2019; Ord. 1500 §3 (part), 2016; Ord. 1434 §7, 2014).

16.72.040 Repealed

*Repealed by [Ord. 1496](#). **16.72.045 Repealed***

*Repealed by [Ord. 1496](#). **16.72.050 Development standards.***

A. Parking lot construction shall comply with LMC [14.19.030](#).

B. Parking area design shall include:

1. *Ingress and Egress.* The location of all points of ingress and egress to parking areas shall be subject to the review and approval of the city engineer.
2. *Backing Out Prohibited.* In all commercial and industrial developments and in all residential buildings containing five or more dwelling units, parking areas shall be so arranged as to make it unnecessary for a vehicle to back out into any street or public right-of-way.
3. *Parking Spaces--Access and Dimensions.* Adequate provision shall be made for individual ingress and egress by vehicles to all parking stalls at all times by means of unobstructed maneuvering aisles. Maneuvering aisles and parking stall dimensions shall be as shown in Tables [16T-18](#), [16T-19](#), and [16T-20](#).
4. *Surfacing.* All parking areas for more than four vehicles shall be surfaced with permeable paving surfaces in conformance with the current City of Lacey Stormwater Design Manual, asphalt, concrete or similar pavement so as to provide a surface that is durable and dust-free and shall be so graded and drained as to properly dispose of all surface water.
5. Stormwater management is required and shall comply with the current City of Lacey Stormwater Design Manual and shall be subject to the city's review and approval, and shall, moreover, comply with Chapter [15.22](#) LMC pertaining to community facilities.
6. Parking shall be designed and constructed for a minimum of thirty percent and a maximum of fifty percent of the required number of spaces for compact size cars. An applicant must clearly identify all spaces designed and constructed for compact car use. The enforcing officer and/or site plan review committee may approve the design and designation of the required percentage of spaces for use by compact cars if the applicant demonstrates that no adverse impact will result.
7. Parking area for land uses located outside the city shall be prohibited.
8. Convenient and safe pedestrian access shall be provided. At a minimum, pedestrian features shall include:
 - a. Raised crosswalks with color and texture (preferably brick or brick-like) where pedestrian access crosses automobile access lanes.
 - b. Pedestrian lanes shall be designed with texture and color, preferably brick or brick-like accents.
 - c. Planter areas and vegetated LID facilities shall be designed in consideration of pedestrian access to provide separation from automobile access lanes, to help identify areas for pedestrian access and to make pedestrian access more comfortable and inviting.
 - d. Pedestrian access shall be designed through a consideration of on-site activity as well as uses and destination sites that are located in the surrounding area. Where parking areas for other destination sites are adjacent to the site, linkage should be provided so customers from one site will not have to get in a car and drive to the next.
 - e. Lighting shall be provided along designated pedestrian routes to enhance safe walking conditions and to deter crime. Lighting shall be adequate, focused and shielded to illuminate pedestrian paths and to

prevent light impacts to adjacent properties. Lights provided for a parking lot shall be designed to provide coverage for both vehicles and pedestrians and may be of a scale appropriate to both. Where pedestrian routes leave a parking lot, pedestrian-scale lighting shall be used.

9. An owner/developer may install parking spaces in phases if a phased schedule has been approved by the enforcing officer and/or site plan review committee. This schedule must specifically indicate when the parking will be provided. The enforcing officer and/or site plan review committee may permit the use of temporary parking areas with appropriate screening as part of a phasing schedule. In addition, the enforcing officer and/or site plan review committee may require a performance assurance device to insure conformance with the requirements of Ordinance [1130](#).

10. When adequate vehicular access to an approved lot or development is available from a side street, no such access shall be permitted from the front street. Where lots have double frontage, if vehicular access from a side street or a street of lower functional classification is not available, such access shall be from the street anticipated to carry the least amount of traffic or the street that would have the least conflict with pedestrian traffic.

11. Parking Area and Circulation Design.

a. The city public works department shall have the authority to fix the location, width and manner of approach of vehicular ingress or egress from a building or parking area to a public street and to alter existing ingress and egress as may be required to control street traffic in the interest of public safety and general welfare.

b. Internal circulation of the lot shall be so designed as to minimize conflicts with pedestrians with priority given to pedestrians considering convenience, comfort, safety and security. In-and-out driving time, idling time and time spent looking for a parking space should be a consideration, but should not influence design parameters that reduce pedestrian functionality.

c. Parking areas shall include landscaping as required by Chapter [16.80](#) LMC. Landscaping shall be designed to provide both functional and aesthetic benefits, be designed to ensure safety for drivers and pedestrians, and avoid creating security dangers for customers or employees.

d. Parking circulation and design shall meet requirements for public transportation and pedestrians under LMC [14.23.084](#).

C. Bicycle Design Standards.

1. The minimum bicycle rack shall be grouped into four parking stalls for ease of visibility to the public. Bicycle facilities shall be shared among adjoining establishments.

2. Bicycle racks which only support a bicycle front or rear wheel are not permitted. The rack shall be securely mounted to the ground and covered and provide two points of support on the frame to prevent locked bicycles from falling over.

3. Bicycle parking spaces shall be two feet by six feet with no less than a seven-foot overhead and a five-foot maneuvering aisle behind each row of bicycle parking.

4. A bicycle parking area shall be separated from a motor vehicle parking area by a barrier, post or bollard, or by at least five feet of open space behind the maneuvering area.
5. Bicycle facilities shall be located no further from a public entrance than the nearest non-handicapped parking stall.
6. If public bicycle parking is not clearly visible from the main entrance, then directional signs shall be provided.
7. All major employers or major worksites, as defined by RCW [70.94.524](#), shall provide bicycle parking facilities, lockers, changing areas, and showers for employees who bicycle or walk to work. (Ord. 1539 §121, 2019; Ord. 1496 §104, 2016; Ord. 1480 §§28, 29 (part), 2015; Ord. 1434 §9, 2014; Ord. 1131 §8, 2000; Ord. 1130 §4, 2000; Ord. 1044 §26, 1996; Ord. 583 §2.29(E), 1980).

Chapter 16.73 ELECTRIC VEHICLE INFRASTRUCTURE

16.73.010 Intent.

- A. To provide adequate and convenient electric vehicle charging stations to serve the needs of the traveling public;
- B. To provide opportunities for Lacey residents to have safe and efficient personal electric charging stations located at their place of residence;
- C. To provide the opportunity for commercial and industrial projects to supply electrical vehicle charging station services to their customers and employees;
- D. To create standard criteria to encourage and promote safe, efficient and cost effective electric vehicle charging opportunities in a full range of zones and settings for convenience of service to those that use electric vehicles.

16.73.015 General Provisions.

- A. Use of specially designated charging stalls: Electric vehicle charging stations should be reserved for parking and charging electric vehicles only.
- B. Electric vehicles parking: Electric vehicles may be parked in any space designated for public parking, subject to the restrictions that would apply to any other vehicle that would park in that space.

16.73.020 Definitions.

- A. “Battery charging station” means an electrical component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles, which meet or exceed any standards, codes, and regulations set forth by Chapter [19.28](#) RCW and consistent with rules adopted under RCW [19.27.540](#).
- B. “BEV” means a battery electric vehicle. A battery electric vehicle, or BEV, is a type of electric vehicle (EV) that uses chemical energy stored in rechargeable battery packs. As with other electric vehicles, BEVs use electric motors and motor controllers instead of internal combustion engines (ICEs) for propulsion. Sometimes, all-electric vehicles are referred to as BEVs (although a plug-in hybrid vehicle is also a battery electric vehicle).
- C. “Battery exchange station” means a fully automated facility that will enable an electric vehicle with a swappable battery to enter a drive lane and exchange the depleted battery with a fully charged battery through a fully automated process, which meets or exceeds any standards, codes, and regulations set forth by Chapter [19.27](#) RCW and consistent with rules adopted under RCW [19.27.540](#).
- D. “Charging levels” means the electrical force, or voltage, at which an electric vehicle’s battery is recharged. Levels 1, 2, and 3 are the most common EV charging levels, and include the following specifications:

1. Level 1 is considered slow charging. It requires a 15 or 20 amp breaker on a 120-volt AC circuit and standard outlet. This level of charging can fully recharge a BEV between 8 and 32 hours and a PHEV between 3 and 15 hours.

2. Level 2 is considered medium charging. It requires a 40 amp to 100 amp breaker on a 240-volt AC circuit. This level of charging can fully recharge a BEV between 4 and 6 hours and a PHEV between 1 and 2 hours.

3. Level 3 is considered fast charging. It requires a 60 amp or higher dedicated breaker on a 480 volt or higher three-phase circuit with special grounding equipment. Level 3 charging uses an off-board charger to provide the AC to DC conversion, delivering DC directly to the car battery. Charging time ranges from 25-40 minutes for BEVs and less than 20 minutes for PHEVs.

E. "Electric vehicle" means any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose. "Electric vehicle" includes: (1) a battery electric vehicle; (2) a plug-in hybrid electric vehicle; (3) a neighborhood electric vehicle; (4) medium-speed electric vehicle; and (5) electric motorcycles.

F. "Electric vehicle charging station" means a public or private parking space located together with a battery charging station which permits the transfer of electric energy (by conductive or inductive means) to a battery or other storage device in an electric vehicle. An electric vehicle charging station is permitted as an accessory use to any principal use.

G. "Electric vehicle infrastructure" means structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations.

H. "Electric vehicle parking space" means any marked parking space that identifies the use to be exclusively for an electric vehicle.

I. "Fast charging station" means an industrial grade electrical outlet that allows for faster recharging of electric vehicle batteries through higher power levels, which meets or exceeds any standards, codes, and regulations set forth by Chapter [19.28](#) RCW and consistent with rules adopted under RCW [19.27.540](#).

J. "NEV" means a Neighborhood Electric Vehicle. This is an electric vehicle that is capable of traveling at a maximum speed of 25 mph. They come with safety features like headlights, turn signals and seat belts. They may also be referred to as Low Speed Vehicles or LSVs.

K. "Non-Electric Vehicle" means any motor vehicle that does not meet the definition of "electric vehicle."

L. "PHEV" is a plug-in hybrid electric vehicle, also known as a plug-in hybrid. It is a hybrid vehicle with rechargeable batteries that can be restored to full charge by connecting a plug to an external electric power source. A PHEV shares the characteristics of both a conventional hybrid electric vehicle, having an electric motor and an internal combustion engine; and of an all-electric vehicle, also having a plug to connect to the electrical grid. Most PHEVs on the road today are passenger cars, but there are also PHEV

versions of commercial vehicles and vans, utility trucks, buses, trains, motorcycles, scooters, and military vehicles.

16.73.030 Where Permitted.

A. *Zones Allowed.* “Electric vehicle charging stations” shall be considered an allowed use in association with a primary permitted use in every zoning designation;

B. *Battery Exchange Stations.* “Battery exchange stations” are permitted in any commercial, industrial or mixed use zone. Provided, all other requirements for the building or space the use occupies can be satisfied, such as design review, fire code and building code requirements. This use is specifically prohibited in exclusively residential zones or zones designated OSI for environmentally sensitive reasons. (Ord. 1615 §1, 2022).

16.73.032 Required Facilities.

A. Electric vehicle charging station(s) level 2 or higher shall be provided for the land uses in Table [16T-86](#); provided, that one of the following occurs:

1. A new building or a new off-street parking facility is developed;
2. The parking capacity of an existing building, site, or parking facility is increased by more than fifty percent. The fifty percent threshold shall be cumulative over the most recent five years, including calculations of all previously exempt expansions. (Ord. 1615 §2, 2022).

Table 16T-86 Required Number of Electric Vehicle Charging Stations

Land Use Type	Percentage of Parking Spaces*
Multifamily residential, 10 or more units	5%
Lodging	5%
Office, institutional, municipal, medical	3%
Industrial	1%
Recreational/entertainment/cultural	1%

* Percentage shall be rounded to the nearest whole number of spaces. For example, if two and four-tenths spaces are calculated, two spaces would be required. If two and six-tenths spaces are calculated, three spaces would be required. For percentages equaling one-half space or less, no spaces are required.

(Ord. 1615 §3, 2022).

16.73.035 Process for Review for Battery Exchange Stations.

If the facility includes a battery exchange station, or is associated with a new commercial activity requiring SPR approval, the application shall be reviewed and approved through ~~SPR (Chapter 16.84 LMC)~~ Site Plan Review, Chapter 11.07 LMC. (Ord. 1615 §4, 2022; Ord. 1539 §122, 2019).

16.73.040 Design Criteria and Guidelines.

A. The following criteria shall be applied to electric charging facilities:

1. *Generally.* Location and layout of electric vehicle parking is expected to vary based on the design and use of the primary parking lot. It is expected flexibility will be required to provide the most convenient and functional service to users. Standards and criteria should be considered guidelines and flexibility should be allowed when alternatives can better achieve objectives for provision of this service.
2. *Signage to Identify.* Each charging station space should be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operations should be included if time limits or tow away provisions are to be enforced by the owner.
3. *Maintenance.* Charging station equipment should be maintained in all respects, including the functioning of the charging equipment.
4. *Accessibility.* Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, charging equipment should be located so as to not interfere with accessibility requirements of WAC [51-50-005](#).
5. *Notification of Station Specifics.* Information on the charging station must identify voltage and amperage levels and time of use, fees or safety information.
6. *Public Streets.* Charging stations within the streetscape shall be approved by the public works director. (Ord. 1615 §5, 2022; Ord. 1351 §1, 2010).

Chapter 16.75 SIGN REGULATIONS

16.75.010 Intent.

The intent of this chapter is to promote public health, safety, and welfare through a comprehensive system of reasonable, effective, consistent, content-neutral, and nondiscriminatory sign standards and requirements, including the following purposes:

- A. Promote the goals and policies of the Comprehensive Plan;
- B. Promote economic vitality of the city's business districts and corridors;
- C. Ensure that signs are compatible with the desired character and identity of Lacey and its various districts and corridors;
- D. To recognize free speech rights by regulating signs in a content-neutral manner;
- E. To promote the free flow of traffic and protect pedestrians and motorists from injury and property damage caused by, or which may be fully or partially attributable to, cluttered, distracting, and/or illegible signage;
- F. To prevent property damage, personal injury, and litter from signs which are improperly constructed, poorly maintained, or of flimsy materials;
- G. To protect property values, the local economy, and the quality of life by preserving and enhancing the appearance of the streetscape;
- H. To provide consistent sign design standards;
- I. To promote signs that are designed appropriate to the site's existing and planned context, including the size and characteristics of the site, the speed limit of the fronting street, and the envisioned character of the applicable area per adopted plans;
- J. To provide an improved visual environment for the citizens of and visitors to the city and to protect prominent viewsheds within the community; and
- K. To enable the fair and consistent enforcement of these sign regulations. (Ord. 1454 §2 (part), 2015).

16.75.020 Definitions and abbreviations.

For the purpose of this chapter, definitions as defined in Chapter [16.06](#) LMC and certain abbreviations, terms, phrases, words and their derivatives shall be construed as specified in this section.

- A. "Awning" is a temporary shelter supported entirely from the exterior wall of a building.



B. “Banner” is a flexible substrate on which copy or graphics may be displayed. For the definition of a projecting banner, see subsection [FF](#) of this section.



C. “Billboard” is a sign that directs attention to a business, commodity, service, or entertainment conducted, sold, or offered at a location other than the premises on which the sign is located.



D. “Bulletin board” means a sign so designed that the message may be changed by removal or addition of specially designed letters that attach to the face of the sign.

E. “Business sales event” means a special sales event put on by a private business. Examples could include a special seasonal or holiday-oriented sales event or a once-a-year sales event. See LMC [16.75.100\(C\)\(2\)](#) for signage associated with business sales events.

F. “Canopy” means an overhead structure attached to a building that provides weather protection for pedestrians. Awnings and marquees (defined herein) are different types of canopies.

G. “Construction sign” means any sign used to identify the architects, engineers, contractors or other individuals or firms involved with the construction of a building and announce the character of the building or the purpose for which the building is intended.

H. “Copy” means the graphic content or message of a sign.

I. “Departure” means a city approved alternative way to meet specific design standards set forth in this chapter. See LMC [16.75.040\(C\)](#) for general information and procedures associated with departures.

J. “Digital sign” means a changeable copy sign that uses a matrix of illumination elements, such as light emitting diodes (LED), liquid crystal display (LCD), plasma display, individual light bulbs, or other digital or analog electronic media to display or project copy which can be modified by electronic processes.





K. “Directional sign” means signs erected by the city on arterial streets directing the public to public, civic or nonprofit facilities.

L. “Dwell time” means the amount of time a particular image is on display.

M. “Fade” means a mode of message transition on a digital sign accomplished by varying the light intensity, where the first message gradually reduces intensity to the point of not being legible and the subsequent message gradually increases intensity to the point of legibility.

N. “Flashing sign” means any sign which contains an intermittent or flashing light source or which includes the illusion of intermittent or flashing light by means of animation or an externally mounted intermittent light source. Excluded from the definition are public service signs.

O. “Feather sign” means a vertical portable sign that contains a harpoon-style pole or staff driven into the ground for support or supported by means of an individual stand.





P. "Freestanding sign" means any sign which is supported by one or more uprights or braces in or upon the ground.



Q. "Garage sale signs," i.e., yard sales, moving sales, patio sales, means temporary signs used to announce a sale of used items at a residence.

R. "Grade" means the elevation or level of the street closest to the sign to which reference is made, as measured at the street's centerline, or the relative ground level in the immediate vicinity of the sign.

S. "Grand opening displays" means temporary signs, posters, banners, strings of lights, clusters of flags, balloons and searchlights used to announce the opening of a completely new enterprise or the opening of an enterprise under new management.

T. "Height" or "height of sign" means the vertical distance from the grade to the highest point of a sign or any vertical projection thereof, including its supporting columns.

U. "Internal wayfinding sign" means a sign used to aid customers in circulation within parking lots of commercial uses.



V. "Legal nonconforming sign" means a sign which on the effective date of the ordinance codified in this chapter was lawfully maintained and had been lawfully erected in accordance with the provisions of any prior sign ordinance or code but which sign does not conform to the applicable limitations established by this chapter; or on or after the effective date of the ordinance codified in this chapter was lawfully maintained and erected in accordance with the provisions of this chapter but which sign, by reason of amendment of the ordinance codified in this chapter after the effective date thereof, does not conform to the applicable limitations established by the amendment of this chapter.

W. "Marquee" is a permanent roofed structure attached and supported by the building.



X. “Mobile sign” means a sign made of any material which by its design is readily movable and is equipped with wheels, casters or rollers or which is not permanently affixed to the ground, structure or building. (Also includes signs mounted upon the tops of vehicles.)

Y. “Monument sign” is a ground-mounted sign which is higher than three feet above the average ground elevation and which is attached to the ground by means of a wide base of solid appearance.



Z. “Multiple building complex” means a group of structures housing at least one retail business, office, commercial venture or independent or separate part of a business which shares the same lot, access and/or parking facilities.

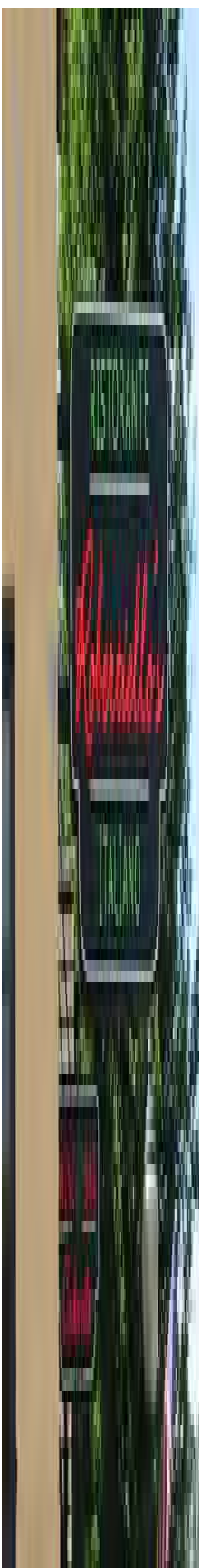
AA. “Multiple occupancy building” means a single structure housing more than one retail business, office or commercial venture.

BB. “Nit” means a photometric unit of measurement referring to luminance. One nit is equal to one cd/m^2 .

CC. "Off-premises sign" means a permanent sign not located on the premises of the use or activity to which the sign pertains.

DD. "Political sign" means a sign advertising a candidate or candidates for public elective office, or a political party, or sign urging a particular vote on a public issue decided by ballot.

EE. "Projecting sign" means a sign attached to a building or other structure and projecting away from the structure more than twelve inches.



FF. “Projecting banner sign” means a banner as defined in subsection [B](#) of this section that is supported by poles or brackets which project away from a structure more than twelve inches.



GG. “Public service signs” means an electronically or electrically controlled public service sign or portion of a larger sign which conveys only information such as activities, events, time, date, temperature, atmospheric condition or news of interest to the general public where different alternating copy changes are shown on the same lamp bank matrix.

HH. “Real estate or property for sale, rental or lease sign” means any sign pertaining to the sale, lease or rental of land or buildings.

II. “Sandwich board sign” means a temporary sign made of metal, wood, chalkboard, or white board that is not permanently attached to the ground and generally oriented to pedestrians.



JJ. “Searchlight” means an apparatus containing an electric light and reflector on a swivel for projecting a far-reaching beam in any desired direction.

KK. “Sign” means any commercial communication device, structure or fixture that is intended to aid an establishment in identification and to advertise and/or promote a business, service, activity or interest. For the purpose of this chapter, a sign shall not be considered to be building or structural design, but shall be restricted solely to graphics, symbols or written copy that is meant to be used in the aforementioned way.

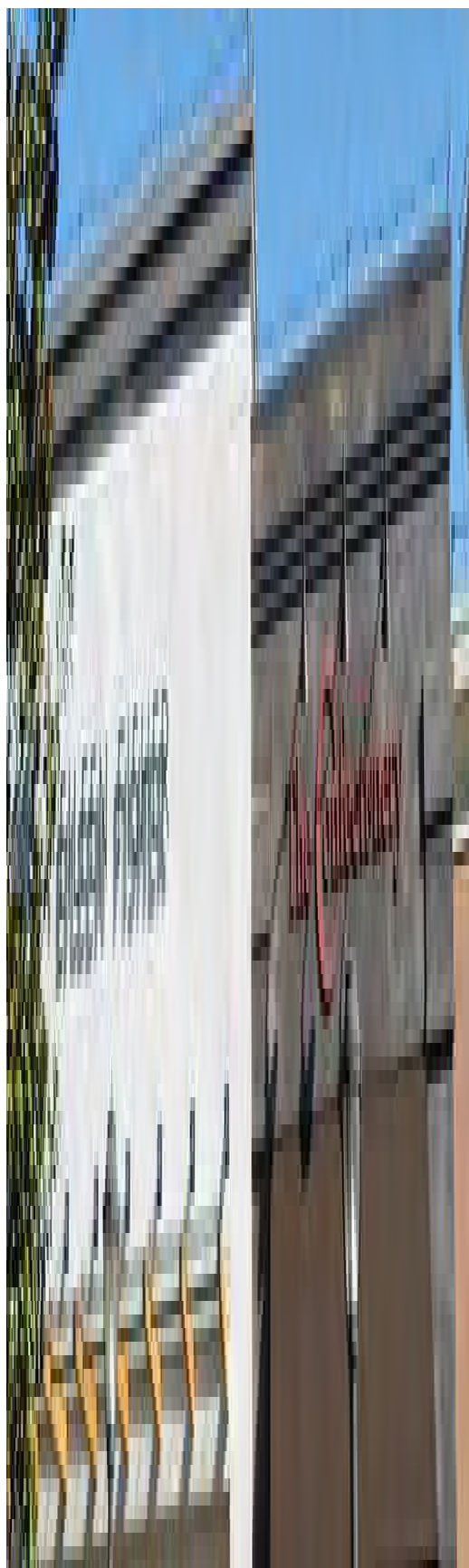
LL. “Sign area” means the entire area of a sign on which copy is to be placed, as set forth in LMC [16.75.060\(B\)](#).

MM. “Special event signs” means temporary signs used to announce a public special event, such as a circus, a carnival, or festival, or a business sales event. See LMC [16.75.100\(C\)](#) for applicable standards.

NN. “Temporary sign” means any sign, banner, pennant, valance, flags (not intended to include flags of any nation, state, city or other governmental agency or nonprofit organization), searchlights, balloons or other air-filled or gas-filled figures or advertising display constructed of cloth, canvas, light fabric, cardboard, wallboard or other light materials, with or without frame, intended to be displayed for a limited period of time only. Different types of temporary signs and banners included in this category are: construction, grand opening displays, real estate, special event, political, sandwich board, and garage sale.

OO. “Wall” means any member or group of members which defines the exterior boundaries of a building and which has a slope of sixty degrees or greater with the horizontal plane. The height of a wall shall be measured as the two-dimensional height from the average finish grade of the particular architectural building elevation adjacent to the wall to the finish roof plane.

PP. “Wall sign” means any sign attached to or painted directly on the wall, or erected against the wall of a building being parallel or approximately parallel to said wall; and does not exceed a distance of twelve¹ inches from said wall.



(Ord. 1454 §2 (part), 2015).

16.75.030 Applicability.

A. *Applicability.* This chapter applies to all signs, of whatever nature and wherever located, within the city.

B. *Interpretation.* This chapter is not intended to and does not restrict speech on the basis of its content, viewpoint, or message. Any classification of signs in this chapter that permits speech by reason of the type of sign, identity of the sign user, or otherwise, shall also be interpreted to allow noncommercial speech on the sign. No part of this chapter shall be construed to favor commercial speech over noncommercial speech. To the extent any provision of this chapter is ambiguous, the term shall be interpreted not to regulate on the basis of the content of the message.

C. *Exemptions.* The following signs do not require a sign permit (unless noted), nor shall the area and number of such signs be included in the area and number of signs permitted for any site or use. This shall not be construed as relieving the owner of the sign from the responsibility of its erection and maintenance and its compliance with the provisions of this chapter or any other law or ordinance:

1. The flag, emblem or insignia of a nation or other governmental unit or nonprofit organization subject to the guidelines concerning their use set forth by the government or organization which they represent. Flag poles require a building permit for structural review and are limited to the maximum height restrictions of the underlying zoning district.
2. Memorial signs or tablets, names of buildings, stained glass windows and dates of erection when cut into the surface or the facade of the building or when projecting not more than two inches.
3. Traffic or other municipal signs, signs required by law or emergency, railroad crossing signs, legal notices, and any temporary, or nonadvertising signs as are authorized under policy approved by the city council.
4. Signs of public utility companies indicating danger or which serve as an aid to public safety or which show the location of underground facilities or of public telephones.
5. Flush mounted wall signs, used to identify the name and address of the occupant for each dwelling provided the sign does not exceed two square feet in sign area.
6. Signs located in the interior of any building or within an enclosed lobby or court of any building or group of buildings, which signs are designed and located to be viewed exclusively by patrons of such use or uses.
7. Decorations or such signs in the nature of a decoration, clearly incidental and customary and commonly associated with any national, local or religious holiday.
8. Painting, repainting or cleaning of an advertising structure or the changing of the advertising copy of message thereon shall not be considered an erection or alteration which requires a sign permit unless a structural change is made.

9. Sculptures, fountains, mosaics and design features which do not incorporate advertising or identification.
10. “No trespassing,” “no dumping,” “no parking,” “private,” signs identifying essential public needs (i.e., restrooms, entrance, exit, telephone, etc.) and other informational warning signs, which shall not exceed three square feet in surface area.
11. Directional signs erected by the city on arterial streets directing the public to public, civic, or nonprofit facilities. Such signs shall be erected at the discretion of the director of public works and shall be subject to city design guidelines. In addition, the city may allow the erection of directional signs as are necessary to designate commercial areas or significant tourist sites within the city, consistent with the city’s wayfinding program.
12. Kiosks and other related informational signs that are placed along internal walkways that are designed specifically to be viewed by pedestrians and not intended to function as advertising to motorists on nearby public streets. (Ord. 1454 §2 (part), 2015).

16.75.040 Administration.

A. Permits and Fees Required.

1. Subject to the exemptions set forth in LMC [16.75.030\(C\)](#), no sign governed by the provisions of this code shall be erected, altered or relocated by any person, firm or corporation without a permit issued by the city.
2. Fees for sign permits shall be established by resolution of the city council.
3. Sign permits are subject to limited administrative review pursuant to [11.04.030 LMC Section 1C of the Development Guidelines and Public Works Standards \(~~<http://www.ci.lacey.wa.us/city-government/city-departments/public-works/plans-and-documents/library/development-guidelines>~~\)](#).
Exception: For applications that include a departure, see subsection [C](#) of this section.

B. Permit Applications. Applications for permits shall contain the name and address of the owner and user of the sign, the name and address of the owner of the property on which the sign is to be located, the location of the sign structure, drawings or photographs showing the design and dimensions of the sign and details of its proposed placement and such other pertinent information as the administrator of this code may require to ensure compliance with this code and other applicable ordinances. Permit applications shall be available for inspection by the public upon request. Upon completion of a permit application, the application should be acted on within two weeks unless there is a requirement for further time associated with an underlying land use application.

C. Departures. This chapter provides for a number of specific departure opportunities to sign design standards. The purpose is to provide applicants with the option of proposing alternative design treatments provided such departures meet the applicable departure criteria set forth for the applicable particular departure opportunity. Specifically:

1. Departures are voluntary. This provision allows the flexibility for applicants to propose alternative designs on a voluntary basis.
2. *Applicability.* Departure opportunities are available only to specific standards that allow for departures.
3. *Procedures.* Permit applications that include departure requests are subject to limited administrative review pursuant ~~11.04.030 to Section 1C of the Development Guidelines and Public Works Standards.~~ Departure requests, at the discretion of the administrator, may be referred to the hearing examiner.
4. *Approval Criteria.* Project applicants must successfully demonstrate to the administrator how the proposed departure meets the applicable criteria that apply to the specific standard.
5. *Documentation.* The administrator shall issue a written decision including findings documenting how the departure meets or exceeds the applicable criteria.

D. *Administrator.*

1. *Appointment--Powers and Duties Generally.* The administrator of this code shall be the director of community and economic development. The administrator is authorized and directed to enforce and carry out all provisions of this code, both in letter and spirit, with vigilance and with all due speed. To that end, the administrator is authorized to formulate procedures consistent with the purposes of this code. The administrator is further empowered to delegate the duties and powers granted to and imposed upon the director of community and economic development under this code. As used in this code, “administrator of this code” or “administrator” shall include the director of community and economic development’s authorized representative.
2. *Inspection Authority.* The administrator is empowered to enter or inspect any building, structure or premises in the city upon which, or in connection with which, a sign, as defined by this code, is located, for the purpose of inspection of the sign, its structural and electrical connections and to ensure compliance with the provisions of this code. Such inspections shall be carried out during business hours, unless an emergency exists. (Ord. 1539 §123, 2019; Ord. 1454 §2 (part), 2015).

16.75.050 Prohibited signs.

A. *Sign Location Restrictions.* Except where specifically authorized by this chapter, signs are prohibited in the locations set forth below. Prohibited signs are subject to removal (except legal nonconforming signs as defined by this chapter) by the city at the owner’s or user’s expense.

1. Any temporary or permanent freestanding sign located within or projecting over a city right-of-way or within five feet of a city right-of-way. Sandwich board signs and feather signs meeting the provisions of LMC [16.75.100\(H\)](#) and [\(I\)](#) are an exception;
2. Any sign attached to any public utility pole, structure or street light, tree, fence, fire hydrant, bridge, curb, sidewalk, park bench, statue, memorial, or other location on public property, except those signs approved as part of a special event permit on city property or banner signs permitted by the city on light poles in certain zones within the city. Nothing in this section shall be construed to prohibit a person from

holding a sign while located on city property so long as the person holding the sign is located on public property determined to be a traditional public forum and does not block ingress and egress from buildings or create a safety hazard by impeding travel on sidewalks, bike and vehicle lanes, and trails;

3. Any sign which, by reason of its location, will obstruct the view of any authorized traffic sign, signal, or other traffic control device or which by reason of shape, color, or position interferes with or could be confused with any authorized traffic signal or device;

4. Any sign that interferes with safe sight distance at an intersection;

5. Any sign which is placed so as to prevent or inhibit free ingress to or egress from any door, window, or any exit way required by the Building and/or Fire Code currently in effect;

6. Any commercial, advertising, or business sign that is not located on the premises of the business to which it refers.

7. Signs located on roofs, except that departures per LMC [16.75.040\(C\)](#) will be considered where signs are placed in an architectural space that is specifically incorporated into the roof design and does not project higher than the peak of the roof; and

8. Any sign mounted, attached, or painted on a trailer, boat, or motor vehicle when parked, stored, or displayed conspicuously on private premises in a manner intended to attract attention of the public for the purpose of advertising or identifying the business premises. This provision excludes signs indicating the name of the owner or business that are permanently painted or wrapped on the surface of the vehicle, adhesive vinyl film affixed to the interior or exterior surface of a vehicle window, or signs magnetically attached to motor vehicles or rolling stock that are actively used in the daily conduct of the business. Such vehicles shall be operable and parked in a lawful or authorized manner.

B. Sign Display Restrictions.

1. *Purpose.* The purpose of this subsection is to regulate the manner in which signs convey their messages by specifying prohibited display features that create distractions to the traveling public and create visual clutter that mars the natural and architectural aesthetics of the city.

2. *Applicability.* The display features set forth below are prohibited. Prohibited signs are subject to removal (except legal nonconforming signs as defined by this chapter) by the city at the owner's or user's expense.

a. Any digital sign except for those associated with freestanding signs per LMC [16.75.080\(A\)\(7\)](#);

b. Any sign or lighting device, whether on the exterior of a building or on the inside of a window, which is visible beyond the boundaries of the lot or parcel, or from any public right-of-way, with intermittent, flashing, rotating, blinking or strobe light illumination;

c. Any sign with an exposed light source, except for neon incorporated into the design of the sign;

d. Any sign which emits sound, odor, smoke, laser or hologram lights, or other visible matter, including any sign that uses motion picture projection;

e. Any sign animated by any means, including fixed aerial displays, balloons, pennants, spinners, including strings of flags, streamers, tubes, or other devices affected by the movement of the air or other atmospheric or mechanical means, except when used for a grand opening display or special event signage per LMC [16.75.100\(B\)](#) or [\(C\)](#);

f. Any sign in which the sign body or any portion of the sign rotates, moves up and down, or any other type of action involving a change in position of the sign body or any portion of the sign, whether by mechanical or any other means, except when used for a grand opening display or special event signage per LMC [16.75.100\(B\)](#) or [\(C\)](#);

g. Changeable copy signs, except as provided for in LMC [16.75.030\(C\)](#) for exempt signs and [16.75.080\(A\)\(7\)](#) for freestanding signs; and

h. Mannequins holding a sign or displaying advertising, whether stationary or animated.

