

ORDINANCE NO. 1439

CITY OF LACEY

AN ORDINANCE ADOPTING MODIFICATIONS TO VARIOUS PARTS OF THE CITY'S COMPREHENSIVE PLAN, APPROVING CHANGES TO THE CITY'S COMPREHENSIVE PLAN AND ZONING MAPS, AMENDING SECTION 16.03.015 OF THE LACEY MUNICIPAL CODE, ADOPTING A PEDESTRIAN CROSSING POLICY, AMENDING CHAPTER 4 OF THE CITY'S DEVELOPMENT GUIDELINES AND PUBLIC WORK STANDARDS AND APPROVING A SUMMARY FOR PUBLICATION.

WHEREAS, pursuant to the Growth Management Act as set forth in Chapter 36.70A RCW, the City may only amend the Comprehensive Plan once per year, and

WHEREAS, this annual amendment is intended to provide a coordinated review to ensure the various plan elements are consistent with each other, and

WHEREAS, the Planning Commission has reviewed, conducted a public hearing, and voted to forward to the Council its recommendation to adopt the City of Lacey Amended 2013 Stormwater Comprehensive Plan, and

WHEREAS, the City Council finds that the adoption of said Plan will be in the public interest, and

WHEREAS, the City has plans to construct a stormwater treatment facility on a 6.9-acre parcel located adjacent to the northeast corner of Chambers Lake, and

WHEREAS, as part of the construction of the stormwater facility, Lakeview Drive is proposed to be extended consistent with the Transportation Plan element of the Comprehensive Plan, and

WHEREAS, this designed road connection became a community concern, and

WHEREAS, the City Council discussed the community concern and moved to add to the work program of the Planning Commission a review of the Transportation

Plan Element of the Comprehensive Plan, specifically whether the identified Lakeview Drive connection should be constructed, modified, or removed from said Plan, and

WHEREAS, the Planning Commission has reviewed, conducted a public hearing, and voted to forward to the Council its recommendation to amend the Transportation Plan by modifying the Lakeview Drive connection from a full transportation connection to a shared-use path designed for emergency vehicle access, and

WHEREAS, the City Council finds that the amendment of said Plan will be in the public interest, and

WHEREAS, owners of certain property in the City have requested modifications to the comprehensive plan and zoning maps of the City, and

WHEREAS, the Planning Commission has reviewed, conducted a public hearing and recommended approval of such applications, and

WHEREAS, the City Council finds that the approval of such applications will be in the public interest, and

WHEREAS, the Planning Commission has reviewed, conducted a public hearing, and voted to forward to the Council its recommendation to adopt the "Pedestrian Crossing Policy," and

WHEREAS, the Planning Commission has recommended that the City of Lacey Development Guidelines and Public Works Standards make reference to the "Pedestrian Crossing Policy," and

WHEREAS, the City Council finds that the adoption of said Policy will be in the public interest, NOW, THEREFORE,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LACEY, WASHINGTON, AS FOLLOWS:

Section 1. That certain document entitled City of Lacey Amended 2013 Stormwater Comprehensive Plan, as the same may hereafter be amended by action of the City Council, is hereby adopted as the City of Lacey Stormwater Comprehensive Plan referenced in Section 16.03.015 of the Lacey Municipal Code as a portion of the Lacey Comprehensive Plan.

Section 2. That certain document entitled City of Lacey 2030 Transportation Plan previously adopted as the City of Lacey Transportation Plan referenced in Section 16.03.015 of the Lacey Municipal Code is hereby amended as set forth on Exhibit A, attached hereto.

Section 3. Section 16.03.015 of the Lacey Municipal Code is hereby amended to read as follows:

**Lacey Comprehensive Land Use Plan.**

That certain series of documents identified as City of Lacey and Thurston County Land Use Plan for the Lacey Urban Growth Area, Housing Element for the City of Lacey and the Lacey Urban Growth Area, Environmental Protection and Resource Conservation Plan for the City of Lacey, City of Lacey Transportation Plan, ~~College Street Improvements Final Report~~, City of Lacey Capital Facilities Plan, Utilities Element for the Lacey Comprehensive Plan, Comprehensive Plan for Outdoor Recreation, City of Lacey Water System Comprehensive Plan Update 2013,

City of Lacey 2005 Wastewater Comprehensive Plan Update, Lacey Urban Forest Management Plan, City of Lacey Woodland District Strategic Plan, City of Lacey Stormwater Comprehensive Plan, and 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 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.

