



# STAFF REPORT

## City of Yelm Community Development Department

Case Number: MPD-05-0067-YL  
Applicant: Tahoma Terra LLC.  
4200 6<sup>th</sup> Avenue SE, Suite 301  
Lacey, WA 98503  
Agent: Steve Chamberlain, P.E.  
Request: Conceptual Master Site Plan Approval  
Recommendation: Approval with Conditions

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## **Proposal and History**

Tahoma Terra LLC has made application for a Master Plan Development on a 220 acre parcel of land located south of Berry Valley Road and east of Longmire Street. Concurrently with the Conceptual approval, Tahoma Terra has applied for a final master site plan for the portion of the property east of Thompson Creek and a preliminary subdivision of 89 lots within the final master site plan area. This report analyzes the conceptual master site plan.

The Conceptual Master Site Plan for the Master Plan Development includes areas identified for single family dwellings, multi-family dwellings, town homes, a community park and recreation area, and neighborhood commercial. The proposal would provide between 880 and 1,200 housing units upon completion.

The property was annexed into the City of Yelm in 1993, as part of the larger Southwest Yelm Annexation, which included the subject property, the approximately 1,300 acre Thurston Highlands property, the Nisqually Valley Golf Course, and approximately 150 acres of parcels 40 acres or less surrounding these larger parcels. That annexation contemplated a Master Planned Community of the Thurston Highlands property, a 1,260 acre parcel located south of the subject site. The annexation included the preparation of an Environmental Impact Statement that reviewed the impacts of up to 5,000 dwellings within the annexation area, in several potential Master Planned Communities, including the Tahoma Terra site.

In 1994, the owners of the Thurston Highlands applied for and received conceptual master site plan approval for a Master Plan Development that included both properties. This application included the preparation of a supplemental environmental impact statement. This approval was conditioned on an application by the City to the Washington State Department of Ecology for additional water rights sufficient to serve the proposed Master Plan Development. These water rights applications are still pending and the conceptual approval expired in 1997 (at the time, the conceptual approval was only valid for 5 years, but has since been changed to 10).

In 1999, an application was submitted for a new Master Plan Development for the subject property. This application was recommended for approval by the Planning Commission with the condition that prior to approval of the conceptual plan by the City Council the applicant should preserve the right-of-way required for the Boulevard designed to serve the proposed Master Plan Development. This requirement was not met and the City eventually determined that the application had been withdrawn for lack of progress on May 5, 2004.

## **Site Characteristics**

The property is approximately 220 acres in area and is the site of the former Dragt family dairy, which was an active dairy farm for many years and which ceased operation in 1993.

Thompson Creek, which is a Type F stream, bisects the property and includes an associated 100 year floodplain, wetlands, and a potential high ground water flooding area. There is an existing crossing of the creek that has been used in years past as part of the dairy operation.

The property contains some timber areas in the northwest and southeast corners.

The property is relatively flat on the portion east of Thompson Creek, with an elevation change of around 20 feet from the creek corridor to Durant Street. On the western side of the creek, the property contains more relief with elevations changing up to 50 feet with bluffs of 20 to 30 feet.

Geologically, the western portion of the property is Glacial outwash, gravel and the eastern portion is Glacial till.

The property was occupied by a home and outbuildings associated with the former dairy operation at the time of application, all located east of the creek.

## **Public Notices**

A Notice of Application was mailed to local and state agencies, and surrounding property owners within 1,000 feet of the subject site on April 1, 2005. This notice was also posted at City Hall on the same date and posted on the City of Yelm web site on April 26.

The Mitigated Determination of Non-significance was mailed to agencies with jurisdiction and environmental expertise on May 26, 2005. This determination was also posted at City Hall and on the City of Yelm web site on the same date, and published in the *Nisqually Valley News* on May 27.

A Notice of Public Hearing was mailed to the applicant and parties of record on June 20, 2005. This notice was also posted at City Hall and on the City of Yelm web site on the same date, and published in the *Nisqually Valley News* on June 24, 2005.

## State Environmental Policy Act

The City's SEPA Responsible Official issued and published a Mitigated Determination of Non-Significance on May 24, 2005, based on Section 197-11-158 WAC. This Mitigated Determination of Non-Significance is based on the project as proposed and the impacts and potential mitigation measures reflected in the applicant's environmental documents. In addition, pursuant to Section 197-11-754 WAC, the following documents were adopted by reference:

- ✓ Final Environmental Impact Statement, January 1995, City of Yelm Comprehensive Plan and Joint Plan with Thurston County.
- ✓ Final Environmental Impact Statement, March 1993, Southwest Yelm Annexation.
- ✓ Addendum to the Final Environmental Impact Statement for the Southwest Yelm Annexation, July 1994, Thurston Highlands Master Plan Application.
- ✓ Environmental Checklist and Mitigated Determination of Non-Significance, September 1999, Prairie View Master Plan.
- ✓ Critical Areas Study, December 1997, IES Associates

Environmental documents submitted as part of the application include:

- ✓ Expanded Environmental Checklist, March 2005, SCA Consulting Group
- ✓ Updated Wetlands Analysis, March 2005, The Coot Company
- ✓ Preliminary Drainage and Erosion Control Report, March 2005, SCA Consulting Group
- ✓ Transportation Impact Analysis, February 2005, Transportation Engineering NW

The MDNS contained the following conditions:

1. The developer shall mitigate transportation impacts through the payment of a transportation facility charge (TFC) pursuant to Chapter 15.40 YMC. The fee shall be paid at the time of building permit issuance.
2. The applicant shall be responsible for the following transportation improvements:
  - ✓ Prior to the final subdivision approval of any lots the applicant shall reconstruct Longmire Street to a modified collector standard from the project entry to Yelm Avenue West (SR 510).
  - ✓ Prior to the approval of any development permit (including a final subdivision) which includes the 90th peak P.M. trip generated from the project, the applicant shall construct a center left-turn lane on Yelm Avenue West (SR-510) at the Longmire Street intersection with sufficient storage to serve the anticipated traffic volumes generated by the project.
  - ✓ Prior to the approval of any development permit (including a final subdivision) which includes the 513th peak P.M. trip generated from the project,

construction of the Killion Road Boulevard extension from the property to Yelm Avenue West (SR-510) along with the realignment of Killion Road, a traffic signal, and left turn lanes on all four legs of the intersection with sufficient storage to serve the anticipated traffic volumes generated by the project.

- ✓ Prior to the approval of any development permit (including a final subdivision) which includes the 1,100th peak P.M. trip generated from the project, reconstruct Mosman Avenue to modified collector standards from Longmire Street to 1st Avenue (SR-507) and the Mosman Avenue/1st Avenue intersection to include realignment and a center left-turn lane on 1st Avenue (SR-507) with sufficient storage to serve the anticipated traffic volumes generated by the project.
- ✓ Prior to the approval of any development permit (including a final subdivision) which includes the 1,301st peak P.M. trip generated from the project, define and construct the Mosman Avenue connector between Longmire Street and Solberg Street OR; continue the Boulevard to SR 507 through the Thurston Highlands property.

Plans for approval of all transportation improvements associated with Yelm Avenue (SR 510) and 1st Avenue (SR 507) shall be submitted to the Washington Department of Transportation and the City of Yelm for review and approval and all required improvements shall be constructed by the applicant pursuant to approved plans, and inspected and approved by the City of Yelm and Washington Department of Transportation.