C. *Other Prohibited Signs.* Prohibited signs are subject to removal (except legal nonconforming signs as defined by this chapter) by the city at the owner's or user's expense. The following signs or displays are prohibited:

1. Mobile signs;
2. Strings of banners, pennants, and other graffiti-like material;
3. Freestanding signs except where permitted in LMC [16.75.080\(A\)](#), [16.75.090](#), or [16.75.100](#); and
4. Billboards. (Ord. 1454 §2 (part), 2015).

16.75.060 General sign provisions.

A. *Sign Message.* Any permitted sign may contain, in lieu of any other message or copy, any lawful noncommercial message, so long as the sign complies with the size, height, area, location, and other requirements of this division.

B. *Sign Area.* Sign area for all sign types is measured as follows:

1. The area of painted signs, individual letter signs, and other indirectly illuminated signs shall be calculated on the basis of the smallest rectangle, circle or spherical figure that will enclose the entire copy area of the sign. Any such calculation shall include the areas between letters and lines, as well as the areas of any devices, illuminated or nonilluminated, which are intended to attract attention.
2. Only one side of a double-faced or three-faced sign shall be included;
3. Four or more faced signs, spherical, free-form, sculptural or other nonplanar sign area is measured as fifty percent of the sum of the areas using only the four vertical sides of the smallest four-sided polyhedron that will encompass the sign structure, as shown in Figure 16.75.060(B). Signs with greater than four polyhedron faces are prohibited.



Figure 16.75.060(B). Clarifying sign area measurement

C. *Sign Illumination.* Illumination from or upon any sign shall be shaded, shielded, directed or reduced so as to avoid undue brightness, glare or reflection of light on private or public property in the surrounding area, and so as to avoid unreasonably distracting pedestrians or motorists. “Undue brightness” is illumination in excess of that which is reasonably necessary to make the sign reasonably visible to the average person on an adjacent street. Illumination, if used, shall be what is known as white or yellow and shall not be blinking, fluctuating or moving. Light rays shall shine only upon the sign or upon the property within the premises and shall not spill over the property lines, in any direction, except by indirect reflection.

D. *Sign Structure and Installation.*

1. *Structural Requirements.* The structure and erection of signs or flag poles within the city shall be governed by the city’s adopted Building Code. Compliance with the Building Code shall be a prerequisite to issuance of a sign permit under this code.

2. *Electrical Requirements.* Electrical requirements for signs within the city shall be governed by the National Electrical Code. Compliance with the National Electrical Code shall be required by every sign utilizing electrical energy as a prerequisite to issuance of a sign permit under this code.

E. *Sign Maintenance and Inspection.*

1. *Maintenance.* All signs, including signs heretofore installed, shall be constantly maintained in a state of security, safety, appearance and repair. If any sign is found not to be so maintained or is insecurely fastened or otherwise dangerous, it shall be the duty of the owner and/or occupant of the premises on which the sign is fastened to repair or remove the sign within five days after receiving notice from the administrator. Where a sign is determined to be an immediate hazard by the administrator, the sign is subject to immediate repair or removal. The premises surrounding a freestanding sign shall be free and clear of rubbish and landscaping area maintained in a tidy manner.

2. *Inspection.* All sign users shall permit the periodic inspection of their signs by the city upon city request. (Ord. 1454 §2 (part), 2015).

16.75.070 Permitted signs.

This section identifies the permitted types of signs by use and/or district.

A. *Permitted Types of Signs by Use and/or District.* Permitted types of signs by use and/or district. An “X” in the table indicates that the particular type of sign is allowed for the applicable land use and/or zone. See applicable sign type provisions in LMC [16.75.080](#) for possible exceptions to the provisions below.

Table 16.75.070

	SIGN TYPE					
Land Use and/or Zone	Freestanding LMC 16.75.080(A)	Wall Sign LMC 16.75.080(B)	Marquee/Awning LMC 16.75.080(C)	Projecting Sign LMC 16.75.080(D)	Under-Canopy LMC 16.75.080(E)	Internal Wayfinding LMC 16.75.080(F)
Nonresidential Uses						
Any nonresidential use	X	X	X	X	X	X
Multi-occupancy building	X	X	X	X	X	X
Multi-building complex	X	X	X	X	X	X
Large shopping center	X	X	X	X	X	X
Freeway-oriented business	X	X	X	X	X	X
Residential Uses						
Single-family subdivision	X*					

	SIGN TYPE					
Land Use and/or Zone	Freestanding LMC 16.75.080(A)	Wall Sign LMC 16.75.080(B)	Marquee/Awning LMC 16.75.080(C)	Projecting Sign LMC 16.75.080(D)	Under-Canopy LMC 16.75.080(E)	Internal Wayfinding LMC 16.75.080(F)
Mixed residential or multifamily complex	X	X				X
Home occupation		X*				
Manufactured home subdivisions and parks	X*	X*				

X = Permitted sign

* Subject to the standards contained in LMC [16.75.090](#).

B. One bulletin board limited to fifty square feet in area is allowed for each public, charitable or religious institution where the same is located on the premises of said institution. A sign permit is required. (Ord. 1539 §124, 2019; Ord. 1454 §2 (part), 2015).

16.75.080 Sign type standards.

A. Freestanding Signs.

1. *Visualization Required.* All applicants for freestanding signs associated with multi-tenant commercial centers and individual nonresidential uses over five thousand square feet shall include a photo simulation of the proposed sign from at least two prominent public viewpoints. Applicants may use photographs or Google Earth or other clearly legible online street view resource to superimpose their proposed sign. See Figure 16.75.080(A)(1) below for an example.



16.75.080(A)(1)

Examples of the types of sign visualizations that are useful to determine compliance with the standards herein. The left image uses Google Earth as a base to which to illustrate the proposed sign. The right image uses an actual photograph and superimposes the proposed sign.

2. *Sign Form.* Freestanding signs shall be designed so they appear firmly anchored to the ground. This includes:
 - a. Monument signs, as defined in LMC [16.75.020\(Y\)](#).
 - b. Signs where the base (where the sign structure meets the ground plane) is at least forty percent of the width of the total sign width. Departures per LMC [16.75.040\(C\)](#) will be considered provided the sign includes design features that visually anchor it to the ground and the design of the sign meets other applicable standards.



Figure 16.75.080(A)(2).

Minimum ground anchoring provisions for freestanding signs.

3. *Permitted Number of Signs.* One sign is permitted per frontage, per property. Additional freestanding signs shall be permitted per Table 16.75.080(A)(3) below.

Table 16.75.080(A)(3).

For properties with more than five hundred feet of frontage, additional freestanding signs are permitted per the separation standards below.

Applicable Speed Limit	Minimum Separation
Less than 35 mph	150'
35--45 mph	200'



Figure 16.75.080(A)(3).

An example of a shopping center with a large frontage where multiple freestanding signs are allowed. The fronting street has a posted speed limit of thirty-five miles per hour, which requires a minimum sign separation of two hundred feet.

4. *Materials and Design.* Freestanding signs shall be designed as an integrated architectural feature of the site. Specifically:

a. *Framing.* Freestanding signs must include design elements that effectively frame the sign on both sides (see Figures 16.75.080(A)(4)(c-1) and (c-2) for acceptable examples). Alternatively, signs that have a substantial framing element on one side, as illustrated in the examples in Figure 16.75.080(A)(4)(c-3), will meet this provision. Departures per LMC [16.75.040\(C\)](#) will be considered provided the design meets other provisions herein and integrates a distinctive, one-of-a-kind design that contributes to the visual character of the area.

b. *Materials and Design.* Freestanding signs shall include durable high quality materials and a design that relates to and/or complements the design of on-site buildings and/or is coordinated with other site design elements (such as distinctive lighting, monuments, wayfinding signs). Figures 16.75.080(A)(4)(c-1) through (c-3) below all meet this requirement.

c. *Top/Middle/Bottom.* Freestanding signs shall integrate a top, middle, and bottom element. The top could include a distinctive sign cap and/or include the name of a multi-tenant center. The middle can include a consistent framing technique for an individual sign or multiple signs in a multi-tenant center. The bottom could include a distinctive base design with special materials and/or design. See the figures below for examples that meet this requirement. These components are less critical for signs less than six feet tall, and thus exempt from this provision.

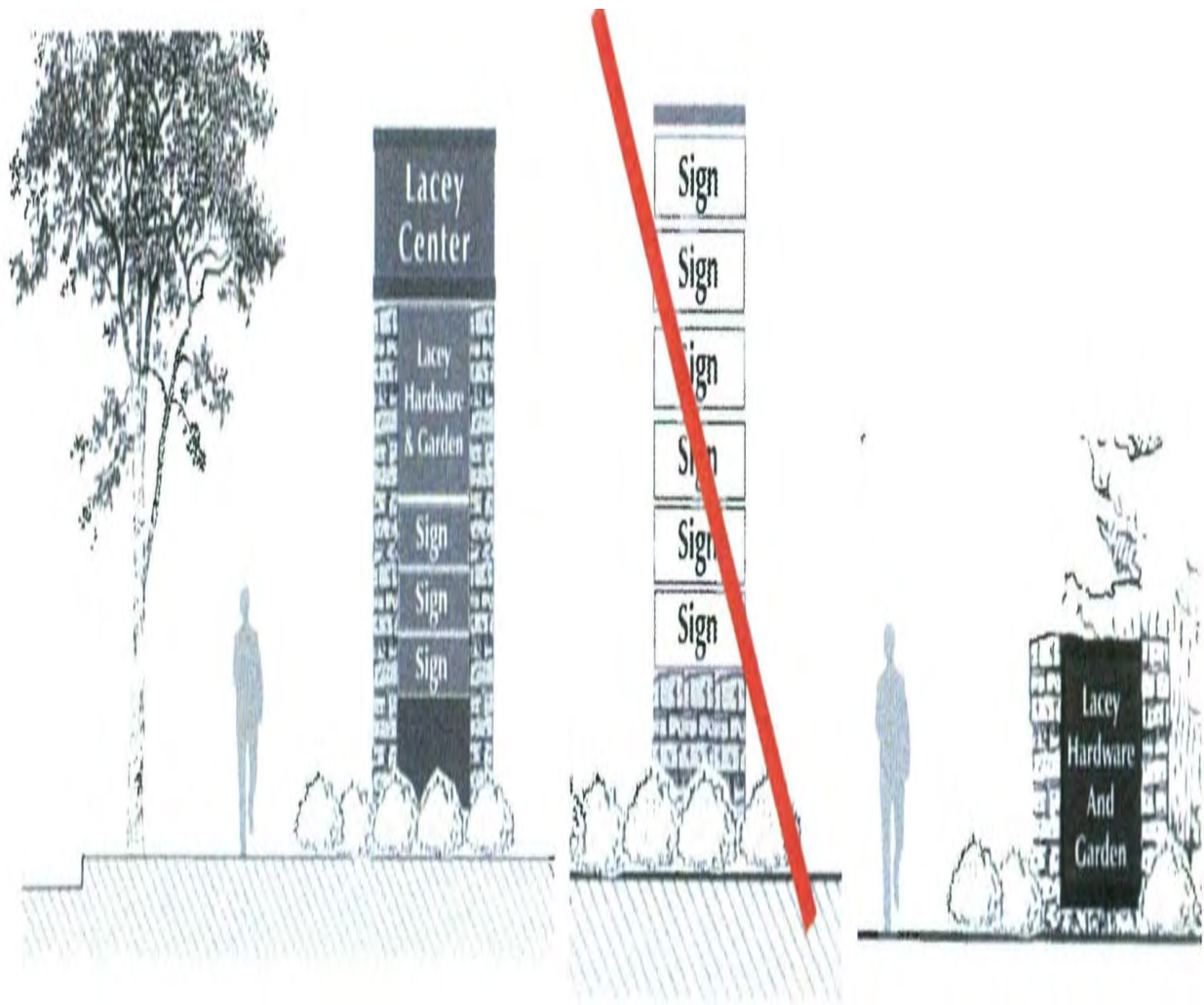


Figure 16.75.080(A)(4)(c-1).

Illustrating acceptable and unacceptable freestanding sign examples. The left image utilizes clearly identifiable top, middle, and bottom elements and meets the framing provision. The middle image includes a base, but insufficient top or framing element. The shorter sign to the right includes framing but is exempt from the top, middle, and bottom elements.



16.75.080(A)(4)(c-2)

Each of these three signs includes a frame and top/middle/bottom components, and features high quality materials that relate to and/or complement the design of on-site buildings and/or is coordinated with other site design elements.



Figure 16.75.080(A)(4)(c-3).

These signs feature substantial framing elements on one side, and thus meet the design provisions herein.



Figure 16.75.080(A)(4)(c-4).

Unacceptable signs. The far left sign includes a base and a frame, but no identifiable top. The middle and right signs fail to meet any of the design provisions above.

5. *Location and Landscaping.*

a. *Setback.* All freestanding signs shall be located at least five feet from a public ROW unless a greater setback is specified herein.

b. *Landscaping.* All signs shall include landscaping around the base of freestanding signs to enhance the character of street frontages. Specifically, at least one square foot of landscaped area shall be provided per one square foot of sign area. Utilize plants and a maintenance program to minimize conflicts with the sign.

c. *Base Height Provision.* The copy of all signage shall be at least one foot above grade. The purpose is to allow vertical space for the required landscape elements and enhance the visibility of sign copy. See Figure 16.75.080(A)(5).



Figure 16.75.080(A)(5).

Minimum base height for sign copy.

6. *Maximum Size and Height.* Table 16.75.080(A)(6) illustrates the maximum allowable sign area and height for all freestanding signs, except such signs for freeway-oriented businesses, as set forth in subsection [\(A\)\(10\)](#) of this section.

Table 16.75.080(A)(6). Maximum freestanding sign height and area

Total ROW Frontage of Parcel (on each street)	Allowable Sign Area (white/very light background)	Allowable Sign Area (shaded or dark background)	Maximum Height (white/very light background)	Maximum Height (shaded or dark background)
< 200 Feet	24 sq. ft.	40 sq. ft.	6 feet	7 feet
200--399 Feet	36 sq. ft.	54 sq. ft.	7 feet	8 feet
400--599 Feet	50 sq. ft.	70 sq. ft.	8 feet	9 feet
600--799 Feet	60 sq. ft.	80 sq. ft.	8 feet	10 feet
800--999 Feet	66 sq. ft.	88 sq. ft.	9 feet	12 feet
1,000 Feet and >	72 sq. ft.	96 sq. ft.	9 feet	15 feet

Supplemental freestanding sign provisions:

a. Signs that employ shaded, opaque or dark background and light-colored lettering for at least fifty percent of the sign copy are allowed larger sign areas, as they are found to be less visually intrusive than signs incorporating white or very light-colored background. Using a CMYK color chart, signs that employ color numbers that add up to at least twenty (collectively) shall be considered as “shaded.” For example:

C=0, M=0, Y=0, K=20 = Shaded

C=10, M=0, Y=0, K=10 = Shaded

C=10, M=0, Y=0, K=0 = Not considered to be shaded

See Figure 16.75.080(A)(6)(a) below for examples.

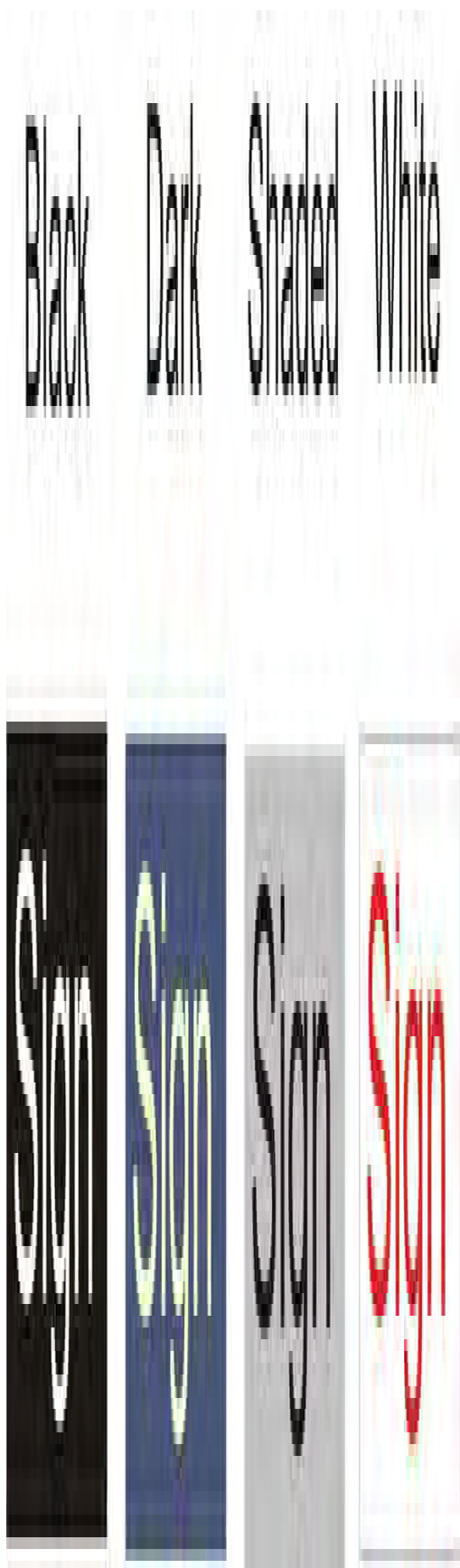


Figure 16.75.080(A)(6)(a).

The black, dark, and shaded signs above qualify for the extra sign area and height specified in the shaded columns of Table 16.75.080(A)(6). The sign on the right with the white background is allowed (but doesn't qualify for the "bonus" sign area and height) and subject to the sign area/height in the unshaded columns above in Table 16.75.080(A)(6).

b. *Departures.* Applicants seeking a larger and/or taller sign may apply for a departure per LMC [16.75.040\(C\)](#) to allow for sign height and area up to fifty percent greater than specified above. In order to qualify for a departure, signs shall include a distinctive one-of-a-kind design that includes a high quality mixture of materials.



Figure 16.75.080(A)(6)(b).

The sign on the left is an example of a sign that meets basic standards, whereas the sign on the right uses a distinctive one-of-a-kind design and would qualify for a departure.

c. Center names for multi-tenant commercial centers (centers that include two or more tenants) are exempt from allowable sign area calculations specified above, provided the center name is distinct from the names of any tenants (for example, Joe's Center would be too closely related to a tenant named Joe's Books). Freestanding signs incorporating center names are allowed fifteen percent greater sign height than specified above.



Figure 16.75.080(A)(6)(c).

Examples of sign integrating center names (exempt from sign area calculations).

d. For those properties where more than one freestanding sign is allowed on a particular frontage per subsection [\(A\)\(3\)](#) of this section, one sign may be installed per standards specified per the total ROW frontage of the parcel. The size and height of additional signs are based on the separation from the larger primary sign or other supplemental sign. For example, if a second sign is six hundred fifty feet from the larger primary sign, then it shall meet the standards for a sign that includes six hundred through seven hundred ninety-nine feet of total ROW frontage of parcel as set forth in the table above.

e. Large commercial shopping center signs and freeway-oriented signs (see subsections [\(A\)\(9\)](#) and [\(10\)](#) of this section) are exempt from the standards above.

7. *Digital Signage Integration.* Digital signage elements may be integrated into any freestanding sign permitted in this subsection, subject to the following provisions:

a. Up to fifty percent of allowed sign copy area may be used for digital directory purposes. This would allow a multi-tenant center to rotate the names of businesses used in the freestanding signs, allowing greater visibility opportunities for individual businesses in the center.

b. Up to thirty-three percent of allowed sign copy area may be used for changing message purposes. For single tenant signs, up to fifty percent of the allowed sign copy area may be used for changing message purposes.

c. Where both a digital directory and changing message signage is included on one freestanding sign, such elements may collectively be used for up to sixty-seven percent of the total allowed sign copy area.



Figure 16.75.080(A)(7).

The sign above features digital directory signage (Tahitian Pearls, which occupies thirty-three percent of the sign copy) and digital signage that features changeable messages (bottom thirty-three percent of sign copy). The combined digital signage represents the maximum sixty-seven percent of the total sign copy area.

d. Any form of technology may be used for the sign elements described herein, provided they meet the following provisions:

(1) Maintain a ten-second minimum dwell time for the directory and any images. Changes in directory and images shall be a simple fade with a maximum transition time of two seconds. Animation, movement or video imaging is prohibited.

(2) *Brightness Limits.*

(a) Integrate automatic dimming capability that adjusts to the brightness of ambient light at all times of the day and night;

(b) Daytime, based on the time from sunrise to sunset as calculated for Lacey, WA: five thousand maximum nits (a measure of luminance that will keep signage balanced with surrounding landscape); and

(c) Nighttime, based on the time from sunset to sunrise as calculated for Lacey, WA: one hundred fifty maximum nits (a measure of luminance comparable to typical nighttime signage and in line with the Illuminating Engineering Society of North America (IESNA).

(3) *Light Trespass Standards.* Adopt a trespass limit of one-tenth foot-candle at the property line of any park or residential property.

(4) Digital imagery may be used provided it meets the provisions of subsection [\(A\)\(7\)\(d\)\(1\)](#) of this section.

e. *Program Required.* Applicants proposing any forms of signage described above shall submit a program of their sign proposal describing how it will meet the applicable standards.

8. *Clutter Management Standards.*

a. *Purpose.* To reduce visual clutter along commercial corridors and improve sign legibility.

b. *Applicability.* The following standards apply to nondigital signage. The provisions shall serve as recommendations to be encouraged (not required) for digital signage copy to enhance legibility and minimize visual clutter.

c. *Sign Information Allowances.* The provisions herein use the street graphics approach to place limits on the amount of information used on signs based on applicable speed limit of the fronting street. Table 16.75.080(A)(8)(b) below identifies the permitted items of information that are allowed on a sign. Each word or graphic is considered an item of information. Each grouping of numbers is considered an item of information (for example, 867-5309 is considered two items of information). Shopping center names not related to an individual business are exempt from the information limit provisions herein.

Table 16.75.080(A)(8)(b). Sign information allowance table

	Items of Information				
	Sign Area				
Speed Limit	Up to 24 sf	24--35.9 sf	36--49.9 sf	50--80 sf	80 sf +
25 mph	18	20	22	26	30
30 mph	14	16	20	22	25
35 mph	12	14	16	18	20
40 mph	10	11	12	14	15
Freeway	10	10	10	10	10

Departures per LMC [16.75.040\(C\)](#) will be considered allowing up to thirty-three percent more pieces of information on a sign provided the applicant demonstrates that the design of the sign in its context is legible and successfully employs techniques to minimize visual clutter.

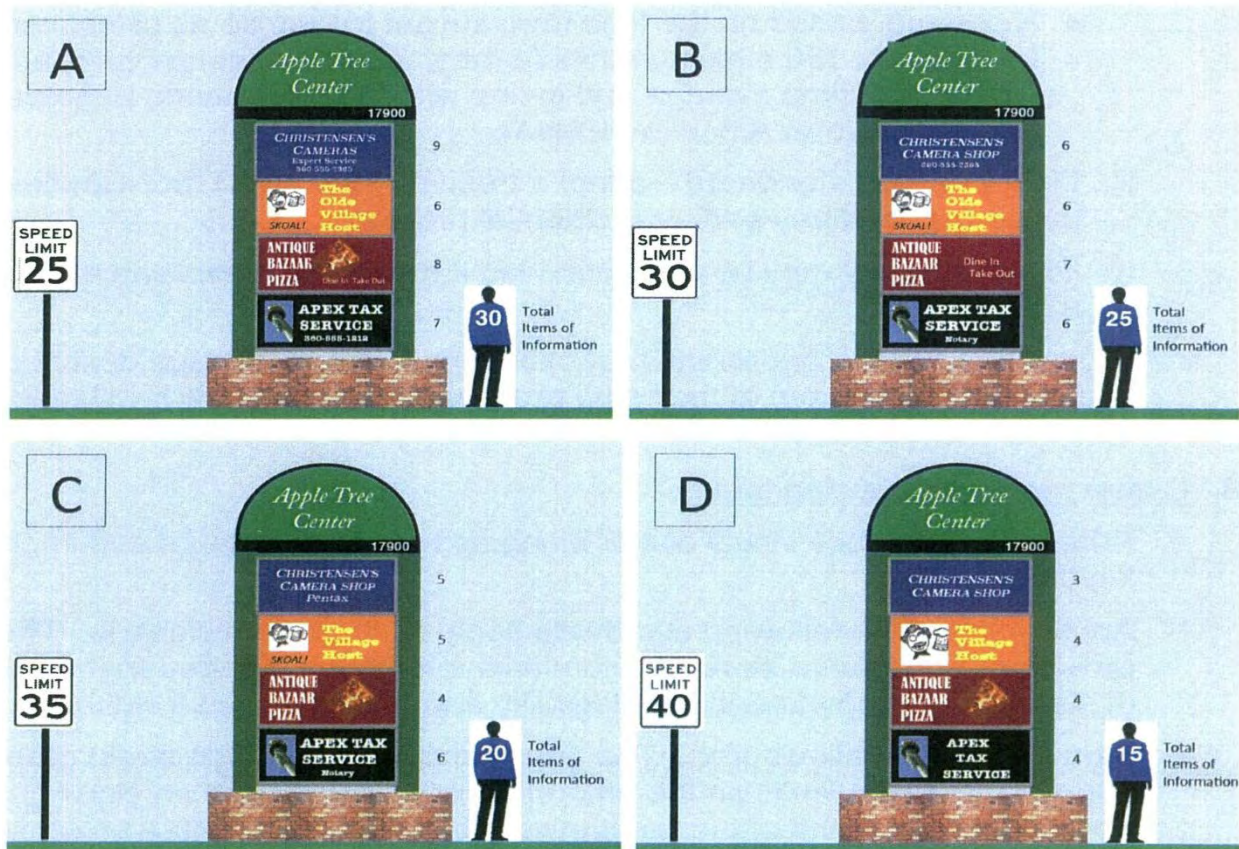


Figure 16.75.080(A)(8)(b-1).

Illustrating signs that conform to the sign information allowance provisions.



Figure 16.75.080(A)(8)(b-2).

An example of a twenty-four-square-foot sign in a thirty-five-mile-per-hour zone meeting the maximum twelve pieces of information requirement. Note that the center name “Lacey Place” does not count as an item of information.

9. *Freestanding Signs for Large Shopping Centers.* A shopping center or other large commercial complex constituting a commercial subdivision or subject to a binding site plan and being more than thirty acres in size and more than three hundred fifty thousand square feet in gross floor area of buildings is permitted one shopping center or commercial complex sign not exceeding thirty feet in height and three hundred square feet in sign area. If the site has a sign for a freeway-oriented business as permitted in subsection [\(A\)\(10\)](#) of this section that can be seen and provides reasonable identification from all arterial frontages adjacent to the site, that sign shall count as the shopping center or commercial complex sign and no such additional signs shall be permitted. Provided, however, if the administrator determines that the freeway-oriented sign does not provide reasonable identification from other arterial streets, both a shopping center or commercial complex sign and a freeway-oriented sign may be permitted. Signs under this provision will have a monument style. Provided, the community and economic development director shall have the authority to approve a modified sign design if, due to height or other design considerations, such a monument sign would be impractical or inappropriate. All such signs must be located at least twenty feet from all property lines and rights-of-way and subject to other applicable freestanding sign provisions above.

10. *Freestanding Signs for Freeway-Oriented Businesses.* Shopping centers and commercial complexes with significant freeway frontage are permitted freeway-oriented signs under the following criteria:

- a. Such shopping centers or other commercial complexes must have a minimum of one thousand one hundred feet of frontage along a freeway. A frontage road or other right-of-way between the site and the freeway does not disqualify the site. Further, such shopping center or commercial complex must constitute a commercial subdivision or be subject to a binding site plan and must also be more than thirty acres in size and have more than three hundred fifty thousand square feet of gross floor area of buildings.
- b. Such shopping centers may place one sign on the property for every one thousand one hundred feet of freeway frontage not to exceed three total signs for the individual shopping center.
- c. A freeway-oriented sign shall not exceed thirty feet in height from the roadway curb elevation or development natural grade, whichever is higher. A freeway-oriented sign shall not exceed three hundred square feet in sign area. Such sign must be located at least twenty feet from all property lines and rights-of-way.

Departures per LMC [16.75.040\(C\)](#) to the size and height of such freeway-oriented signs will be considered provided they meet the following criteria:

- (1) Sign incorporates a distinctive one-of-a-kind design that complements the architectural design of the center building(s).

(2) Sign employs opaque or dark sign background with light-colored lettering.

(3) Sign is generally no taller than is physically necessary to be clearly visible from Interstate 5 traffic given the context of the site utilizing view corridors and gaps in the tree canopy to blend in with the natural and built environment.

d. Signs qualifying as freeway-oriented signs may be in addition to non-freeway-oriented signs identifying businesses.

e. Signs shall be fully enclosed with no exposed conduits or switchgear and any transformers associated with the sign shall be landscaped from view by the public.

11. *Address Numbers.* Legible address numbers are required on all freestanding signs. Such address numbers are exempt from sign area standards.

B. *Wall Signs.*

1. *Permitted Number of Signs.*

a. Tenants are allowed a maximum of one wall sign per facade that is visible from a street or customer parking lot.

b. Businesses may include additional smaller signs describing the types of products and/or services that the business offers, provided the sign areas collectively comply with maximum size requirements.

c. Commercial tenants on upper levels may include a wall sign placed on facade above the business provided the permitted sign area shall be shared with tenant below and the location/design meets the applicable standards in this subsection.

2. *Location and Design.*

a. Wall signs shall be centered, proportional, and shaped to the architectural features of the buildings. Signage shall not exceed two-thirds of the width of the articulation interval (i.e., space between columns) or of the individual storefront. This standard also applies to upper level businesses.

b. Wall signs shall not cover windows, building trim, an existing building name sign, or special ornamentation features. Preferred areas for installation of wall signs include blank areas above canopies, areas between vertical piers or columns, blank areas on a gabled roof, or upper reaches of a false-fronted building.

c. Stacked words on wall signs are permitted. Generally, the primary business name should be provided on one line (though exceptions are permitted if they meet other applicable standards herein), with additional text on rows above and/or below providing supporting information about the business in smaller fonts.

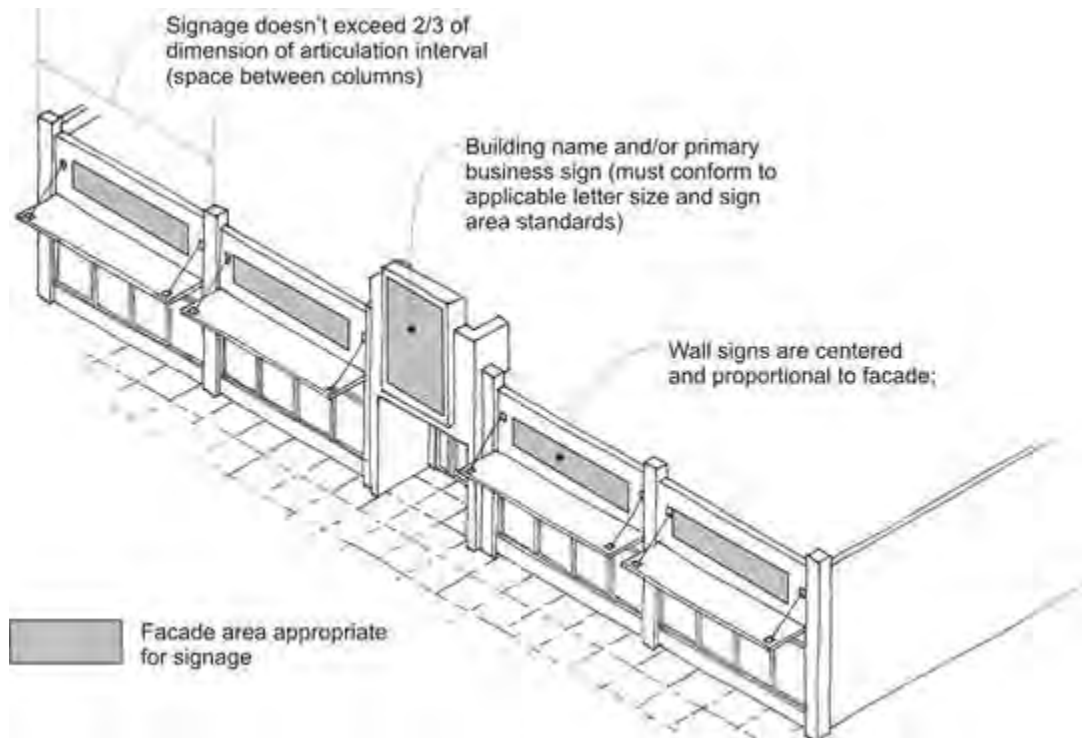


Figure 16.75.080(B)(2). Wall sign standards

3. *Maximum Size--Individual Retailers--Sign Area.* Table 16.75.080(B)(3) provides standards for the maximum amount of wall, canopy, or awning signage on each building elevation. For building elevations that include signage for upper level businesses, the standards shall apply to the entire building elevation.

Table 16.75.080(B)(3). Sign area standards for wall, canopy, or awning signs for each building elevation

Architectural building elevation wall area	Maximum sign surface area (for that wall area)
Below 200 sf	25% of the facade
200--349 sf	22.5% of the facade
350--499 sf	20% of the facade
500--999 sf	17.5% of the facade
999--1,499 sf	15% of the facade

Architectural building elevation wall area	Maximum sign surface area (for that wall area)
1,500--1,999 sf	12.5% of the facade
Over 2,000 sf	10% of the facade

Departures per LMC [16.75.040\(C\)](#) for larger signs will be considered provided the sign does not feature internal lighting and meets other applicable standards herein.



Figure 16.75.080(B)(3-1). Acceptable wall sign examples.

Note the different styles of signs and use of stacked (both left images) and supplemental text (lower left).



Figure 16.75.080(B)(3-2). More acceptable wall sign examples

In the right image, the signs are centered on the articulation elements of the facade.



Figure 16.75.080(B)(3-3). Unacceptable wall sign example

Most or all of these signs clearly exceed two-thirds of the width of their respective individual storefronts.

4. *Maximum Height.* Wall signs may not extend above the building parapet, soffit, the eave line or the roof of the building.
5. *Mounting.*
 - a. Building signs should be mounted plumb with the building, with a maximum protrusion of one foot unless the sign incorporates sculptural elements or architectural devices.
 - b. The sign frame shall be concealed or integrated into the building's architectural character in terms of form, color, and materials.
6. *Building Name Signs.* Signs that advertise the name of the building and not associated with the name of any individual business are exempt from the sign area standards set forth in Table 16.75.080(B)(3) above.

Standards. Signs shall be placed near the top of the facade and generally centered on the architectural features of the building. Departures per LMC [16.75.040\(C\)](#) will be considered provided the sign is located

in a place that is independent from individual businesses on the building and helps to provide identity for the particular building.