**Section 4.** The zoning designation shown on the Comprehensive Plan and Land Use Maps of the City for that property shown on Exhibit B, attached hereto, is hereby changed from Low Density 0-4 (LD 0-4) to Central Business District 4 (CBD4).

**Section 5.** After the required modifications are made to the Comprehensive Plan and Land Use Maps of the City pursuant to the direction of Section 4, said Maps shall be designated as "Revised 2014" and identified by the approving signatures of the Mayor and City Clerk.

**Section 6.** The City Council hereby adopts that certain policy entitled "Pedestrian Crossing Policy," which policy shall be on file with the City Clerk.

**Section 7.** Chapter 4 of the development guidelines and public works standards is hereby amended to add a new section as set forth in Exhibit C, attached hereto.

**Section 8.** **SEVERABILITY.** If any section, sentence, clause or phrase of this ordinance should be held to be invalid by a court of competent jurisdiction, such


invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 9. CORRECTIONS. The City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

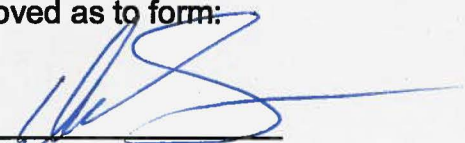
Section 10. The Summary attached hereto is hereby approved for publication.

PASSED BY THE CITY COUNCIL OF THE CITY OF LACEY,  
WASHINGTON, at a regularly-called meeting thereof, held this 26<sup>TH</sup> day of  
June, 2014.


CITY COUNCIL

By:   
Mayor

Approved as to form:

  
City Attorney

Attest:

  
City Clerk

**SUMMARY FOR PUBLICATION  
ORDINANCE NO 1349  
CITY OF LACEY**

The City Council of the City of Lacey, Washington, passed on June 26, 2014, Ordinance No.1439, entitled "AN ORDINANCE ADOPTING MODIFICATIONS TO VARIOUS PARTS OF THE CITY'S COMPREHENSIVE PLAN, APPROVING CHANGES TO THE CITY'S COMPREHENSIVE PLAN AND ZONING MAPS, AMENDING SECTION 16.03.015 OF THE LACEY MUNICIPAL CODE, ADOPTING A PEDESTRIAN CROSSING POLICY, AMENDING CHAPTER 4 OF THE CITY'S DEVELOPMENT GUIDELINES AND PUBLIC WORK STANDARDS AND APPROVING A SUMMARY FOR PUBLICATION.

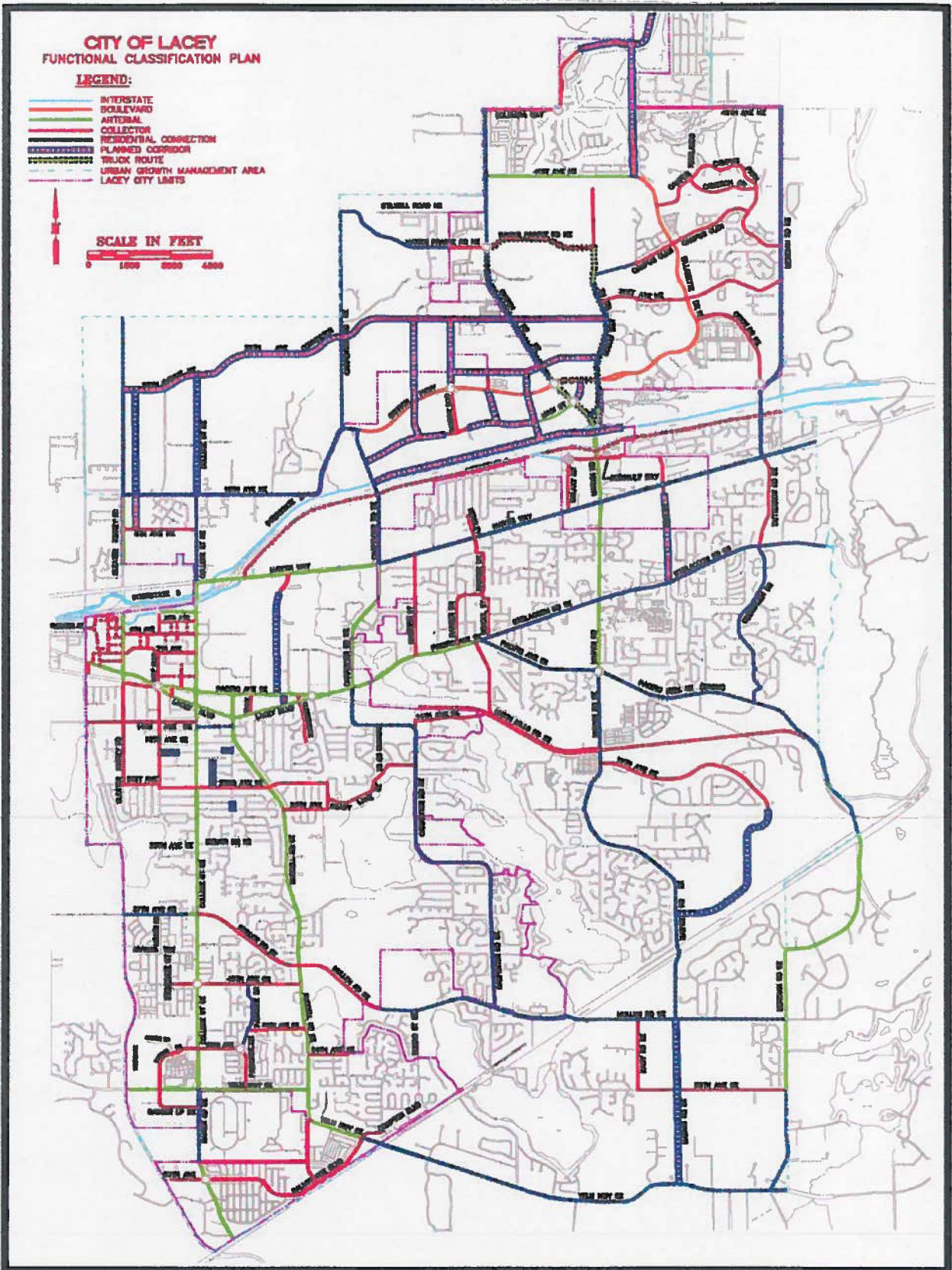
The main points of the Ordinance are described as follows:

1. The Ordinance adopts the document entitled City of Lacey Amended 2013 Stormwater Comprehensive Plan as the City of Lacey Stormwater Comprehensive Plan referenced in LMC 16.03.015.
2. The Ordinance amends the City of Lacey Transportation Plan related to the extension of Lakeview Drive.
3. The Ordinance changes the zoning designation for the property located at 1308 Lebanon St. SE.
4. The Ordinance adopts a Pedestrian Crossing Policy.
5. The Ordinance amends Chapter 4 of the City's Development Guidelines and Public Work Standards.
6. The Ordinance approves this Summary for Publication.

A copy of the full text of this Ordinance will be mailed without charge to any person requesting the same from the City of Lacey.

Published: June 30, 2014.

EXHIBIT A - FIGURE 4



**Figure 4**  
**Functional Classification**  
**of Roadways**  
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Judd Street SE/Ruddell Road SE, 31<sup>st</sup> Avenue SE, and Lacey Boulevard. A review of the street network identified potential connection points to enhance the network and provide locked neighborhoods with access to other north-south arterials (i.e., Golf Club Road SE, Judd Street SE, or Ruddell Road SE). The potential connection points are as follows:

- ~~Connect Lakeside Drive and Lakeview Drive and connect Muriel Dr to Lakeview Drive~~
- Connect 17<sup>th</sup> Ave SE (west leg) to Golf Club Road SE
- Connect 18<sup>th</sup> Ave SE (east leg) to Judd Street SE
- Connect 18<sup>th</sup> Ave SE to 22<sup>nd</sup> Ave SE immediately east of Mountain View Elementary
- Connect Judd Street between 24<sup>th</sup> Ave SE and 25<sup>th</sup> Ave SE

## Traffic Analysis

The designation of College Street as a Strategy Corridor allows for implementation of policy points that encourage multi-modal travel while limiting the increase of single occupancy vehicles. While traditional capacity based concurrency does not apply to College Street, it is valuable to forecast how the corridor will operate.

The traffic data used for analysis is from counts during the PM peak hour. Turning movements to and from the side streets were collected. Previously, turning movement counts were collected on College Street at the intersections of Lacey Boulevard, 22<sup>nd</sup> Avenue SE, and 37<sup>th</sup> Avenue SE. A concept-level traffic analysis was conducted based on the information collected and future conditions from the regional planning model. The data and forecast volumes used for the analysis were collected from one peak hour.

Approaches to analyze College Street for existing conditions and for a build out year are described below.