3. To mitigate previous impacts from agricultural activities to surface waters, plant communities and animal communities along the Thompson Creek corridor and its associated wetlands, the applicant has prepared a mitigation and enhancement plan to improve the surface water features of the site for both habitat and recreation purposes. Each Final Master Site Plan shall include a schedule for implementing improvements tied to the number of dwelling units of each subdivision within the Master Planned Community.
4. The developer shall enter into an agreement with Yelm Community Schools to mitigate project impacts to the School District.
5. Prior to the approval of any development permit (including a final subdivision) beyond the 89th lot, the applicant shall convey water rights to the City of Yelm sufficient to serve the proposed use within that area of the final master site plan and the first 89 lots. The conveyance shall be made to the City through a water rights agreement between Tahoma Terra, LLC and the City of Yelm. This condition is not applicable if the City obtains water rights through the Department of Ecology which are sufficient to serve the projected density of the City, its urban growth area, and the subject property.

6. Prior to disturbance of any identified geologic hazard area, the applicant shall submit to the City of Yelm Community Development Department a geotechnical report that identifies established best management practices for all activity within the geologic hazard areas and only allows activities which:
  - ✓ will not increase the threat of the geological hazard to adjacent properties beyond pre-development conditions;
  - ✓ will not adversely impact other critical areas;
  - ✓ are designed so that the hazard to the project is eliminated or mitigated to a level equal to or less than pre-development conditions;
  - ✓ are certified as safe as designed by a qualified engineer or geologist.
  
7. Prior to building permit issuance, the applicant shall enter into a mitigation agreement with the City of Yelm which includes a mitigation fee toward the replacement of a police station required to be expanded in order to serve the proposed development. The mitigation fee shall be based on the applicant's aliquot impact on the need for replacement police station, which is \$310 per housing unit.

## **Master Plan Development Process**

Approval of a Master Plan Development is a three step process.

First is the review of a Conceptual Master Site Plan. The purpose of conceptual review and approval is to establish general land use policies to guide detailed planning for and development of the master plan area. The conceptual plan identifies the generalized land uses, transportation circulation routes and services proposed for the site.

Review of a conceptual master site plan is performed initially by the hearing examiner. The examiner reviews the application for consistency with the comprehensive plan and the City's other plans and policies. The examiner makes a recommendation regarding the conceptual master site plan to the City Council for final action.

Upon conceptual approval by the City Council, the proposed master plan boundaries, proposed use districts, transportation routes and case file number are identified on the official zoning map.

Next is review of a Final Master Site Plan, which consists of maps and text which indicate major development features and services for the entire site included in the final master site plan, including a schedule indicating phasing of development and the means of financing services for the site.

A complete final master plan for the entire conceptual master site plan area must be submitted within 10 years of conceptual approval. The master plan is reviewed by the hearing examiner who makes a recommendation to the City Council for final action. The examiner conducts a public hearing and determines if the plan is consistent with the conceptual approval and complies with the policies of the comprehensive plan, and the purposes of Section 17.62.020.

A decision by the City Council approving a final master site plan shall be accompanied by a schedule for periodic review of the master plan by the examiner not less than once every five years following approval until development of the master plan is substantially complete.

Finally, development applications within the Master Plan Development are reviewed through their required review processes, but are reviewed for consistency with the provisions of the conceptual and final master site plan approvals.

## **Applicable Comprehensive Plan Goals and Policies**

The primary criteria for conceptual approval of a Master Plan Development is consistency with the goals and policies of the Comprehensive Plan. Applicable goals and policies are cited below and how the proposed conceptual plan is consistent with these goals and policies are cited below.

### **Growth Management Act Planning Parameters**

*The Southwest Planning Area is bounded by Fort Lewis on the west, 93 Ave SW and Highway 507 on the north, Highway 510 on the east, and the City Limits on the south. [Chapter II, Section 3.D.3]*

*Urban Growth. More than 90% of the Southwest Planning Area is included within the City of Yelm as part of the Southwest Yelm Annexation Area. The area is being planned as the Thurston Highlands Community. The area will have a mix of single family and multifamily residential uses as well as open space, parks, school sites, and commercial spaces. The overall average density of the Planned Community is 3.5 units per acre. [Chapter II, Section 3.D.3.a]*

The Tahoma Terra Master Plan is comprised of 220 acres within the existing City limits and the Southwest Yelm Planning Area. The proposed project includes a mix of single family and multifamily residential uses, open space, parks and neighborhood commercial uses. The overall density of the project will be a minimum of four units per net developable acre (critical areas excluded).

*Municipal Utilities. All of the growth in the Southwest Planning Area is planned to be served by sewer and water from the City of Yelm. Any on-site systems approved in advance of sewer approval will be required to participate in and hook up to the extended sewers and would be subject to the City septic maintenance utility. The area is projected to contain a main water reservoir for the City, as well as a storage facility integrated into the golf course ponds, for irrigation water storage. The irrigation water may be recycled from the City's water treatment facility. [Chapter II, Section 3.D.3.b]*

Tahoma Terra will be served by Yelm municipal utilities, water, sewer and reclaimed water, consistent with the corresponding utility comprehensive plans. These utility plans have anticipated urban levels of development in the Southwest Planning Area and adequate provisions for utility extension have been planned. Detailed plans for the extension of utilities should be submitted to and approved by the City prior to any development approvals within a final master site plan area.

## Land Use

*Commercial. Yelm has identified three levels of commercial categories to meet community needs: Neighborhood Service/Professional Office, General Retail/Commercial Core, and a Commercial Service district (larger and more intensive commercial uses, including auto and machine oriented, modular housing, and recreational sales, service, and repair. [Chapter III, Section B.2.c]*

The Tahoma Terra Master Plan proposes commercial uses that are designed to serve the proposed Master Plan Development and up to 1,200 residential units, but do not compete with the downtown core of Yelm or draw patrons from other residential districts in the City. Based on this, the proposed commercial uses are between the neighborhood commercial and general retail defined by the Comprehensive Plan and can be provided through allowing the uses of the general retail zoning districts limitations on the size of buildings in order to ensure that a new commercial core is not created.

Prior to the approval of residential dwelling units west of Thompson Creek, the neighborhood commercial center should be improved and ready for the construction of commercial buildings. Improved means that any applicable land use or land division approvals have been issued and all required site improvements for the land use or land division approval has been completed.

*Yelm has identified two land use designations or categories which reflect public ownership of the land or land permanently set aside as dedicated open space or critical areas. Public purpose lands which are presently identified are shown on the Future Land Use Map, Map #3. [Chapter III, Section B.2.e]*

Tahoma Terra will be providing approximately 60 acres of permanent open space with passive and active recreational opportunities. Open space improvements have been proposed by the applicant as depicted in the open space plan and include ball fields, play structures, walking trails, habitat viewing and other improvements. These open space areas are intended to serve all residents of Yelm and therefore, the proposed improvements are consistent with the above stated goals and policies. Land equivalent to five percent of the gross area of each Final Master Plan application shall be developed within the community park area.

## Housing

*Encourage a variety of housing types and densities and a range of affordable housing.*

*Policy 1-3: Encourage opportunities for a range of housing costs to enable housing for all segments of the population.*

*Policy 1-4: Encourage the provision of adequate affordable building sites through appropriate zoning, infrastructure, and the overall regulatory climate.*

*Policy 1-5: Permit a variety of housing types within the residential and mixed use designations to promote the range of alternatives within the community, including but not limited to government assisted housing, housing for low-income families, manufactured housing, multi-family housing, group and foster homes. [Chapter IV, Section C, Goal 1].*

Tahoma Terra proposes a full range of housing types, styles and size which should attract customers from varying income and age levels. Neighborhoods will have different characteristics that may encourage young families with children or older active adults. There will be opportunities for residents to own a single family home, a townhouse or condominium as well as to rent an apartment or townhouse unit. In each individual neighborhood, a variety of lot sizes are proposed that will dictate different house sizes and therefore, different house prices. The multi-family element will provide for smaller and, therefore, more affordable housing choices.