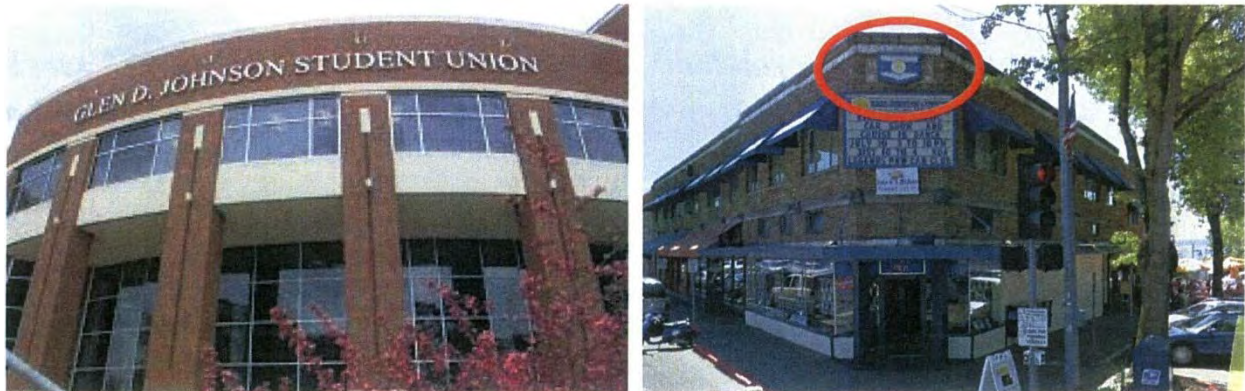


Figure 16.75.080(B)(6). Building name signs

The left image is a good example. The image on the right shows an unacceptable example where new signage blocks the original building name sign (circled on top).

C. *Marquee and Awning Signs.* Marquee or awning signs may be used in place of permitted wall signs (except where otherwise specified herein), provided they meet the following conditions:

1. *Permitted Number of Signs.* Tenants are allowed a maximum of one marquee or awning sign per facade that is visible from a street or customer parking lot. Exception: Where an individual business uses multiple awnings or marquees, additional signs may be included on these provided they meet other applicable standards herein.
2. *Sign Area.* See Table 16.75.080(B)(3) above for maximum sign area.
3. *Sign Width.* Signage shall not exceed two-thirds of individual awning or marquee width.
4. *Letter Height.* The lettering height shall be proportional to the architectural features of the building. For example, it shall not be so large that it blocks windows or other significant architectural features of the building.
5. *Vertical Clearance.* Signs shall be placed a minimum of eight feet above the sidewalk or walkway.
6. *Location.* Marquee signs may be placed on the front, above, or below the marquee.
7. *Content.* For individual storefronts that include multiple awnings or marquees, secondary business signage may be included on the additional signs. For example, where the primary sign might advertise the name of a bakery, the secondary signs could advertise coffee, ice cream or other types of products sold by the business, provided they are sized smaller than the primary business sign and meet other standards herein.

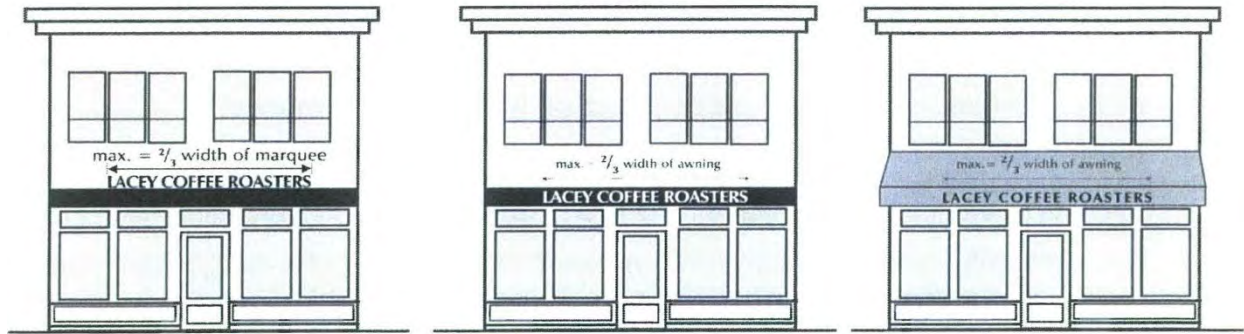


Figure 16.75.080(C)(6-1). Marquee and awning sign examples and standards



Figure 16.75.080(C)(6-2). Marquee and awning sign example

D. *Projecting Signs*. Projecting signs meeting the following conditions are allowed for commercial uses adjacent to and facing a street. They may be used in addition to wall, marquee, and/or awning signs provided they meet the applicable standards below.

1. *Permitted Number of Signs*.

a. *Projecting Signs*. Tenants are allowed a maximum of one projecting sign per facade that is visible from a street or customer parking lot. Departures per LMC [16.75.040\(C\)](#) for additional projecting signs may be permitted along a building elevation provided:

(1) They are separated enough to avoid visual clutter, and do not conflict with wall, marquee, and/or awning signs or other significant architectural features of the building.

(2) Additional sign(s) are noticeably smaller in size than the primary business identification projecting sign.

(3) Additional sign(s) advertise other products or aspects of the business and are not merely a second business sign.

b. *Projecting Banner Signs*. Multiple projecting banner signs may be integrated on the building provided they are aligned with facade articulation elements (such as vertical columns or piers). See Figure 16.75.080(D-4) for an example.

2. *Sign Area.* Projecting signs are not based on sign area standards, but on the dimensional standards below. Projecting signs may be either vertically or horizontally oriented. Projecting banner signs must all be vertically oriented.

a. *Projection.*

- (1) Horizontally oriented signs: no more than eight feet;
- (2) Vertically oriented signs: no more than forty-two inches for single-story buildings; no more than five feet for multi-story buildings;
- (3) Signs may project into public rights-of-way for storefront buildings, but shall not extend over the curb into the travel lane.

b. *Height.*

- (1) Horizontally oriented signs: no more than three feet;
- (2) Vertically oriented signs: shall not extend above the building parapet, soffit, the eave line or the roof of the building, except for theaters, hotels, large-scale retail uses (over fifty thousand square feet floor area), place names for large retail centers (over seventy-five thousand square feet floor area), or places of public assembly.

c. Departures per LMC [16.75.040\(C\)](#) to the provisions in subsections [\(D\)\(2\)\(a\)](#) and [\(b\)](#) of this section will be considered provided the sign design is compatible with the design of the building in terms of location, scale, and design elements, does not create a public safety hazard, and provides a positive contribution to the streetscape.

3. *Vertical Clearance.* Signs shall be placed a minimum of eight feet above the sidewalk or walkway.

4. *Location.* Projecting signs shall not be located directly over windows or in conflict with other signs or architectural features of the building.

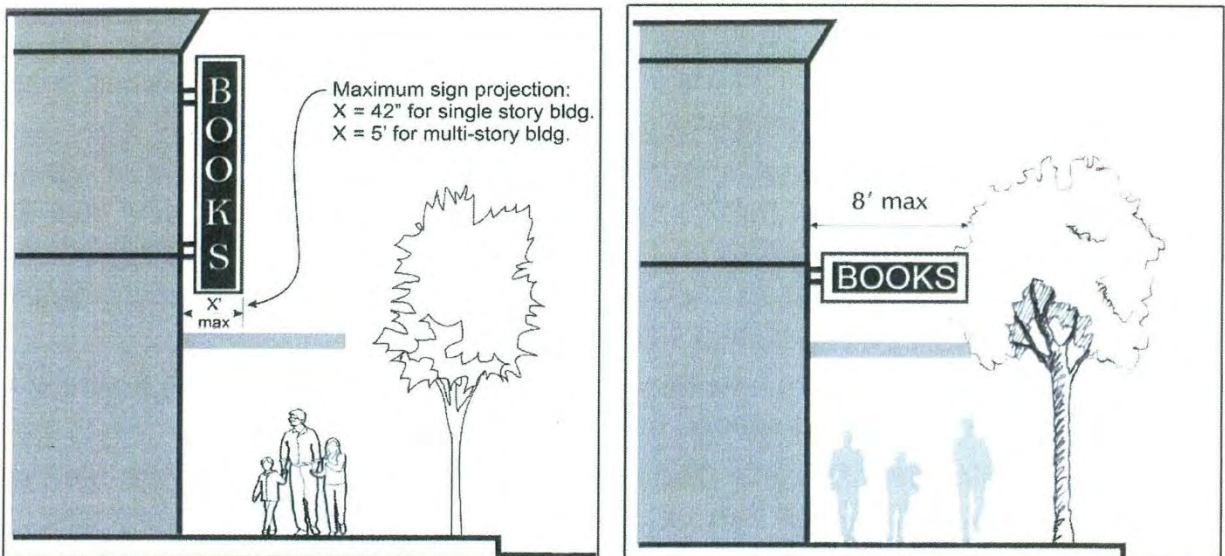


Figure 16.75.080(D-1). Standards for vertically (left) and horizontally oriented (right) projecting signs

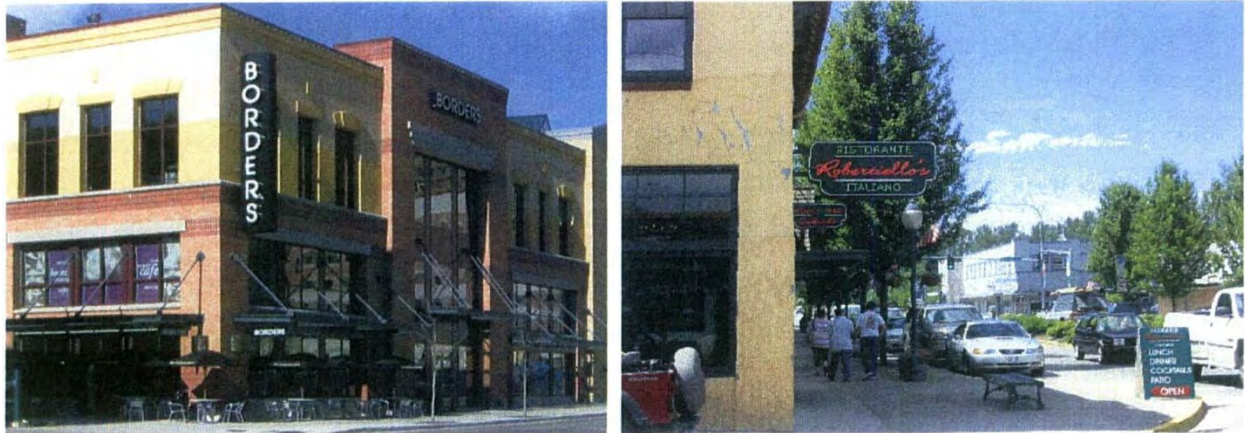


Figure 16.75.080(D-2). Projecting sign examples

The example on right includes two complementary projecting signs that are separated enough that they don't conflict or cause visual clutter. The second sign is smaller and advertises the lounge that is within the restaurant.



Figure 16.75.080(D-3). Unacceptable projecting signs

Examples both include signs that project over the roofline. In the right example there are far too many signs. The extra signs also conflict visually and create unwanted sign clutter.

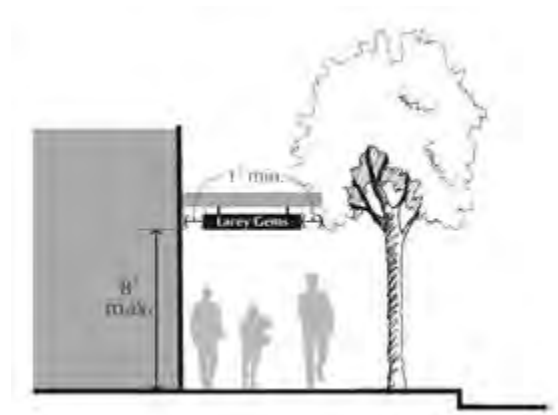


Figure 16.75.080(D-4). Projecting banner sign examples

Note how the signs are aligned with the vertical piers of each building and feature consistent bracket design.

E. *Under-Canopy Signs.* Under-canopy signs are placed under awnings, marquees or canopies and placed perpendicular to the storefronts and thus oriented to pedestrians on the sidewalk or an internal walkway. Applicable standards:

1. *Permitted Number of Signs.* Tenants are allowed a maximum of one under-canopy sign per facade that is visible from a street or customer parking lot. Exception: For businesses with multiple entries onto a sidewalk or walkway, one under-canopy sign shall be permitted for each entrance.
2. *Sign Width.* Under-canopy signs shall have one foot minimum between the sign and the outer edge of the marquee, awning, or canopy and between the sign and the building facade.
3. *Sign Height.* Under-canopy signs shall not exceed two feet in height.
4. *Vertical Clearance.* Signs shall be placed a minimum of eight feet above the sidewalk or walkway.





16.75.080(E) Under-canopy standards and example

F. *Internal Wayfinding Signs.*

1. *Purpose.* To aid visitors in finding the location of a business, use or building.
2. *Sign Content.* Signs may include only the name of the business, use, or building together with the directional guidance information.
3. *Location.* Signs may be located on internal walkways or landscape islands provided they do not inhibit pedestrian movement along the pathway.
4. *Size.* Signs may be up to five feet in height and contain no more than fifteen square feet in sign area.
5. *Design.* Signs shall be designed in a uniform manner (within individual subdivision or center) using consistent background color typeface colors. Dark background colors with light colored text are preferred. See Figure 16.75.080(F) for an example.





16.75.080(F) Internal circulation sign examples

Note the consistent design themes using dark backgrounds with light-colored text.

(Ord. 1539 §125, 2019; Ord. 1454 §2 (part), 2015).

16.75.090 Residential district sign standards.

A. *Nonresidential Uses within Residential Districts.* Each use is permitted one monument sign as described in Table [16.75.080\(A\)\(6\)](#). Internally lit signs in residential districts are prohibited.

B. *Home Occupations.* Home occupation signs relate to home occupation as defined in the zoning ordinance. The sign shall be flush-mounted and shall not exceed two square feet in area, and cannot be internally illuminated, but may be indirectly illuminated.

C. *Single-Family Subdivisions and Manufactured Home Parks or Subdivisions.* Two signs may be permitted per entrance from an access street, provided said signs do not exceed eighteen square feet in sign area each and five feet in height. Such signs can be low profile monument or fence-mounted, and can be placed anywhere on the property along access streets, not necessarily at entrances.

D. *Multifamily Complex.* Multifamily complexes shall be permitted freestanding, wall, and internal wayfinding signage in accordance with LMC [16.75.080](#). (Ord. 1539 §126, 2019; Ord. 1454 §2 (part), 2015).

16.75.100 Temporary signs.

The following signs are classified as temporary (nonpermanent). Temporary signs are permitted subject to the applicable limitations:

A. *Construction Signs.* A sign permit is required. Such signs may be displayed only after a building permit is obtained and during the period of construction on the construction site. Only one such sign is permitted per construction project for each public street upon which the project fronts. The applicable limits are as follows:

1. In all zones other than single-family residential zones, no construction sign shall exceed thirty-two square feet in sign area (printed copy on one side only) or ten feet in height, nor be located closer than ten feet from the property line or closer than thirty feet from the property line of the abutting owner.
2. In single-family residential zones, no construction sign shall exceed thirty-two square feet in sign area (printed copy on one side only) or ten feet in height, nor be located closer than ten feet from the property line of the abutting owner.

B. *Grand Opening Displays.* No sign permit is required. Such temporary signs, posters, banners, strings of lights, clusters of flags, balloons or other air- or gas-filled figures, and searchlights are permitted for a period of seven days only to announce the opening of a completely new enterprise or the opening of an enterprise under new management. All such materials shall be removed immediately upon the expiration of seven days. Such displays are permitted only in districts where the enterprise so advertised is allowed under district zoning regulations. Searchlights may be permitted by any business or enterprise provided the beam of light does not flash against any building or does not sweep an arc of forty-five degrees from vertical.

C. *Special Event Signs.*

1. *Public Special Event.*

- a. Special event signage as defined in LMC [16.75.020\(MM\)](#) is allowed subject to the standards contained in this chapter.
- b. No sign permit is required.
- c. *Period of Display.* Such signs may be displayed thirty days prior to an event and must be removed within seven days after the event's conclusion.
- d. *Standards.* Such temporary signs shall not be larger than four square feet. Said signs shall not be located in the right-of-way, posted or attached to telephone poles, power poles or other public utility facilities. The event committee for which the sign is displayed shall be responsible for its removal and subject to the penalties as provided in this code. Searchlights may be permitted by any business or enterprise provided the beam of light does not flash against any building or does not sweep an arc of forty-five degrees from vertical.

2. *Business Sales Event.*

a. A sign permit is required, specifying event periods and other information ensuring conformance with the standards herein.

b. *Period of Display.* No more than thirty days in a calendar year. This may include up to four events in a calendar year provided the total number of days the sales event signage is displayed for does not exceed thirty.

c. *Standards.* Sales event signage may include posters, banners, strings of lights, clusters of flags, balloons or other air- or gas-filled figures. Such displays are permitted only in districts where the enterprise so advertised is allowed under district zoning regulations.

D. *Real Estate Signs.* No sign permit is required. All exterior real estate signs must be of wood or plastic or other durable material. The permitted signs, with applicable limits, are as follows:

1. *Residential "For Sale" and "Sold" Signs.* Such signs shall be limited to one sign per street frontage not to exceed five square feet in sign area, placed wholly on the property for sale, and not to exceed a height of seven feet.

2. *Residential Directional "Open House" Signs.* Such signs shall be limited to one sign per street frontage on the premises for sale and three off-premises signs. However, if a real estate broker has more than one house open for inspection in a single development or subdivision, he/she is limited to four off-premises "open house" signs in the entire development or subdivision. Such signs are permitted only during daylight hours and when the real estate broker is in attendance at the property for sale. No such sign shall exceed five square feet in sign area.

3. *Undeveloped Commercial and Industrial Property "For Sale or Rent" Signs.* One sign per street frontage advertising undeveloped commercial and industrial property for sale or rent. The sign shall not exceed thirty-two square feet in sign area and seven feet in height.

4. *Developed Commercial and Industrial Property "For Sale or Rent" Signs.* One sign per street frontage advertising a commercial or industrial building for rent or sale is permitted while the building is actually for rent or sale. If one face of the building is less than ten feet from the building line, the sign shall be placed on the building or in a window. The sign shall not exceed seven feet in height and, if freestanding, shall be located more than fifteen feet from any abutting property line or a public right-of-way line. Said sign shall not exceed thirty-two square feet in sign area.

5. *Undeveloped Residential Property "For Sale" Signs.* One sign per street frontage advertising undeveloped residential property for sale is permitted not exceeding thirty-two square feet in sign area. Said sign must be placed more than thirty feet from the abutting owner's property line and may not exceed a height of seven feet.

6. Subdivisions approved after the effective date of the ordinance codified in this chapter are permitted one cluster of flagpoles (not to exceed five flagpoles) in front of sales offices to advertise the new development.

E. *Political Signs*. No sign permit is required. Political signs or posters may be placed upon private property only and shall not be larger than ten square feet of sign area and shall not be posted or attached to telephone poles, power poles or other public utility facilities. Such signs must be removed seven days after the election in which the candidate or issue advertised on a sign has been determined. For a successful candidate in a primary election the sign may remain until the final election, but shall be removed within seven days after the election. The candidate or committee for which the sign is displayed shall be responsible for its removal and/or is subject to the penalties as provided in this code.

F. *Community Banners or Cloth Signs*. Such signs may be permitted and extend across a public street by permission of the city manager or appointed representative. Such signs may only be placed at city-designated locations and erected by city personnel.

G. *Banners*. Such signs may be permitted on private property. Banners may be used to advertise a sale, other special events, or for new businesses waiting for a permanent sign. Notification to the city is required prior to hanging the banner. This notification shall include acknowledgement of the banner requirements, the dates the banner will be used and location of the banner. Businesses are only allowed one banner per wall with a maximum of two banners per business at any one time. All banners must comply with the following:

1. *Maintenance Standards*. All banners must be legible, made of durable materials, and must be well maintained.
2. *Time Limitation*. Banners are limited to two thirty-day placements per calendar year.
3. *Location on Property*. Banners must be located completely on a wall, and tacked down on four corners. Banner size shall be regulated to a maximum of ten percent of the architectural elevation per wall.

H. *Sandwich Board Signs*. Only businesses that cater to pedestrians such as: restaurants, retail businesses that sell clothing, gifts, accessories, small markets, or other similar uses as determined by the director of community and economic development shall be allowed to have sandwich board signs. Such signs shall only be pedestrian-oriented in nature and businesses will only be allowed a maximum of one sandwich board sign. These signs are subject to the following conditions:

1. *Notification*. Notification to the city is required prior to displaying a sandwich board sign. This notification shall include acknowledgement of the sandwich board sign requirements, list of materials used, and rendering of the sign, including the dimensions. Liability for all sandwich board signs placed in the right-of-way is that of the business placing the sign.
2. *Size*. The area of the sign shall not exceed nine square feet per side in size and shall not be wider than three feet.
3. *Maintenance Standards*. Signs shall be constructed out of materials able to withstand typical Northwest weather. Such materials may be metal, finished wood, chalkboard, white board or plastic; signs and copy shall be of professional quality. Owners of sandwich board signs shall be required to keep their signs in a legible, intact, and well maintained manner.

4. *Display Time.* Signs may only be displayed during business hours. If business hours continue past daylight hours, precautions should be taken to place the sign in a location where it is readily visible after dark. This shall not be construed to allow the wiring of a sign for lighting.

5. *Location.* Signs may be located no further than twelve feet from the entrance to the business. Such signs shall not be placed in a location which is within the vision triangle or any location which will impede vehicular traffic. Further, such signs shall not be placed in a manner which will block or otherwise obstruct the safe use of sidewalks, building entrances or stairs by pedestrians, including pedestrians who are visually impaired or otherwise handicapped.

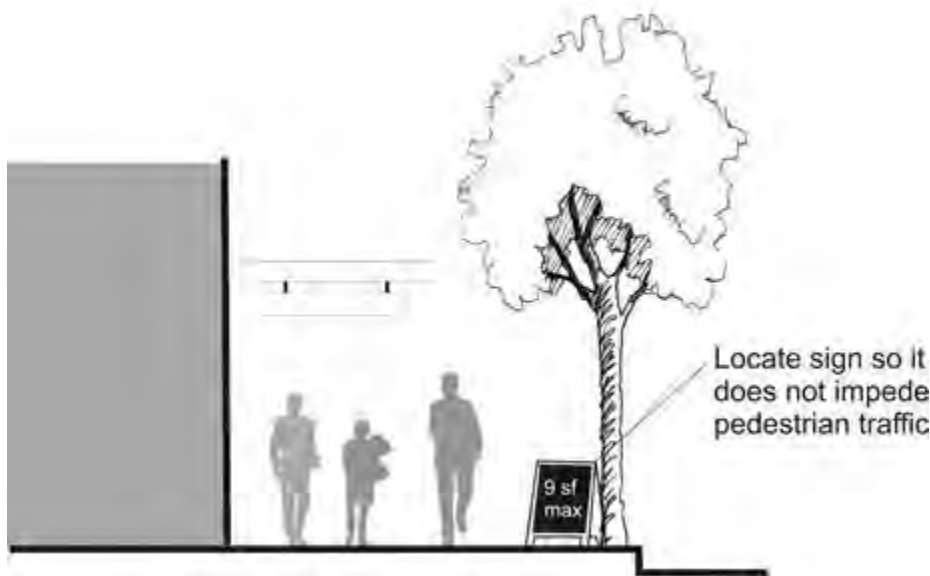


Figure 16.75.100(H-1). Sandwich board sign standards

Exception. For multi-tenant centers where most businesses are located more than twelve feet from the public ROW, center owners or their representatives may apply for a permit to depart from this standard, provided the following provisions are met:

- a. A maximum of one sign per one hundred feet of ROW frontage;
- b. Signs may be placed in the public ROW on one side of sidewalk in a manner that allows a minimum of five feet of horizontal clearance for pedestrians.

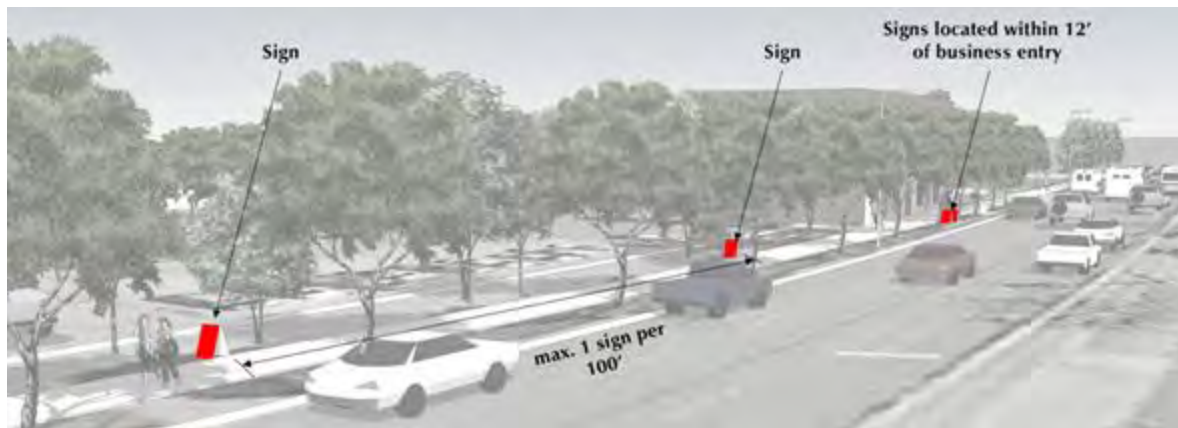


Figure 16.75.100(H-2). Illustrating sandwich board sign provisions

The first two signs on the left are more than twelve feet from their respective business entries, but allowed per the exception provision above. The cluster of sandwich board signs in the distance to the right are all within twelve feet of their respective business entries.

I. *Feather Signs*. Feather signs are prohibited except where used for a grand opening event and/or business sales event (subsections B and (C)(2) of this section) or by permit for multi-tenant centers meeting the criteria below.

- a. Applicants: multi-tenant center owners or their representatives. Number of signs permitted: a maximum of one sign per one hundred feet of ROW frontage;
- b. *Location of Signs*. Signs may be placed outside the public ROW on the back side of the sidewalk, as shown in Figure 16.75.100(I).
- c. Maximum height of signs: thirteen feet.
- d. The use of consistent size and shape of feather signs is encouraged where more than one sign is permitted.



Figure 16.75.100(I).

Where permitted for multi-tenant centers, feather signs shall be placed at intervals of no more than one sign per one hundred lineal feet of frontage and located behind the sidewalk.

J. *Garage Sale (Yard Sales, Moving Sales, Patio Sales)*. No sign permit is required. Such sign shall be limited to one sign on the premises and three off-premises signs. No such sign shall exceed four square feet in sign area. The sign or signs may be displayed only during the sale and must be removed the day the sale ends. The person or persons for which the sign or signs are displayed shall be responsible for its removal and/or are subject to the penalties as provided in this code.

K. *Seasonal Sales*. No sign permit is required. Vendors who receive a temporary business license as defined in LMC [5.12.015](#) for seasonal or temporary sales activities (e.g., Christmas trees) are permitted one sign not to exceed twenty square feet in sign area. This sign shall be mounted to the booth or trailer used for temporary sales. (Ord. 1539 §127, 2019; Ord. 1454 §2 (part), 2015).

16.75.110 Legal nonconforming signs.

Legal nonconforming signs may remain in use only under the following conditions:

A. No such sign shall be changed in any manner that increases the noncompliance of such sign with the provisions of the ordinance codified in this chapter established for signs in the district in which the sign is located.

B. The burden of establishing a sign to be legally nonconforming under this section rests upon the person or persons, firm or corporation claiming legal status for a sign.

C. When a sign is structurally altered, it ceases to be a legal nonconforming sign and must conform with the provisions of this chapter. "Structural alteration" means any action that changes the height, size, or shape of the sign or any action that affects the base or support(s) of the sign.

D. When a business or activity containing a legal nonconforming sign is enlarged or remodeled to a value of fifty percent or more of existing value of real property improvements, then such sign must be brought into conformity with this chapter.

E. When a business or activity containing a legal nonconforming sign changes the type of the business, then such sign must be brought into conformance with this chapter.

F. *Violations*. Any violation of this chapter shall immediately terminate the right to maintain a nonconforming sign. (Ord. 1454 §2 (part), 2015).

16.75.120 Enforcement and sign removal.

A. *Termination of Illegal Signs*. The right to maintain any sign shall terminate and shall cease to exist whenever the sign is:

1. *Abandoned*. No persons shall maintain or permit to be maintained on any premises owned or controlled by such persons any sign which has been abandoned.

2. *Damaged or destroyed beyond fifty percent.* The determination whether a sign is damaged or destroyed beyond fifty percent shall rest with the code administrator and shall be based upon the actual cost of replacing said sign; and/or

3. Structurally substandard under any applicable ordinance of the city to the extent that the sign becomes a hazard or a danger.

B. *Removal of Unlawful Signs.*

1. Any unlawful permanent type sign which has not been removed within thirty days after conviction of violation or imposition of civil penalty may be removed by the city and the costs charged to the violator. If removal costs have not been paid and the sign reclaimed within thirty days of its removal by the city, the city may sell or otherwise dispose of the sign and apply the proceeds toward costs of removal. Any proceeds in excess of costs of removal shall be paid to the owner of the sign.

2. Signs which the city finds upon public streets, sidewalks, right-of-way or other public property or which wherever located present an immediate and serious danger to the public because of their unsafe condition may be immediately removed without prior notice.

3. Any unlawful temporary or portable type sign located on private property which has not been removed after twenty-four hours from notification may be removed by the city. The sign may be reclaimed by the owner after a civil penalty of \$100.00 has been paid. If the sign has not been reclaimed within thirty days of its removal by the city, the city may sell or otherwise dispose of the sign and apply the proceeds toward costs of the removal. Any proceeds in excess of costs of the removal shall be paid to the owner of the sign.

4. Neither the city nor any of its agents shall be liable for any damage to the sign when removed under this section.

C. *Violation--Penalty.*

1. Violation of the provisions of this code or failure to comply with any of its requirements shall constitute a misdemeanor and such violation shall be punished as provided by the statutes of the state of Washington for the commission of a misdemeanor. Each day such violation continues shall be considered a separate offense.

2. The erector, owner or user of an unlawful sign or the owner of the property on which an unlawful sign is located and who maintains such violation may each be found guilty of a separate offense and suffer the penalties herein provided. (Ord. 1454 §2 (part), 2015).

16.75.130 Severability.

A. If any section, sentence, clause, phrase, word, portion, or provision of this chapter is held invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect, impair, or invalidate any other section, sentence, clause, phrase, word, portion, or provision of this chapter which can be given effect without the invalid provision.

B. The invalidation of the application of any section, sentence, clause, phrase, word, portion, or provision of this chapter to a particular property or structure, or any particular properties or structures, by any court of competent jurisdiction shall not affect the application of such section, sentence, clause, phrase, word, portion or provision to any other property or structure not specifically included in said invalidation. (Ord. 1454 §2 (part), 2015).

1 Code reviser's note: Ord. [1454](#) sets this distance from the wall at fifteen inches. This distance has been changed to twelve inches to reflect the intent of the city.

Chapter 16.80 LANDSCAPING REQUIREMENTS

16.80.010 Statement of intent.

The purpose of this chapter is to establish minimum requirements and standards for landscaping and screening where needed to promote safety, to provide screening between incompatible land uses, to safeguard privacy and to protect the aesthetic assets of the city. (Ord. 871 §2 (part), 1989).

16.80.020 General requirements.

A. A plot plan of the proposed landscaping and screening shall be prepared by a licensed landscape architect, Washington-certified nurseryman, or Washington-certified landscaper and incorporated into plans submitted for preliminary plat, site plan review, administrative design review or building permit review. For individual home owners, upon request the city will provide template landscape plans with approved tree species to fulfill this requirement.

B. *Landscaping Plans.* The landscaping plan shall contain the following information (one inch equals twenty feet or larger):

1. Existing plant material and soil to be retained;
2. Proposed plant material to be placed on site. The type, size, number and spacing on plantings must be illustrated (refer to LMC [16.24.040](#), General standards required for all development);
3. Surface parking location and design (refer to Chapter [16.72](#) LMC);
4. Bicycle parking location and design (refer to Chapter [16.72](#) LMC);
5. Loading and service areas location and design (refer to Chapter [16.80](#) LMC);
6. Screening and buffering: general; perimeter fencing and walls; parking structures; and surface parking lots (refer to Chapter [16.80](#) LMC);
7. All areas where soils are to be amended (refer to the current City of Lacey Stormwater Design Manual);
8. Locations where plant and soil materials will be stored during construction;
9. Timeline for site preparation and installation of plant materials.

The applicant shall utilize tree protection techniques approved by the enforcing officer, site plan review committee and/or hearings examiner in order to provide for the continued healthy life of retained significant trees including during land alteration and construction. (Ord. 1496 §105, 2016; Ord. 1310 §49, 2008; Ord. 1179 §10, 2002; Ord. 871 §2 (part), 1989).

16.80.030 Special requirements.

A. The following uses require Type I landscaping on all sides when located above ground and not housed within a building or accessory to another use, and if located outside a public right-of-way:

1. Utility substation
2. Sewage pumping station
3. Water distribution facility
4. Communication relay station.

B. Whenever a non-residential activity is proposed adjacent to a residential zone or use a minimum fifteen-foot buffer area of Type I landscaping shall be provided along the property boundary between the uses. Alternative configurations may be considered through the design review process, provided the proposed treatment minimizes negative visual and compatibility impacts.

C. The following uses require Type III landscaping along the street frontage and throughout the required front yard area and Type II landscaping between the required front yard area and improvements on the property and along interior property lines unless a more stringent requirement is specifically identified in a land use district:

1. Church.
2. Commercial or public parking lot or structure not serving a primary use.
3. Government service building.
4. Community club.
5. School.
6. Hospital.

D. An area around the base of each utility pole, groundmounted sign or similar fixtures must be landscaped to improve the overall appearance of the area. This landscaping must include vegetation and may include other materials and components such as brick or concrete bases, planter boxes, or decorative framing. All refuse storage container areas shall be constructed and landscaped in accordance with Tables [16T-24](#) and [16T-25](#).

E. In front yard areas required to be landscaped under city requirements, a minimum of sixty percent of the required area shall be landscaped with natural plant materials. This may include grass or other ground cover, trees, shrubs, and other permitted plant materials. Planting areas shall be designed and constructed in a manner that will make possible normal maintenance such as mowing and watering. (Ord. 1310 §50, 2008; Ord. 1220 §53, 2004; Ord. 1024 §50, 1995; Ord. 965 §§12 and 13, 1993; Ord. 871 §2 (part), 1989).

16.80.040 Preservation of significant trees.

A. In required landscaping areas, the applicant shall retain significant trees which will not constitute a safety hazard. Areas devoted to access and sight areas as defined in this code, and areas to be cleared for required roads, utilities, sidewalks, trails or storm drainage improvements are exempt from this

requirement, provided modifications to design can be required by the city to save vegetation pursuant to the city tree and vegetation protection and preservation ordinance, Chapter [14.32](#) LMC.

