

ATTACHMENT C: FINDINGS OF FACT

1 GROWTH MANAGEMENT ACT

A. GENERAL REQUIREMENTS

A.1 CONSISTENCY

Consistency with County Wide Planning Policies (CWPPS). All plan elements must be consistent with relevant county-wide planning policies (CWPPs) and, where applicable, Multicounty Planning Policies (MPPs), and the GMA. See: RCW 36.70A.100, RCW 36.70A.210, WAC 365-196-400(2)(c), WAC 365-196-305, and WAC 365-196-520

See findings under Section 2. Countywide Planning Policies.

Consistency Between Elements. All plan Elements must be consistent with each other. See: RCW 36.70A.070 and WAC 365-197-400(2)(f)

See findings under Section 3. Lewis County Comprehensive Plan.

Consistency with Other Jurisdictions. The plan must be coordinated with the plans of adjacent jurisdictions. See: RCW 36.70A.100 and WAC 365-196-520

See findings under Section 3. Lewis County Comprehensive Plan.

A.2 Public Participation

Ensure public participation in the comprehensive planning process. A process for early and continuous public participation in the development regulation development and amendment process. The process should address annual amendments (if the jurisdiction allows for them), emergency amendments, and may include a specialized periodic update process. Plan amendment processes may be coordinated among cities within a county and should be well publicized. See: RCW 36.70A.020(11), RCW 36.70A.035, RCW 36.70A.130, RCW 36.70A.140, WAC 365-196-600(3), RCW 36.70A.130(2), RCW 36.70A.130(2)(b), and RCW 36.70A.130(2)(a)

Packwood Subarea Plan, Attachment A – Public Participation, includes a full description of the public participation activities undertaken as part of the Packwood Subarea Plan, Phase1. A 35-member Community Advisory Committee was formed and met monthly January 12, 2022 through June 21, 2023. A summary of other participation activities is provided below:

- November 2021 – Creation of an email list, additions made throughout the process
- December 4, 2021 – Informational Table at the Packwood Arts & Craft Fair

- December 31, 2021 – Online Survey on community priorities, hardcopies at Packwood Timberline Library
- January 20, 2022 – Packwood Housing Forum community meeting
- January 31, 2022 – Online Survey on housing issues, hardcopies at Packwood Timberline Library
- February 17, 2022 – Packwood Housing Forum community meeting
- March 24, 2022 – Packwood Housing Forum community meeting
- April 21, 2022 – Packwood Housing Forum community meeting
- June 25, 2022 – Business Interviews
- July 29, 2022 – Community Meeting at Packwood Senior Center
- October 22, 2022 – Community Open House on the draft plan
- November 4, 2022 – Online Survey on the draft plan, hardcopies at Packwood Timberline Library
- March 14, 2023 – Planning Commission public hearing
- March 28, 2023 – Continued Planning Commission public hearing
- May 6, 2023 – Community Open House and Listening Forum on the draft plan
- September 12, 2023 - Planning Commission public hearing
- September 19, 2023 – SEPA Determination
- December 12, 2023 – Board of County Commissioners public hearing

All activities were noticed via the Packwood Email List, signs hung at the local post office, grocery store and coffee shop, and social media posts. Public hearings were also noticed in The Chronicle and East County Journal newspapers. Therefore, this requirement is met.

A.3 Plan Amendments

The plan describes the process for making amendments. Plan provides that amendments are to be considered no more often than once a year, not including the exceptions described in RCW 36.70A.130(2). See: WAC 365-196-640

The Lewis County Comprehensive Plan is being amended one time in 2023, with the exceptions described in RCW 36.70A.130(2). Therefore, this requirement is met.

B. COMPREHENSIVE PLAN MANDATORY ELEMENTS

B.1 Land Use

A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces and green spaces, urban and community forests within the urban growth area, general aviation airports, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future

population growth. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. The land use element must give special consideration to achieving environmental justice in its goals and policies, including efforts to avoid creating or worsening environmental health disparities. Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity and reduce per capita vehicle miles traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state. Where applicable, the land use element shall review drainage, flooding, and stormwater runoff in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound. The land use element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to, adoption of portions or all of the wildland urban interface code developed by the international code council or developing building and maintenance standards consistent with the firewise USA program or similar program designed to reduce wildfire risk, reducing wildfire risks to residential development in high risk areas and the wildland urban interface area, separating human development from wildfire prone landscapes, and protecting existing residential development and infrastructure through community wildfire preparedness and fire adaptation measures