The multi-family element of the master plan represents approximately fourteen percent of the total projected housing units. To ensure a variety of affordable housing opportunities, 48 multi-family units should be constructed for every 300 single family (detached and townhouse) units. The first 48 multi-family units should be under construction prior to the 301st SF unit with another 48 multi-family units started for every 300 single family units started. The applicant has the option of building the multi-family units at a faster pace if desired.

*Encourage housing with a pedestrian orientation in order to promote a sense of community and safety.*

*Policy 2-1: Review the zoning ordinance and development standards to ensure residents can safely walk to points throughout the City. [Chapter IV, Section C, Goal 2].*

Sidewalks, pathways, and trails are all important features of the Tahoma Terra Master Plan as shown on the master plan and open space figures. Sidewalks are proposed along all internal streets and new sidewalks are being constructed along current City

streets to provide a safe pedestrian route for residents of Tahoma Terra into the heart of Yelm. An extensive network of pathways and trails are proposed within the open space areas for pedestrians, bicycles and other forms of recreation. These trails form a series of loops and connect back in to the sidewalk system. All sidewalks and most trails will have lighting to provide safety and security.

*Meet County-wide planning policy requirements to ensure a fair share of affordable housing.*

*Policy 3-1: Yelm and Thurston County shall encourage a variety of housing types in the residential designations to assure choice, opportunity, and availability of a fair share of affordable housing throughout the community. [Chapter IV, Section C, Goal 3].*

Tahoma Terra is providing a range of housing types and sizes to ensure a reasonable opportunity for choice and affordability. The multi-family element will provide for smaller and, therefore, more affordable housing choices for those customers unable to purchase a new home.

*Encourage housing that meets adequate safety standards.*

*Policy 4-1: Continue to adopt the most up-to-date and safest building, housing, mechanical and other codes. [Chapter IV, Section C, Goal 4].*

The City of Yelm has recently adopted the most updated version of the International Building Code and International Residential Code which replaced the former Uniform Building Code. All new structures will be required to build to these latest safety standards.

*Promote energy efficient housing to reduce the overall costs of home ownership.*

*Policy 5-2: Periodically review energy efficiency requirements adopted by the City to ensure that they are up-to-date.*

*Policy 5-3: Promote residential subdivision designs that maximize solar heating opportunities.*

*Policy 5-4: Accessory dwelling units should be permitted in all residential zones, within the City, provided that development standards and design criteria are satisfied. [Chapter IV, Section C, Goal 5].*

New homes and commercial buildings will have to meet Washington State Energy Code requirements to help ensure energy efficient building construction.

## **Public Facilities and Utilities**

*To facilitate the development and maintenance of all public facilities and utilities at the appropriate levels of service to accommodate the growth that is anticipated to occur in the City of Yelm.*

*Policy 1-1: The serving utility shall determine the sequence of implementing components of the utility plan as contained herein. [Chapter V, Section E, Goal 1].*

The Tahoma Terra proposal is subject to the City's Capital Facilities Plan which addresses the timely expansion of the City's infrastructure systems, such as water mains, sewer mains, reclaimed water, roads and other public facilities. These plans outline the orderly extension of utilities, their size, location and other parameters that will provide and ensure an appropriate level of service. Specific improvements and line sizes, consistent with the intent of the plans, must be determined through the submission of infrastructure plans approved by the City prior to development within an area which has been given final master site plan approval.

*To facilitate the provision of public facilities and utilities and to ensure environmentally sensitive, safe, and reliable service, that is aesthetically compatible with the surrounding land uses and results in reasonable economic costs to consumers.*

*Policy 2-1: Promote when reasonably feasible co-location of new public and private utility distribution facilities in shared trenches and coordination of construction timing to minimize construction-related disruptions to the public and reduce the cost to the public of utility delivery. Provide timely effective notice to utilities to encourage coordination of public and private utility trenching activities for new construction and maintenance and repair of existing roads.*

*Policy 2-2: Promote the joint use of transportation rights of way and utility corridors, where possible, provided that such joint use is consistent with limitations as may be prescribed by applicable law and prudent utility practice.*

*Policy 2-3: Require the undergrounding of all new electrical distribution and communication lines where reasonably feasible. Encourage the undergrounding of all existing electrical distribution and communication lines when it is reasonably feasible. Undergrounding shall be in accordance with rates and tariffs applicable to the serving utility.*

*Policy 2-4: Require the reasonable screening and/or architecturally compatible integration of all new site specific above ground facilities. [Chapter V, Section E, Goal 2].*

Public and private utility extensions proposed for extension into Tahoma Terra (and eventually into the rest of the Southwest Yelm Annexation area) are being coordinated between the applicant, City staff and the appropriate private utility provider. All City owned utilities (water, sewer, and reclaimed water) are being placed within new City right-of-ways. Private utilities (power, gas, phone and cable) located within Tahoma Terra are generally being installed parallel to new City right-of-way but located in private utility easements on private property. All utilities are being installed underground.

## **Transportation**

*A transportation system that is compatible with neighboring cities, Thurston County, Washington State, and other transportation providers. [Coordination Goal].*

*To encourage public participation in all transportation-related decisions. The City has developed this transportation plan with the assistance of a Transportation Advisory Committee. This committee includes representatives of the City Council, Yelm Planning Commission, City staff, Thurston Regional Planning Council, the Washington State Department of Transportation, citizens-at-large and the business community. The City established this committee to prepare this plan. The City will continue to employ a similar committee to advise the Planning Commission and periodically update the plan. The City will encourage public participation in the transportation planning and design process through open workshops and public hearings. [Coordination Policy 1]*

*To coordinate planning, construction, and operations of transportation facilities and programs. This will support and complement the transportation functions of the State, Thurston Regional Planning Council (TRPC), adjacent counties, neighboring cities, InterCity Transit, and other entities responsible for transportation facilities and services in the Yelm Urban Growth Area. This coordination will be achieved by:*

- ✓ Participating in the transportation-related activities of TRPC;*
- ✓ Working with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs (including right-of-way preservation and purchase); and*
- ✓ Making transportation decisions consistent with this transportation plan and with the State, TRPC, and neighboring jurisdictions.*
- ✓ The City will use data from the Thurston Regional Planning Council to develop and plan transportation projects consistent with those*

*contained in this plan. Yelm Comprehensive Transportation Plan  
July 2001 Page 11. [Coordination Policy 2]*

*To cooperate with neighboring jurisdictions, Thurston and Pierce Counties, and the Washington State Department of Transportation to address regional transportation issues. These include:*

- ✓ Regional air, rail and water transportation facilities and services;*
  - ✓ Operation of and improvements to the state highway network;*
  - ✓ Improvements to roadways connecting Yelm to the surrounding region; including SR-510 to Lacey, SR-507 to Spanaway, and SR-507 to Centralia;*
  - ✓ Improved access to Fort Lewis and other employment centers;*
  - ✓ Improved access to Interstate 5 through the Nisqually Valley area or via other routes; and*
  - ✓ Transit connections to the region's urban centers.*
  - ✓ Transportation facilities and services of statewide significance.*
- [Coordination Policy 3]*

*To coordinate planning and operation of Yelm's transportation system to provide efficient and varied means of transportation, and service connections and transfers at designated points. The City will coordinate with Intercity Transit to provide transit connections between Yelm and other parts of Thurston County. The City will open discussions with Pierce Transit to learn the feasibility of providing service between Yelm and the Pierce County urban centers. The City will provide facilities for pedestrians and bicyclists on the City's street system. [Coordination Policy 4]*

Tahoma Terra has prepared a detailed Traffic Impact Analysis which explains how the applicant has addressed the policies under this Goal. Page 11 of the TIA describes the inter-agency coordination between the City, WSDOT and TRPC and how Tahoma Terra is implementing important aspects of these agency transportation recommendations.