B. Outside of the required landscape areas, the applicant shall be required to retain significant trees pursuant to Chapter [14.32](#) LMC. Special attention shall be given to the preservation of the following:

1. The preservation of healthy significant trees over sixty feet in height and sixteen inches in diameter measured twenty-four inches above grade;
2. The preservation of significant trees that form a continuous canopy;
3. The preservation of significant trees that contribute to the character of the environment, and do not constitute a safety hazard.
4. To protect against blowdowns, the city encourages that areas of tall, older tree stands to be retained be at least fifty feet in width. (Ord. 1310 §51, 2008; Ord. 965 §14, 1993; Ord. 871 §2 (part), 1989).

16.80.050 Types of landscaping.

A. All residential and nonresidential projects shall be required to provide landscaping that satisfies the functions and specific requirements of this section.

B. *Type I.*

1. *Purpose.* Type I landscaping is intended to provide a very dense sight barrier and physical buffer to significantly separate conflicting uses and land use districts and to enhance the visual character of the city.

2. *Description.*

- a. All plant materials and living ground cover must be selected and maintained so that the entire landscape area will be covered within three years.
- b. Provide a minimum of one conifer at least seven feet tall for every one hundred fifty square feet arranged in a manner to obstruct views into the property. Permitted conifer species are those with the ability to develop a minimum branching width of eight feet within five years. Sufficient soil must be provided to enable growth of trees to maturity. Structural solutions may be required when necessary to support trees with limited soil availability.
- c. Provide shrubs at a rate of one shrub per twenty square feet of landscaped area. Shrubs shall be at least sixteen inches tall at planting and have a mature height between three and four feet.
- d. Ground cover shall cover the remainder of the landscape strip within three years.
- e. A minimum of fifteen feet of width shall be required when Type I landscaping design is utilized.
- f. Fences, walls, and/or earthen berms may supplement landscape materials, except where they are inconsistent with other community design goals, policies, and standards in the Lacey Comprehensive Plan or Municipal Code.

- g. Any other alternative mix of plantings can be considered provided the intent of the Type I landscaping type is satisfied.
- h. Vegetated LID facilities that satisfy the intent of Type I landscaping are allowed to count towards landscaping requirements.
- i. Landscaping shall be native and drought tolerant with exception of trees on the city's street tree list.

C. *Type II.*

1. *Purpose.* Type II landscaping is intended to provide visual separation of uses from streets, and visual separation of compatible uses so as to soften the appearance of streets, parking areas and building elevation. This landscaping is used around the perimeter of a site and adjacent to buildings and may be mixed with a Type III landscaping to provide interest along parking lot pedestrian corridors.

2. *Description.*

- a. All plant materials and living ground cover must be selected and maintained so that the entire landscape area will be covered within three years.
- b. Provide at least one tree per three hundred square feet of landscaped area. At least fifty percent of the trees must be conifers. Trees may be clustered to avoid blocking views between windows and public spaces and/or private yard areas where desirable. Permitted tree species are those with the ability to develop a minimum branching width of eight feet within five years.
- c. Provide shrubs at a rate of one shrub per twenty square feet of landscaped area. Shrubs shall be at least sixteen inches tall at planting and have a mature height between three and four feet.
- d. Trees shall be a minimum of two inches in caliper measured six inches above the base at planting and shrubs must be capable of growing to a minimum of four feet in height, within five years. Sufficient soil must be provided to enable growth of trees to maturity. Structural solutions may be required when necessary to support trees with limited soil availability.
- e. Provide ground cover to cover the remainder of the planting strip within three years.
- f. Any other alternative mix of plantings can be considered provided the intent of the Type II landscaping type is satisfied.
- g. When Type II landscaping is used to provide partial screening between uses, a minimum planting area of eight feet in width shall be provided. When Type II landscaping is used adjacent to a building, a minimum five-foot planting area shall be provided.
- h. Vegetated LID facilities that satisfy the intent of Type II landscaping are allowed to count towards landscaping requirements.
- i. Landscaping shall be native and drought tolerant with exception of trees on the city's street tree list.

D. *Type III.*

1. *Purpose.* Type III landscaping is intended to provide visual relief where clear sight is desired. This landscaping type is utilized along pedestrian corridors and walks for separation of pedestrians from streets and parking areas while providing an attractive setting and overstory canopy.

2. *Description.*

- a. This type of landscaping consists of street trees for a large overstory canopy along streets and pedestrian corridors and grass or other approved vegetation for ground cover.
- b. Ground cover or low shrubs developed for conditions of the Northwest shall be planted. Turf grass is desirable in planting strips where on-street parking is present. Low shrubs are desirable in areas without on-street parking to provide both visual and physical separation between moving traffic and pedestrians.
- c. Place trees to create a canopy in desired locations without obstructing necessary view corridors.
- d. Street trees along arterials and collectors shall be those species described in the city's urban beautification program. Trees used along local access streets or pedestrian walks through parking lots shall be a species approved by the community and economic development department and shall be chosen for attractiveness, rooting habits, disease and pest resistance, and habitat value. All trees shall be a minimum of two inches in caliper measured six inches above the base at planting. Decorative protection may be placed around trees. Sufficient soil must be provided to enable growth of trees to maturity. Structural solutions may be required when necessary to support trees with limited soil availability.
- e. Provide ground cover to cover the remainder of the planting strip within three years.
- f. Earthen berms with grass or other vegetative ground cover and other design features may be worked into landscaping, provided the resultant effect of providing a pedestrian-friendly environment and visual relief where clear sight is required can be achieved.
- g. The minimum width for Type III landscaping shall be six feet to provide adequate rooting area for large street trees and to provide adequate streetscape. A four-foot width may be used through parking area pedestrian walks where accent trees are used and less width is required.
- h. Vegetated LID facilities that satisfy the intent of Type II landscaping are allowed to count towards landscaping requirements.
- i. Landscaping shall be native and drought tolerant with exception of trees on the city's street tree list.

E. *Type IV.*

1. *Purpose.* To provide visual relief and shade in parking areas.

2. *Description.*

a. *Required Amount.*

(1) If the parking area contains no more than twenty-five parking spaces, at least thirty-five square feet of landscape development must be provided for each parking stall proposed.

(2) If the parking area contains more than twenty-five spaces, at least fifty square feet of landscape development must be provided for each parking stall proposed.

b. *Design.*

(1) The minimum width for Type IV landscaping shall be six feet to provide adequate rooting area for large street trees and to provide adequate streetscape. A four-foot width may be used through parking area pedestrian walks where accent trees are used and less width is required.

(2) Each planting area should contain at least one tree. Planting areas shall be provided with the maximum number of trees possible given recommended spacing for species type. Deciduous trees shall have a minimum size of two inches in caliper measured six inches above the base and shall have the ability to reach a mature height of at least thirty-five feet. Conifers shall have a minimum height of seven feet at planting. Up to one hundred percent of the trees proposed for the parking area may be deciduous. A minimum of seventy percent must be deciduous. Sufficient soil must be provided to enable growth of trees to maturity. Structural solutions may be required when necessary to support trees with limited soil availability. No parking stall shall be located more than fifty feet from a tree.

(3) Provide shrubs at a rate of one shrub per twenty square feet of landscaped area. Shrubs shall be at least sixteen inches tall at planting and have a mature height between three and four feet. Up to fifty percent of shrubs may be deciduous.

(4) Provide ground cover to cover the remainder of the planting strip within three years.

(5) A landscaped area must be placed at the interior end of each parking row in a multiple-lane parking area. This area must be at least eight feet wide and must extend the length of the adjacent parking stall.

(6) Landscaping islands must be placed in every parking row with a maximum spacing of at least one island every seven parking spaces. Said islands shall be a minimum of eight feet in width and shall extend a minimum length of ten feet. Provided, that the site plan review committee may approve of a different configuration in order to provide a more attractive and functional design consistent with the intent of this chapter to promote aesthetic values and a pedestrian-friendly parking lot.

(7) Up to one hundred percent of the trees proposed for the parking area may be deciduous. A minimum of seventy percent must be deciduous.

(8) Landscaping islands and landscape portions of pedestrian corridors may be used for drainage treatment and given credit on drainage calculations under Chapter 5 of the Development Guidelines. However, the primary purpose shall remain landscaping and health of trees and ground cover and aesthetic character shall not be compromised. Additionally in no case shall the grade between the parking lot surface edge and the landscape island or pedestrian corridor surfaces be greater than six inches when a swale concept is utilized and it is intended to meet minimum landscaping space requirements.

(9) Vegetated LID facilities that satisfy the intent of Type IV landscaping are allowed to count towards landscaping requirements.

(10) Landscaping shall be native and drought tolerant with exception of trees on the city's street tree list.

F. *Single-Family Residential*. Landscaping is required for the purpose of minimizing surface water runoff and diversion, preventing soil erosion, and promoting the aesthetic character of the community. Native vegetation, ground cover, stands of trees or shrubs existing prior to development of the site may be acceptable to meet the landscaping requirement. All areas subject to clearing and grading that have not been covered by impervious surface, incorporated into a drainage facility or engineered as structural fill or slope shall be amended in accordance with the current City of Lacey Stormwater Design Manual and then landscaped with trees, native and drought-tolerant shrubs and suitable native and drought-tolerant ground cover. Suitable materials for ground cover are those which permit rain water infiltration of the soil and may include sod, shrubs, trees, and/or other native planting materials. Amended soils shall comply with the current City of Lacey Stormwater Design Manual. Single-family residential shall also comply with the provisions of LMC [14.32.066](#). (Ord. 1539 §128, 2019; Ord. 1496 §106, 2016; Ord. 1310 §53, 2008).

16.80.060 Alternative landscaping option.

A. The applicant may request a modification of the landscaping requirements set forth in LMC [16.80.030](#) and [16.80.040](#).

B. The enforcing officer, site plan review committee and/or hearings examiner may approve a modification of the landscaping requirements of this chapter only if:

1. The proposed landscaping implements portions of an urban forestry program or plan duly adopted by the city council;
2. The proposed landscaping represents an equal result that could not have been achieved by strictly following the requirements of this chapter; and
3. The proposed landscaping complies with the stated purpose of this chapter.

C. Natural vegetation or stands of trees existing prior to development of the site may be acceptable to meet all or part of the landscaping requirements. (Ord. 1154 §17, 2001; Ord. 871 §2 (part), 1989).

16.80.070 Species choice.

The applicant shall utilize native regional plant materials or plant materials that complement the natural character of the Pacific Northwest. (Ord. 1496 §107, 2016; Ord. 871 §2 (part), 1989).

16.80.080 Maintenance of plant materials.

A. It shall be the responsibility of the property owner/developer to ensure the provision of healthy, growing landscaping. The property owner shall replace any unhealthy or dead plant materials in conformance with the approved landscape development proposal and shall maintain all landscape material.

B. Unless entirely landscaped with significant trees preserved under LMC [16.80.040](#), all areas where new landscaping is being required, excepting new single-family lots, shall be provided with irrigation systems designed by a licensed landscape architect, Washington-certified nurseryperson, Washington-certified landscaper or professional engineer. Said irrigation systems shall be designed, installed and operated to maintain the plant materials to the standards detailed in subsection [A](#) of this section. The city may waive landscape irrigation provided an alternative method to irrigate the plantings for three years is approved by the city and a maintenance assurance device in the amount of one hundred percent of the replacement cost of the landscape materials is provided.

C. The city shall require a maintenance assurance device to insure compliance with the requirements of this chapter. The value of a maintenance assurance device must equal at least twenty percent of the replacement cost of the landscape materials, and shall be utilized by the city to perform any necessary maintenance, and to reimburse the city for documented administrative costs associated with action on the device. The maintenance assurance shall be for a minimum period of two years from the completion of planting; however, for Type I landscaping, the period shall be three years. The community and economic development director may adjust the period of maintenance assurances on a case-by-case basis. A separate financial guarantee for maintenance associated with landscaping in the right-of-way and stormwater facilities shall be submitted to the public works department in accordance with Section 3.090 of the ~~Development Guidelines and~~ Public Works Standards.

D. The city may accept, as an alternative to a maintenance assurance device, a contractual agreement or bond between the owner/developer and a licensed landscape architect, Washington-certified nurseryperson, or Washington-certified landscaper, along with a rider or endorsement specifically identifying the city as a party to the agreement for purposes of enforcement. Nothing in this alternative shall be interpreted to in any way modify the conditions of subsection [B](#) of this section.

E. If a maintenance assurance device or evidence of a similar device is required under subsections [B](#) and [C](#) of this section, the property owner shall provide the city with an irrevocable notarized agreement granting the city and its agents the right to enter the property and perform any necessary work.

F. Upon completion of the two-year maintenance period (three years for Type I landscaping), and if maintenance is not required, the city shall promptly release the maintenance assurance device or evidence thereof.

G. All trees, plant materials and landscaped areas shall receive sufficient water to be kept in a healthy and growing manner. (Ord. 1539 §129, 2019; Ord. 1496 §108, 2016; Ord. 1480 §26, 2015; Ord. 1310 §54, 2008; Ord. 1179 §11, 2002; Ord. 965 §17, 1993; Ord. 871 §2 (part), 1989).

16.80.090 Performance assurance.

A. The city may accept, as an alternative to a performance assurance device, a contractual agreement or bond between the owner/developer and a licensed landscape architect, Washington-certified nurseryperson, or Washington-certified landscaper, along with a rider or endorsement specifically identifying the city as a party to the agreement for purposes of enforcement. Nothing in this alternative shall be interpreted to in any way modify the conditions of this subsection A.

B. If a performance assurance device or evidence of a similar device is required under subsection [A](#) of this section, the enforcing officer shall determine the specific type of assurance device required in order to insure completion of the required landscaping in accordance with the approved landscaping plan. The value of this device must equal one hundred fifty percent of the estimated cost of the landscaping to be performed, and shall be utilized by the city to perform any necessary work, and to reimburse the city for documented administrative costs associated with action on the device. If costs incurred by the city exceed the amount provided by the assurance device, the property owner shall reimburse the city in full, or the city may file a lien against the subject property for the amount of any deficit.

C. The performance assurance shall be held for a maximum period of one year from the date of acceptance by the city until the landscaping has been installed to the satisfaction of the community and economic development director. Any landscaping not installed after the period of one year shall be grounds for the city to utilize the device to install the necessary landscaping.

D. If a performance assurance device or evidence of a similar device is required under subsection [A](#) of this section, the property owner shall provide the city with an irrevocable notarized agreement granting the city and its agents the right to enter the property and perform any required work remaining undone at the expiration of the assurance device.

E. Upon completion of the required landscaping by the property owner, at or prior to expiration of the assurance device, the city shall promptly release the performance assurance device or evidence thereof. (Ord. 1539 §130, 2019; Ord. 1208 §72, 2003; Ord. 1179 §12, 2002; Ord. 1044 §27, 1996; Ord. 965 §18, 1993; Ord. 871 §2 (part), 1989).

16.80.100 Landscape features.

Landscape features such as decorative paving, sculptures or fountains are permitted in the required landscaping area, except where they conflict with the purpose of this chapter. The area devoted to such a feature may not exceed twenty-five percent of the required area. (Ord. 1310 §55, 2008; Ord. 871 §2 (part), 1989).

16.80.110 Repealed

Chapter ~~16.82~~ DEVELOPMENT AGREEMENTS

Sections:

~~16.82.005~~ Authority

~~16.82.010~~ Purpose

~~16.82.020~~ Development standards

~~16.82.030~~ Contents of a development agreement

~~16.82.040~~ Effect and vesting

~~16.82.050~~ Procedure

~~16.82.060~~ City council action

~~16.82.070~~ Terms of agreement

Chapter 16.84 SITE PLAN REVIEW

Sections:

~~16.84.010 Site plan review required, application and committee membership~~

~~16.84.015 Presubmission conference~~

~~16.84.020 Review by the site plan review committee (SPRC)~~

~~16.84.025 Appeals~~

~~16.84.030 Repealed~~

~~16.84.040 Repealed~~

~~16.84.050 Repealed~~

~~16.84.060 Contents of application~~

~~16.84.070 Additional information for review~~

~~16.84.080 Amendment of site plan~~

~~16.84.090 Repealed~~

~~16.84.100 Duration of approval~~

~~16.84.105 Noncompliance—Penalty~~

~~16.84.110 Repealed~~

Chapter 16.90 VARIANCES

Sections:

~~16.90.005~~ Granted upon certain findings

~~16.90.010~~ When granted

~~16.90.020~~ Front and rear yard setback variance

Chapter 16.93 NONCONFORMING USES

16.93.010 Intent.

Within the districts established by this title, there exist lots and structures which were lawful prior to the date of adoption of the ordinance codified in this title, but which would be prohibited, regulated, or restricted under the terms of this title. It is the intent of this chapter to permit these nonconformities to continue until they are removed. (Ord. 691 §45, 1984).

16.93.012 Nonconforming structures.

A. Nonconforming structures shall not be enlarged upon, expanded or extended in a manner which would increase the nonconforming aspects of said structure.

B. *Relocation.* Nonconforming structures shall not be relocated on the same site unless the move results in bringing the structure into closer conformance with the provisions of this chapter. (Ord. 691 §46, 1984).

16.93.014 Nonconforming uses.

A nonconforming use of a structure, or land, shall not be extended or enlarged after the effective date of the ordinance codified in this title, by attachment on a building or premises, or by the addition of other uses, of a nature which would be prohibited generally in the district involved. (Ord. 691 §47, 1984).

16.93.016 Nonconforming--Prior construction.

To avoid undue hardship, nothing in this title shall be deemed to require a change in the plans, construction, or designated use of any building on which actual construction was lawfully begun prior to the date of adoption of the ordinance codified in this title, and upon which actual building construction has been carried on diligently. "Actual construction" is defined to include the placing of construction materials in permanent position and fastened in a permanent manner. Where excavation or demolition or removal of an existing building has been substantially begun preparatory to rebuilding, such excavation or demolition shall be deemed to be actual construction, provided that work shall be carried on diligently. (Ord. 691 §48, 1984).

16.93.020 Nonconforming lots of record.

A. In any district in which single-family dwellings are permitted, a single-family dwelling and customary accessory buildings may be erected on any single lot of record prior to the date of adoption of the ordinance codified in this title, notwithstanding limitations imposed by other provisions of this title. Such lot must be in separate ownership and not of continuous frontage with other lots in the same ownership.

B. This provision shall apply even though such lot fails to meet the requirements for area or width, or both, that are generally applicable in the district, provided that yard dimensions and requirements other than those applying to area or width, or both, of the lot shall conform to the regulations for the district

in which such lot is located. Variance of yard requirements shall be obtained ~~only through action of the~~
~~hearings examiner~~ in accordance with Chapter 11.098 LMC.

C. If two or more lots or combinations of lots and portions of lots with continuous frontage in single ownership are of record prior to the date of adoption of the ordinance codified in this title, and if all or part of the lots do not meet the requirements established for lot width and area, the lands involved shall be considered to be an undivided parcel for the purposes of this title, and no portion of the parcel shall be used or sold in a manner which diminishes compliance with lot width and area requirements established by this title, nor shall any division of any parcel be made which creates a lot with width or area below the requirements stated in this title. (Ord. 583 §2.08(B), 1980).

16.93.030 Abandonment or discontinuance.

A nonconforming use shall be deemed abandoned by discontinuance or abandonment for a period of eighteen months, and any subsequent future use of such land or buildings shall be in conformity with the provisions of this title. (Ord. 583 §2.08(C), 1980).

~~Chapter 16.96 AMENDMENTS AND REZONES1~~

~~Sections:~~

~~16.96.010 Amendments in land use cases~~

~~16.96.020 Amendments of general application~~

~~16.96.030 Joint action by Lacey City Council and Board of Thurston County Commissioners~~



Planning Commission Staff Report

October 8, 2025

SUBJECT: City of Lacey Code Amendment - Development Guidelines Title

RECOMMENDATION: Conduct a public hearing to take testimony on the draft amendments to the Lacey Municipal Code and the Development Guidelines and Public Works Standards related to permit processing and development code procedures.

STAFF CONTACT: Vanessa Dolbee, Community and Economic Development Director 
Sarah Schelling, Current Planning and Economic Development Manager 
Shannon Vincent, Senior Project Planner 

ORIGINATED BY: Community and Economic Development Department

ATTACHMENTS: 1. Proposed Development Procedures Title
2. Previous Staff Reports in Series ([June 25 Meeting](#), [August 27 Meeting](#))

PRIOR REVIEW: The Planning Commission was briefed on the City of Lacey Code Amendment – Development Guidelines title as part of the June 25th, 2025, Planning Commission meeting and attended a work session to review the draft Development Guidelines title as a part of the August 27th, 2025, Planning Commission meeting.

BACKGROUND:

The City is currently consolidating and updating several sections of the Lacey Municipal Code (LMC) and Chapter 1 of the Development Guidelines and Public Works Standards manual into a comprehensive Development Procedures title. Once adopted as part of the LMC, the title will centralize codes related to the review, processing, and decision-making procedures for development applications.

Staff has drafted this new title as Title 11 of the LMC, a currently reserved title. A majority of the existing provisions proposed to be relocated will remain the same; however, several key revisions aim to improve the efficiency and clarity of the land use review process.

The City Council last amended Chapter 1 of the Development Guidelines and Public Works Standards manual through Ordinance No. 1669 on December 17, 2024, to comply with the SB 5290 deadline of January 1, 2025. At that time, staff informed both the Planning Commission and Council that this chapter would eventually be removed from the manual and codified in the LMC. Staff anticipated making this change in 2025 to allow for broader procedural updates and to align with the adoption timeline of other revisions to the Development Guidelines and Public Works Standards Manual undertaken by the Public Works Department.

Staff provided an initial briefing on the project to Planning Commission on June 25, 2025. The briefing contained an initial draft of the proposed changes. After further internal review and revisions by staff, the Planning Commission attended a work session to provide feedback on the second draft on August 27, 2025. The material now before the Planning Commission reflects a refined third draft of the proposed code changes, incorporating feedback to date and serving as the basis for detailed review in the public hearing process.

Proposed Changes:

Under the proposed amendments, the new Development Procedures title will include all chapters related to land use review procedures. In addition to incorporating Chapter 1 from the Development Guidelines and Public Works Standards, staff proposes relocating the following six chapters from LMC Title 16:

- Chapter 16.60 – Planned Residential Development
- Chapter 16.66 – Conditional Uses and Permits
- Chapter 16.82 – Development Agreements
- Chapter 16.84 – Site Plan Review
- Chapter 16.90 – Variances
- Chapter 16.96 – Amendments and Rezones

Staff also propose adding two new chapters:

- Interpretations and Amendments; and
- Temporary Use Permits

Consolidating the listed chapters under one title is intended to improve consistency during internal review and to make the code easier to navigate for both applicants and staff. Once adopted, this title will provide a clearer and more efficient permitting framework that benefits applicants, staff, and the public.

Proposed Text Revisions:

Beyond chapter consolidation, the proposed Development Procedures title introduces strategic text revisions designed to close procedural gaps, streamline review timelines, and modernize the City's development review framework. Through detailed analysis and coordination, staff identified areas where the existing code lacks clarity, consistency, or sufficient administrative tools to ensure predictable and timely application processing. These changes reflect lessons learned from day-to-day implementation and respond directly to evolving regulatory requirements, applicant feedback, and internal process improvement goals. Key text changes intend to:

- **Establish clear expectations for application materials and vesting protocols**, to enhance predictability in the permitting and development process.
- **Implement deadlines for resubmittals** when staff request additional information. Applications that do not meet deadlines will expire, helping to reduce the number of inactive or stalled permits. Applicants may request deadline extensions if additional time is needed.
- **Extend the duration of approval** for most land use applications by six months to reduce the need for time extension requests and accommodate typical project timelines. Applicants will maintain the ability to request extensions of approval.
- **Add a process for reconsiderations of administrative decisions** so parties of record can request that staff reconsider elements of a land use decision, such as conditions, before formally appealing to the Hearing Examiner.
- **Update definitions** to ensure alignment with proposed procedures, eliminate redundancy, and improve clarity across related chapters.
- **Create a new chapter for code interpretations**, establishing clear procedures for issuing, documenting, and codifying formal interpretations to improve transparency and consistency.
- **Create a new chapter for temporary use permits** to establish a review process for limited duration activities that previously lacked a clear approval pathway, such as temporary on-site portables.
- **Establish express review criteria for conditional use permits and site plan applications** to support consistent decision-making and fill existing gaps in the code.
- **Clarify variance review criteria and adjust review thresholds** to allow more proposals to be processed administratively, reducing the number of quasi-judicial applications and streamlining project timelines. Administrative variances will accommodate low impact proposals that do not exceed 25% of the standard, such as requests to reduce a yard setback from 12 to 9 feet.

- **Update planned residential development (PRD) design standards** to explicitly require design superiority over baseline zoning standards, ensuring PRD projects deliver meaningful community benefits.
 - **Clarify requirements and streamline the review process for development agreements** to improve efficiency for both staff and applicants.
 - **Delineate separate rezone review processes** based on whether a Comprehensive Plan amendment is required, ensuring applications are reviewed by the appropriate authorities.
 - **Bring current standards into compliance with previous legislation**, specifically the SB 5290 requirements as they relate to site plan review applications.
-

NEXT STEPS:

A Public Hearing has been scheduled for Wednesday, October 8th, 2025, at 6 p.m. within the Lacey City Council Chambers to collect additional feedback from the community and hear directly from individuals interested in this update process.

Following the Public Hearing, the Planning Commission will have the opportunity to make a formal recommendation to the Lacey City Council or request time for additional review at a future, regularly scheduled Planning Commission meeting.

Title 11 Draft
Development Procedures

- [11.01 Chapter General provisions](#) (Relocated from DGPWS Chapter 1)
- [11.02 Chapter Definitions](#) (Relocated from DGPWS Chapter 1)
- [11.03 Chapter Application process](#) (Relocated from DGPWS Chapter 1)
- [11.04 Chapter Application review](#) (Relocated from DGPWS Chapter 1)
- [11.05 Chapter Appeals](#) (Relocated from DGPWS Chapter 1)
- [11.06 Chapter Interpretations and Amendments](#)
- [11.07 Chapter Site plan review](#) (Relocated from Lacey Municipal Code Title 16)
- [11.08 Chapter Variances](#) (Relocated from Lacey Municipal Code Title 16)
- [11.09 Chapter Conditional uses and permits](#) (Relocated from Lacey Municipal Code Title 16)
- [11.10 Chapter Planned residential development](#) (Relocated from Lacey Municipal Code Title 16)
- [11.11 Chapter Temporary use permits](#)
- [11.12 Chapter Development agreements](#) (Relocated from Lacey Municipal Code Title 16)
- [11.13 Chapter Rezones](#) (Relocated from Lacey Municipal Code Title 16)

Key:

~~Removed language/provision~~

[Added language/provision](#)

Relocated language/provision

Chapter 11.01 1.000- General Provisions Development Permit Procedures and Administration

11.01.010 1.010- Purpose and Applicability

A. The purpose of this ~~title chapter of the City of Lacey Development Guidelines and Public Works Standards~~ is to enact the processes and timelines for local land development permitting. The objectives of this ~~title chapter~~ are to encourage the preparation of appropriate information and/or materials early in the permitting process, to process permit applications in a timely manner, to provide the general public with an adequate opportunity for review and comment, and to provide the development community with a standardized process and predictability.

B. This ~~title Chapter~~ shall apply to permit applications for land development under the following ~~T~~itles of the Lacey Municipal Code:

1. Title 14 —Buildings and Construction
2. Title 15 —Subdivisions
3. Title 16 —Zoning

C. Other laws, ordinances, regulations and plans have a direct impact on the development of land. These include, but are not limited to, the City of Lacey ~~Development Guidelines and~~ Public Works Standards, City of Lacey Environmental Protection and Resource Conservation Plan, City of Lacey Transportation Plan, Shoreline Master Program for the City of Lacey, City of Lacey Comprehensive Plan, and the laws, ordinances, regulations and plans of federal, state and local agencies.

11.01.020 1.020- Right to Enter

In the performance of their functions and duties, duly authorized members of a committee, commission, or review staff of the City of Lacey may enter upon any land and make examinations and surveys. Provided such entries, examinations and surveys do not damage or interfere with the use of the land by those persons lawfully entitled to the possession thereof.

Chapter 11.02 1.030 Definitions

11.02.010 Applicability

Unless the context clearly requires otherwise, the definitions in this section apply throughout this Title.

11.02.020 Abutting

See definition of “Abutting”.

11.02.030 Accessory Dwelling

See definition of “Accessory dwelling”.

11.02.040 Accessory Use

See definition of “Accessory use”.

11.02.050 Adjacent

See definition of “Adjacent”.

11.02.060 Alley

See definition of “Alley”.

11.02.070 Amendment

See definition of “Amendment”.

11.02.080 Buffer

See definition of “Buffer”.

11.02.090 Building

See definition of “Building”.

11.02.100 Building coverage

See definition of “Building coverage”.

11.02.110 Building height

See definition of “Building height”.

11.02.120 City

See definition of “City”.

11.02.130 Conditional uses

“Conditional uses” means certain uses which, because of special requirements, unusual character, size or shape, infrequent occurrence or possible detrimental effects on surrounding property and for other similar reasons, ~~may be allowed in certain use districts only by the granting of a conditional use permit by the city council.~~

11.02.140 County

“County” means Thurston County.

11.02.150 Closed record appeal

~~A.~~ “Closed record appeal” means an appeal on the record with no new evidence or information allowed to be submitted and only appeal argument allowed.

11.02.160 Day

~~B.~~ “Day” refers to calendar day including weekends and City-recognized holidays; “working day” refers to a day that the City of Lacey conducts official business from Monday through Friday excluding City-recognized holidays. Should a statutory deadline end on a weekend or City-recognized holiday, the deadline shall be extended to 5:00 p.m. the next working day.

11.02.170 Department

~~C.~~ “Department” means City of Lacey Community and Economic Development Department.

11.02.180 Development agreement

"Development Agreement" means those agreements provided under RCW 26.70B.170

11.02.190 Development capacity

"Development capacity" means the maximum development potential allowed under the zoning code, factoring in permitted uses, density limits, and development standards.

11.02.110 Duplex

See definition of “Duplex”.

11.02.210 Dwelling

See definition of “Dwelling”.

11.02.220 Dwelling unit

See definition of “Dwelling unit”.

11.02.230 Easement

See definition of "Easement".

11.02.240 Emergency medical center

See definition of "Emergency medical center".

11.02.250 Enforcing officer

See definition of "Enforcing officer".

11.02.260 Federal

See definition of "Federal".

11.02.270 Floor area

See definition of "Floor area".

11.02.280 Floor area, gross

See definition of "Gross floor area".

11.02.290 Full administrative review

~~D.~~ "Full administrative review" is used when the proposed development is subject to objective and subjective standards requiring the exercise of limited discretion about non-technical issues and about which there may be limited public interest. The proposed development may or may not be subject to SEPA review. Included under this type of review are binding site plans, short subdivisions, site plan review applications, certain wetland development permits, as prescribed in LMC 14.28.120, land clearing permits and other similar applications.

11.02.300 Gross area

See definition of "Gross area".

11.02.310 Hearings Examiner

See definition of "Hearings Examiner".

11.02.320 Home occupation

See definition of "home occupation".

11.02.330 Hospital

See definition of "Hospital".

11.02.340 Limited administrative review

~~E~~- "Limited administrative review" is used when the proposed development is subject to clear, objective and non-discretionary standards requiring the exercise of professional judgment about technical issues and the proposed development is exempt from the State Environmental Policy Act (SEPA). Included under this type of review are interpretation of codes and ordinances, single family building permits, design review, exempt tree removal requests, accessory dwelling units and other similar applications.

11.02.350 Lot

See definition of "Lot".

11.02.360 Legislative review

~~F~~- "Legislative review" is used when the proposed development involves the creation, implementation or amendment of ~~C~~city policy or law. In contrast to the other procedure types, legislative review usually applies to a relatively large geographic area containing several property owners. Included under this type of review are comprehensive plan, sub-area plan, zoning and/or development code review, amendments and updates, site-specific zoning district reclassifications and other similar applications.

11.02.370 Lot area

See definition of "Lot area".

11.02.380 Lot, corner

See definition of "Corner lot".

11.02.390 Lot depth

See definition of "Lot depth".

11.02.400 Lot line, front

See definition of "Front lot line".

11.02.410 Lot or parcel, undeveloped

See definition of "Lot or parcel, undeveloped"

11.02.420 Lot line, rear

See definition of "Rear lot line".

11.02.430 Lot width

See definition of “Lot width”.

11.02.440 Mall

See definition of “Mall”.

11.02.450 Multifamily

See definition of “Multifamily”.

11.02.460 Native vegetation

See definition of “Native vegetation”.

11.02.470 Open record hearing

~~G.~~ “Open record hearing,” means a hearing that creates the record through testimony and submission of evidence and information. An open record hearing may be held on an appeal if no open record hearing has previously been held on the application.

11.02.480 Open space

See definition of “Open space”.

11.02.490 Open space, common

See definition of “Common open space”.

11.02.500 Open space, usable

See definition of “Usable open space”.

11.02.510 Parcel

See definition of “Parcel”.

11.02.520 Parking area

See definition of “Parking area”.

11.02.530 Parking, off-street

See definition of “Off-street parking”.

11.02.540 Parking space

See definition of “Parking space”.

11.02.550 Party of record

~~H~~– “Party of record” means an applicant, individual, agency or department who commented in writing on the project during the public comment period for the Notice of Application, Environmental Review or provided testimony at the ~~p~~Public ~~h~~Hearing.

11.02.560 Permit assistance staff

~~I~~– “Permit ~~A~~assistance ~~S~~staff” means the staff designated by the City to handle all permit assistance questions and duties. The City has designated the Permit Technician, the Planners within the Community and Economic Development Department and the Public Works Development Review Staff as the permit assistance staff.

11.02.570 Person

See definition of “Person”.

11.02.580 Planned residential developments

“Planned residential developments” means any development of land approved and developed in accordance with the terms of this title, including a plat or subdivision of such land.

11.02.590 Planning Commission

See definition of “Planning Commission”.

11.02.600 Premises

See definition of “Premises”.

11.02.610 Project permit application

~~J~~– “Project permit application” means any land use or environmental permit or license required by the department for a project action, including but not limited to subdivisions, binding site plans, planned unit developments, conditional uses, shoreline substantial development permits, site plan review, permits or approvals required by critical area ordinances, site-specific rezones which do not require a comprehensive plan amendment, but excluding the adoption or amendment of a comprehensive plan, subarea plan, or development regulations.

11.02.620 Property line

See definition of “Property line”.

11.02.630 Public meeting

~~K~~-"Public meeting" means an informal meeting, workshop, or other public gathering to obtain comments from the public or other agencies on an application. A public meeting does not constitute an open record hearing.

11.02.640 Quasi-judicial review

~~L~~-"Quasi-judicial review" is used when the development or use proposed under the application requires a public hearing before a hearing~~s~~ examiner. Included within this type of review shall be subdivisions, conditional use permits, planned residential developments, variances, certain wetland development permits, as prescribed in LMC14.28.110, shoreline substantial development permits administrative appeals, master plans and other similar applications.