### Existing Condition

- Turning movement counts collected for Lacey Boulevard, 22<sup>nd</sup> Avenue SE and 37<sup>th</sup> Avenue were used to approximate the through volumes for College Street at the other intersections in the study limits.
- Side Street and driveway turning movement counts were added to the College Street through movements.
- The Level of Service (LOS) for stop controlled intersections was calculated for each intersection using Highway Capacity Software. LOS for stop controlled intersection is based on the worst movement with the most delay and does not report on the overall performance of the intersection.

### Build Out

- The build out forecast volume is 32,000 vehicles per day on College Street per the Thurston County Regional Planning Council travel demand model.
- The Design Hourly Volume was assumed to be 10 percent to determine an hourly rate of 800 vehicles per lane per hour.
- Side street traffic was re-routed to account for medians, median breaks, and roundabouts.
- The LOS for stop controlled intersections was calculated for each side street using Highway Capacity Software.
- The LOS for roundabout intersections was calculated using SDIRA software and is based on the average delay of the entire intersection. The following steps were used to calculate the LOS:
  - Assume a two-lane approach on College
  - Assume a one-lane approach on Side Street
  - Use a degree of saturation equal to .85 which is recommended for design applications. (Ratio of volume versus theoretical capacity)
  - Increase the side street volume until the degree of saturation reaches 0.85
  - Compare the side street volume at saturation with current traffic counts.



- Montclair Avenue SE
- 27<sup>th</sup> Lane SE Private
- 18<sup>th</sup> Ave SE
- Diamond Head Apartments/14<sup>th</sup> Way SE (west leg)

The potential street connections are as follows:

- Connect Lakeside Drive and Lakeview Drive and connect Muriel Dr to Lakeview Drive
- Connect 17<sup>th</sup> Ave SE (west leg) to Golf Club Road SE
- Connect 18<sup>th</sup> Ave SE (east leg) to Judd Street SE

The all legs of the proposed roundabouts are predicted to operate at Level of Service C or better in the Build-Out condition (2030).