Page 26 of the TIA analyzes and addresses "Non-Motorized Impacts" and how multimodal improvements are being implemented to improve pedestrian safety. A full network of sidewalks and pathways are being proposed to encourage multimodal opportunities. In addition, the boulevard will accommodate transit stops for school and public transit opportunities.

All of the above information within the TIA is part of the public record for this subject proposal and is available for public review and comment.

## **Design and Capacity**

*A well-maintained transportation system that provides safe and cost-effective movement of goods, services, and people. [Design and Capacity Goal]*

*To adopt levels of service for roads and facilities and services that reflect the preference of the community. The City has adopted levels of service “D” and “C” for peak-hour traffic flow on roadways inside and outside the commercial core, respectively. These levels of service are based upon the current edition of the Highway Capacity Manual. Comparable levels of service will be adopted for other transportation services and facilities. The City of Yelm affirms the establishment of LOS C/D mitigated for Highways of Statewide Significance (HSS). Accompanying this plan are standards for roadway construction to support development of adequate transportation facilities throughout the City’s Urban Growth Area. Specific standards were developed in the technical appendix to the Yelm Comprehensive Transportation Plan for acceptable levels of congestion, safety, passenger movement, freight movement, and right-of-way requirements. Specific “threshold levels” have been established that dictate which standards should apply to individual roads. These are based on the projected level of use for each roadway in 20 years and its relationship to the overall transportation system. [Design and Capacity Policy 10]*

The Tahoma Terra TIA identified critical intersections impacted by the proposal and performed a Level of Service analysis consistent with the above policy. As a result, the applicant’s traffic engineer has proposed a series of needed road improvements to ensure that Yelm’s street network continues to operate at the acceptable levels of service described above.

*To classify Yelm’s streets according to federal, state, regional, and local guidelines. Standards are included in the City of Yelm Functional Classification System for roadway design, access, and other standards necessary for development of an adequate transportation system in the Yelm Urban Growth Area. Roadways within the Yelm Urban Growth Area will be designated following the 1990 edition of A Policy on Geometric Design of Highways and Streets published by the American Association of State Highway and Transportation Officials (AASHTO) and the guidelines of the Washington State Department of Transportation as mandated by RCW 47.05.021. The Functional Classification system in Yelm will be reviewed biennially during the update of this plan, with minor modifications made annually as appropriate. [Design and Capacity Policy 10]*

The functional classification of the roadway network within Tahoma Terra has been established based on the City's existing classification, which reflects this policy, and more specifically with the adopted roadway cross sections depicted in Yelm's Public Work Standards and Development Guidelines.

The primary road through the project has been classified as a major arterial and will be a 4 lane boulevard with center turn lanes where necessary. This roadway will begin at Yelm Avenue West (SR 510), make its way through Tahoma Terra and eventually through the remaining portions of the Southwest Yelm Annexation area where it will intersect with SR 507. This roadway is depicted in the City's 2001 Transportation Plan and is intended to serve a growing population base and help relieve congestion at Yelm Avenue and 1<sup>st</sup> Street.

Remaining roadways within Tahoma Terra will be a mix of neighborhood collectors and local access streets based on the volume of expected traffic using those roadways.

*To provide a highly interconnected network of streets and trails for ease and variety of travel. The City of Yelm recognizes that increasing connections throughout the City not only reduces traffic congestion but also increases the sense of unity of the community. Therefore, the City will limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers. The City will seek to minimize impacts of through traffic upon residential neighborhoods by employing narrow streets, curves, indirect access routes, and other features. The City will encourage the use of trails and other connections that provide ease of travel between neighborhoods and community centers. [Design and Capacity Policy 13]*

Tahoma Terra is being laid out in a modified grid pattern, which provides multiple access points, minimizes dead-ends and cul-de-sacs and creates an efficient transportation system for service vehicles, emergency response vehicles and the general public. Tahoma Terra will be required to provide additional street connections to other adjacent parcels located within Yelm's Urban Growth Area to ensure Yelm's connectivity policy is achieved.

*To apply design standards that result in attractive and functional transportation facilities. The City seeks to enhance the livability of the community. This will be done through design and construction of roadways and other facilities that include landscaping, parkway trees, compatible architecture and view corridors, and by minimizing obtrusive signage. [Design and Capacity Policy 14]*

The street designs shown on the conceptual master plan drawings are consistent with the City's street design standards. All roadways will contain planter strips and street trees to improve the aesthetic value of the built environment. Public open space areas will also be extensively landscaped to enhance the livability of the community.

*To encourage travel by means other than the automobile and provide for the safety of pedestrians and bicyclists throughout the Urban Growth Area. The City will design and construct roadways that incorporate features required by transit, school buses, trucks, bicycles, and pedestrian facilities. These designs will be compatible with the City's functional classification system. The City will promote transit by providing accessibility through bus pullouts, pedestrian access to bus stops and bus shelters. The City also will seek to complete its sidewalk system and pursue development of a network of off-road facilities for non-motorized travel. [Design and Capacity Policy 16]*

Tahoma Terra is proposing an extensive network of sidewalks, pathways and trails throughout the project to provide various alternatives to using a motor vehicle. In addition, the new boulevard road will accommodate transit stops for school buses and any future public transportation that may serve the area.

*To permit construction of private roads to assist with access to private properties. The City requires these roadways to meet the design standards specified by City code and requires maintenance arrangements for all private roads. The City does not maintain private roads. [Design and Capacity Policy 20]*

Some limited portions of Tahoma Terra do propose to be served by private roads or commercial driveway access. These roadways will be required to be designed with the current version of the City's Public Works Standards and Development Guidelines.

*A transportation system with minimal environmental impact and energy consumption that provides for a high quality of life to be enjoyed by the citizens. [Land Use, Environmental, and Economy Goal]*

*To design transportation facilities within the Yelm Urban Growth Area that minimize adverse environmental impacts resulting from both their construction and operation. The City of Yelm will fulfill this need by:*

- ✓ Considering environmental costs of development and operation of the transportation system;*
- ✓ Aligning and locating transportation facilities away from environmentally sensitive areas.*
- ✓ Mitigating unavoidable environmental impacts wherever possible; and soliciting and incorporating the concerns and comments of interested parties. [Land Use, Environmental, and Economy Policy 23]*

The primary transportation facility within Tahoma Terra is the new boulevard style major arterial as identified in the City's 2001 Transportation Plan. The alignment follows closely the idea outlined in the Transportation Plan but was modified taking into account the physical features and environmentally sensitive areas of the site. The new boulevard requires crossing Thompson Creek, but the location of the crossing was chosen to minimize disturbance to critical areas. A wetland mitigation plan has been incorporated into the proposal in order to enhance existing but degraded wetland areas and further mitigate impacts to the crossing.