11.02.650 Shoreline

See definition of "Shoreline".

11.02.660 State

See definition of "State".

11.02.670 Structure

See definition of "Structure".

11.02.680 Storage Trailer

"Storage Trailer" means a unit originally or specifically used or designed to store goods during shipping or hauling by a vehicle, such as truck trailers or shipping containers.

11.02.690 Temporary Use

"Temporary Use" means a use established for a specified period of time with the intent to discontinue the use at the end of the designated time period, excluding uses defined as street merchant activities per LMC 16.72.

11.02.700 Use district

See definition of "Use district".

11.02.710 Variance

See definition of "Variance".

11.02.720 Yard

See definition of "Yard".

11.02.730 Yard, front

See definition of “Front yard”.

11.02.740 Yard, rear

See definition of “Rear yard”.

11.02.750 Yard, shoreline

See definition of “Shoreline yard”.

11.02.760 Yard, side

See definition of “Side yard”.

Chapter 11.03 Application Process ~~1A APPLICATION FORMS~~

11.03.010 ~~1A.010~~ Application ~~F~~forms

A. An application shall be made using the appropriate form adopted by the department.

B. Each ~~adopted~~ application form shall, at a minimum, include the following information:

~~1. The application form be filled out legibly, in blue or black ink, either hand printed or typewritten.~~

~~12.~~ The name, mailing address, electronic mail address, and telephone number of each applicant.

~~23.~~ The name, mailing address, electronic mail address, and telephone number of the applicant's representative, if any.

~~34.~~ The name, mailing address, electronic mail address, and telephone number of each owner of the subject property, if different than the applicant(s).

~~45.~~ The name, mailing address, electronic mail address, telephone number and contractor registration number of the applicant's prime contractor and City of Lacey business registration number, if applicable.

~~56.~~ The parcel number, legal description and assessor's parcel map for each parcel which is the subject of the proposed development.

~~67.~~ The signature of each applicant or the applicant's authorized representative and each property owner if different than the applicant(s).

~~78.~~ Any other information, documents or materials as determined by the department, which may be required in the body of the form or by an attachment to the form.

~~89.~~ Mailing addresses for parcels within a minimum of 300-feet for projects requiring a public hearing. Village Center projects require addresses for parcels within a minimum of 1,000-feet of the subject property. The mailing list shall be prepared by a Title Company and in the form of labels and a paper copy. The addresses shall be the actual mailing address for the parcel.

C. Each application form shall require designation of a single person or entity to receive determinations and notices required under this title Chapter, the Lacey Municipal Code or by RCW Chapter 36.70B. Where a determination or notice to the "applicant" is required by this- title Chapter, Lacey Municipal Code or RCW Chapter 36.70B, "applicant" shall mean the person or entity so designated.

~~D. Each application shall contain the following statements: An application shall become vested on the date a determination of completeness is made pursuant to Section 1B.050 of the City of Lacey Development Guidelines and Public Works Standards. Thereafter, the application shall be reviewed under the codes, regulations and other laws in effect on the date of vesting. In the event an applicant substantially changes the proposed development after a determination of completeness, as determined by the department the application shall not be considered vested until a new determination of completeness on the changes is~~

~~made pursuant to Section 1B.050 of the City of Lacey Development Guidelines and Public Works Standards. In the performance of their functions and duties, authorized members of a committee, commission or review staff of the City of Lacey may enter upon any land and make examinations as part of the review of a land use application. Applications shall be submitted electronically in legible PDF format, or other electronic file format as determined by the department.~~

~~1B Application Process~~

~~1B.010 Application Process~~

The application process shall consist of the following components:

- ~~_____ • Pre-submission Meetings~~
- ~~_____ • Application Submittal Review~~
- ~~_____ • Determination of Completeness~~
- ~~_____ • Notice of Application~~
- ~~_____ • Comment Period~~
- ~~_____ • Application Review~~
- ~~_____ • Public Hearing (if applicable)~~
- ~~_____ • Public Meeting (if applicable)~~
- ~~_____ • Notice of Final Decision~~

~~11.03.020~~ ~~1B.020~~ Pre-submission ~~m~~Meetings

A. All prospective applicants shall participate in a ~~p~~Pre-submission ~~m~~Meeting. The department may waive the requirement of a ~~p~~Pre-submission ~~m~~Meeting where proposed development is subject to Limited Administrative Review.

~~B. The purpose of the Pre-submission Meeting is to provide the applicant with the best available information regarding the development proposal and application processing requirements, and to assure the availability of complete and accurate information necessary for review prior to the applicant's expenditure of application fees and the scheduling of the application review process.~~

~~C. The Pre-submission Meeting provides an opportunity for the applicant, staff and other agencies to informally discuss and review the proposed development, the application and permit requirements, fees, the review process and schedule, and applicable development standards, plans, policies, and laws.~~

~~B.D.~~ The ~~p~~Pre-submission ~~m~~Meeting shall take place virtually via electronic platform, or in person at the department's office, unless the department and the applicant agree upon another location. The length of the ~~p~~Pre-submission ~~m~~Meeting shall be determined by the complexity of the development proposed by the applicant.

~~C.E.~~ An applicant may request additional ~~p~~Pre-submission ~~m~~Meetings if the proposed development changes based on information received at the previous meeting. The additional meetings shall be subject to the same procedures as the initial ~~p~~Pre-submission ~~m~~Meeting.

D. If one calendar year or more has passed since a presubmission meeting was held for a proposal and the required applications have not been submitted to the department, a new presubmission meeting shall be required. The department shall have the authority to waive this requirement or require a new presubmission meeting in advance of the one-year period upon determining whether the proposal or pertinent regulations have changed.

~~F. Application forms shall be made available to the applicant following a Pre-submission Meeting.~~

11.03.030 ~~1B.030~~ Consolidated Application Process

When more than one application for a proposed development is required, the applicant ~~shall~~ may elect to have submit all applications ~~submitted~~ for review at one time, unless otherwise determined by the department.

A. Applications for proposed development and planned actions subject to the provisions of the State Environmental Policy Act (SEPA) shall be reviewed concurrently and in accordance with state and local laws, regulations and ordinances.

B. When more than one application is submitted under a consolidated review and the applications are subject to different types of review procedures, all of the applications for the proposed development shall be subject to the most stringent level of review procedure which applies to any of the applications.

C. ~~If an applicant elects~~ Under a consolidated application process, the Determination of Completeness, the Notice of Application, and the Notice of Final Decision must include all applications being reviewed.

11.03.040 ~~1B.040~~ Application Submittal Review Appointment

A. Department staff shall determine whether an application submittal review appointment is necessary to A review of the completeness of a submitted land use application shall be conducted at a scheduled pre-application submittal meeting with department staff to determine if the application is complete. The application submittal review shall determine if adequate information is provided in or with the application in order to begin processing the application and begin review. ~~and all required information and materials have been supplied in sufficient detail to begin the application review process.~~

B. All information and materials required by ~~the application form~~ LMC 11.03.050 and from the Pre-submission Meeting must be submitted at the application submittal review appointment. ~~All studies supporting the application or addressing projected impacts of the proposed development must be submitted.~~

~~C. B. The purpose of the Application Submittal Review is to ensure adequate information is contained in the application materials to demonstrate consistency with applicable comprehensive plans, development regulations and other applicable city codes.~~ Department staff will coordinate the involvement of agencies responsible for the review of setbacks, landscaping, parking, drainage, access, roads, traffic, signage, utilities and any other applicable requirements.

11.03.050 Contents of application

For an application to be deemed complete for purposes of beginning the formal project review and starting the review clock, the following basic submittal information shall be provided. During project review, additional information or studies may be requested in writing by the department if needed to address particular aspects of the project or site.

A. Applications shall be submitted using the forms provided by the department.

B. An application that is procedurally complete shall consist of all materials required by the permit application checklist, which are prepared pursuant to subsection C of this section, as supplemented in writing by the development review committee pursuant to the presubmission meeting process in LMC 11.03.020.

C. The enforcing officer may waive submittal items required by subsection D of this section depending on the permit application type.

D. Each application at a minimum shall include the following information:

1. A complete project permit application form containing:

a. The title and location of the proposed project;

b. The names, addresses, telephone numbers, and electronic mail addresses of the record owner or owners of the land and of the applicant, and, if applicable, the names, addresses, telephone numbers, and electronic mail addresses of any architect, planner, designer, engineer, or other consultants responsible for the preparation of the land use permit application, and of any authorized representative of the applicant; and

c. The designation of a single person or entity by the applicant to receive land use permit application determinations and notices required by this title;

2. A verified statement by the applicant that the property affected by the land use permit application is in the exclusive ownership of the applicant, or that the applicant has submitted the application with the consent of all the owners of the affected property;

3. A legal description of the site;

4. A title report or plat certificate issued by a title company which shows property ownership, and any easements or other encumbrances shall be submitted with the land use permit application package. Such title report or plat certificate shall be dated no more than thirty days prior to submittal;

5. The applicable land use permit application fee;

6. Complete plans, studies, and/or reports identified in the land use permit application checklist and presubmission meeting;

7. A complete description of each proposed use of the land and buildings, including the size of each use, and if it is a residential use, the number, size, and number of bedrooms of each dwelling unit;

8. All materials required by Title 14 LMC shall be included in the land use permit application, including a SEPA environmental checklist if required; and

9. For land use actions proposing land division pursuant to Title 15 LMC, all materials required by that title shall be included in the land use permit application.

10. A site plan drawing or drawings at a scale of not less than one inch for each twenty feet which shall show:

a. General information:

i. Project name;

ii. Street address of property;

iii. Title block containing the drawing title, scale, revision number, if applicable, north arrow, and date;

iv. Vicinity map including streets and surrounding landmarks within five hundred feet of the property or enough information to easily locate the site on a large city map;

v. Legal description of the property as provided by the Thurston County assessor's office;

vi. Parcel numbers as provided by the Thurston County assessor's office;

vii. Parcel map as provided by the Thurston County assessor's office showing all adjacent parcels;

viii. Existing zoning;

ix. Lot size;

x. Square footage of floor area in each structure;

xi. Parking spaces and parking lot dimensions;

xii. Type of construction proposed;

xiii. The proposed number of square feet in paved or covered surfaces, whether covered by buildings, driveways, parking lots, or any other structure covering land; and the total amount of square feet in the entire proposed project site;

xiv. The proposed number of dwelling units and project density, including the number of dwelling units for each existing or proposed structure on the site and number of units per gross acre, if applicable;

xv. The proposed number of square feet in gross floor area for each commercial, industrial, and institutional use, if applicable; and

xvi. If the project will be developed in phases, the number of phases, the size of each phase, and the number of units or buildings for each phase;

b. Site information:

i. Location of property lines, indicating exterior lines with bold solid lines and interior lines with long dashed lines;

ii. If the property is to be divided pursuant to Title 15 LMC, the boundaries of each proposed lot and tract within the property;

iii. Survey maps which delineate topographic contour lines showing both existing and proposed elevations, at two-foot intervals, extending a minimum of ten feet beyond the property line. The interval should be such that the existing and proposed slopes of the property can be determined on the drawing. Proposed contours shall show ties to existing contours and show spot elevations as needed;

iv. All existing and proposed public and private easements;

v. The number and size of all phases in the proposed project, if applicable;

vi. Proposed building(s), including dimensions;

vii. Front, rear, and side building setbacks with clear dimensions;

viii. Distance to adjacent structures on site, if applicable;

ix. Locations and dimensions of off-street and on-street parking, including accessible parking, parking designated per unit if applicable, lot striping, wheel stops and curbing, including turning radii in the circulation pattern;

x. Locations and dimensions of existing and proposed driveways, traffic flow, emergency vehicle access, and parking lot circulation and maneuvering areas;

xi. Locations and dimensions of existing and proposed rights-of-way, streets, curbs, gutters, and street centerlines, including pavement edges;

xii. Dimensions and locations of walkways, trails, sidewalks, and curb cuts;

xiii. Sizes and locations of solid waste containers showing details of any site screening fences or structures and screening of dumpsters;

xiv. Location of existing and proposed signs including elevation, size, material, color, design, and method of illumination;

xv. Dimensions, types, and locations of fencing;

xvi. Locations, dimensions, and types of critical areas and buffers;

xvii. Information required by LMC 14.32 addressing trees and vegetation;

xviii. Locations, dimensions, and types of open space;

xix. Information required by the shoreline master program, if the property the project is located on is within shoreline jurisdiction;

xx. The existing zone district of the proposed project site and any other zone district within three hundred feet of the site; and

xxi. All special districts, including, but not limited to, school or water districts, in which the proposed project shall be located and all such districts within three hundred feet of the proposed project;

c. Building information:

i. Graphic renderings of existing and proposed buildings, unless architectural elevation drawings including height and number of stories, along with any mechanical roof-mounted equipment are required; and

ii. Generalized floor plans, planned uses for each area of building (including occupancy type, if known), finished floor elevations, and exiting and accessibility accommodations;

d. Infrastructure improvements:

i. Location of existing and proposed storm sewers, catch basins, utility holes, parking lot storm drains, detention structures, etc.;

ii. Locations and dimensions of stormwater treatment, flow control, and low impact development facilities;

iii. Location and size of existing and proposed water mains, valves, service lines, size of water meters, sprinkler systems, fire hydrants, and backflow devices;

iv. Location and size of existing and proposed sanitary sewer collectors, utility holes, pumping stations, force main and side services, including cleanouts; and

v. Location of other existing and proposed utilities, including, but not limited to, gas, power, telephone, streetlights.

11. A landscape plan prepared pursuant to Chapter 16.80 LMC, that is consistent with the proposed site plan.

12. For properties containing wetlands or wetland buffers pursuant to Chapter 14.28 LMC, all informational requirements specified in Chapter 14.28 LMC

11.03.0601B.050 _____ Determination of ~~C~~completeness

A. Within twenty-eight (28) days after receiving an application, the department shall complete the Application Submittal Review and provide the applicant a written determination that the application is complete or incomplete. The number of days shall be calculated by counting every calendar day.

B. An application shall be determined complete only when it contains all procedural submission requirements of the department in accordance with LMC 11.03.050, unless otherwise waived by the enforcing officer, as outlined on the project permit application. Additional information or studies may be required or project modifications may be undertaken subsequent to the procedural review of the application. ~~At a minimum all of the of the following information and materials shall be included:~~

1. A fully completed and signed application.
2. Applicable review fees as prescribed by the City of Lacey fee schedule.
3. All information and materials described on the applicable application form.
4. A fully completed and signed environmental checklist for projects subject to review under the State Environmental Policy Act.
5. A scaleable plot plan prepared by a licensed engineer, surveyor , architect, or qualified professional, disclosing all existing and proposed structures and features applicable to the desired development; for example, parking, landscaping, preliminary drainage plans with supporting calculations, signage, setbacks, etc.
6. Any additional information and materials identified at the Pre-submission Meeting or required by applicable development standards, plans, policies or any other federal, state or local laws.
7. Any supplemental information or special studies identified by the department.
8. If the procedural submission requirements, as outlined on the project permit application have been provided the need for additional information or studies may not preclude a completeness determination.
9. The department may waive certain submittal requirements based on site and application specific factors.

C. For applications determined to be incomplete, the department shall notify the applicant in writing that the procedural submission requirements have not been met and shall outline what is necessary to make the application procedurally complete. Within fourteen (14) days after its receipt of the requested requirements, information or materials, the department shall issue a Determination of Completeness or identify the additional requirements, information, or materials still necessary for completeness.

~~D. A Determination of Completeness shall identify, to the extent known, other local, state or federal agencies that may have jurisdiction over some aspect of the application.~~

~~DE~~. A Determination of Completeness shall not preclude the department from requesting additional information or studies, if additional information is required or a change in the proposed development occurs.

~~EF~~. An application shall be deemed procedurally complete on the 29th day after receiving a project permit application if a determination is not provided in writing that the application is procedurally incomplete. When the department does not provide a written determination they may still seek additional information or studies to enable review of the application

~~FG~~. The ~~N~~otice of ~~A~~pplication shall be provided within 14 days after the ~~D~~etermination of ~~C~~ompleteness pursuant to RCW 36.70B.110

~~11.03.0701B.060~~ _____ Application ~~v~~Vesting

~~An application shall become vested on the date a determination of completeness is made under this Title. Thereafter, the application shall be reviewed under the codes, regulations and other laws in effect on the date of vesting. In the event an applicant substantially changes the proposed development after a determination of completeness, as determined by the department, the application shall not be considered vested until a new determination of completeness on the changes is made under this Title.~~

~~A. Vesting of applications is governed by the rules of RCW 19.27.095, Building permit application – Consideration – Requirements, and RCW 58.17.033, Proposed division of land – Consideration of application for preliminary plat or short plat approval – Requirements defined by local ordinance, as they exist or may be amended. The vested rights doctrine shall not be applied more broadly than its intended scope.~~

~~B. Vesting occurs with the filing of a complete application of the following:~~

- ~~1. Building permits;~~
- ~~2. Division of land applications, as regulated by Title 15 LMC; and~~
- ~~3. Any other project permit application that is specifically identified by the Washington State legislature as being covered by the vested rights doctrine.~~

~~C. Vesting does not apply to the following:~~

- ~~1. Incomplete, invalid, inaccurate or defective applications;~~
- ~~2. Fees or taxes, including, but not limited to, impact fees;~~
- ~~3. Pre-submission conferences;~~
- ~~4. Processes and procedures;~~
- ~~5. Any other application or permit not specifically identified in subsection B of this section;~~
- ~~6. Uses not specifically disclosed in the application; or~~

7. Any application or permit that may reasonably result in a threat to the public health, safety, or welfare of the community. The city's exercise of police power to protect the public health and safety, and/or general welfare immediately extinguishes any "vested right."

D. Modifications proposed by the applicant which meet or exceed any of the criteria for a major revision and/or amendment, as specified by each project permit application chapter, shall require a new application. The new application shall conform to the development regulations which are in effect at the time the new complete application is submitted.

E. Modifications proposed by the applicant which do not exceed any of the criteria for a major revision and/or amendment, as specified by each project permit application chapter, shall be reviewed for the development regulations in effect on the date of the original complete application.

F. The following applies to applications described in subsection B of this section:

1. Applications shall be reviewed for consistency with the zoning or other land use control ordinances in effect on the date the application is deemed complete.

2. An application shall be subject to all applicable development regulations in effect on the vesting date.

3. Supplemental information required after an application is deemed complete shall not affect the validity of the vesting for the application.

4. Applications submitted that are not listed in subsection B of this section shall be governed by the standards applicable to the specific application type. These applications shall not vest for any additional development regulations.

G. Vesting may be waived as follows:

1. A property owner may voluntarily waive vested rights at any time during the processing of an application by delivering a written and signed waiver to the approval authority stating that the property owner agrees to comply with all development regulations in effect on the date of delivery of the waiver.

2. Major plat amendments shall constitute a voluntary waiver of vested rights at the time of the submittal of the major plat amendment, unless otherwise approved by the approval authority.

11.03.080 Time limits

A. The number of days an application is in review with the department shall be calculated from the day completeness is determined, to the date the final decision is issued. The number of days shall be calculated by counting every calendar day.

B. In determining the number of days that have elapsed after the enforcing officer has established that a land use permit application is complete, the following periods shall be excluded:

1. Any period following the day the department has notified the applicant, in writing, that additional information is required to further process the application and the day when the responsive information is resubmitted by the applicant;

2. Any period after the applicant has informed the department, in writing, that they would like to temporarily suspend review of the application until the time the applicant notifies the department, in writing, that they would like to resume the application;

3. Any time period after an administrative appeal or reconsideration is filed until the administrative appeal is resolved and any additional time period provided by the administrative appeal has expired;

4. The time periods to process a permit shall start over if an applicant proposes a change in use that adds or removes commercial or residential elements from the original application that would make the application fail to meet the determination of procedural completeness for the new use, as required under RCW 36.70B.070.

C. An additional 30 days may be added to the time periods for action to issue a final decision for each type of project permit if:

1. The applicant informs the department, in writing, that they would like to temporarily suspend the review of the project for more than 60 days; or

2. The applicant is not responsive for more than 60 consecutive days after the department has notified the applicant that additional information is required to further process the application. Upon request for additional information the City shall provide a notice that nonresponsiveness for 60 consecutive days may result in 30 days being added to the time for review.

D. For the purposes of this subsection, “nonresponsiveness” means that an applicant is not making demonstrable progress on providing additional requested information, or that there is no ongoing communication from the applicant to the department on the applicant’s ability or willingness to provide the additional information.

E. Once the department has notified the applicant in writing that additional information is required to further process the application, the applicant shall have one hundred eighty days to submit the requested information to the department, or the application shall expire.

1. Prior to the expiration noted above, the applicant may request an extension of time in writing to submit the requested information to the department. The department may grant an extension if the required studies or information warrant additional time.

2. Knowledge of and compliance with all time limits shall be the responsibility of the applicant.

F. For applications subject to limited administrative review and full administrative review where the department has determined that additional information is required to further process the application, and the department has requested such information on two occasions without resolution:

1. The department shall meet with the applicant during the review process to attempt to resolve outstanding issues. Within fourteen (14) days of a second request for corrections, the department shall contact the applicant to arrange a meeting to discuss outstanding issues at a date and time agreed upon by both parties.

2. If the meeting does not resolve the issues related to the permit, and the department makes a third request for corrections or additional information, the department shall approve or deny the application upon receiving the materials unless the department and the applicant agree, in writing, to continue the review process beyond the third submittal if the project cannot be approved at that time.

G. Annual amendments to the comprehensive plan are not subject to the timeline requirements of this section.

H. Nothing in this section prohibits the department from extending the deadline for issuing a decision for a specific project permit application for any reasonable period of time mutually agreed upon by the applicant and the department.

11.03.0901B.070 _____ Notice of Application

A. Within fourteen days after issuing a Determination of Completeness, the department shall issue a Notice of Application. However, a Notice of Application shall not be required for project permits that are categorically exempt under Chapter 43.21 RCW, unless an open record public hearing is required or an open record appeal hearing is allowed on the project permit decision. The notice shall include, but not be limited to the following:

1. The date of application, the date of the Determination of Completeness, and the date of the Notice of Application.
2. A description of the proposed project action, a list of permits required for the application, and if applicable a list of any studies requested.
3. The identification of other required permits not included in the application, to the extent known by the department.
4. The identification of existing environmental documents which evaluate the proposed development and the location where the application and any studies can be reviewed.
5. A statement of the public comment period, which shall be fourteen days following the date of the Notice of Application, and a statement of the right of any person to comment on the application, receive notice of and participate in any hearings, request a copy of the decision once

made, and receive a statement of any appeal rights. The notice shall state the date which the comment period begins and the date and time on which the comment period ends.

6. When applicable, the date, time, location and type of hearing, if scheduled at the date of the Notice of Application.

7. A statement of the preliminary determination, if one has been made at the time of Notice of Application, of those development regulations that will be used for project mitigation and of consistency with the type of land use of the proposed site, the density and intensity of proposed development, infrastructure necessary to serve the development, and the character of the development.

8. Any other information determined by the department to be appropriate.

B. Informing the ~~p~~Public

1. No notice shall be required for limited administrative review.

2. Notice shall be provided for land use applications subject to the full administrative review procedures outlined in ~~LMC 11.04.040~~~~Section 1C.030~~ in the following manner, except for short subdivision applications, which shall be subject to the notification requirements of subsection (3) below:

a. ~~Publishing the Notice of Application.~~ The ~~N~~notice of ~~A~~application shall be published ~~in on~~ the official ~~newspaper website~~ of the City of Lacey and include at a minimum the following information: the project location, description, type of permit required, comment period dates and location where the complete application may be reviewed.

3. Notice shall be provided for land use applications subject to the quasi-judicial or legislative review procedures outlined in ~~LMC 11.04.050 and 11.04.060~~ ~~Sections 1C.050 and 1C.060~~ and short subdivisions in the following manner:

a. ~~Posting the Notice of Application.~~ The Notice of Application shall be posted on the subject property for the duration of the public comment period and at a minimum include the following information: the project location, description, type of permit required, comment period dates and location where the complete application may be reviewed. The Notice of Application shall be posted in a manner that is highly visible to the general public from the public right-of-way adjacent to the site.

b. ~~Publishing a Notice of Application.~~ The ~~N~~notice of ~~A~~application shall be published ~~in on~~ the official ~~newspaper website~~ of the City of Lacey, and include at a minimum the following information: the project location, description, type of permit required, comment period dates and location where the complete application may be reviewed.

C. The Notice of Application is not a substitute for any required notice of a public hearing.

11.03.100 Notice of Final Decision

A. A Notice of Final Decision on an application shall be issued by the department in the following time periods based on notice requirements of the application:

1. For project permits that do not require public notice, those projects subject to limited administrative review, a final decision shall be issued within 65 days of the Determination of Completeness.

2. For project permits requiring a public notice, those projects subject to full administrative review, a final decision shall be issued within 100 days of the Determination of Completeness.

3. For project permits requiring public notice and a public hearing, those projects subject to quasi-judicial review, a final decision shall be issued within 170 days of the Determination of Completeness

B. The number of days in which a final decision must be issued shall be calculated in accordance with LMC 11.03.080.

C. Annual amendments to the Comprehensive Plan are not subject to the timeline requirements of this section.

D. Nothing in this section prohibits the City from extending the deadline for issuing a decision for a specific project permit application for any reasonable period of time mutually agreed upon by the applicant and the City.

E. A Notice of Final Decision does not apply to projects subject to legislative review.

11.03.110 Duration of approval

A. The applicant is responsible for knowing the expiration date of any project permit approval. The city shall not be responsible for notifying an applicant of expirations.

B. Land use permit approvals:

1. Except as noted elsewhere in this section, the following land use permit approvals shall be valid for a period of twenty-four months.

a. Site plan review

b. Conditional use permit

c. Variance

d. Design review

e. Wetland development permit

f. Planned residential development (not involving a division of land)

g. Land clearing permits subject to full administrative review, in accordance with LMC 11.04.040.

2. Except as noted elsewhere in this section, the following land use permit approvals shall be valid for a period of twelve months:

a. Temporary use permits, unless the enforcing officer establishes a shorter time frame.

3. Durations of land use permit approval shall begin on the date a Notice of Final Decision is issued. Land use permit approvals shall expire simultaneously with expiration of any associated land use, building, or other construction permit or approval. Approval shall expire according to the timeframes established by this section, unless complete applications for necessary building and construction permits have been submitted.

3. Approval of land use permits listed in subsection 1 of this section may be extended an additional six months by the enforcing officer pursuant to a written request submitted prior to the expiration of land use permit approval.

a. The enforcing officer may grant, limit, or deny the extension and may impose such conditions of extension to ensure compliance with any subsequently revised standards.

b. If such a written request for extension is not received by the department prior to expiration, the director shall deny such extension.

c. Prior to granting an extension, the applicant must demonstrate to the satisfaction of the approval authority that events beyond the control of the applicant prevented commencement of use, development, or construction.

4. Approval of land use permit listed in subsection 2 of this section may be extended an additional 12 months by the enforcing officer pursuant to a written request submitted prior to the expiration of land use permit approval.

a. Such extensions may be granted up to four times.

b. A maximum of one extension may be requested during each twelve-month period that the permit is valid.

c. The enforcing officer may grant, limit, or deny the extension and may impose such conditions of extension to ensure compliance with any subsequently revised standards.

d. If such a written request for extension is not received by the department prior to expiration, the director shall deny such extension.

5. If there are multiple land use permit approvals for a project with conflicting approval periods, the longest approval period shall be followed.

C. Land division approvals:

1. The durations of approval for preliminary land division and the time limits for filing an approved final land division are found in Title 15 LMC.

2. Time periods related to expiration of land division approvals are found in Title 15 LMC.

Chapter 11.04 Application Review

11.04.0101C.010- _____ Application rReview standardsCriteria

A. Review of an application and proposed development shall be governed by and be consistent with the fundamental land use planning policies and decisions which have been made in adopted comprehensive plans and development regulations.

B. The review process shall consider the type of land use permitted at the proposed site, the density and intensity of the proposed development, the infrastructure available and needed to serve the development, the character of the development and its consistency with development regulations.

C. In the absence of applicable development regulations, the applicable development criteria in the comprehensive plan or sub-area plan adopted under RCW 36.70A shall be determinative.

11.04.0201C.020- _____ Application rReview cClassification

A. An application shall be reviewed at one of four levels: Limited Administrative Review, Full Administrative Review, Quasi-Judicial Review, or Legislative Review.

B. If ~~any~~**this c**Chapter or the Lacey Municipal Code provides that a proposed development is subject to a specific type of review, or a different review procedure is required by law, then the application for such development shall be processed and reviewed accordingly.

C. If this ~~T~~**t**itle does not provide for a specific type of review and/or if a different review procedure is not required by law, then the department shall determine the type of review to be used for the type and intensity of the proposed development.

C~~D~~. Any public meeting or required open hearing may be combined by the department with any public meeting or open record hearing that may be held on the proposed development by another local, state, federal or other agency. Hearings shall be combined if requested by the applicant. However, joint hearings must be held within the City of Lacey and within the time limits of this title and RCW Chapter 36.70B.

11.04.0301C.030- _____ Limited aAdministrative rReview of Applications

The review procedure under Limited Administrative Review shall be as follows:

A. The department may approve, approve with conditions, or deny applications subject to administrative review after the date the application is accepted as complete, without public notice. ~~A final decision on the application shall be issued within 65 days of determination of completeness.~~

~~**B.** Should the department determine that modifications are required to the permit materials prior to issuance of a decision and the department has requested modifications on two occasions without resolution, the department shall meet with the applicant during the review process to attempt to resolve outstanding issues. Within fourteen (14) days of a second request for corrections, the department shall contact the applicant to arrange a meeting to discuss outstanding issues at a date and time agreed upon by both parties. If the meeting does not resolve the issues related to the permit, and the department makes a third request for corrections or additional information, the department shall approved or deny~~

~~the application upon receiving the materials unless the department and the applicant agree, in writing, to continue the review process beyond the third submittal if the project cannot be approved at that time. A final decision on the application shall be issued within 65 days of Determination of Completeness, in accordance with LMC 11.03.060.~~

11.04.040 ~~11.04.040~~ Full Administrative ~~Review~~ of Applications

The review procedure under Full Administrative Review shall be as follows:

A. If the proposed development is subject to the State Environmental Policy Act (SEPA), the threshold determination shall be made after the closing of the public comment period associated with the Notice of Application.

B. The community development department shall distribute copies of the complete application to agencies and departments affected by the proposal or with review authority. The community development department shall set a date for return of findings and recommendations from each commenting agency or department.

C. Upon the completion of the application comment period and the issuance of an environmental determination, if applicable, the department may approve, approve with conditions, or deny the application. The department shall electronic mail the notice of decision to the applicant and all parties of record, unless another method of notification is requested by any party. The decision shall include:

1. A statement of the applicable criteria and standards in the development codes and other applicable law.

2. A statement of the findings of the review authority, stating the application's compliance or non-compliance with applicable criteria, and assurance of compliance with applicable standards;~~;~~

3. The decision to approve or deny the application and, if approved, conditions of approval necessary to ensure the proposed development will comply with all applicable law;~~;~~

4. A statement that the decision is final unless appealed as provided in Section 1D "Appeals" to the City of Lacey within fourteen (14) calendar days after the date the notice of decision is mailed. The appeal closing date shall be listed. The statement shall describe how a party may appeal the decision, including applicable fees and the elements of a notice of appeal;~~;~~ and

5. A statement that the complete case file, including findings, conclusions and conditions of approval, if any, is available for review. The notice shall list the ~~place, days and times when the case file is available for review and the~~ name, electronic mail, and telephone number of the department's representative to contact to request application material ~~arrange for a review~~.

~~6. Should the department determine that modifications are required to the permit materials prior to issuance of a decision and the department has requested modifications on two occasions without resolution, the department shall meet with the applicant during the review process to attempt to resolve outstanding issues. Within fourteen (14) days of a second request for corrections, the department shall contact the applicant to arrange a meeting to discuss outstanding issues at a date and time agreed upon by both parties. If the meeting does not resolve the issues related to the permit, and the department~~

~~makes a third request for corrections or additional information, the department shall approved or deny the application upon receiving the materials unless the department and the applicant agree, in writing, to continue the review process beyond the third submittal if the project cannot be approved at that time.~~
D. A final decision on the application shall be issued within 100 days of Determination of Completeness, in accordance with LMC 11.03.060.

11.04.050~~11.050~~ Quasi-judicial r~~Review of Applications~~

The review procedure under Quasi-Judicial Review shall be as follows:

A. If the proposed development is subject to the State Environmental Policy Act (SEPA), the threshold determination shall be made after the closing of the public comment period associated with the Notice of Application.

B. The community and economic development department shall distribute copies of the complete application to agencies and departments affected by the proposal or with review authority. The community and economic development department shall set a date for return of findings and recommendations from each commenting agency or department.

C. Upon the completion of the application comment period, the issuance of an environmental determination and of the environmental appeal period, the department shall schedule a hearing with the City of Lacey ~~H~~hearings ~~E~~examiner, when applicable.

D. At least ten (10) days before the date of a public hearing ~~the department shall issue~~ public notice shall be issued of containing the date, time, location and purpose of the hearing by posting the subject site and the nearest intersection, posting at ~~C~~eity ~~H~~hall, publishing notice in the official ~~C~~eity newspaper and mailing notice to property owners of record located within a minimum of 300 feet of the subject property~~1~~. If the applicant owns adjoining land, the distance of notification shall be measured from outside of the applicant's ownership. Failure to receive a public hearing notice shall not invalidate the hearing.

E. At least ten (10) days before the date of the public hearing, the department shall issue a written staff report, integrating the SEPA review and threshold determination and recommendation regarding the application(s), shall make available to the public a copy of the staff report for review and inspection, and shall provide a copy of the staff report and recommendation to the applicant or the applicant's designated representative. The department shall make available a copy of the staff report, subject to payment of a reasonable charge, to other parties who request it.

F. Public hearings shall be conducted in accordance with the rules of procedure adopted by the ~~hearings~~s examiner. A public hearing shall be recorded on either audio or audio-visual tape. If for any reason the hearing cannot be completed on the date set in the public notice, it may be continued during the public hearing to a specified date, time and location without further public notice required.