## Recommended Phasing

### Approach

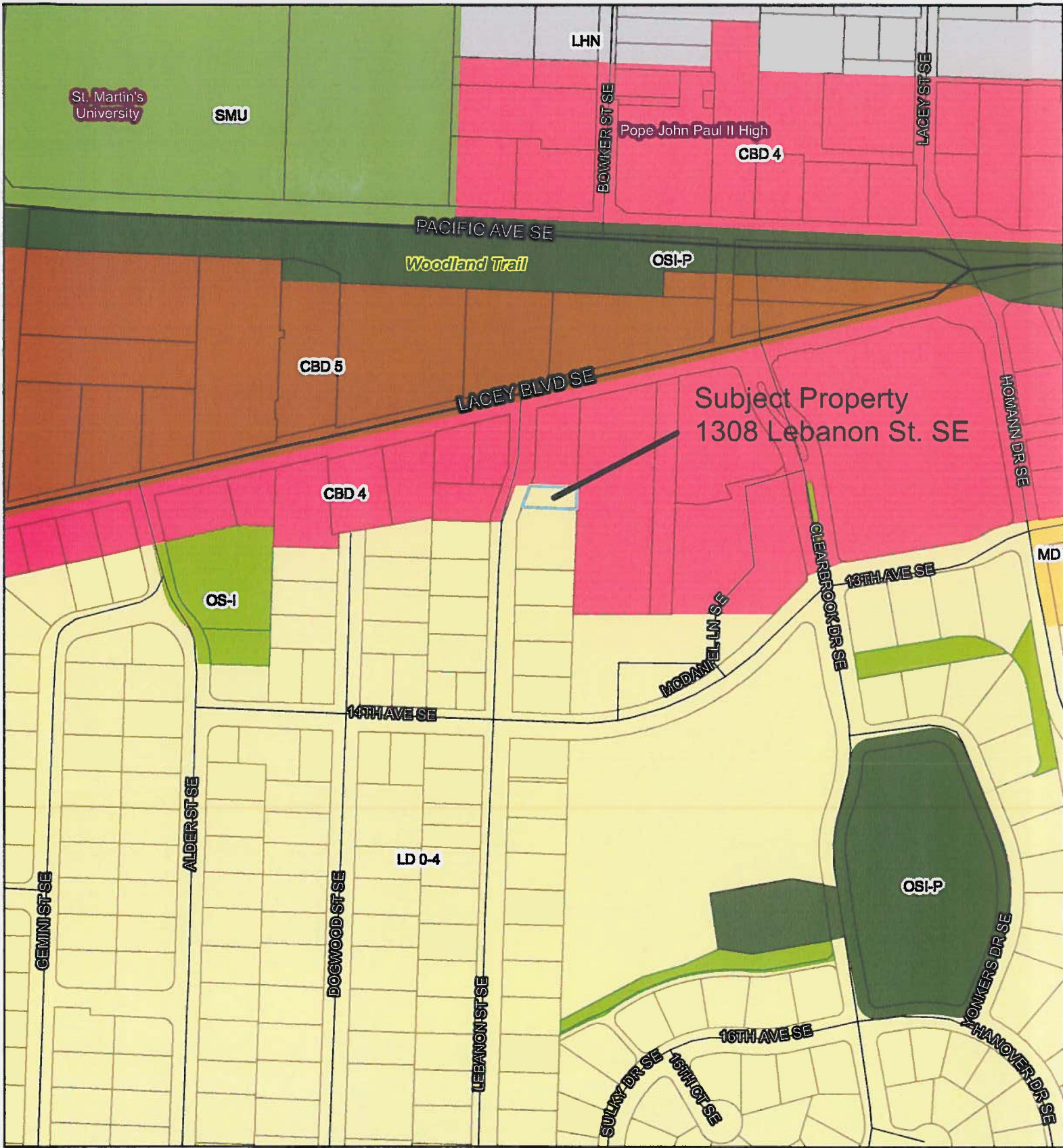
#### **Traffic Operational Benefit**

Precedent was given to improvements that provide the best operational benefit. The primary operational deficiency in the corridor is the high number of left-turns degrading through-put and increasing collisions. Controlling access with center medians is the recommended solution. However, we are recommending construction of the roundabouts before the center medians. If the roundabouts are built first, they provide opportunities for vehicles to u-turn as soon as the center-median construction alters access. Therefore, we recommend construction of the roundabouts first. We phased the roundabouts in order of highest traffic volume with 22<sup>nd</sup> Avenue SE built first, 29<sup>th</sup> Avenue SE built second, and 16<sup>th</sup> Avenue SE built third. After the roundabouts we phased the segments (roadway improvements between roundabouts) from north to south, since the corridor experiences the highest volumes at the north end of the corridor.

#### **Rough Order of Magnitude (ROM) Costs for Defining Project Limits**

We sought to size the projects between \$1M and \$5M in project costs to keep projects are at a practical size for funding and City staffing. We developed rough order of magnitude (ROM) cost estimates to help us define project limits falling within the desired size range. We use the following assumptions/methods to develop the ROM estimates:

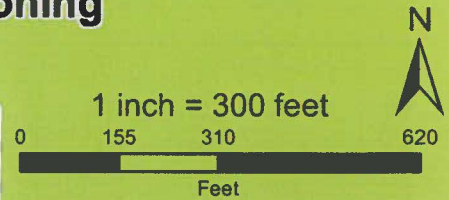
- We used right-of-way costs from the *Horizontal Alignment and Right-of-Way Limits* technical memorandum.
- We used City-provided quantities from the College/45<sup>th</sup> roundabout project and updated unit costs to current market rates using bid tabs from Mullen Road and other sources to estimate the construction cost for the roundabouts.
- We used project costs from the Mullen Road project to estimate costs for the following items based on prorating the square-footage of pavement for College Street compared to Mullen Road:
  - storm drainage; and
  - channelization.
- We generated an estimated per linear foot cost for roadway improvements by calculating rough quantities over a mile long road segment with assumptions based on City of Lacey, *Development Guidelines and Public Works Standards*, July 2005. We also refined our assumptions based a field walk through. We calculated quantities for the following bid items:
  - roadway excavation – assumed 1' depth;
  - embankment compaction – assumed 1' depth;
  - street lights;



### 1308 Lebanon Street SE Existing Zoning



### EXHIBIT B - LEBANON ST



## EXHIBIT C - CH 4 DGPWS

Add new section to Chapter 4 of City of Lacey Development Guidelines and Public Works Standards:

### 4F.030 Pedestrian Crossings

The City will consider the installation of marked crosswalks at uncontrolled intersections and mid-block locations as part of public project design, general roadway evaluation and/or review of land use applications. An engineering study will be performed before a marked crosswalk is approved for a specific location or corridor. The engineering study will consider existing and projected pedestrian volumes, vehicular volumes, vehicular speeds, collisions, location characteristics, proximity to existing marked crosswalks, transit stops, existing and future adjacent land uses, adopted sub-area plans and WSDOT, FHWA, ITE, NATCO and MUTCD standards. All marked crosswalks shall be consistent with the City's adopted Pedestrian Crossing Policy.