*To ensure that transportation system improvements are compatible with adjacent land uses and to minimize potential conflicts. The City will implement a functional classification system to ensure location of an appropriate mix of traffic near compatible land uses. This includes developing routes for commercial vehicle traffic away from residential neighborhoods. The City will employ guidelines to:*

- ✓ *Control access to roads from adjacent developments;*
- ✓ *Route arterials and major collectors around neighborhoods to minimize traffic impacts on residential areas;*
- ✓ *Prevent new residential areas from fronting on arterials;*
- ✓ *Provide landscaping and noise buffers along major roadways; and*
- ✓ *Provide facilities for bicyclists and pedestrians and to access transit. [Land Use, Environmental, and Economy Policy 24]*

The new boulevard is consistent with the City's 2001 Transportation Plan and the City's Land Use Plan for a Master Planned Community. Commercial areas are oriented toward the arterial and residential neighborhoods are backed to the arterial. The new arterial will be landscaped with planter strips and street trees which will help buffer noise and other aesthetic impacts.

*To develop a transportation system that is compatible with the economic and development goals of the City of Yelm. The transportation system will allow for and promote the ongoing economic development and current land use goal of the Yelm Urban Growth Area. The system will be designed to provide ready access to all industrial and commercial areas of the City. [Land Use, Environmental, and Economy Policy 25]*

The new boulevard is consistent with the City's 2001 Transportation Plan and will increase traffic efficiency through Yelm.

*To direct the compatibility of land use with the recommended transportation program in the Comprehensive Transportation Plan. Development of the plan's recommended improvements may encourage development inconsistent with the current vision of land use shared by the residents of the Urban Growth Area. The City will promote construction of*

*commercial developments in the Yelm City Center to foster this section of the City as the economic core of the Urban Growth Area. Construction of commercial development along the alternate routes around the City Center will be limited to minimize potential traffic congestion. Traffic levels through the core area will be maintained to support viable downtown activities. [Land Use, Environmental, and Economy Policy 26]*

The siting of commercial development within Tahoma Terra is an appropriate part of a mixed use Master Plan Development, however, the commercial element of the master plan is limited in scale and types of permitted uses. The intent is to provide opportunities for the residents of Tahoma Terra to acquire their day to day goods and services without traveling to other parts of the City, thus preserving Yelm's economic core in the center of the City for larger scale development while at the same time minimizing potential traffic congestion.

*Responsible funding of needed transportation system improvements with public and private sector participation. [Priorities and Financing Goal]*

*To secure adequate long-term funding sources for transportation through a variety of methods. These methods may include:*

- ✓ *Encouraging public/private partnerships for financing transportation projects that remedy existing transportation problems, or that foster economic growth in the Yelm area;*
- ✓ *Taking advantage of state funds, such as the Transportation Improvement Account (TIA), and the Public Works Trust Fund (PWTF);*
- ✓ *Encouraging the use of Local Improvement Districts (LID) by property owners to upgrade roads to meet City road standards;*
- ✓ *Requiring impact mitigation payments or seeking voluntary contributions from developers; and*
- ✓ *Seeking funding from the federal Transportation Efficiency Act for the 21st Century (TEA-21). [Priorities and Financing Policy 30]*

Tahoma Terra is a partner with the City of Yelm in assisting with implementation of a portion of the 2001 Transportation Plan. Specifically, Tahoma Terra is participating in the funding and construction of the transportation improvement known as Y7, the new boulevard that will link Yelm Avenue West (SR 510) to 1<sup>st</sup> Street around the City core. This road improvement will include the installation of a traffic signal at Yelm Avenue (SR 510) and Killion Road, the realignment of Killion Road, and the extension of Killion Road to the development, as a major arterial. This improvement is being proposed to be constructed as part of a local improvement district. In addition, Tahoma Terra will be privately funding transportation improvements on portions of the existing transportation system and contributing transportation mitigation fees through the City's Concurrency Management Code, YMC 15.40.

*To ensure that any transportation improvements or strategies required to mitigate impacts are constructed or financed concurrent with development. The City requires either a construction or financial commitment for necessary transportation improvements from the private or public sector within six years of a development. To monitor these commitments, the City will adopt a Concurrency Management Program. This program includes the following:*

- ✓ *Annual monitoring of key transportation facilities within updates to the Six-Year Transportation Improvement Program (TIP);*
- ✓ *Assessing level of service;*
- ✓ *Identifying facility deficiencies;*
- ✓ *Reviewing comprehensive transportation plan and other related studies for necessary improvements; and*
- ✓ *Making appropriate revisions to the Six-Year TIP.*
- ✓ *Complying with HB1487 and WSDOT for coordinated planning for transportation facilities and services of statewide significance. [Priorities and Financing Policy 33]*

The applicant demonstrated through the environmental review process that the transportation system, with improvements required by Tahoma Terra, will accommodate the development and maintain acceptable levels of service for current and future residents of Yelm.

*To share the responsibility of mitigating development impacts between the public and private sector. The City will require that developers contribute their fair share toward transportation improvements required by development. Impact mitigation efforts may include:*

- ✓ *Requiring developers to assist in providing additional transportation facilities and services in proportion to the impacts and needs generated by development; and*
- ✓ *Encouraging developers to design projects that generate less traffic. [Priorities and Financing Policy 34]*

The Mitigated Determination of Non-significance requires Tahoma Terra to make a financial commitment to address the transportation impacts created by the proposal and provide both improvements to existing transportation facilities and new transportation facilities consistent with the 2001 Transportation Plan.

*To cooperate with private investors to provide for recovery of facility improvement costs attributable to other development. The City will enter into latecomer agreements where substantial investments are made by one party that legitimately should be reimbursed by others. Such*

*agreements will be at the discretion of the City Council. Cost recovery will not be provided for facility extension to neighboring property required by application of a uniform policy or standard of the City. [Priorities and Financing Policy 35]*

The eventual construction of the Y7 improvement between Yelm Avenue West (SR 510) and SR 507 will help improve regional traffic circulation through Yelm and relieve congestion at the intersection of Yelm Avenue and 1<sup>st</sup> Street. Consideration for a latecomers agreement for this improvement is appropriate.

## **Parks and Open Space**

*All of Yelm Urban Growth Area. Adequate recreation and park facilities should be developed and improved to provide a broad range of recreational facilities which meet the needs of the Yelm community. [Chapter VII, Section 3.a.ii]*

*Objectives.*

- (1) Encourage the development of recreational facilities and programs on public properties near residential populations.*
- (2) Encourage facilities that consider safety and maintainability as a prime consideration in development.*
- (3) Design facilities to accommodate the physically handicapped and the elderly.*
- (4) All developments should emphasize landscaping and greenbelts which are compatible with local values.*
- (5) Develop methods of funding for the construction and maintenance of recreational facilities.*
- (6) Avoid the development of recreational facilities in hazardous areas or those that are known to be inundated by water.*
- (7) Provide facilities for the use and enjoyment by the greatest number of residents of the community. [Chapter VII, Section 3.b]*

*Levels of Service. The levels of service for neighborhood and community park and recreation facilities shall be 5 acres of land per 1,000 population, or the cash equivalent thereof, which together shall be used to acquire and develop park space to serve the community. The precise funding shall be set forth in the development standards adopted to implement this chapter. The level of service for regional parks and open space programs shall be identified by the County. [Chapter VII, Section 5]*

The proposed open space plan meets the objectives listed above, as formal recreational improvements will be developed, the improvements will be designed with safety and maintainability in mind, they will take into account the laws regarding Americans with

Disabilities, landscaping will be consistent with the local climate and native soil conditions and finally, a wide range of facilities are proposed that will be enjoyed by a varied range of Yelm's citizens.