G. The hearings examiner may approve, approve with conditions or deny the application and shall provide written notice of its decision to the ~~council~~, department, applicant, the applicant's designated representative, the property owner(s), and any other parties of record within fourteen (14) days of the close of the public hearing. The final decision of the ~~H~~hearings ~~E~~examiner shall include:

1. A statement of the applicable criteria, standards and law;
2. A statement of the findings the hearing~~s~~ examiner made showing the proposal does or does not comply with applicable approval criteria and assurance of compliance with applicable standards;
- ~~3. A statement that the complete case file, including findings, conclusions and conditions of approval, if any, is available for review. The notice shall list the place, days and times when the case file is available for review and the name and telephone number of the department representative to contact to arrange for a review.~~
- ~~34. A statement that the decision is final unless appealed, pursuant to -Chapter 11.05 LMC~~Section 1D "Appeals"~~, to Superior Court within twenty-one days of the issuance of the decision. The appeal closing date shall be listed; and-~~
- ~~45. A statement that the complete case file, including findings, conclusions and conditions of approval, if any, is available for inspection review. The notice shall state ~~the place, days and times when the case file is available for inspection and~~ the name, electronic mail address, and telephone number of the department's representative to contact to ~~request application material~~arrange inspection.~~

H. A final decision shall be issued within 170 days of the Determination of Completeness, in accordance with LMC 11.03.060.

11.04.060~~1C.060~~ Legislative r~~Review of Applications~~

Legislative Review requires at least one public hearing before the City of Lacey p~~P~~lanning c~~C~~ommission and one public meeting before the Lacey c~~C~~ity c~~C~~ouncil. Legislative Review shall be conducted as follows:

- A. If the proposed development is subject to the State Environmental Policy Act (SEPA), the threshold determination shall be made after the closing of the public comment period.
- B. Upon the completion of the comment period required by SEPA and the issuance of an environmental determination if applicable, the department shall schedule an open record hearing with the City of Lacey p~~P~~lanning c~~C~~ommission.
- C. At least ten (10) days before the date of the p~~P~~lanning c~~C~~ommission open record hearing the department shall issue public notice of the date, time, location and purpose of the hearing by posting at C~~C~~ity H~~H~~all and publishing notice in the official city newspaper. The notice shall include notice of the SEPA threshold determination issued by the department. If the project is site specific, in addition to the abovementioned notifications, the subject site shall be posted and notice shall be mailed to property owners of record located within a minimum of 300-feet of the subject site.
- D. At least ten (10) days prior to the open record hearing, the department shall issue a written staff report regarding the application(s), shall make available to the public a copy of the staff report for review and shall provide ~~mail~~ a copy of the staff report and recommendation by electronic mail to the applicant or the applicant's designated representative, and p~~P~~lanning c~~C~~ommission members, unless another method

of notification is requested by the parties. The department shall make available a copy of the staff report, subject to payment of a reasonable charge, to other parties who request it.

E. Following the public hearing, in accordance with RCW 36.70A.035, the recommendation of the pPlanning cCommission shall be forwarded to the cCity cCouncil. Upon receiving the recommendation from the pPlanning cCommission, the cCity cCouncil shall set a public meeting to consider the proposal, at which the cCouncil may accept, modify or reject the recommendation.

F. The cCity cCouncil may accept, modify, deny or remand the proposal back to the pPlanning cCommission for further review. The approval of comprehensive plan amendments and zoning changes by the cCity cCouncil shall be adopted by ordinance.

G. The final decision of the cCity cCouncil shall be in writing and include:

1. A statement of the applicable criteria and law;
2. A statement of the findings indicating the application's or proposed development's compliance or non-compliance with each applicable approval criterion;
3. If denied, a statement that the decision is final unless appealed, pursuant to -Chapter 11.05 LMCSection 1D "Appeals", to Superior Court within twenty-one (21) days of the issuance of the decision, as determined pursuant to RCW 36.70A.280. The appeal closing date shall be listed; -and
4. A statement that the complete case file, including findings, conclusions and conditions of approval, if any, is available for inspection. The notice shall state the place, days and times when the case file is available for inspection and the name and telephone number of the department representative to contact to arrange inspection.

1C.070 Notice of Final Decision*

A. A Notice of Final Decision on an application shall be issued by the Department in the following time periods based on notice requirements of the application: _____

1. For project permits that do not require public notice, those projects subject to limited administrative review, a final decision shall be issued within 65 days of the determination of completeness. _____

2. For project permits requiring a public notice, those projects subject to full administrative review, a final decision shall be issued within 100 days of the determination of completeness. _____

3. For project permits requiring public notice AND a public hearing, quasi-judicial projects, a final decision shall be issued within 170 days of the determination of completeness _____

B. The number of days an application is in review with the City shall be calculated from the day completeness is determined, to the date the final decision is issued. The number of days shall be calculated by counting every calendar day. The following time periods shall be excluded from the number of days: _____

1. Any period following the day the City has notified the applicant, in writing, that additional information is required to further process the application and the day when the responsive information is resubmitted by the applicant;

2. Any period after the applicant has informed the City, in writing, that they would like to temporarily suspend review of the application until the time the applicant notifies the department, in writing, that they would like to resume the application;

3. Any time period after an administrative appeal is filed until the administrative appeal is resolved and any additional time period provided by the administrative appeal has expired;

4. The time periods to process a permit shall start over if an applicant proposes a change in use that adds or removes commercial or residential elements from the original application that would make the application fail to meet the determination of procedural completeness for the new use, as required under RCW 36.70B.070;

5. If, at any time, the applicant informs the department, in writing, that they would like to temporarily suspend the review of the project for more than 60 days, or if the applicant is not responsive for more than 60 consecutive days after the City has notified the applicant that additional information is required to further process the application, an additional 30 days may be added to the time periods for action to issue a final decision for each type of project permit. Written notice to the applicant that additional information is required to process the application must include a notice that nonresponsiveness for 60 consecutive days may result in 30 days being added to the time for review. "nonresponsiveness" means that an applicant is not making demonstrable progress on providing additional requested information, or that there is no ongoing communication from the applicant on the applicants ability or willingness to provide the additional information.

C. Annual amendments to the comprehensive plan are not subject to the timeline requirements of this section.

D. Nothing in this section prohibits the city from extending the deadline for issuing a decision for a specific project permit application for any reasonable period of time mutually agreed upon by the applicant and the city.

E. A notice of final decision does not apply to projects subject to legislative review.

Chapter 11.05 1D Appeals

11.05.0101D.010 Appeals

A. An administrative appeal of a decision of the department after Limited and Full Administrative Review shall be filed with the department by the applicant or any party of record pursuant to LMC 11.05.030 Section 1D.030. The Hearings Examiner at a public hearing shall hear the administrative appeal as an open record appeal.

B. An appeal of a final decision by the Hearings Examiner shall be timely filed as a judicial appeal pursuant to LMC 11.05.070 Section 1D.070.

C. An appeal of a final decision of the city council shall be timely filed as a judicial appeal pursuant to LMC 11.05.070 Section 1D.070.

D. The City shall have no obligation to the applicant or to any party to defend an appeal of a decision of the department, Hearings Examiner or the city council.

E. An aggrieved person, agency or department with standing may appeal a decision made by the City of Lacey. A person, agency or department with standing is one who is a party of record, as defined in Chapter 11.02 LMC Section 1D.030.

11.05.0201D.020 Stays

All proceedings on appealed action stayed unless an imminent peril. The filing of an appeal shall stay all proceedings and furtherance of the action appealed from, unless the administrative official from whom the appeal is taken certifies to the land use Hearings Examiner after the notice of the appeal is filed, that by reason of facts stated in the certificate, a stay would, in the opinion of such official, cause imminent peril to life and property. In such case the proceedings shall not be stayed unless the land use Hearings Examiner specifically orders such a stay.

11.05.0301D.030 Appeals to hearings examiner

A. ~~Appellant.~~ Appeals may be taken to the Hearings Examiner only by a party of record or by any officer, department, board, council or commission of the City affected by any order, requirement, permit, decision or determination made by an administrative official in the administration or enforcement of this title or any amendment thereto. Such appeals shall be filed in writing with the department on forms provided by the department within fourteen (14) days after the date of decision and shall be accompanied by the required fee. The department shall promptly forward a copy of such appeal to the Examiner.

B. ~~Basis of Appeal and Relief Sought.~~ Every appeal shall state in writing:

1. The decision being appealed.
2. The name and address of the appellant and his/her interest(s) in the application or proposed development.

3. The specific reasons why the appellant believes the decision to be erroneous, including identification of each finding of fact, each conclusion, and each condition or action ordered which the appellant alleges is erroneous. The appellant shall have the burden of proving the decision is erroneous.

4. The specific relief sought by the appellant.

C. ~~Dismissal.~~ Failure to state specific grounds of the appeal and relief sought may result in dismissal of such appeal. The ~~C~~city staff or any party may request dismissal of an appeal at any time with notice to all parties. Upon finding that the appeal fails to state cause to reverse or modify the decision or that the ~~E~~examiner lacks jurisdiction to grant relief, the ~~E~~examiner may dismiss such appeal without hearing. The ~~E~~examiner shall state in writing whether such dismissal is with or without prejudice.

D. ~~Notice and Record.~~ Upon the finding that an appeal has sufficient merit the ~~H~~hearings ~~E~~examiner shall set the time and place at which the matter will be heard. At least a ten (10) day notice of the time and place of such open record appeal hearing shall be given to the parties of record and to the official whose decision is being appealed. The ~~d~~Department shall transmit to the ~~H~~hearings ~~E~~examiner a copy of all of the records pertaining to the decision being appealed, together with written reports as the ~~H~~hearings ~~E~~examiner deems pertinent.

E. ~~Waiver of Hearing.~~ By agreement of all parties thereto, the appeal hearing may be waived. Such appeal may be decided by the ~~E~~examiner on the basis of written briefs or memoranda.

F. ~~Standard of Review.~~ The ~~E~~examiner shall only grant the relief requested by an appellant upon finding that the appellant has established that:

1. The staff failed to follow a prescribed administrative procedure related to the underlying action;
2. The staff's decision was an erroneous interpretation of the law;
3. The decision is not supported by substantial evidence within the context of the whole record;
4. The decision is a clearly erroneous application of the law to the facts;
5. The decision is outside the authority or jurisdiction of the decision-maker;
6. The decision violates the constitutional rights of the party seeking relief, or
7. The decision is clearly in conflict with the City's adopted plans, policies or ordinances.

G. ~~Decision.~~ The decision of the ~~e~~Examiner shall be limited to those issues timely raised on appeal. The ~~E~~examiner may not reconsider or modify aspects of a project previously considered and settled by another final decision of the City. In exercising the powers granted herein, the ~~H~~hearing ~~E~~examiner may, in conformity with this title, reverse or affirm, wholly or in part, or may modify the order, requirements, decision or determination appealed.

H. ~~Building Code Appeals.~~ All appeals filed in accordance with LMC 14.18.030 shall be heard by the ~~H~~earings ~~E~~xaminer. Such appeals shall follow the procedures contained herein.

11.05.040 Reconsideration of an administrative decision

A. A party of record may make a written application requesting reconsideration of an administrative decision if the appellant asserts the decision of the enforcing officer is based upon any of the following factors:

1. Erroneous procedure;
2. Error of law or fact; or
3. Error in judgment.

B. The application shall be made within the ten days following issuance of a written decision.

C. The period to appeal the decision shall be held in abeyance from the date of filing the written request for reconsideration to the date of the decision on reconsideration.

D. The request shall set forth the specific errors and any arguments for reconsideration, limited to the evidence in the administrative record, relied upon by such appellant. The enforcing officer may, after review of the record, take further action as deemed proper.

E. The department shall transmit the written request for reconsideration to all parties of record not later than the day following the filing of the request. The request shall be transmitted by electronic mail, unless another method of notification is requested by any party.

F. Parties of record shall have seven days following the date of transmittal to file a written response.

G. The enforcing officer may request further information. Such information shall be provided within ten days of the request for additional information, or the request for reconsideration shall be considered null and void. Upon voiding the request for reconsideration, the original appeal period shall recommence for the remaining number of days.

H. The written decision on the request for reconsideration shall be transmitted to all parties of record within fourteen days of either the close of the written response period, as described in subsection F of this section, or receipt of the additional information requested, whichever is later.

I. A new fourteen-day appeal period shall commence upon the issuance of a reconsideration, in accordance with LMC 11.05.030.

K. Each party of record to a decision shall be limited to applying for one request for reconsideration. Requests for reconsideration shall not be accepted after issuance of reconsideration.

11.05.050~~11.040~~ Reconsideration of hearings examiner decision

Decisions or recommendations of the ~~hearings~~ examiner may be reconsidered. Further, prior to issuing a decision, the ~~E~~xaminer may reconvene any hearing or continue any other proceeding in such manner as the ~~E~~xaminer deems appropriate to ensure a fair, timely, and reasoned decision.

A. After issuance of a final decision or recommendation any party, including the ~~Department of Community Development~~ community and economic development department, may file a motion for reconsideration on an appeal to the ~~H~~earings ~~E~~xaminer in accordance with subsection (B) of this Section.

Such motion must be filed within fourteen days of service of the final decision or recommendation. The original of the motion for reconsideration shall be filed at the ~~E~~community and economic Ddevelopment ~~D~~department with a copy to the ~~E~~city Attorney's ~~O~~office. At the same time, copies shall be served on all parties of record. Within five days of filing the motion for reconsideration, a party may file an answer to the motion for reconsideration. The ~~H~~hearings ~~E~~examiner may require other parties to supply an answer. All answers to motions for reconsideration shall be served on all parties of record.

B. A motion for reconsideration shall be based on at least one of the following grounds:

1. Errors of procedure or misinterpretation of fact or law, material to the party seeking reconsideration;
2. Irregularity in the hearing before the ~~H~~hearings ~~E~~examiner by which such party was prevented from having a fair hearing; or
3. Clerical mistakes in the final decision and order.

C. In response to a motion for reconsideration, the ~~H~~hearings ~~E~~examiner may deny the motion, modify its decision or recommendation, or reopen the hearing. A motion is deemed denied unless the ~~H~~hearings ~~E~~examiner takes action within 20 days of the filing of the motion for reconsideration. A ~~H~~hearings ~~E~~examiner order on a motion for reconsideration is not subject to a motion for reconsideration.

D. A decision in response to the petition for reconsideration shall constitute a final decision and order for purposes of judicial review. Copies of the final decision and order shall be served on each party or the party's attorney or other authorized representative of record, unless the decision is deemed denied following the 20-day time frame set forth in Subsection C of this Section.

E. The time for an appeal does not commence until disposition of the motion for reconsideration. If the ~~H~~hearings ~~E~~examiner takes no action under subsection (3) of this Section, the motion for reconsideration is deemed disposed at the end of the 20-day period. The filing of a motion for reconsideration is not a prerequisite for seeking judicial review.

~~11.05.0601D.050~~ Clarification of hearings examiner decision

A. Any interested party believing that a decision or recommendation of the ~~H~~hearings ~~E~~examiner is ambiguous, vague, or internally inconsistent may request clarification of the decision by the ~~E~~examiner. Such a request shall be submitted to the ~~d~~Department with the applicable fee and shall set forth the specific provision requiring additional clarity. The ~~d~~Department shall forward such request to the ~~E~~examiner. Upon receipt of such a request, the ~~H~~hearings ~~E~~examiner may take action as the ~~e~~Examiner deems appropriate to the circumstances.

B. A request for clarification shall not provide an opportunity for reconsideration of a decision nor for introduction of new evidence. Except as ordered by the ~~e~~Examiner, the filing of a request for clarification shall not alter any appeal period or delay issuance of any permit.

C. When the ~~E~~examiner determines that a clarification is in order, the ~~e~~Examiner may issue a supplemental or clarified decision or recommendation. As deemed appropriate by the ~~e~~Examiner, the ~~e~~Examiner may

order that the supplemental or clarified decision or recommendation be subject to appropriate notice and an opportunity for appeal.

11.05.070~~D.070~~ Judicial ~~a~~Appeals of ~~f~~Final ~~d~~Decisions

A. Appeals of an action of the City, with respect to an application for which all administrative appeals specifically authorized have been timely exhausted, shall be filed in the Thurston County Superior Court and served on all necessary parties within twenty-one (21) days after the date of issuance of the Notice of Final Decision, as determined pursuant to RCW 36.70C.040.

B. Notice of the appeal and any other pleadings required to be filed with the Superior Court shall be served on the ~~c~~City ~~m~~Manager, the ~~c~~City ~~a~~Attorney, and the ~~d~~Director of ~~c~~Community and economic ~~d~~Development within the twenty-one (21) day time period.

C. The appellant may arrange for transcription of any hearings held on the application and copies from the file. All costs of transcribing the record, copying the file, and preparing the record on appeal shall be paid by the appellant. The appellant shall, prior to the department's preparation of the record, pay an advance deposit to the department in an amount determined by the department's fee schedule for copying materials. The fee schedule shall represent the department's reasonable costs of duplicating the record. Any excess advance deposit shall be promptly refunded to the appellant.

D. The action of the ~~c~~City ~~c~~Council approving Comprehensive Plan amendments shall be final and conclusive, unless appealed to the Growth Management Hearings Board as provided under the Revised Code of Washington. The cost of preparing and certifying the transcript of records ordered by the Board shall be borne by appellant.

E. Appeals of a decision to grant, deny or rescind a shoreline permit shall be governed by the provisions of Chapter 90.58 of the Revised Code of Washington.

11.05.080~~D.080~~ SEPA ~~a~~Appeals

A. Any appeal brought under the State Environmental Policy Act (SEPA) shall be linked to a specific governmental action. SEPA provides a basis for challenging whether governmental action is in compliance with the substantive and procedural provisions of RCW Chapter 43.21C, WAC Chapter 197-11 and Title 14 of the Lacey Municipal Code. It is not intended to create an independent cause of action unrelated to a specific governmental action.

B. Appeals of environmental determinations made (or lacking) under SEPA shall be commenced within fourteen calendar days from the date the environmental determination is made. The environmental appeal hearing shall be consolidated into the public hearing for the underlying permit application for applications subject to quasi-judicial review. Appeals of an environmental determination associated with an application subject to full administrative review or legislative review defined as a non-project action under SEPA shall be scheduled for a public hearing before the City of Lacey .

C. Any SEPA appeal hearing associated with full administrative review shall not occur until after the underlying administrative decision has been issued.

D. Quasi-judicial hearings shall not occur sooner than 10 days from expiration of a SEPA appeal deadline.

E. A person aggrieved by a City action or failure to act has the right to a judicial appeal pursuant to RCW Chapter 43.21C, RCW Chapter 36.70C and WAC Chapter 197-11.

Chapter 11.06 Interpretations and Amendments

11.06.010 Applicability

A. Proposed amendments may be requested by:

- 1. The city manager, city council, or planning commission by submitting the request in writing to the community and economic development director.**
- 2. The community and economic development director, including issued code interpretations.**
- 3. Private parties by submitting an application to the community and economic development department.**

B. Any person may submit a written request for code interpretation to the community and economic development director, regarding any applicable title as listed in LMC 11.06.020 or any subsequent amendment thereto.

11.06.020 Authority

In accordance with RCW 36.70A.470, a summary containing written comments on requested development regulation amendments shall be coordinated by the community and economic development department. The text revision process is the means to either request a change, identify needed corrections, or both. The community and economic development director has the authority to issue code interpretations of provisions within the following titles of the LMC:

A. Title 11 Development Procedures;

B. Title 14 Building and Construction;

C. Title 15 Land Division; and

D. Title 16 Zoning.

11.06.030 Review process for amendments

A. Applications for amendments may be submitted at any time and placed on the docket. Amendments as designated by the city manager or their designee may undergo review and processing outside the annual processing cycle as identified within this chapter.

B. The community and economic development department maintain a docket of suggested amendments that include the following:

- 1. Name and address of the person or agency requesting the amendment;**
- 2. Description of the amendment;**

3. Date of the request; and

4. Map of the affected area, if appropriate.

C. The council will review the docket to determine which applications to include in the planning commission's annual work program.

D. The community and economic development department may conduct its review of the proposed amendment concurrently with planning commission review. However, all departmental reporting and evaluation, including necessary environmental review, shall be completed prior to the planning commission making recommendations on the amendments.

E. Public noticing and comment periods shall follow the process for legislative review of applications in accordance with LMC 11.04.060.

F. The planning commission shall forward a recommendation to the city council following subsequent review and public hearing.

G. Following review by city council, amendments under this chapter shall be adopted by ordinance of the city council.

11.06.040 Review criteria for amendments

All amendments will be evaluated upon the following:

A. Consistency and compliance with the Comprehensive Plan; and

B. All revisions must meet one or more of the following criteria:

1. The revision eliminates conflicts within the code or between the code and the Comprehensive Plan; or

2. The revision changes code language to provide clarity, consistency, or ease of administration; or

3. The revision directly implements or strengthens policies of the Comprehensive Plan; or

4. The revision accommodates new policy directives of the city council or administration.

11.06.050 Review process for interpretations

A. Requests for code interpretations shall include:

1. The subject matter or nature of the request; and

2. The section of the code that is allegedly ambiguous or needing clarification;

3. Any facts relevant to the request; and

4. Elements listed in 11.03.010 and 11.03.050 LMC, unless otherwise waived by the enforcing officer.

B. The community and economic development director or designee may deny or reject the request if there is no ambiguity or need for clarification demonstrated by the requestor.

C. Accepted requests for code interpretations shall be reviewed in accordance with the limited administrative review process and timelines outlined in 11.04.030 LMC.

C. Request shall be reviewed for consistency with the criteria identified within LMC 11.06.40.

D. The community and economic development director or designee shall publish issued interpretations to the City website for public viewing.

E. Once an interpretation is issued, the community and economic development director or designee may consider the issue resolved and reject future requests to render additional interpretation on the matter.

F. Issued interpretations shall follow the process of amendments in accordance with LMC 11.06.030 and be amended annually.

Chapter ~~11.0716.84~~ Site Plan Review

~~11.07.010~~ ~~16.84.010~~ Applicability Site plan review required, application and committee membership.

~~A.~~ Site plan review and approval shall be required for any of the following activities:

~~1.A.~~ The use of land for the location of any commercial, industrial or public building or activity, ~~and for~~

~~B.~~ ~~The~~ location of any building containing more than two dwelling units or lot with more than one residential structure other than a permitted accessory dwelling.

~~2.C.~~ A change of land use at an existing site or structure the criteria found in subsection C (1) of this section are met.

~~1. when~~ The new activity:

~~a. R~~ requires either a change of occupancy according to the Building Code or is a change of land use according to the Standard Industrial Classification code;

~~b. and, in the opinion of the community and economic development director, R~~ results in an intensification of land use, ~~and will~~ Intensification shall be considered any modification that results in a ten percent or greater increase of any measurable standard associated with the development. Such standards include, but are not limited to gross square footage, number of parking stalls, PM Peak Hour Trips, total amount of impervious surface, and building height; and

~~c. R~~ requires new development conditions to comply with existing regulations.

~~2.~~ This provision may not apply to malls (buildings with ten or more tenants sharing common parking) where original conditions to establish the mall complex anticipated a range of tenants and existing facilities and where it can be shown existing infrastructure can accommodate the new intensified use.

~~3.D.~~ Expansion of an existing commercial, industrial, public or multifamily structure or use. Provided residential duplexes are exempt.

~~4.E.~~ A remodel of an existing structure where the remodel is fifty percent or more of the assessed valuation of existing structures.

~~1.~~ The remodel value shall be calculated according to methodology described in Chapter 14.04 LMC adopting the Building Code.

~~2.~~ The value of existing structures shall be the most recent value assigned by the county assessor.

3. The fifty percent threshold shall be cumulative over the most recent five years, including calculations of all previously exempt remodels, but shall not include life/safety improvements or normal maintenance not requiring a building permit.

4. Remodels of residential duplex, triplex, and quadraplex shall be exempt from site plan review.

5. Interior alterations shall be exempt from site plan review, provided that interior alterations do not result in any of the following:

a. Additional sleeping quarters or bedrooms;

b. Nonconformity with federal emergency management agency 10 substantial improvement thresholds; or

c. Increase the total square footage or valuation of the structure thereby requiring upgraded fire access or fire suppression systems.

d. For purposes of this subsection, "interior alterations" include construction activities that do not modify the existing site layout or its current use and involve no exterior work.

5.F. Uses and activities within designated environmentally sensitive areas or their buffers pursuant to the requirements of LMC Title 14.

G. As deemed necessary by Lacey review staff to effectively evaluate an application and project proposal.

~~B. An application, in completed form, shall be filed for site plan review and approval with the department of community and economic development. An application shall not be in completed form under this section if it fails to contain any of the information and material required under LMC 16.84.060.~~

~~C. The site plan review committee shall consist of the following members: Lacey staff planner, who shall serve as chairman; city manager; and the city director of public works, or their designees in their temporary absence. (Ord. 1539 §132, 2019; Ord. 1220 §55, 2004; Ord. 1208 §74, 2003; Ord. 1192 §187, 2002; Ord. 1154 §18, 2001; Ord. 1098 §19(C), 1999; Ord. 1080 §16, 1998; Ord. 1044 §28, 1996; Ord. 912 §14, 1991; Ord. 583 §2.03(A) (part), 1980).~~

~~16.84.015 Presubmission conference.~~

~~Prior to the submission of a site plan review application, the applicant shall attend a presubmission conference in accordance with Section 1B.020 of the City of Lacey Development Guidelines and Public Works Standards. (Ord. 1192 §188, 2002).~~

~~11.07.020 16.84.020 Authority Review by the site plan review committee (SPRC).~~

A. The Site Plan Review Committee (SPRC) shall consist of the following members:

1. City of Lacey staff planner, who shall serve as chair;

2. City of Lacey manager; and

3. City of Lacey director of public works, or their designees.

~~A.B.~~ The SPRC shall review a site plan in accordance with the full administrative review process and timelines outlined in ~~Section 1C.040 of the City of Lacey Development Guidelines and Public Works Standards LMC 11.04.040~~. The site plan shall be approved or approved with conditions to conform to the standards, provisions and policies of the city as expressed in its various adopted plans and ordinances. ~~Whenever the SPRC disapproves a site plan, it shall set forth in writing its findings, which shall specify the particular standards, provisions and policies to which the site plan fails to conform and the reasons why it fails to conform.~~

~~B.C.~~ The ~~site plan review committee (SPRC)~~ shall have the prerogative of refusing to rule on a site plan review if in the opinion of the SPRC the site plan is sufficiently complex that it should be reviewed by the hearings examiner according to the quasi-judicial process in ~~Section 1C.050 of the City of Lacey Development Guidelines and Public Works Standards LMC 11.04.050~~. The SPRC shall decide to transfer review authority to the hearings examiner within fourteen days of the Determination of Completeness, according to ~~Section 1B.070 of the City of Lacey Development Guidelines and Public Works Standards LMC 11.03.060~~. (Ord. 1192 §189, 2002; Ord. 1035 §25, 1996; Ord. 583 §2.03(A)(1), 1980).

~~16.84.025 Appeals.~~

~~Any decision of the city of Lacey in the administration of Chapter 16.84 LMC may be appealed in accordance with Chapter 1D of the City of Lacey Development Guidelines and Public Works Standards. (Ord. 1192 §190, 2002).~~

11.07.030 Application requirements

A. Site plan review applications shall include the information required by LMC 11.03.050, unless waived by the enforcing officer.

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

11.07.040 Review criteria

The approval authority may approve, deny, modify, or condition a site plan review application, based on consideration of the following factors:

A. Mitigation of impacts to the site. This may include:

1. Designing for privacy and noise reduction;
2. Considering the scale of proposed structures in relation to natural characteristics and site amenities;
3. Designing parking areas to minimize impervious surfaces; and

4. Using landscaping enhancement or protection to enhance the appearance of the project.

B. Mitigation of impacts to surrounding uses. This may include:

1. Restricting overscale structures and overconcentration of development;

2. Providing desirable transitions and linkages between uses, streets, walkways and adjacent properties;

3. Locating, designing and screening storage areas, utilities, rooftop equipment, loading areas, and refuse and recyclables. to minimize views from surrounding properties;

4. Recognizing the public benefit of maintaining visual accessibility to natural features;

5. Using landscaping to provide transitions between development and surrounding properties; and

6. Designing and/or placing exterior lighting avoid excessive brightness or glare to adjacent properties and streets.

C. Safe and efficient access and circulation for all users. This may include:

1. Consolidating ingress and egress points on and off site when feasible;

2. Promoting safety and efficiency of the internal circulation system;

3. Providing transit, carpools and bicycle facilities and access; and

4. Providing safe and attractive pedestrian connections.

D. Arrangement of project elements to protect existing natural systems where applicable.

E. Evidence that necessary infrastructure is available, including public facilities and services needed to serve the development.

F. Building design and site design comply with the following provisions:

1. Comprehensive Plan;

2. Applicable development regulations;

3. Applicable design regulations; and

4. The Washington State Environmental Policy Act (SEPA), if not otherwise satisfied.

~~16.84.030~~ — ~~Repealed~~

~~Repealed by Ord. 1192.~~

~~16.84.040~~ Repealed

Repealed by Ord. 1192.

~~16.84.050~~ Repealed

Repealed by Ord. 1192.

~~16.84.060~~ Contents of application.

Each application for site plan review shall contain the following information in clear and intelligible form:

A. ~~The title and location of the proposed development, together with the names, addresses and telephone numbers of the record owner or owners of the land and of the applicant, and, if applicable, the names, addresses and telephone numbers of any architect, planner, designer or engineer responsible for the preparation of the plan, and of any authorized representative of the applicant;~~

B. ~~The proposed use or uses of the land and buildings;~~

C. ~~A site plan drawing or drawings at a scale of not less than one inch for each fifty feet which shall include or show:~~

~~1. The location of all existing and proposed structures, including, but not limited to, buildings, fences, culverts, bridges, roads and streets on the subject property,~~

~~2. The boundaries of the property proposed to be developed and, if the property is to be divided pursuant to a final binding site plan, the boundaries of each proposed lot within the property,~~

~~3. All proposed and existing buildings and setback lines,~~

~~4. All areas, if any, to be preserved as buffers or to be dedicated to a public, private or community use or for open space under the provisions of this or any other city ordinance, information regarding percentage of area covered, locations and general types of landscaping,~~

~~5. All existing and proposed easements,~~

~~6. The locations of all existing and proposed utility structures and lines,~~

~~7. The stormwater drainage systems for existing and proposed structures,~~

~~8. All means of vehicular and pedestrian ingress and egress at the site and the size and location of driveways, streets and roads,~~

~~9. The location and design of off-street parking areas showing their size and locations of internal circulation and parking spaces,~~

~~10. The location of all loading spaces, including, but not limited to, truck loading platforms and loading docks;~~

~~11. Location and area, in square feet, of all signs;~~

~~D. Topographic map or maps which delineate contours, both existing and proposed, at intervals of two feet, and which locate existing lakes, streams and forested areas;~~

~~E. The existing zoning district of the proposed development site and any other zoning district within three hundred feet of the site;~~

~~F. All special districts, including, but not limited to, fire, school and water districts, in which the proposed development shall be located and all such districts within three hundred feet of the proposed development;~~

~~G. The proposed number of square feet in paved or covered surfaces, whether covered by buildings, driveways, parking lots, or any other structure covering land; and the total amount of square feet in the entire proposed development site;~~

~~H. The proposed number of dwelling units and number of bedrooms in the development;~~

~~I. The proposed number of square feet in gross floor area for each commercial and industrial use;~~

~~J. A description of each proposed commercial and industrial use;~~

~~K. The written recommendations of the health department, the building department, engineering department and fire department as to any portion of the site plan application covering areas within their respective jurisdictions.~~

~~L. For properties containing wetlands or wetland buffers pursuant to Chapter 14.28 LMC, all informational requirements specified in Chapter 14.28 LMC shall be included in the applications. (Ord. 1058 §2, 1997; Ord. 912 §16, 1991; Ord. 583 §2.03(D), 1980).~~

~~16.84.070 Additional information for review.~~

~~The SPRC, hearings examiner or city council may require the applicant to submit any additional information or material which it finds is necessary for the proper review and hearing of the application. (Ord. 583 §2.03(E), 1980).~~

~~11.07.050~~ **16.84.080** Amendment of site plan.

An approved site plan granted approval by the SPRC, hearings examiner or by the city council may be amended as follows: If, in the opinion of the director of community and economic development, the modifications are considered minor, no additional review process shall be required. If the modifications are considered significant by the director of community and economic development, then the site plan shall be modified by the same procedures provided under LMC 16.84.020 (A). (Ord. 1539 §133, 2019; Ord. 1220 §56, 2004; Ord. 1192 §194, 2002; Ord. 583 §2.03(F), 1980).

A. Minor modifications to an approved site plan shall result in less than a ten percent increase in any measurable standard associated with the development. No additional review process shall be required for minor modifications.

B. Major modifications shall result in a ten percent or greater increase in any measurable standard associated with the development. Major modifications shall be subject to a new site plan review application reviewed in accordance with LMC 11.07.020.

~~16.84.090~~ — ~~Repealed~~

Repealed by Ord. 1192

11.07.060 Appeals

Any decision of the City of Lacey in the administration of Chapter 11.07 LMC may be appealed in accordance with Chapter 11.05 LMC.

11.07.070 ~~16.84.100~~ **Duration of approval.**

~~A. Approval of the site plan shall be effective for eighteen months from the date of approval by the site plan review committee. During this time, the terms and conditions upon which approval was given will not change. Within eighteen months of the date of approval a grading and/or building permit must be issued and work (site preparation) started, or the approval shall automatically terminate. In addition, if the approved site plan calls for a division of land pursuant to a final binding site plan, such final binding site plan must be submitted for final approval within such eighteen-month period.~~

~~B. However, upon the application of the owner or representative, the site plan review committee shall extend the approval period for one six-month time period unless since the initial approval substantive change has been made in the regulations, ordinances, requirements, policies or standards which impact the site.~~

~~C. Knowledge of expiration date and initiation of a request for extension of approval time is the responsibility of the applicant. The city shall not be held responsible for notification of expirations, although it may notify the applicant of date of expiration. All requests for additional time must be submitted to the community development department prior to expiration of site plan approval. (Ord. 1427 §1, 2013; Ord. 1192 §196, 2002; Ord. 1058 §3, 1997; Ord. 691 §42, 1984).~~

A. The approval of a site plan shall be valid for a period of twenty-four months unless otherwise granted by LMC 11.03.110

B. If a complete application for a building permit is not submitted or an extension is not granted within this time frame, such approval shall be considered null and void

11.07.080 ~~16.84.105~~ **Penalty for Noncompliance — ~~Penalty.~~**

A. If the enforcing officer determines that there has been continuing noncompliance with the conditions of site plan review approval previously granted by the ~~Site Plan Review Committee~~ SPRC, such officer may

schedule a meeting before such committee for purposes of determining whether such approval shall be revoked, suspended or modified.

B. Notice of such meeting shall be provided to the current land owner and the applicant whose project has been approved.

C. At the conclusion of such meeting, the ~~Site Plan Review committee~~ SPRC may revoke, suspend or modify a site plan review approval previously granted for the project or uses listed, if such committee determines that there has been continuing noncompliance with the conditions of such permit or other regulations governing such use. (Ord. 1220 §57, 2004).

~~16.84.110~~ ~~Repealed~~

Chapter ~~16.90~~ **11.08** Variances

11.08.010 Applicability

Where difficulties exist rendering compliance with development regulations impractical and such compliance would create unnecessary hardship to the owners or users of land or buildings, a variance may be granted.

11.08.020 Authority

A. The enforcing officer may grant a variance in accordance with the full administrative review process and timelines outlined in LMC 11.04.040 if:

1. The variance does not exceed 25 percent of any measurable standard; or
2. The variance would alleviate the need for a Wetland Development Permit.

B. The hearings examiner may grant a variance in accordance with the quasi-judicial review process and timelines outlined in LMC 11.04.050 for circumstances not listed in subsection A of this section.

11.08.030 Limitation on authority

A variance may not be granted to any of the following provisions of Lacey Municipal Code:

- A. Any development standards or requirements relating to residential density minimums or maximums, units per structure or units per lot;
- B. Any provision establishing the uses that are permitted to locate or that may continue to operate in any zone;
- C. Any procedural or administrative provision;
- D. Any provision of this chapter; or
- E. Any provision from which a variance is expressly prohibited.

11.08.040 Application requirements

A. Variance applications shall include the information listed in LMC 11.03.050, unless waived by the enforcing officer.

B. The enforcing officer or hearings examiner may require the applicant to submit any additional information or material which is found to be necessary for the proper review of the application.

11.08.050 ~~16.90.005~~ Review criteriaGranted upon certain findings.

A ~~land use hearings examiner shall not grant a variance~~ may be granted if unless the examiner makes all of the following findings are made:

A. The variance will not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and zone that the subject property ~~, on behalf of which the application was filed,~~ is located;

B. That such variance is necessary, because of special circumstances relating to the size, shape, topography, location, or surroundings of the subject property, ~~to provide it with use rights and privileges permitted to other properties in the vicinity and in the zone in which the subject property is located;~~

C. That the special conditions and circumstances that exist on the subject property are not a result of the applicant;

D. That the strict application of the code is found to deprive the subject property owner of rights and privileges enjoyed by other property owners in the vicinity and in the zone in which the subject property is located; and

~~CE.~~ That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which the subject property is situated; ~~and~~

~~D. That the special conditions and circumstances do not result from the actions of the applicant. (Ord. 1192 §199, 2002).~~

~~16.90.010 ——— When granted.~~

~~If all the criteria in LMC 16.90.005 can be met, the hearings examiner may grant a variance according to the quasi-judicial process and timelines outlined in Section 1C.050 of the City of Lacey Development Guidelines and Public Works Standards. (Ord. 1192 §200, 2002; Ord. 583 §2.07(A), 1980).~~

~~16.90.020 ——— Front and rear yard setback variance.~~

~~The enforcing officer may grant a modification of up to ten percent from the front and rear setback requirements in residential zones provided the findings can be made as listed in LMC 16.90.005. This does not preclude other variances from being considered as provided in LMC 16.90.010. (Ord. 1192 §201, 2002; Ord. 691 §43, 1984).~~

11.08.060 Additional conditions of approval

Before granting a variance, the hearings examiner or enforcing officer, as determined by LMC 11.08.020, may prescribe appropriate conditions and safeguards that will ensure that the provisions of any title or chapter of the Lacey Municipal Code are not violated.

11.08.070 Duration of approval

A. The approval of a variance shall be valid for a period of twenty-four months unless otherwise granted by LMC 11.03.110.

B. If a complete application for a building permit is not submitted or an extension is not granted within this time frame, such approval shall be considered null and void.

11.08.080 Appeals

Any decision of the City of Lacey in the administration of Chapter 11.08 LMC may be appealed in accordance with Chapter 11.05 LMC.

Chapter~~16.66~~ 11.09 Conditional Uses and Permits

~~16.66.010~~Intent.

It is the intent of this chapter to:

A.—Provide for the location of certain types of uses, services and facilities which, because of their unique characteristics, cannot (or should not) be limited to or automatically included in specific land use classification districts;

B.—Permit essential services and facilities which are needed or may be needed by or in the community, but the exact nature, scale, or location of which cannot be foreseen or predicted;

C.—Provide a classification system for essential public facilities as defined in RCW 36.70A.200 to determine those essential public facilities requiring regional review;

D.—Provide a review opportunity to surrounding jurisdictions that may be impacted by the siting of essential public facilities as defined in RCW 36.70A.200;

E.—Establish development standards for such uses and facilities in order that properties adjacent to such uses, especially properties which are of clearly different character from the use or uses identified in this chapter, are reasonably protected from adverse effects or impact of these conditional uses;

F.—Authorize the city to impose reasonable conditions, restrictions and development requirements on conditional uses as may be deemed appropriate for a conditional use in any given land use district;

G.—Provide for a review process which will enable city officials, the general public and proponents of conditional uses to evaluate the need, location, scale and development characteristics of said uses and their impact on adjacent properties and the community as a whole, to the end that such uses may be approved, modified, or disapproved fairly and objectively;

H.—It relieves the ordinance codified in this title and its enforcement officials from the burden of trying to identify every district in which a specific and unique use should be included as a conditional use;

I.—Just as other chapters of this title try to achieve flexibility by describing rather than listing permitted uses in each district, this chapter should contribute to the desired flexibility by recognizing the limits of predictability;

J.—It further enhances flexibility since the development standards for a particular use may vary depending upon the specific location for which it is proposed. (Ord. 1236 §1, 2005; Ord. 1192 §169, 2002; Ord. 691 §38, 1984; Ord. 583 §2.27(A), 1980).

~~11.09.010~~16.66.020 _____ Permitted uses.

Specific uses ~~types~~ permitted in accordance with the intent of this chapter, and subject to reasonable conditions imposed by the eCity, are categorized and identified as follows:

A. Personal or community service facilities such as:

1. Nursery schools and preschools,
2. Child day care centers when proposed in those districts specified in Chapter 16.65 LMC,
3. Funeral parlors, mortuaries and crematoria, provided these are permitted uses in the cemetery zone,
4. Senior citizen centers,
5. Nursing homes, convalescent care facilities, and
6. Cemeteries; provided once a cemetery is approved the property shall be designated as cemetery on the eCity's zoning map.

B. Places of public assembly, including:

1. Churches (or other places of worship),
2. Sports arenas or stadia,
3. Fraternal organizations and lodges, and
4. Private clubs;

C. Public utilities and their appurtenances, such as:

1. Electrical substations,
2. Pumping, lift stations or similar regulatory appurtenances for the transmission or distribution of electricity, natural gas, water and sewage, oil or steam, and storage tanks for any of the above, including water towers,
3. Solid waste disposal facilities, including transfer stations, incinerators and sanitary landfills, and
4. Radio, television or telephone stations; commercial wireless communication facilities are subject to the requirements as specified in Chapter 16.68 LMC.

D. Public safety and emergency response facilities, including:

1. Police stations,
2. Fire stations,

3. Emergency medical centers, and
4. Hospitals;

E. Public and private transport/ maintenance facilities, including:

1. Airports, landing strips, heliports or helipads, including waterborne craft,
2. Marinas, docks, piers, or breakwater devices, regardless of size or purpose,
3. Railroad terminals, switching facilities, maintenance or repair shops, and spurs,
4. Bus terminals, storage or maintenance facilities,
5. Automobile parking facilities or structures other than those specifically required in Chapter 16.72 LMC in connection with permitted uses,
6. Corporation yards;

F. Sexual offender secure community transition facilities as defined in RCW 71.09.020, which facilities are mandated by the state of Washington pursuant to Chapter 71.09 RCW. The siting of such facilities shall be subject to the conditions identified in Chapter 16.6611.09 LMC.

G. Uses which are similar or related to those uses described in subsections A through E of this section. (Ord. 1186 §1, 2002; Ord. 1080 §14, 1998; Ord. 931 §11, 1992; Ord. 927 §17, 1992; Ord. 691 §39, 1984; Ord. 583 §2.27(B)(1,2), 1980).

11.09.020 ~~**16.66.030**~~ **Authority Control of uses.**

~~A. Conditional uses permits shall be subject to the review ed process as provided for in in accordance with the quasi-judicial process and timelines outlined in LMC 11.04.050 Section 1C.050 of the City of Lacey Development Guidelines and Public Works Standards or as otherwise noted in this chapter. (Ord. 1192 §170, 2002; Ord. 691 §40, 1984; Ord. 583 §2.27(B)(3), 1980).~~

~~B. In reviewing a conditional use permit, the hearings examiner shall impose all requirements for such use, as prescribed in this chapter, and other conditions and safeguards as are necessary to secure adequate protection for the locality in which the use is to be permitted.~~

11.09.030 **Application requirements**

~~A. Conditional use permit applications shall include the information listed in LMC 11.03.050, unless otherwise waived by the enforcing officer.~~

~~B. The enforcing officer or hearings examiner may require the applicant to submit any additional information or material which is found to be necessary for the proper review of the application.~~

11.09.040 **Review criteria**

The hearings examiner may approve, or approve with conditions, an application for a conditional use permit if all the following findings are made:

A. The proposed use is consistent with the Comprehensive Plan;

B. The proposed use at the proposed location will not result in substantial or undue adverse effects on the adjacent properties;

C. The design is compatible with and responds to the existing or intended character, appearance, quality of development, and physical characteristics of the subject property and the immediate vicinity;

D. The use at the proposed location will not result in a detrimental overconcentration of a particular use within the City or within the immediate area of the proposed use;

E. Adequate parking will be available for the proposed use;

F. Potential noise, light, and glare impacts from the proposed use have been, or will be, evaluated and mitigated;

G. Landscaping will be provided in all areas not occupied by buildings, paving, or critical areas. Additional landscaping may be required to buffer adjacent properties from potentially adverse effects of the proposed use;

H. The proposed use will be served by adequate public facilities including streets, fire protection, and utilities; and

I. The proposed use complies with all applicable standards and requirements of this code.

11.09.050 ~~16.66.040~~ Environmental performance standards.

A. Conditional uses shall comply with the environmental performance standards as described in Chapter 16.57 LMC, and may be required to comply with stricter standards upon a finding by the ~~e~~City that stricter standards are necessary and reasonable to protect adjacent properties or the health or general welfare of the community.

B. Specific requirements are established in this chapter for certain conditional uses. In the event that the specific requirements are found to be in conflict with the requirements of the use district in which the conditional use is to be located, the requirements of Chapter ~~11.0916.66~~ 11.0916.66 LMC shall govern. (Ord. 1192 §171, 2002; Ord. 583 §2.27(C)(1), 1980).

11.09.060 ~~16.66.050~~ Design standards.

A. The design standards for permitted uses in a given district shall be the initial base of reference in determining the design standards for conditional uses in the same district.

B. The enforcing officer is authorized to alter or vary the design of the district for a conditional use when such alteration or variation is found to be reasonable to protect adjacent properties or the health or general welfare of the community.

C. Design standards which may be altered or varied for conditional uses include but are not necessarily limited to the following:

1. Size and shape of lots (i.e., minimum area, width, depth, setbacks and building heights);
2. Maximum building coverage;
3. Maximum development coverage;
4. Off-street parking and loading;
5. Landscaping, buffering and screening.

D. All development requirements established for a conditional use in a given district shall be documented in appropriate written and/or graphic form so as to provide a permanent public record to assure compliance prior to, during and after construction of the conditional use. (Ord. 1192 §172, 2002; Ord. 583 §2.27(C)(2), 1980).

11.09.070 ~~16.66.055~~ Standards for ~~s~~Sexual ~~o~~ffender ~~s~~ecure ~~c~~ommunity ~~t~~ransition ~~f~~acilities.

A. In addition to standards identified in LMC ~~16.66.040~~11.09.050 and ~~16.66.050~~11.09.060 sexual offender secure community transition facility system shall meet such additional standards as are designed to mitigate the unique concerns of this use and are consistent with the requirements of state law.

B. No sexual offender secure community transition facility shall have more than three beds to be utilized by sexual offenders. No such facility shall, at any time, have a population of sexual offenders exceeding three.

C. This use can be considered for location only in the Light Industrial Zone, provided a site meets all other location requirements of Chapter ~~16.66~~11.09 LMC.

D. No sexual offender secure community transition facility shall be located within one quarter of a mile of another such secure community transition facility and a proposal for siting shall be in compliance with the requirements of state law regarding equitable distribution of such facilities.

E. The location of a sexual offender secure community transition facility shall not be adjacent to, immediately across a street or parking lot from, or within the line of sight of any risk potential activity or facility. "Risk Potential Activity" or "Risk Potential Facility" means an activity or facility that provides a higher incidence of risk to the public from persons conditionally released from the special commitment center for sexual offenders. Risk potential activities and facilities shall include but not be limited to:

1. Existing public and private schools and existing sites designated as Open Space Institutional by the ~~e~~City specifically for school sites, and designated by the North Thurston Public School District as a school site by the District's Comprehensive Plan;
2. School bus stops;
3. Licensed day care and licensed preschool activities;
4. Public parks, publicly dedicated trails, sports fields and playgrounds;
5. Recreation and community centers;
6. Churches, synagogues, temples, and mosques;
7. Public libraries;
8. Any other risk potential activity or risk potential facility identified by subsequent amendment to state statute, by the Washington State Department of Social and Health Services pursuant to its hearing process mandated by RCW 71.09.315 or in the decision of the hearings examiner or city council granting or denying a special use permit for the siting of a sexual offenders secure community transition facility.

F. Unless otherwise ordered by a court of competent jurisdiction, all residents of a sexual offender secure community transition facility shall wear electronic monitoring devices at all times. To the extent that electronic monitoring devices that employ global positioning system technology are technically available, such devices shall be used. Such devices shall be part of a secure GPS system approved by the Department of Social and Health Services that cannot be removed by resident. The GPS system shall be capable of locating the resident wherever the resident goes. Such system shall be the best technology available and equipment to monitor the GPS devices shall be provided to the Lacey ~~p~~Police ~~d~~Department or its designee for monitoring purposes.

G. If such a facility is sited within the ~~e~~City of Lacey, the Department of Social and Health Services shall provide for training, information, coordination and capital costs of the Lacey ~~p~~Police ~~d~~Department and shall further fund the need for increased police protection, monitoring and incident response to the facility, all as provided or allowed by state law.

H. Landscaping of the facility shall provide an aesthetically attractive presentation for the zone in which it is located. The landscaping plan shall pay particular attention to mitigation of lighting impacts to adjacent properties ~~as a result of requirements of LMC 16.66.050(K)~~. Landscaping shall comply with the crime prevention through environmental design technique requirements. Additionally, the requirements of Chapter 16.80 LMC shall apply to any facility in the same manner as applied to other developments located within the Light Industrial Zone.

I. Design of the structure and site shall create an aesthetically attractive building and site which is compatible with and enhances the character of the zone in which it is located. Such design shall be subject to the design review process and principles set forth in Chapter 14.23 LMC.

J. An on-premises exterior lighting plan shall be presented to and approved by the ~~e~~D~~e~~partment of ~~p~~P~~u~~blic ~~w~~W~~o~~rks and the police department of the ~~e~~C~~i~~ty as part of the design review process and prior to the operation of the facility. The plan shall utilize the principles of the crime prevention through environmental design technique requirements to provide easy visibility of the site from the street and shall avoid spillage of light onto adjacent properties. All parking areas and premise entries shall be illuminated from dusk till dawn with a lighting system which provides an average maintained horizontal illumination of one foot candle of light, or such lessor amount as shall be approved by such reviewing departments. (Ord. 1186 §2, 2002).

11.09.080 ~~16.66.060~~ Essential public facilities.

A. *Essential public facilities identified.* Essential public facilities, for purposes of this chapter are public or privately owned or operated facilities while, although serving a public purpose, are typically difficult to site. They include but are not limited to, airports, state educational facilities, state or regional transportation facilities, prisons, jails and other correctional facilities, secure community transition facilities, solid waste handling facilities, inpatient facilities such as group homes and mental health facilities, sewage treatment facilities, and communication towers and antennas.

B. *Special regional review process and minimum standards for essential public facilities.* Essential public facilities shall be processed as a conditional use pursuant to the requirements of this chapter. Essential public facilities shall be subject, at a minimum, to the policies provided in adopted county wide planning policies and the City Comprehensive Land Use Plan, and all applicable standards and requirements of the zoning code and other applicable codes and regulations.

C. *Essential public facilities classified.* Essential public facilities are classified, for purposes of this section as follows:

1. Type One: Multi-county facilities. 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: Local or Interlocal 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, such as: substance abuse facilities, mental health facilities, and group homes.

3. Type Three: Facilities serving or potentially affecting only the ~~e~~C~~i~~ty of Lacey and its residents.

D. *Essential public facilities determination of classification.* The ~~e~~C~~i~~ty of Lacey shall determine the type of classification of a proposed essential public facility. In order to enable the ~~e~~C~~i~~ty 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.

E. *Essential public facilities early notification.* Early notification and involvement of affected citizens and jurisdictions for Type One and Type Two facilities is required as follows:

1. At least ninety 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 ninety days prior to the submission of the application.

2. Affected citizens, jurisdictions and the Thurston Regional Planning Council may provide this project sponsor and the City of Lacey with their comments or recommendations regarding alternative project locations during this ninety 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 its siting decision.

F. *Essential public facilities consideration of impact on sensitive areas.* Essential public facilities shall not have any probably significant adverse impact on critical areas or resource lands, except for lineal facilities, such as highways, where no feasible alternative exists.

G. *Essential public facilities analysis.* Applicants for Type One and Type Two essential public facilities shall provide an analysis of the alternative sites considered for the proposed facility. 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. A brief description of the process used to identify and evaluate the alternative sites. (Ord. 1236 §2, 2005).

~~16.66.070 When granted.~~

~~A conditional use permit may be granted by the hearings examiner, after public hearing and review, for those uses requiring such permits as provided for in this title. (Ord. 1650 §27, 2023; Ord. 1192 §174, 2002).~~

~~16.66.080 Application form.~~

A written application for a conditional use permit shall be submitted to the community and economic development department on forms as prescribed by the community and economic development department, and shall include such information as requested thereon. No application shall be accepted unless it complies with such requirements. (Ord. 1539 §112, 2019; Ord. 1192 §175, 2002).

~~16.66.090~~ Public hearing.

~~One public hearing on any proposed conditional use permit shall be held by the hearings examiner according to the quasi-judicial process and timelines according to the standards in Section 1C.050 of the City of Lacey Development Guidelines and Public Works Standards. (Ord. 1192 §176, 2002).~~

~~16.66.100~~ Action by hearings examiner.

~~In reviewing a conditional use permit, the hearings examiner shall impose all requirements for such use, as prescribed in this title and other conditions and safeguards as are necessary to secure adequate protection for the locality in which the use is to be permitted. The hearings examiner shall establish a time limit, within which action for which the conditional use is required shall be begun, completed, or both. (Ord. 1650 §28, 2023; Ord. 1192 §177, 2002).~~

11.09.090 Duration of approval

A. The approval of a conditional use permit shall be valid for a period of twenty-four months unless otherwise granted by LMC 11.03.110

B. If a complete application for a building permit is not submitted or an extension is not granted within this time frame, such approval shall be considered null and void.

11.09.100 ~~16.66.110~~ Penalty for Noncompliance-Penalty.

If the enforcing officer determines that there has been continuing noncompliance with the conditions of a conditional use permit previously granted by the city council, such officer shall schedule a public hearing before the city's land use hearings examiner for purpose of hearing and making recommendation to the city council regarding the revocation, suspension or modification of such conditional use permit. Refusal by the enforcing officer to so schedule a hearing shall be deemed to be an administrative decision, subject to appeal by an aggrieved party pursuant to the provisions of this code. The procedures to be followed in providing for the public hearing, notice thereof recommendation by the hearings examiner to the city council and action by the city council shall be the same as that action directed to be taken upon application for such a conditional use permit pursuant to the terms of this chapter.

The city council, after receipt of recommendation from the hearings examiner as provided in this chapter, may revoke, suspend or modify a conditional use permit previously granted for those uses listed herein when it determines there has been continuing noncompliance with the conditions of such permit or other regulations governing such use. The options for decision before the city council and the final nature of such decision shall be the same as action on an original application. (Ord. 1192 §178, 2002).

Chapter ~~16.60~~11.10 Planned Residential Development

~~16.60.010~~ Intent.

It is the intent of this chapter to:

- ~~A. Encourage imaginative design and the creation of permanent open space by permitting greater flexibility in zoning requirements than is generally permitted by other chapters of this title;~~
- ~~B. Preserve or create environmental amenities superior to those generally found in conventional developments;~~
- ~~C. Create or preserve usable open space for the enjoyment of the occupants;~~
- ~~D. Preserve to the greatest possible extent the natural characteristics of the land, including topography, natural vegetation, waterways, views, etc.;~~
- ~~E. Encourage development of a variety of housing types;~~
- ~~F. Provide for maximum efficiency in the layout of streets, utility networks, and other public improvements;~~
- ~~G. Provide a guide for developers and city officials in meeting the purpose and provisions of this chapter. (Ord. 583 §2.16(A), 1980).~~

~~16.60.020~~ Definitions.

Certain words and phrases as defined in this section shall govern the interpretation of this chapter.

- ~~A. "Common open space" means a parcel or parcels of land or a combination of land and water, within the site designed and intended for the use or enjoyment of residents of a planned residential development. Common open space does not include land occupied by buildings, roads, driveways, required parking areas, or the required yards for buildings or structures.~~
- ~~B. "Home owners association" means an incorporated, nonprofit organization operating under recorded land agreements through which (a) each lot owner is automatically a member; (b) each lot is automatically subject to a charge for a proportionate share of the expenses for the organization's activities, such as maintaining common property; and (c) a charge, if unpaid, becomes a lien against the property.~~
- ~~C. "Planned residential developments" means any development of land approved and developed in accordance with the terms of this title, including a plat or subdivision of such land.~~
- ~~D. "Residential development" means any development designed and intended for residential use regardless of the type of building in which such residence is located, i.e., conventional single-family dwellings, townhouses, duplexes, fourplexes, or apartment houses. (Ord. 583 §2.16(B), 1980).~~

11.10.010 ~~16.60.030~~ Where permitted.

Planned residential development may be permitted in the following land use districts consistent with the development standards in LMC ~~16.60.060~~11.10.060 through ~~16.60.140~~11.10.140:

- A. Low density residential district;
- B. Moderate density residential district;
- C. High density residential district. (Ord. 1539 §100, 2019; Ord. 583 §2.16(C), 1980).

11.10.020 ~~16.60.040~~ Types of uses permitted.

A. *Specific Types Permitted.* In a planned residential development, the following uses are permitted, provided that they meet the standards and criteria established in this title:

- 1. Those uses permitted as a matter of right in the underlying zone;
- 2. Residential developments of all types as defined in this chapter;
- 3. As a secondary use, the following neighborhood commercial uses may be permitted in a ~~PRD~~ planned residential development subject to the limitations set forth in LMC ~~11.10.120~~16.60.130 and shall be located within the interior:
 - a. Grocery store;~~;~~
 - b. Drug store;~~;~~
 - c. Barber/beauty shop;~~;~~
 - d. Laundromat; ~~and;~~
 - e. Other, unlisted, similar or related uses, provided the enforcing officer and/or the site plan review committee makes the determination that:
 - (1) The particular unlisted use does not conflict with the intent of this chapter or the policies of the Comprehensive Land Use Plan;
 - (2) The use is appropriate in the development; and
 - (3) The development is served by the proposed use.

B. *Other or Related Uses Permitted.* Other or related uses permitted include:

- 1. Accessory uses specifically geared to the needs of the residents of the ~~PRD~~ planned residential development such as motor vehicle or boat storage structures, or structures related to open space use, subject to the building and development coverage limitations of the underlying zone;
- 2. Conditional uses as provided in Chapter ~~16.66~~11.09-LMC; ~~and~~

3. Home occupations as provided in Chapter 16.69 LMC. (Ord. 1220 §50, 2004; Ord. 1192 §158, 2002; Ord. 691 §21, 1984; Ord. 583 §2.16(D), 1980).

11.10.030 ~~16.60.050~~ Relationship to other ordinance provisions.

A. *Zoning Requirements.* The provisions of the zoning ordinance pertaining to land use of the underlying zoning district shall govern the use of land in a planned residential development. The specific setback, lot size, height limits and other dimensional requirements are waived, and provided the City may waive other normal design standards if it finds a proposed design provides a better approach to achieving quality and functional neighborhoods as promoted in Lacey's land use plan. ~~Regulations for PRDs shall be those indicated in LMC 16.60.140.~~

B. *Platting Requirements.* A ~~PRD-planned residential development~~ shall be exempt from the specific design requirements of the subdivision ordinance, except that when any parcel of land in a ~~PRD-planned residential development~~ is intended for individual ownership, sale or public dedication, the platting and procedural requirements of the subdivision ordinance and applicable state laws pertaining to the subdivision and conveyancing of land and the preparation of maps shall be followed.

C. *Review Process.* Applications for ~~PRDs planned residential developments~~ shall be reviewed ~~pursuant to in accordance with~~ the quasi-judicial ~~procedures-review process and timelines~~ contained in ~~LMC 11.04.050~~ Section 1C.050 of the City of Lacey Development Guidelines and Public Works Standards. (Ord. 1192 §159, 2002; Ord. 1098 §18(A), 1999; Ord. 691 §22, 1984; Ord. 583 §2.16(E), 1980).

11.10.040 ~~16.60.060~~ Development standards—Generally.

The ~~criteria and~~ standards in LMC ~~16.60.070~~ 11.10.050 through ~~16.60.140~~ 11.20.130 shall govern the interpretation and administration of this chapter. (Ord. 583 §2.16(F) (part), 1980).

11.10.050 ~~16.60.070~~ Relationship of PRD site to adjacent areas-Design criteria

A. ~~Applicants must demonstrate that the design of the proposed development will be superior to that which would result without a planned residential development. Such a design may include enhanced open space, recreational facilities, landscaping, circulation, building or site design beyond standard code requirements.~~

B. ~~Applicants must demonstrate that the proposed development will provide specifically identified public benefits that clearly outweigh any adverse impacts or undesirable effects of the proposed planned residential development, particularly those adverse and undesirable impacts to surrounding properties. Public benefits resulting from the planned residential development may include, but are not limited to:~~

- ~~1. Protection of critical areas that would not be protected otherwise to the same degree as without a planned residential development;~~
- ~~2. Preservation, enhancement, or rehabilitation of natural features of the subject property, such as significant woodlands, native vegetation, topography, or noncritical area wildlife habitats, not otherwise required by other City regulations; or~~

3. Provision of public facilities that could not be required by the City for development of the subject property without a planned residential development.

4. Designation of a substantial proportion of the total units within the development as affordable housing.

C. The design of a planned residential development shall take into account the relationship of the site to the surrounding areas. The perimeter of the PRD-planned residential development shall be so designed as to minimize undesirable impact of the PRD-planned residential development on adjacent properties and, conversely, to minimize undesirable impact of adjacent land use and development characteristics on the PRD-planned residential development. (Ord. 583 §2.16(F)(1), 1980).

11.10.060 ~~16.60.080~~ Site acreage.

The minimum site for a planned residential development shall be a full block or a portion of a block if it was a numbered block in the original plat of the ~~City~~, or a numbered block of a subdivision recorded prior to the adoption of the ordinance codified in this title. For all previously unplatted areas, the minimum site shall be two acres. (Ord. 691 §23, 1984; Ord. 583 §2.16(F)(2), 1980).

11.10.070 ~~16.60.090~~ Access to public right-of-way.

The major internal street serving the PRD-planned residential development shall be connected to at least one major arterial, secondary arterial or collector street. (Ord. 583 §2.16(F)(3), 1980).

11.10.080 ~~16.60.100~~ Lot size.

The minimum lot size provisions of other chapters of the zoning title are waived in a planned residential development. (Ord. 583 §2.16(F)(4), 1980).

11.10.090 ~~16.60.110~~ Setback and side yard requirements.

A. Setbacks from the exterior boundary line of the PRD-planned residential development area shall be comparable to or compatible with those of the existing development of adjacent properties, or, if adjacent properties are undeveloped, the type of development which may reasonably be expected on such properties given the existing zoning of such properties or the projections of the Comprehensive Plan. In no event shall such setback be less than twenty feet.

B. Setbacks or side yards between buildings: The standard setbacks and yard requirements between buildings may be waived in a PRD-planned residential development. Buildings may have common walls and, therefore, built to the property line as in townhouse construction.

Wherever buildings are separated, a minimum distance of ten feet shall be maintained between such buildings. (Ord. 583 §2.16(F)(5), 1980).

11.10.100 ~~16.60.120~~ Off-street parking.

Off-street parking shall be provided in a PRD planned residential development in the same ratios for types of buildings and uses as required for the underlying zoning district, and as described in Chapter 16.72 LMC. (Ord. 583 §2.16(F)(6), 1980).

11.10.110 ~~16.60.130~~ Secondary use limitations.

A. Commercial uses are subject to full administrative review procedures contained in ~~Section 1C.040 of the City of Lacey Development Guidelines and Public Works Standards LMC 11.04.040~~ and shall be provided for in the original, finally approved version of the PRD planned residential development application for the development within which the commercial use is to be integrated. "Original," as is used in this subsection, refers to the PRD planned residential development application as it existed at the time of its final approval by the city council.

B. The gross floor area of the commercial use shall not exceed the product of thirty square feet multiplied by the number of dwelling units within the development.

The purpose of restricting commercial development is to prevent the PRD planned residential development process from being used as a vehicle for rezoning to commercial use which may not be at all related to the commercial needs of the area. Once a relatively large number of dwelling units have been completed or occupied, the need for such commercial development may be justified. (Ord. 1208 §67, 2003; Ord. 1192 §160, 2002; Ord. 583 §2.16(F)(7), 1980).

11.10.120 ~~16.60.140~~ Design standards.

A. Open space requirements shall be as follows:

1. *Common Open Space*. Each planned residential development shall provide not less than thirty percent of the gross land area for common open space, which shall be either:

- a. Held in single ownership where such ownership assumes full responsibility for maintenance and operation; or
- b. Held in common ownership by all of the owners in the development area; or
- c. Dedicated for public use, if acceptable to the eCity.

2. Common open space may contain such complementary structures and improvements as are necessary and appropriate for the benefit and enjoyment of residents of the PRD planned residential development provided, that the building coverage of such building or structure combined with the building coverage of the residential structures shall not exceed the maximum permitted by the underlying zone.

3. Areas containing critical area habitat and associated buffers that would otherwise be required to be protected shall not be counted toward the gross land area for common open space.

~~Up to fifty percent of the common open space requirement may be satisfied by the preservation of tall stands of trees and/or wetlands and/or critical area habitat and required critical area~~

~~buffers in consideration of the significant passive recreation opportunities provided by said lands. Development shall be configured to take advantage of these areas as a significant site amenity. These areas should be visually accessible to the public rather than walled off from view. To the extent possible, trail networks should be integrated with these areas. For example, a trail along the wetland buffer is a desirable option. The remaining fifty percent of the common open space area must meet the criteria in subsection (A)(4) of this section.~~

4. Common open space must meet the following design criteria:

a. Must be useable and accessible. All common open spaces intended for public use shall be physically and visually accessible from the adjacent street or major internal pedestrian route. Open spaces shall be in locations accessible to intended users--rather than simply left-over or undevelopable space in locations where very little pedestrian traffic is anticipated. Locations integrated with transit stops, for instance, would be encouraged, as there is likely to be pedestrian traffic in the area.

b. Must be inviting. Inviting open spaces feature amenities and activities that encourage pedestrians to use and explore the space. On a large scale, it could be a combination of active and passive recreational uses. It could include a fountain, sculpture, children's play area, special landscaping element, or even a comfortable place to sit and watch the world go by. In order for people to linger in an open space, it must be comfortable. For instance, a plaza space should receive ample sunlight, particularly at noon, and have design elements that lend the space a "human scale," including landscaping elements, benches and other seating areas, and pedestrian-scaled lighting. No use shall be allowed within the open space that adversely affects the aesthetic appeal or usability of the open space. (See *Table 16T-83*.)

c. Must be safe. Safe open spaces incorporate Crime Prevention through Environmental Design (CPTED) principles:

(1) Natural surveillance--which occurs when parks or plazas are open to view by the public and neighbors. For example, a plaza that features residential units with windows looking down on space means that the space has good "eyes" on the park or plaza.

(2) Lighting that reflects the intended hours of operation.

(3) Landscaping and fencing. Avoid configurations that create dangerous hiding spaces and minimize views.

(4) Entrances should be prominent, well lit, and highly visible from inside and outside of the space.

(5) Maintenance. Open spaces shall utilize commercial grade materials that will last and require minimal maintenance costs. Walls, where necessary, shall be designed and treated to deter graffiti. Use and maintain landscape materials that reduce maintenance cost and maintain visibility, where desired.

d. Provides for uses/activities that appropriately serve the anticipated residents and users of the development. For example, common open space that serves a variety of functions will attract greater usage. When designing open spaces, project applicants should consider a broad range of age groups, from small children to teens, parents, and seniors.

e. Must be designed and placed in consideration of existing and potential open space on adjacent parcels to provide consolidation or opportunities for future consolidation of neighborhood open space areas.

f. *Additional Criteria.*

(1) Consolidation of open space is encouraged to provide maximum access, visibility, usability, minimization of impacts to residential uses, and ease of maintenance.

(2) Existing trees and significant vegetation shall be retained in open space unless an alternative park/landscaping plan consistent with the criteria herein is approved by the site plan review committee.

5. Cash or like value of land area and improvements may be donated to the eCity for open space purposes to fulfill up to fifty percent of open space requirements within that specific parks planning area. Acceptance will be at the discretion of the eCity.

6. *Private Open Space.* Developments are encouraged to conform to usable open space provisions of the applicable zone. However, at a minimum, three hundred square feet of private, usable open space having a minimum of fifteen feet in depth and width shall be provided for each ground level dwelling unit ~~PRD-planned residential development~~. Such private open space should be visible and accessible from the dwelling unit. When adjacent to common open space, such private open space is to serve as a buffer between dwelling units and common open space.

B. *Land Area and Dwelling Unit Computations.* Open space, street area, etc., are computed as follows:

1. *Street Right-of-Way.* Streets in a ~~PRD-planned residential development~~ shall be computed at twenty percent of the gross land area, regardless of the amount of land actually used for streets in the final design.

2. *Density.* The density of the underlying zone governs unless a density increase is granted as provided in this chapter.

3. *Density Increase.* The eCity may approve an increase in the dwelling unit density up to:

a. In the low density district, fifteen percent.

b. In the moderate density district, twenty percent.

c. In the high density district, twenty-five percent; rounded to the nearest whole number; provided, that the environmental and recreational amenities sought by this title are met.

4. *Development Formula.* The computation of the number of dwelling units permitted, and other space requirements, shall be as follows:

DU $N/M \times 1.2$ (1.2 is the incentive factor).

=

G Is gross land area in square feet.

S Is street area (i.e., 20% of G) in square feet.

DU Is number of dwelling units.

M Is minimum land area per dwelling unit.

N Is net buildable site (G-S) in square feet.

EXAMPLE: In a hypothetical five acre site in the moderate density residential district, thirty-two dwelling units are permitted under conventional development procedures, assuming a minimum lot area of five thousand four hundred forty-five square feet, no dedication for other public use, and twenty percent of the land area dedicated for public right-of-way. The calculations are as follows:

G = 5 acres = 217,800 sq. ft., gross land area.