Based on a projected number of between 880 and 1,200 new housing units within Tahoma Terra, between 2,000 and 2,800 new residents would be expected to live in the community. The City's level of service policy calls for five acres of open space per 1,000 projected population. According to this formula, Tahoma Terra would be required to provide between 10 and 14 acres of open space suitable for active recreational opportunities. The proposal includes approximately 60 acres of open space and well over 14 acres of improved, active recreational open space.

As a Master Plan Development, the land use goals require a higher level of service standard that includes a minimum of twenty five percent of the total land area set aside in permanent public open space. Tahoma Terra proposes approximately 60 acres of open space (27% of the total area) that will be developed into a mix of active and passive recreational amenities.

Recognizing that new residents of the community will create a demand for City recreational facilities, small neighborhood 'pocket' parks should be constructed within each development within Tahoma Terra prior to final subdivision approval. A ratio of one 'pocket' park for every 50 residential units is needed to meet the immediate level of service demand for subdivisions. Larger 'community' parks of between ½ acre and 5 acres which are centrally located may be substituted for half the required 'pocket' parks at a ratio of 1 acre for every 50 lots. The proposed community park and its associated recreational amenities are intended to meet the regional level of service demand and shall be implemented and ready to use consistent with the open space enhancement plan prior to final subdivision approval of the subdivision containing the 217th residential lot. 'Pocket' parks shall be distributed conveniently throughout each subsequent development.

## **Siting Essential Public Facilities**

*In order to provide a rational and fair process for siting public capital facilities that every community needs, but which have impacts that make them difficult to site, Thurston County and each city and town will:*

- 4.1 Cooperatively establish a process for identifying and siting within their boundaries public capital facilities of a county-wide and state-wide nature which have a potential for impact beyond jurisdictional boundaries. The process will include public involvement at early stages. These are facilities that are typically difficult to site, such as airports, terminal facilities, state educational facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities*

*including substance abuse facilities, mental health facilities, and group homes.*

4.2 *Base decisions on siting county-wide and state-wide public capital facilities on the jurisdiction's adopted plans, zoning and environmental regulations, and the following general criteria:*

- a. *County-wide and state-wide public capital facilities shall not have any probable significant adverse impact on lands designated as critical areas or resource lands; and*
- b. *Major public facilities that generate substantial traffic should be sited near major transportation corridors. [Chapter IX].*

Tahoma Terra is located within and represents a relatively small portion of the Southwest Yelm Sub-area. The location of Essential Public Facilities are not required within the Tahoma Terra project limits, but may be required for the development of other portions of the SW Yelm Sub-area.

The Yelm Police Department is currently located in a facility that is substandard and beyond its useful life. The Yelm Capital Facilities Plan identifies a need to replace this facility. The City proposes and the applicant has agreed to participate in a voluntary mitigation agreement that provides a Police Facility Charge for each new housing unit constructed to help off-set impacts to law enforcement agencies.

## **Environment**

*Natural Environment Goals and Policies. The City of Yelm recognizes that the natural environment is important for the following reasons:*

- ✓ *It provides habitat for wildlife and plant life;*
- ✓ *It creates a positive visual image and open space;*
- ✓ *It provides opportunities for recreation;*
- ✓ *It is part of the City's surface water management system and water supply; and*
- ✓ *It is cost effective public policy.*

*The merits and costs of environmental actions must be weighed and balanced against other important demands, such as public safety and recreation, housing, public infrastructure, and economic development. Land use and development practices need to be compatible with the variety of environmental conditions. As a general rule, the City should protect the natural environment rather than try to overcome its limitations for development. [Chapter XII]*

*Protect the natural environment and preserve environmentally sensitive areas.*

*Promote quality building and development that is compatible with the surrounding environment. [Chapter XII, Goal]*

*The City should work with adjacent jurisdictions, state, federal, and regional agencies to protect sensitive areas and the City's natural environment.*

*Protect and restore environmental quality through land use plans, surface water management plans and programs, comprehensive park plans, and development review.*

*Develop regulations and programs that encourage well-designed land use patterns such as clustering, low impact development, and planned unit development. Use these types of land use patterns to concentrate higher urban land use densities and intensity of uses in areas with environmentally sensitive features. [Chapter XII, Policies]*

*Yelm has several shorelines and abutting floodplains in or adjacent to the urban area, including Yelm Creek, Thompson Creek, the Centralia Power Canal, and the Nisqually River. The Nisqually River is host to a number of fish species and runs, which are dependent upon the water quality of the River and its tributary and riparian (stream side) areas. Yelm also has several wetland areas (shown on the critical areas maps), which form the headwaters of the two Creeks, and are indicative of the groundwater levels and proximity to the surface. Additionally, Yelm has an unprotected aquifer which underlies most of the urban area. The City's wells, and many private wells, use the aquifer for water supply. The water quality in the urban area is important for both public and environmental health reasons, and it is the policy of the City to provide methods and incentives for ongoing protection and enhancement within the urban area. Specific policies or programs shall be used to accomplish the necessary protection. [Chapter XII, Water Resources]*

The City of Yelm's Critical Areas Code requires the identification and protection of surface and ground waters. The project proposal is on the site of the former Dragt Family Dairy that was an active dairy farm for many years and which ceased operation in 1993. The environmental documents indicate that surface waters have been identified on the site and include Thompson Creek, a seasonal Type F (fishbearing) stream, and there are wetlands associated with this stream. The former and ongoing agricultural activities have caused degradation to the site's surface water systems and an enhancement plan has been prepared to improve the described surface waters and the wetland functions and values.

*The aquifer recharge area in Yelm covers the entire City. These areas are characterized by highly pervious glacial soils which drain rapidly into the underlying water table. These areas are classified primarily as Category 1, extremely sensitive with small pockets of Category 2, highly sensitive in the southwestern portion of the city. Typical activities associated with land development, such as clearing and grading and stormwater management, affect the natural hydrologic cycle. All of these activities decrease the land's ability to absorb and retain water and increases the possibility of contamination. [Chapter XII, Aquifer Recharge Areas (Groundwater)]*

*Protect the quality, and manage the quantity of groundwater for all uses in the present and the future.*

*Encourage measures that improve surface water management. [Chapter XII, Aquifer Recharge Areas (Groundwater), Goals]*

*Where feasible, development within the urban area should be on sewers with a reuse/recycling discharge to reduce the potential for contamination of the aquifer and the abutting surface streams.*

*Stormwater policies should require treatment of stormwater on site using swales, ponds, and other detention and conveyance facilities, together with, or in combination with, biofiltration prior to discharge to either groundwater or surface water to minimize or eliminate contaminants from the stormwater.*

*Implementation of the policies and programs of the sewer and water comprehensive plans.*

*The City of Yelm shall seek to prevent groundwater contamination by protecting the entire resource as effectively as possible, but within the limits of what is acceptable and affordable to the community.*

*The City of Yelm shall strive to assure that preventive actions are taken to protect water quality from further degradation and that the City, in cooperation with the Department of Ecology, will promote corrective actions in areas where degradation has occurred so that the net effect is a gradual improvement of the ground and surface water quality. [Chapter XII, Aquifer Recharge Areas (Groundwater), Policies]*

The City of Yelm is identified as a Critical Aquifer Recharge Area, a designated environmentally sensitive area. Potential impacts to groundwater quality and quantity will be mitigated through the implementation of standards that are technically equivalent

to the Department of Ecology stormwater manual as adopted by the City of Yelm, which is currently the 1992 manual.