S = 20% of G = 43,560 sq. ft. of public R.O.W.

G-S = 174,240 sq. ft.

DU = $174,240/5,445 = 31.6 = 32$ dwelling units.

On the same five acre site, under ~~PRD~~ planned residential development -procedure, thirty-eight dwellings are permitted using the formula shown below:

DU = $N/M \times 1.2$.

N = $G-S = 217,800 - 43,560 = 174,240$ sq. ft.

M = 5,445 sq. ft. minimum lot area.

DU = $174,240/5,445 \times 1.2 = 38.4 = 38$ dwelling units.

C. *Landscaping.* All landscaping requirements of Chapter 16.80 LMC shall be satisfied. (Ord. 1496 §94, 2016; Ord. 1310 §43, 2008).

11.10.130 ~~16.60.145~~ Environmental and recreational amenities.

Four of the following five amenities must be provided as part of the PRD planned residential development in order to receive the density bonus as provided in LMC 11.10.120 ~~16.60.140~~:

- A. Develop and equip significant recreational areas within the common open space with such features as, but not limited to, swimming pools, tennis courts, bike or pedestrian path systems, children's play areas;
- B. Substantial retention of natural ground cover, bushes and trees;
- C. Vegetated LID facilities are included in the design and serve as a visual amenity;
- D. Provide significant access to a lake, river, stream or other natural water body;
- E. Provide substantial and exceptional landscaping treatment either as an adjunct to or in lieu of natural landscaping beyond the minimum required. (Ord. 1496 §95, 2016; Ord. 1310 §44, 2008; Ord. 691 §25, 1984).

11.10.140 ~~16.60.150~~ Eligibility and p ~~Review~~ procedure.

~~A. *Who May Apply.* Any owner or group of owners of property acting jointly, or a developer authorized to act as agent for an owner or group of owners, may submit an application for PRD development.~~

~~B. *Review Procedure.* All PRD planned residential development -applications shall be reviewed and approved or disapproved pursuant to the quasi-judicial procedures contained in LMC 11.04.050 ~~Section 1C.050 of the City of Lacey Development Guidelines and Public Works Standards.~~ (Ord. 1192 §161, 2002; Ord. 583 §2.16(G)(1), 1980).~~

11.10.150 ~~16.60.160~~ Required documentation.

In addition to the information required by LMC 11.03.050, an An application for PRD-planned residential development shall include the following:

- A. Vicinity sketch showing the location of the site and its relationship to surrounding areas, including existing streets, driveways, major physiographic features such as railroads, lakes, streams, shorelines, schools, parks, and other prominent features.;
- B. A map or maps of the site at a scale not smaller than one hundred feet to the inch, showing all the information required for a preliminary plat plus the following:
 - 1. Site boundaries.;
 - 2. Streets bounding or abutting the site.;
 - 3. Proposed building including dimensions, setbacks, identification of types and the number of dwelling units in each residential type.;

4. Location and dimensions of open spaces;~~;~~
5. Existing and proposed contours including natural features;~~;~~
6. Parking facilities, their design, size and capacity;~~;~~
7. Circulation plan--vehicular and pedestrian, and points of ingress and egress from the site, and their relationship to ingress and egress of neighborhood properties;~~;~~
8. Existing buildings and indication of future use or disposition;~~;~~
9. Landscaping plan;~~;~~
10. Typical front and side elevations and exterior architectural treatments of the proposed units;~~;~~ and
11. Conceptual utility plan, including water, sewer, storm drainage and lighting.~~;~~

C. In addition to the graphic materials, the developer shall submit a written statement providing the following information:

1. Program for development including estimated staging or timing of development, including build-out data to be submitted to the ~~e~~City and to the North Thurston School District for each year during the construction period;~~;~~
2. Proposed ownership pattern upon completion of development;~~;~~
3. Basic content of restrictive covenants;~~;~~
4. Provisions to assure permanence and maintenance of common open space through homeowners association formation, condominium development or other means acceptable to the ~~e~~City;~~;~~
5. Statement or tabulation of dwelling unit densities proposed; ~~and;~~
6. Statement describing the relationship of the proposed ~~PRD-planned residential development~~ to the Lacey development plan. (Ord. 1192 §162, 2002; Ord. 691 §26, 1984; Ord. 583 §2.16(G)(2), 1980).

~~11.10.160~~ ~~16.60.170~~ Filing time limitation for applications not involving plats.

A. An application for final review and approval shall be filed by the applicant within ~~eighteen~~ twenty-four months of the date on which preliminary approval was given by the city council.

B. If an application includes a plat the timing requirements of LMC Title 15 shall apply. An extension not exceeding six months may be granted by the hearings examiner.

C. If application for final approval is not made within ~~eighteen~~twenty-four months or within the time for which an extension has been granted, the plan shall be considered abandoned, and the development of the property shall be subject to the normal requirements and limitations of the underlying zone. (Ord. 1192 §163, 2002; Ord. 1098 §18(B), 1999; Ord. 691 §27, 1984; Ord. 583 §2.16(H)(1), 1980).

11.10.170 ~~16.60.180~~ Partial PRD planned residential development -area.

An application for final review and approval may be filed for part of a PRD planned residential development area for which preliminary approval has been granted by the ~~city council~~ hearings examiner. A final plan for a part of a PRD planned residential development -shall provide the same proportion of open space and the same overall dwelling unit density as the overall preliminary plan.

If that portion of the PRD planned residential development -for which final approval is requested does not provide such open space, the developer shall file in escrow a quit-claim deed in favor of the city for such additional land area adjacent and accessible to the site, and of sufficient size to provide the open space required to meet the standards of this title. In the event that the developer abandons the remaining portions of the PRD planned residential development, the escrow agent shall deliver the quit-claim deed to the city or to such other public or private entity as the city may direct.

Note: Final approval of a PRD-planned residential development plan shall not be construed to be final plat approval. Plat approval is a separate action and shall be in compliance with state and local subdivision and platting regulations. (§164, 2002; Ord. 691 §28, 1984; Ord. 583 §2As stated in 16.60.050(B).) (Ord. 1192, 2002).

11.10.180 ~~16.60.190~~ Required documentation. Final planned residential development plan

The applicant shall submit at least seven copies of the final development plan of the proposed development to the planning department for its review. The final development plan shall comply with the conditions imposed on the preliminary development plan. In addition, if the development is being subdivided, the data required of regular plats as required by the subdivision ordinance must be submitted. The plan shall include the following:

- A. Final elevation and perspective drawings of project structures;
- B. Final landscaping plan;
- C. Final plans of and including profiles of the drainage, water, sewer, lighting, streets, and sidewalks or pathways;
- D. Such other documentation, information and data not lending itself to graphic presentation such as restrictive covenants, incorporation papers and bylaws of Homeowners' Associations, dedications of easements, rights-of-way, and other conditions specifically required by the hearings examiner for the particular PRD planned residential development.

No final development plan shall be deemed acceptable for filing unless all of the above information is submitted in accurate and complete form sufficient for the purposes of planning department review. After receiving the final development plan, the planning department shall route the same to all appropriate

City departments, and each department shall again submit to the planning department comments and recommendations.

If the City departments determine that the final map conforms fully with all applicable regulations and standards, the enforcing officer shall issue approval of the final map ~~shall be presented to the city council for final approval~~. (Ord. 1192 §165, 2002; Ord. 691 §30, 1984).

11.10.190 ~~16.60.200~~ **Permit issuance.**

Building permits and other permits required for the construction or development of property under the provisions of this chapter shall be issued only when in the opinion of the enforcing ~~official officer~~, the work to be performed meets the requirements of the final plan and program elements of the ~~PRD planned residential development~~. (Ord. 583 §2.16(I)(1), 1980).

11.10.210 ~~16.60.210~~ **Adjustments.**

A. Minor adjustments may be made and approved by the enforcing ~~official officer~~ when a building permit is issued. Minor adjustments are those which may affect the precise dimensions or siting of buildings, but which do not affect the basic character or arrangement of buildings approved in the final plan, nor the density of the development or the open space requirements. Such dimensional adjustments shall not vary more than ten percent from the original.

B. Major adjustments are those which, in the opinion of the enforcing officer, substantially change the basic design, density, open space or other requirements of the planned residential development. When, in the opinion of the enforcing officer, a change constitutes a major adjustment, no building or other permit shall be issued without prior review and approval by the hearings examiner of such adjustment. (Ord. 583 §2.16(I)(2), 1980).

11.10.220 ~~16.60.230~~ **Duration of control.**

The regulations and controls of the planned residential development ordinance in effect at the time of authorization of a ~~PRD planned residential development~~ -project shall remain in full force and effect for the life of the project. (Ord. 583 §2.16(I)(4), 1980).

11.10.230 ~~16.60.240~~ **Parties bound.**

Once the preliminary development plan is approved, all persons and parties, their successors, heirs, or assigns, who own, have, or will have by virtue of purchase, inheritance or assignment, any interest in the real property within the proposed ~~PRD planned residential development~~, shall be bound by the conditions attending the approval of the development and the provisions of this title. (Ord. 583 §2.16(I)(5), 1980).

11.10.240 ~~16.60.250~~ **Commencement of construction.**

A. Construction of the ~~PRD planned residential development~~ -project not involving a plat shall begin within one year from the date of the final approval of the plan.

B. An extension of time for beginning construction may be requested in writing by the applicant, and such extension not exceeding six months may be granted by the ~~council~~ enforcing officer. If construction is not begun within one year or within the time for which an extension has been granted, the plan shall be considered abandoned, and the development of the property shall be subject to the normal requirements and limitations of the underlying zone. If the final approval was a plat no timing requirements for construction shall apply. (Ord. 1098 §18(C), 1999; Ord. 583 §2.16(l)(6), 1980).

Chapter 11.11 Temporary Use Permits

11.11.010 Applicability

For the purposes of review under this chapter, the following uses or structures shall be considered temporary uses.

A. Temporary uses allowed in the underlying zoning district;

B. Model homes equaling up to four homes when located within the subdivision or residential development to which they pertain;

C. Storage trailers;

D. Temporary uses not otherwise allowed in the underlying zoning district, reviewed in accordance with LMC 11.11.050 (B); and

E. Proposed activities not listed in this section that are found to meet the definition of temporary use, as determined by the enforcing officer, where review type shall be determined in accordance with LMC 11.11.060.

11.11.020 Exemptions

A. The following construction related activities and structures shall be exempted from requiring temporary use permit, provided they are associated with an approved land use application and/or an active building or construction permit;

1. Contractor's office, storage yard, and equipment parking and servicing on or near the site or in the vicinity of an active construction project.

2. Sales and marketing trailers used for the purpose of real estate sales and/or rental information, located within the subdivision or development to which they pertain.

B. City-sponsored community fairs, festivals, or events, subject to the approval of the City Manager's office, shall be exempted from requiring a temporary use permit. .

C. If determined by the enforcing officer to be of limited duration with minimal impact on neighboring properties, special sales and ancillary events promoting and located on the site of an existing permanent business and not requiring a separate business license shall be exempted from requiring a temporary use permit. Such sales and events may require a permit from the fire department and/or Thurston County health department.

11.11.30 Authority

A. The enforcing officer shall, in consultation with appropriate city departments, review and decide upon each application for a temporary use permit in accordance with the appropriate review type as determined by LMC 11.11.050. The enforcing officer may approve, deny, modify, or condition an application for a temporary use permit.

B. The enforcing officer may establish conditions as deemed necessary to ensure land use compatibility and to minimize potential impacts on nearby uses. These include, but are not limited to, requiring that notice be given to adjacent/abutting property owners prior to approval, time and frequency of operation, temporary arrangements for parking and traffic circulation, requirement for screening or enclosure, and guarantees for site restoration and cleanup following temporary uses.

11.11.040 Application requirements

A. Temporary use permit applications shall include the information required by LMC 11.03.050, unless waived by the enforcing officer.

B. The enforcing officer may require the applicant to submit any additional information or material which is found to be necessary for the proper review of the application.

11.11.050 Review types

A. Applications for temporary use permits shall be reviewed in accordance with limited administrative review process and timelines outlined in LMC 11.04.030, unless otherwise required by subsection B of this section.

B. Applications for temporary use permits where the proposed use is not permitted in the underlying zoning district, or where the use is determined to have significant impacts per LMC 11.11.060, shall be reviewed in accordance with the full administrative review process and timelines outlined in LMC 11.04.040.

11.11.060 Criteria for determining review type

For temporary use activities not listed in LMC 11.11.010, the enforcing officer shall consider the following factors in determining the appropriate review type:

A. Consistency with the underlying zone;

B. Impact on surrounding zones;

C. Length of period of time for duration of activity; and

D. Hours of operation.

11.11.070 Decision criteria

The enforcing officer may approve, deny, modify, or condition an application for a temporary use permit, based on consideration of the following factors:

A. The temporary use will not be materially detrimental to the public health, safety, or welfare, nor injurious to property or improvements in the vicinity of the temporary use;

B. Adequate parking facilities and vehicle ingress and egress are provided to serve the temporary use and any existing uses on the site;

C. Hours of operation of the temporary use are specified, and would not adversely impact surrounding uses;

D. The temporary use will not cause nuisance factors such as noise, light, or glare which adversely impact surrounding uses;

E. The temporary use is compliant with all applicable requirements of Title 14 Buildings and Construction; and;

F. The applicant has obtained any other required permits for the temporary use.

11.11.080 Other required permits

The temporary use may also require permits and inspections from both the fire department and/or community and economic development department to ensure that the temporary use is in compliance with Fire/Building Codes.

11.11.090 Duration of approval

A temporary use permit is valid for a period of twelve months, unless the enforcing officer establishes a shorter time frame or an extension is otherwise granted by LMC 11.03.110

11.11.100 Removal of temporary use

Each site occupied by a temporary use shall be left free of debris, litter, or other evidence of the temporary use upon completion of removal of the use. Any impacts to the subject site caused by the temporary use shall be fully restored to the greatest extent feasible.

11.11.110 Security

The enforcing officer may require a performance bond or financial security to assure compliance with the provisions of the temporary use permit as approved if required. Such requirement shall be determined upon whether the proposed activity has a significant level of duration or impact. The amount of the performance bond or financial security will be determined by the enforcing officer, but in no case shall it be less than one thousand dollars (\$1,000.00). The security may be used by the City to abate the use and/or facilities.

11.11.120 Permit revocation

Should the enforcing officer determine that information has been provided to the City which was false, incomplete, or has changed, such that the decision criteria in LMC 11.11.070 are incorrect, false, or have not been met, or the temporary use actually being used is different than or greater than that applied for, or if the use itself is a nuisance, unhealthy, unsafe or poses a substantial risk of harm to persons or property, then the enforcing officer may revoke the temporary use permit upon ten (10) days' written notice, unless an emergency exists, in which case the enforcing officer may declare such an emergency and immediately revoke the temporary use permit.

11.11.130 Appeals

Any decision of the City of Lacey in the administration of Chapter 11.11 LMC may be appealed in accordance with Chapter 11.05 LMC.

Chapter ~~11.12~~~~16.82~~ Development Agreements

~~11.12.010~~ ~~16.82.005~~ Authority.

- A. This chapter applies to development agreements authorized pursuant to RCW ~~36.70B.170~~ through 36.70B.210, as a legislative action, between the ~~e~~City of Lacey and a person having ownership or control of real property within its jurisdiction. The execution of a development agreement is a proper exercise of ~~e~~City police power and contract authority.
- B. The ~~e~~City may enter into a development agreement for real property outside its ~~e~~City limits as part of a proposed annexation, or a service agreement.
- C. The provisions of this chapter do not apply to or affect the validity of any contract rezone, concomitant agreement, annexation agreement or other agreement in existence on or before the effective date of this chapter, or adopted under separate authority, even though such agreements may also relate to development standards, mitigation, and other regulatory requirements.
- D. The ~~e~~City may enter into development agreements pursuant to this chapter. The decision whether to enter into a development agreement is discretionary with the city council. The development agreement shall provide for the scope and timing of the project, applicable regulations and requirements, mitigation requirements and other matters relating to the development process. (Ord. 1471 §1 (part), 2015).

~~16.82.010~~ ~~Purpose.~~

The purposes of development agreements are as follows:

- ~~A. The lack of certainty in the approval of development projects can result in a waste of public and private resources, escalate housing costs for consumers, and discourage the commitment to comprehensive planning which maximizes efficient use of resources at the least economic cost to the public.~~
- ~~B. Assurance in the development review process can significantly encourage development or redevelopment of real property. This certainty is especially important for large-scale or multiphase developments that take years to complete and that require substantial financial commitments at an early stage.~~
- ~~C. A development agreement promotes the general welfare by balancing the public and private interests, providing reasonable certainty for a development project, and addressing other matters, including funding or providing services, infrastructure, or other facilities. (Ord. 1471 §1 (part), 2015).~~

~~16.82.020~~ ~~Development standards.~~

- ~~A. Any person intending to propose a development agreement shall first meet with the director of community and economic development or their designee for purposes of understanding the parameters of the proposal and applicable procedures.~~

~~B. In order to encourage innovative land use techniques and to further achieve public benefits, a development agreement adopted pursuant to this chapter may impose development standards that differ from the standards of the Lacey Municipal Code and the Lacey Development Guidelines and Public Works Standards which would otherwise be applicable to a proposed development. Examples of development standards that may differ include infrastructure requirements, street standards, performance standards, and duration of approvals. All development standards imposed must achieve public benefits, respond to changing community needs, and require modifications which provide the functional equivalent or adequately achieve the purposes of otherwise applicable city standards. Any development standard imposed by the development agreement must be consistent with and further the stated intent of the Comprehensive Plan.~~

~~C. The development standards as approved through a development agreement shall apply to and govern the development and implementation of the subject site in lieu of any conflicting or different standards or requirements elsewhere in the Lacey Municipal Code. A development agreement shall reserve authority to impose new or different regulations to the extent required by serious threat to public health and safety.~~

~~D. Notwithstanding the foregoing, the International Building Code, International Fire Code, and other construction codes in effect in the state of Washington, and as adopted by the city of Lacey, on the date of filing a fully complete building permit application or other construction application for a building on the subject site shall apply; except that no changes to such codes taking effect after the date of the development agreement shall require redesign or modification of then-existing project utilities, facilities, or other infrastructure that was installed in accordance with the development agreement. (Ord. 1539 §131, 2019; Ord. 1471 §1 (part), 2015).~~

11.12.020 Code modifications allowed by development agreement

A development agreement may allow modifications to the City's development code, as provided below:

A. The traffic impact fees established by Chapter 14.25 LMC may be credited based on the value of developer-funded infrastructure improvements for transportation.

B. The park impact fees may be credited based on the value of developer-funded infrastructure improvements for parks.

C. In order to encourage innovative land use management and provide flexibility to achieve public benefits, a development agreement adopted pursuant to this chapter may impose development standards that differ from the development regulations adopted in the development code; provided, that:

1. Any development standards imposed by the development agreement are consistent with the strategic objectives, goals, and policies of the comprehensive plan; and

2. The development standards do not:

a. Allow for use types or densities currently not permitted within the existing zoning category for the properties subject to the agreement;

b. Modify or alter the requirements of the City's building code;

c. Modify or alter the requirements of the City's stormwater management regulations;
or

d. Modify or alter any federally required American with Disabilities Act (ADA) standards.

11.12.030 Incentives

A. A development agreement may reserve capacity in the transportation system for the proposed development's trip generation. The proposed development shall be deemed to have achieved transportation concurrency under the concurrency rules and regulations in effect on the effective date of the development agreement. The term for the concurrency determination shall be set forth in the development agreement.

B. A development agreement may reserve capacity in the city's sewer system for the proposed development. The amount of capacity reserved shall be set forth in the development agreement.

C. A development agreement may establish vesting standards subject to the following limitations:

1. Vesting for regulations adopted pursuant to the State Building Code shall not be altered.

2. The vesting period cannot be longer than 20 years from the effective date of the development agreement.

3. If the agreement provides a vesting period that is longer than five years, the agreement shall include milestones for development of the project, which shall be met in order to maintain the extended vesting period.

4. Negotiated vesting provisions cannot defeat the city's ability to require a developer to comply with latter-adopted state or federal mandates not subject to vesting, or prevent the city from taking action to prevent a public safety, welfare, or health emergency.

D. Water, sewer, and stormwater system development charges may be credited against the value of developer-funded infrastructure for the same utility. Credits shall be calculated in a manner acceptable to both parties. Prior to negotiation of a credit, the city shall obtain an opinion from its financial consultant.

11.12.040 ~~16.82.030~~Contents of a development agreement. Application requirements

A. A development agreement must set forth the development standards and other provisions that shall apply to, govern, and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement.

~~B. For purposes of this chapter, the term “development standards” means and includes, but is not limited to, the following items. In approving a development agreement, conditions of approval shall at a minimum establish:~~

- ~~1. A site plan for the entire project, showing locations of sensitive areas and buffers, required open spaces, perimeter buffers, location of residential development, and location of nonresidential development;~~
- ~~2. Project elements such as permitted uses, residential densities and nonresidential densities; range of uses authorized for any nonresidential development; intensities; and building sizes;~~
- ~~3. The amount and payment of impact fees imposed or agreed to in accordance with any applicable provisions of state law, any reimbursement provisions, other financial contributions by the property owner, or dedications;~~
- ~~4. Mitigation measures, development conditions, and other requirements under Chapter 14.24 LMC, Environmental Policy, and Chapter 43.21C RCW;~~
- ~~5. Design standards such as maximum heights, setbacks, streets, drainage and water quality requirements, landscaping, and other development features;~~
- ~~6. Sewer, water, stormwater and other utility plans;~~
- ~~7. Parks and open space preservation;~~
- ~~8. Phasing plan, if applicable;~~
- ~~9. Review procedures and standards for implementing decisions;~~
- ~~10. Thresholds and procedures for amendments to the agreement;~~
- ~~11. A dispute resolution process for the failure or refusal to comply with the terms of the agreement;~~
- ~~12. A build-out or vesting period for applicable standards; and~~
- ~~13. Any other development requirement or procedure deemed appropriate by the city council.~~

~~C. Nothing in this chapter is intended to authorize the city to impose impact fees, inspection fees, or dedications or to require any other financial contributions or mitigation measures except as expressly authorized by other applicable provisions of law. (Ord. 1471 §1 (part), 2015).~~

Development agreements shall include the following:

A. A site plan depicting boundaries and project elements, such as:

1. Location and acreage of active and passive recreational areas, if any;

- 2. Location, acreage and range of densities for residential development, if applicable;
- 3. Location and range of types of uses of nonresidential development, if applicable;
- 4. Location and size of critical areas and buffers, if any;
- 5. Perimeter buffers, if any; and
- 6. Motorized and nonmotorized circulation routes, including route connections to streets and pedestrian routes servicing and/or abutting the site.

B. The development standards and other provisions that shall apply to and govern the use and development of the real property;

C. Identification of the variations from development standards approved under LMC 11.12.020;

D. The expected build-out period and, if applicable, the phasing of development;

E. Provisions for the termination of the development agreement;

F. If environmental review is required under the State Environmental Policy Act, measures to mitigate significant adverse impacts including any impacts to public services and facilities;

G. A title report indicating proof of ownership; and

H. Other application contents as listed in 11.03.050, unless waived by the enforcing officer.

~~16.82.040 — Effect and vesting.~~

~~A. Unless amended or terminated, a development agreement is enforceable during its term by a party to the agreement. A development agreement and the development standards in the agreement govern during the term of the agreement, or for all or that part of the build-out period of the project specified in the agreement, and the project may not be subject to an amendment to a zoning ordinance, or development standard, or regulation adopted after the effective date of the agreement. A permit or approval issued by the city after the execution of the development agreement must be consistent with the development agreement.~~

~~B. Under subsection A of this section, a development agreement provides an alternative to vesting rights provided in Section 1B.060 of the Lacey Development Guidelines and Public Works Standards.~~

~~C. The term of the approval of a development agreement shall be determined on a project specific basis. The city council may consider modifying the term of an agreement at the request of the property owner. In order to modify the term of the agreement, the city council shall find that the agreement is consistent with the city's Comprehensive Plan and modifying the term of the agreement is in the best interest of the city.~~

~~D. A development agreement may reserve capacity in the transportation system for the proposed development's trip generation and, in such case, the proposed development shall be deemed to have achieved transportation concurrency under the concurrency rules and regulations in effect on the effective date of the development agreement. The term for the concurrency determination shall be set forth in the development agreement. (Ord. 1471 §1 (part), 2015).~~

11.12.050 Decision criteria

The city council may approve and enter into a development agreement if the council finds at its sole discretion that the development proposal:

A. Significantly benefits the City by contributing unique or needed amenities;

B. Stimulates development in an articulable fashion;

C. Significantly improves the local economy by adding employment opportunities and contributing to the tax base;

D. Advances the strategic objectives, goals, and policies of the City's Comprehensive Plan;

E. Is consistent with the City's development regulations, except as modified pursuant to LMC 11.12.020; and

F. Is in the City's best interests.

11.12.060 ~~16.82.050~~ **Procedure.**

A. Development agreements shall be drafted and negotiated by City staff in conjunction with developer representatives.

B. If necessary to determine the interests of the city council prior to expending significant time on negotiations, staff may introduce the proposal for council discussion at a council workshop.

CA. If a development agreement is not proposed in conjunction with an action requiring "quasi-judicial review" or "legislative review" under Chapter 11.04 LMC~~Chapter 1C of the City of Lacey Development Guidelines and Public Works Standards~~, the development agreement shall be presented to city council at a public hearing for approval by ordinance or resolution.

DB. If the development agreement is proposed in conjunction with an action requiring "quasi-judicial review," the development agreement shall be presented to the city council for final approval by ordinance or resolution, after a public hearing with the hearings examiner. The hearings examiner shall make a recommendation of approval or denial on the applications and the development agreement to the city council.

EC. If the development agreement is proposed in conjunction with an action requiring "legislative review," the development agreement shall be presented to the city council for final approval by ordinance or resolution, after a public hearing with the planning commission. The planning commission

shall make a recommendation of approval or denial on the applications and the development agreement to the city council.

~~FD~~. Prior to any required public hearing, the ~~director or their designee enforcing officer~~ shall issue a public hearing notice in accordance with ~~Chapter 11.04 LMC the provisions for providing such notice under Section 1C of the City of Lacey Development Guidelines and Public Works Standards~~. (Ord. 1471 §1 (part), 2015).

11.12.070 ~~16.82.060~~ City ~~€~~Council action.

A. The city council shall consider the proposed development at and following the public hearing. The city council may approve and enter into a proposed development agreement if the council finds, in its sole discretion, that a proposed agreement is consistent with the ~~Comprehensive Plan and the purposes of this chapter~~ decision criteria listed in LMC 11.12.050. The decision of the city council on a development agreement is the final decision of the ~~€~~City.

B. Notice of the final decision by the city council shall be mailed to the applicant, to any person who submitted public comments, and to any other person who has specifically requested it.

C. The development agreement shall be recorded with the Thurston County auditor prior to the effective date of any development proposal that was submitted and reviewed concurrently with the development agreement.

D. The appeal of a final decision of the city council shall be timely filed as a judicial appeal pursuant to ~~LMC 11.05.070 Section 1D.040 of the City of Lacey Development Guidelines and Public Works Standards~~. (Ord. 1471 §1 (part), 2015).

11.12.080 ~~16.82.070~~ Terms of agreement.

A. A development agreement pursuant to Chapter 36.70B RCW and this chapter shall be binding on the parties and their successors during the term of the development agreement and enforceable during its term by a party to the agreement, unless the agreement is amended or terminated.

B. The ~~€~~City reserves the right to modify or terminate the development agreement upon the failure or refusal to comply with the terms of the agreement by the developer in accordance with the dispute resolution process contained in the agreement.

C. Amendments to the terms of the development agreement shall be done only by a written instrument executed by all parties pursuant to the procedures of this chapter, or as may be amended. The ~~€~~City will process and decide upon application of an amendment in accordance with the thresholds and procedures for amendments contained in the project specific agreement. (Ord. 1471 §1 (part), 2015).

Chapter ~~11.13~~ ~~16.96~~ ~~Amendments and~~ Rezones

~~16.96.010~~ ~~Amendments in land use cases.~~

~~Whenever public necessity, convenience or general welfare requires, the provisions of this title or the zoning map may be amended in conjunction with individual land use applications in accordance with the following procedures:~~

~~A. *Amendments Initiation.* Amendments of the text of this title or the zoning map may be initiated in such cases by:~~

- ~~1. A verified application of one or more owners of property which is proposed to be reclassified, filed with the community and economic development department;~~
- ~~2. The adoption of a motion by the city council requesting the hearings examiner or planning commission to set the matter for hearing and recommendation;~~
- ~~3. A recommendation by the planning commission to the city council; or~~
- ~~4. Initiation of an amendment through the joint planning process between the city of Lacey and Thurston County.~~

~~B. *Amendments or Rezones Process.* All amendments or rezones shall be processed in accordance with Section 1C.060 of the City of Lacey Development Guidelines and Public Works Standards.~~

~~C. *Amendments Reference to City Council.* The hearings examiner or planning commission's recommendation shall be presented for city council consideration in accordance with Section 1C.060 of the City of Lacey Development Guidelines and Public Works Standards. (Ord. 1539 §135, 2019; Ord. 1192 §202, 2002; Ord. 1035 §29, 1996; Ord. 1024 §51, 1995; Ord. 618 §12, 1981; Ord. 583, 1980).~~

~~16.96.020~~ ~~Amendments of general application.~~

~~Whenever public necessity, convenience or general welfare requires, the provisions of this title or the zoning map may be amended in those instances not involving individual land use applications after recommendation by the planning commission to the city council according to the process in Section 1C.060 of the City of Lacey Development Guidelines and Public Works Standards. (Ord. 1192 §203, 2002; Ord. 618 §13, 1981; Ord. 583, 1980).~~

~~16.96.030~~ ~~Joint action by Lacey City Council and Board of Thurston County Commissioners.~~

~~Any proposed amendment or rezone affecting the unincorporated area shall be subject to the joint planning process approval by both the City of Lacey and Thurston County. (Ord. 1024 §52, 1995).~~

11.13.010 Applicability

An application for a rezone of property may be made by the following:

A. Property owner, or somebody authorized on the owner's behalf; or

B. City council; or

C. Planning commission.

11.13.020 Authority for rezones requiring a plan amendment

A. In accordance with RCW 35.63.110 the planning commission has the authority to recommend zoning to the legislative body requiring a Comprehensive Plan amendment after conducting a public hearing thereon. Notice shall be provided in accordance with LMC 11.03.090.

B. Upon completion of the hearing(s) on the Comprehensive Plan, or successive parts thereof, the planning commission, after making such changes as it deems necessary, shall forward its recommendation to the city council for their final action.

C. The final form and content of the Comprehensive Plan shall be determined by the city council after consideration of the planning commission's recommendation at a public meeting.

11.13.030 Authority for rezones not requiring a plan amendment

A. Rezone requests not requiring a Comprehensive Plan amendment and submitted in conjunction with a primary project permit application shall be reviewed in an open public hearing held before the hearings examiner under the procedures and rules of the hearings examiner, as authorized by RCW 35.63.130.

1. The applicant will have the burden and duty of applying for and pursuing the rezone.

2. Upon completion of the hearing, or successive parts thereof, the hearings examiner shall forward their recommendation to the city council for their final action.

3. The final decision shall be made by the city council after consideration of the hearings examiner's recommendation at a public meeting.

B. Rezone requests not requiring a Comprehensive Plan amendment and not submitted in conjunction with a primary project permit application shall be reviewed in accordance with the legislative review procedures described in LMC 11.04.060.

11.13.040 Submittal requirements

A. Rezone applications shall include the information required by LMC 11.03.050, unless otherwise waived by the enforcing officer.

B. The enforcing officer, hearings examiner or city council may require the applicant to submit any additional information or material which is found to be necessary for the proper review of the application.

11.13.050 Decision criteria

A. Criteria for rezones requiring a Comprehensive Plan amendment: An application for a rezone of one or more properties shall require a Comprehensive Plan Amendment if the proposed zone is not implemented by the underlying Comprehensive Plan land use designation and shall therefore be subject to the processes and review criteria for Comprehensive Plan Amendments:

1. The rezone has merit and value for the community, and will not adversely affect public health, safety, and welfare;
2. The rezone will not be materially detrimental to the uses or properties located in the immediate vicinity thereof;
3. Since the original zoning or most recent rezone of the subject property, conditions affecting the subject property have substantially changed as a result of, but not limited to, public improvements or permitted private development; and
4. The characteristics of development upon the land subject to the rezone application are compatible with the purpose and or intent of the proposed zone as well as the zone-specific policy of the proposed zone, as provided by the Comprehensive Plan.

B. Criteria for rezones not requiring a Comprehensive Plan amendment: The City may deny a rezone if the following criteria are not met. The City may approve or approve with conditions an application for a rezone if:

1. The rezone has merit and value for the community, and will not adversely affect public health, safety, and welfare;
2. The rezone will not be materially detrimental to the uses or properties located in the immediate vicinity thereof;
3. Since the original zoning or most recent rezone of the subject property, conditions affecting the subject property have substantially changed as a result of, but not limited to, public improvements or permitted private development;
4. The property subject to rezone was not specifically considered for a rezone at the time of the last area land use analysis and area zoning;
5. The characteristics of development upon the land subject to the rezone application are compatible with the purpose and or intent of the proposed zone, the zone-specific policy of the proposed zone, and the future land use map as provided by the Comprehensive Plan; and
6. The rezone will not constitute a reduction in the development capacity of the site.

11.13.060 Time limitations for submission

A. Applications for rezones requiring a comprehensive plan amendment and for rezones not requiring a comprehensive plan amendment and not submitted in conjunction with a primary project permit application shall submit a docket application no later than the first Monday in December each year.

B. Applications for rezones not requiring a comprehensive plan amendment submitted in conjunction with a primary project permit application may be submitted at any time.

C. A petition for a change of zoning classification, seeking the same or substantially same relief as a prior petition, cannot be re-filed or resubmitted within a period of twelve (12) months from the date of final disapproval or rejection of such prior petition.

9/29/25

CITY OF LACEY PLANNING COMMISSION WORK SCHEDULE

Planning Commission Meeting
October 8, 2025

1. **Public Hearing:** Comprehensive Plan
2. **Public Hearing:** Development Procedures Code Update

Packets due: October 3, 2025

Planning Commission Meeting
October 22, 2025

1. **Work Session:** Economic Development Strategy
2. **Work Session:** Comprehensive Plan Recommendation

Packets due: October 17, 2025

Planning Commission Meeting
November 12, 2025

1. **Work Session:** Middle Housing and Co-Housing Regulations Briefing

Packets due: November 7, 2025

Planning Commission Meeting
November 26, 2025

Meeting Cancelled (Day before Thanksgiving)

Packets due: November 21, 2025

December 10: Public Hearing: Co-Housing Regulations
 2026 Work Plan/Docket

December 24: Meeting Cancelled (Christmas Eve)