The City has adopted the Department of Ecology Drainage Design Manual, which requires that stormwater generated from roadways and parking facilities be treated for oils, sediments, and heavy metals before infiltration.

The neighborhood commercial element of the Master Plan Development allows uses that could potentially generate hazardous materials and/or fats, oil, and greases. Existing regulations require grease interceptors and hazardous material containment facilities where appropriate.

The applicant has proposed to utilize 'rain gardens' as the stormwater treatment method. This treatment method has been approved by the Washington Department of Ecology for the treatment of oils and sediments and is an appropriate method of stormwater treatment in the proposed application, treating the stormwater collected from public streets.

*Wetlands are a valuable natural resource. They receive surface water from surrounding areas and filter pollutants entering the system. By storing floodwaters, wetlands reduce flooding and downstream erosion; trap and absorb sediments; and help protect water quality. Wetlands discharge water to aquifers and streams and help replenish groundwater. The City of Yelm is located within the Nisqually drainage basin. There are two streams that run through the city, Yelm Creek and Thompson Creek. Over the years, both Yelm Creek and Thompson Creek have experienced ecological degradation from the loss of shade trees, invasion of plant species like reed canary grass and nightshade, and repetitive dredging. [Chapter XII, Wetlands and Streams]*

*Achieve no net loss of wetlands and increase the quality of Yelm's wetland resources through the application of best available science.*

*Protect, restore, and enhance the City's streams. [Chapter XII, Wetlands and Streams, Goals]*

*Construction sites shall be required to demonstrate construction period stormwater protection to prevent turbidity and siltation for affecting surface waters in the area.*

*Wetlands, streams, and their associated buffers shall not be used for construction purposes, except where necessary for stormwater control and utility and transportation connections. Where such control or connections are permitted, regulations must identify steps to assure no degradation to ground or surface water.*

*Update and utilize Yelm's wetland protection legislation to ensure protection of Yelm's wetland resources through use of techniques considered to be best available science.*

*Utilize the U.S. Army Corps of Engineers' definition of wetlands, and also the definition of DNR Type 2-5 waters, which cover Yelm's stream corridors.*

*Utilize the U.S. Fish and Wildlife Service definition of "wetlands" for purposes of inventory, incentives, and non-regulatory programs.*

*Wetlands, rivers, streams, ponds, and lakes should be viewed as systems and not as isolated units.*

*The valuable natural functions of wetlands and stream corridors, such as habitat and water quality, should be protected by maintaining an undisturbed or restored native vegetated buffer and by prohibiting filling, draining, and clearing within wetlands and adjacent fish bearing streams and their buffers. Physical alterations should be minimized except where restoring the natural functions.*

*The City may regulate private development and public actions to protect water quality and to ensure adequate in-stream flow to protect fisheries, wildlife habitat, and recreation resources.*

*Retain existing open surface water systems in a natural state and rehabilitate degraded conditions.*

*Restrict the runoff rate and quality to predevelopment levels for all new development and redevelopment. [Chapter XII, Wetlands and Streams, Policies]*

As noted previously, the proposal includes a wetland and surface water enhancement plan that mitigates the impacts of the previous uses of the property and restores appropriate wetland functions and values to the surface water system on the property.

*Development in flood plains reduces the storage capacity and increases the amount of runoff. Increased runoff overtaxes both natural and man-made conveyance systems and leads to damage of public and private property. Over the last five years, the City of Yelm has collected substantial information on Yelm Creek and its floodplain. The Federal Emergency Management Agency conducted a Yelm Creek Study and issued a new Flood Insurance Rate Map (FIRM) in June of 1999. A Yelm Creek Comprehensive Flood Hazard Management Plan was adopted in*

*July of 2001. Both products incorporated the use of best available science. [Chapter XII, Frequently Flooded Areas]*

*Prevent the loss of life and property in frequently flooded areas. [Chapter XII, Frequently Flooded Areas, Goals]*

*The City adopts the FEMA flood hazard maps for reference purposes and any development in a flood plain must be consistent with FEMA guidelines, and such additional regulations as adopted by the City. Filling floodplains is discouraged unless necessary to meet a public purpose. No development should be allowed in any floodway.*

*Regulations of these lands should promote efficient use of the land and water resources by allocating frequently flooded areas to the uses for which they are best suited, and to discourage obstructions to flood-flows or uses which pollute or deteriorate natural waters and water courses.*

*Life and property should be protected from flood hazards, and the flood storage and transmission capacity of rivers and streams should be retained.*

*Protect natural flood storage and conveyance through the development and implementation of plans and regulations that reduce flood impacts. [Chapter XII, Frequently Flooded Areas, Policies]*

The environmental documents indicate there is a limited area designated as a 100-year flood plain and a potential high groundwater flooding area associated with Thompson Creek. Life and property will be protected from these flood hazard areas through the implementation of the wetland and surface water enhancement plan prepared as part of the proposed development. The enhancement plan includes passive recreation improvements within the floodplain, and the boulevard will include two bridge crossings of Thompson Creek. These improvements will be designed so as to not increase the base flood elevation or restrict the movement of floodwaters. Passive recreational structures and improvements within the floodplain should be resistant to flood damage.

*Yelm has a few areas identified as steep slopes and volcanic hazards, which occur along portions of the Centralia Power Canal and Yelm Creek (see Critical Areas Map #6). The City will need to develop guidelines for specific geologic issues. [Chapter XII, Geologic and Volcanic Hazard Zones]*

*To designate and regulate development on lands having identified geologic hazards to protect the health and safety of persons and property, and to avoid other adverse impacts of erosion, landslide, and other*

*geologic hazards. [Chapter XII, Geologic and Volcanic Hazard Zones, Goal]*

*Develop implementing legislation, based upon best available science, with specific requirements for analysis of geologically sensitive areas and application of specific development standards to prevent erosion and landslide hazard.*

*The City will continue to gather and review seismic hazard data for the area to better assess specific seismic hazard areas (those areas more sensitive than others because of geological parameters). The City will consider development of additional requirements associated with Uniform Building Code review for buildings in Yelm's most sensitive earthquake hazard areas. [Chapter XII, Geologic and Volcanic Hazard Zones, Policies]*

The environmental documents indicate that the property is composed of soils and substrates that are suitable for building and for stormwater infiltration. These soils will be managed on-site to provide a source of base material needed for roadway and building construction. Approximately 250,000 cubic yards of material has been identified that will be screened and processed (crushed) to balance the earthwork needs on the site. Potential geologic hazard areas located on the site will be protected through the requirement of a geotechnical report prior to final Master Site Plan approval which only allows activities which: will not increase the threat of the geological hazard to adjacent properties beyond pre-development conditions; will not adversely impact other critical areas; and are designed so that the hazard to the project is eliminated or mitigated to a level equal to or less than pre-development conditions; and are certified as safe as designed by a qualified engineer or geologist.

*Yelm does not have identified priority habitats and species within the Urban Growth Area, but is on land near the Nisqually River which provides important habitat and wildlife areas, in addition to the scattered locations of oak habitat (see Critical Areas Map #5). Shoreline and development regulations, and project-level SEPA reviews shall be used to assure that development within the Urban Growth Area does not adversely affect abutting wildlife and fish habitat outside the urban area. Inside the urban area, development regulations should provide incentives for wetland and habitat enhancement. Yelm Creek and Thompson Creek provide opportunities for such enhancement within the Urban Growth Area. Wetland and wildlife enhancement should not extend beyond the specified wetland buffer, however, if to do so would reduce densities below those specified in the development regulations. It is important that Yelm obtain and promote urban densities in the urban areas to reduce development pressure outside the urban areas. Any development directly affecting the Nisqually River shall be reviewed for consistency with applicable State,*

*County, and other habitat management programs. Urban landscapes are valuable supplements to natural areas in providing habitat for a wide variety of wildlife. The loss of natural wildlife habitat to urban development can be partially offset by landscaping that includes a variety of native plants that provide food and shelter for wildlife. Native plants are generally well adapted to the soils and climate of the area and many species can flourish without much watering or fertilization. [Chapter XII, Fish and Wildlife Habitat Areas]*

*Preserve, protect, and enhance fish and wildlife habitat.*

*Provide fish and wildlife habitat of sufficient diversity and abundance to sustain existing indigenous wildlife populations. [Chapter XII, Fish and Wildlife Habitat Areas, Goals]*

*The city should preserve and enhance native vegetation in riparian habitat, and wherever possible.*

*The City should manage aquatic and riparian (stream side) habitat in away that minimizes its alteration in order to preserve and enhance its ability to sustain fish and wildlife.*

*The City should encourage residents and businesses to use native plants in residential and commercial landscaping. [Chapter XII, Fish and Wildlife Habitat Areas, Goals]*

The environmental documents indicate that there are some plant/animal priority species and habitats in the vicinity of the project site. The predominant Oak Woodland and Shore Pine plant communities are located along the Thompson Creek corridor and associated wetlands, which are areas being enhanced for open space preservation. The animal species have been determined to only frequent the area for occasional feeding and do not use the site for breeding or nesting. The project proposal is not expected to have a significant impact on priority plant or animal species and habitats.

*Air quality is an increasing problem in the Pacific Northwest. Numerous federal, state, and regional agencies enact and enforce legislation to protect air quality. Locally air pollution sources are from: motor vehicles, indoor and outdoor burning, industrial operations, and land clearing and grading. [Chapter XII, Air Quality]*

*Protect air quality. [Chapter XII, Air Quality, Goal]*

*Support state and federal air quality standards and the regulation of activities that emit air pollutants.*

*Encourage transportation demand management and commute trip reduction in order to reduce energy consumption and air pollution. [Chapter XII, Air Quality, Policies]*

There is no indication in any of the environmental documents that there will be any potential long term significant impacts to air quality from the proposed development. Short term impacts will be related to heavy equipment exhaust and dust generated from grading and rock processing activities. The use of best management practices for air control will be required.

*Noise pollution can be harmful to the general public's health and welfare. Noise is primarily generated by: industrial uses, vehicle traffic, and construction activities. [Chapter XII, Noise]*

*Control the level of noise pollution in a manner that promotes the use, value, and enjoyment of property in an urban environment. [Chapter XII, Noise, Goal]*

*Use state standards to ensure that excessive noise does not impair the permitted land use activities in residential, commercial, and industrial land use districts. [Chapter XII, Noise, Policy]*

The environmental checklist indicates temporary noise and dust would be generated from construction vehicles throughout the construction phases of this project. Construction related activity shall comply with all current State and local statutes and best management practices.

## **Water Rights**

The annexation of the Southwest Yelm Annexation area was subject to a water rights agreement. At the time of annexation and at present, the City does not own sufficient water rights to serve the build out of the Southwest Yelm Annexation area. As part of the annexation, the property owners within the annexation area agreed to allow the City to construct test wells on the Thurston Highlands property (the 1,200 acres south of the subject property) and to allow the City to apply to the Washington Department for water rights on the Highlands property in order to serve subsequent development of the annexation area and the Yelm urban growth area.

Although the City has not been issued additional water rights by the Washington Department of Ecology at this time, Tahoma Terra has water rights that were associated with the previous use of the property as a dairy. The applicant has assigned these water rights to the City of Yelm in order to develop the property as a Master Plan Development, as intended at the time of annexation. The City has applied to the Department of Ecology to transfer these water rights to the City, at which time the City would provide domestic water for the development of Tahoma Terra.

The water rights from the dairy, however, are not sufficient to provide water for the entire proposed Master Plan Development and additional water rights will have to be transferred to the City to provide for full build-out of the development.

The previous owner of the subject property participated in the local improvement district, however, and purchased sewer connections through the LID. The City will, therefore, provide water and sewer connections for the first 89 residential units within the proposed Master Plan Development prior to the water rights transfer being finalized, provided that the rights for these connections are ultimately provided by Tahoma Terra.

## Community Development Department Recommendation

- A. The applicant has established that the request for conceptual master plan approval satisfies all criteria set forth in Section 17.62 YMC, and meets all other requirements of the Yelm Municipal Code. Therefore, the conceptual master plan should be approved subject to the following conditions:
1. The conditions of the Mitigated Determination of Non-significance are hereby referenced and are considered conditions of this approval.
  2. The average density of the proposal be not less than four dwelling units per net developable acre within each final master plan area, consistent with Growth Management policies.
  3. Proposed neighborhood commercial areas shall be centrally located within the master plan development and shall be screened from residential neighborhoods.
  4. A minimum of 55 acres (25% of the site) shall be set aside as permanent open space with a variety of active and passive recreational improvements. An area within the identified open space equivalent to five percent of the gross area of each final master site plan application shall be identified and improved within the community park area as part of each final master site plan approval and implementation.
  5. A minimum of 55 acres (25% of the total land area) shall accommodate medium and high density residential development. This can be accomplished through all four proposed land use designations.
  6. Prior to approval of any residential development west of Thompson Creek, the neighborhood commercial center should be improved and ready for the construction of commercial buildings. Improved means that any applicable land use or land division approvals have been issued and all required site improvements for the land use or land division approval has been completed.
  7. For every 300 single family detached, duplex, or town home dwelling units, 48 multi-family units shall be constructed. The multi-family dwelling units required to meet the prescribed ratio shall be under construction prior to issuance of building permits for the next block of single family dwelling, duplex, or town home dwelling units.
  8. Prior to approval of any development within a final master site plan approval area, the applicant shall prepare an infrastructure plan that includes water, sanitary sewer, reclaimed water, and streets. The plan

shall be consistent with the Capital Facilities Plans for the City and shall include sufficient design detail in order to review subsequent development approvals. The plan shall be submitted to and approved by the City prior to the issuance of building permits for dwellings or commercial buildings within each approved development within a final master plan area.

9. Each final master plan shall include provisions for a full network of sidewalks and pathways throughout the master plan to encourage multimodal opportunities. The boulevard shall accommodate transit stops for school and public transit opportunities.
10. Each final master plan application shall provide for the continuation of streets within the Yelm Urban Growth Area pursuant to the policies of the Comprehensive Plan.
11. A minimum of 55 acres (25% of the site) shall be identified as permanent open space with a variety of formal and informal recreational improvements. Prior to dwelling construction in any development, land equivalent to five percent of the gross area of each Final Master Plan area shall be developed within the community park area.
12. Every final master plan shall include provisions for one pocket park for every 50 residential units within a neighborhood. Larger 'community' parks of between ½ acre and 5 acres which are centrally located may be substituted for half the required 'pocket' parks at a ratio of 1 acre for every 50 lots.