The future land uses map (Map 11, page 24) is consistent with the existing Comprehensive Plan Designations (Map 13, page 25) because the five existing LAMIRDs are included in the subarea plan boundary; there is an exception of the reserve area west of the Cowlitz River. The capacity of Packwood to accommodate population growth is unchanged by the future land uses map (Map 11) because the minimum and maximum density of allowed housing is retained. The existing minimum allowed density in the LAMIRDs is single family residential plus one ADU and the highest density is multifamily residential where sewer is provided. There is currently no sewer in Packwood; therefore, the highest density of development allowed is one single family residence plus one access dwelling unit or a duplex until sewer is provided. Lewis County Public Works has received an appropriation from the State of Washington and is currently in design and engineering for a sewer system to serve the downtown area and historic mill site. Once a sewer is provided, multifamily will be allowed both by the existing LAMIRD zoning and development regulations or by the future land use map designations. Therefore, there is no anticipated future change in allowed residential density.

The one exception is the "reserve" area identified west of the Cowlitz River. There is no proposal with the subarea plan to change the existing zoning designations, which are rural. The subarea plan recommends that if the capacity of the subarea to accommodate future population and housing growth is expended, the next logical area of growth is between the subarea plan and the neighborhood of High Valley. The community recommends identifying this area as a "reserve."

Lewis County Board of County Commissioners adopted a 2045 population allocation for Packwood of 1,200 residents, which is an increase of 290 residents, and housing allocations (Ordinance 1348). The Land Use Element of the subarea plan constrains the highest density of residential development to the downtown area and at the historic mill site, where sewer will be provided, and to avoid critical areas including floodplains and channel migration zones. Existing allowed lower density residential development is retained outside of the downtown area and historic mill site.

The exiting regulations related to groundwater and public water supply are not changed by the subarea plan. The implementation of the subarea plan through zoning designations and development regulations addresses wildfire (see Recreation and Environment Policy RE2.3).

Therefore, this requirement of the Growth Management Act is met.

B.2 Housing

A housing element ensuring the vitality and character of established residential neighborhoods that:

(a) Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth, as provided by the department of commerce, including:

(i) Units for moderate, low, very low, and extremely low-income households; and

(ii) Emergency housing, emergency shelters, and permanent supportive housing;

(b) Includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary, moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes;

(c) Identifies sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes, and townhomes;

(d) Makes adequate provisions for existing and projected needs of all economic segments of the community, including:

(i) Incorporating consideration for low, very low, extremely low, and moderate-income households;

(ii) Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;

(iii) Consideration of housing locations in relation to employment location; and

(iv) Consideration of the role of accessory dwelling units in meeting housing needs;

(e) Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including:

(i) Zoning that may have a discriminatory effect;

(ii) Disinvestment; and

(iii) Infrastructure availability;

(f) Identifies and implements policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions;

(g) Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and

(h) Establishes antidisplacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.

In counties and cities subject to the review and evaluation requirements of RCW 36.70A.215, any revision to the housing element shall include consideration of prior review and evaluation reports and any reasonable measures identified. The housing element should link jurisdictional goals with overall county goals to ensure that the housing element goals are met.

The adoption of ordinances, development regulations and amendments to such regulations, and other nonproject actions taken by a city that is required or chooses to plan under RCW 36.70A.040 that increase housing capacity, increase housing affordability, and mitigate displacement as required under this subsection (2) and that apply outside of critical areas are not subject to administrative or judicial appeal under chapter 43.21C RCW unless the adoption of such ordinances, development regulations and amendments to such regulations, or other nonproject actions has a probable significant adverse impact on fish habitat.

The Housing Element of the subarea plan includes goals and policies to provide a range of affordable housing options for residents at all income levels. This includes providing a diversity of housing types including triplex, fourplex, rowhouses, tiny home villages, apartments, dormitories and hostels. The housing pattern focuses on the highest density of housing options near Highway 12 where there is transit service and community amenities including grocery, post office, doctor's office, library and senior center. There is a policy to support people who face cost burdens related to housing, which is intended to prevent displacement as property values continue to increase in Packwood. There are no limitations on subsidized housing, nor are there prohibitions on emergency or supportive housing options in the subarea. And there are policies to prevent short term rentals from becoming the primary form of housing in Packwood, thus converting existing residential housing stock to transient accommodations. Therefore, this requirement of the Growth Management Act is met.

B.3 Capital Facilities

A capital facilities plan element consisting of: (a) An inventory of existing capital facilities owned by public entities, including green infrastructure, showing the locations and capacities of the capital facilities; (b) a forecast of the future needs for such capital facilities; (c) the proposed locations and capacities of expanded or new capital facilities; (d) at least a six-year plan that will finance such

capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element. The county or city shall identify all public entities that own capital facilities and endeavor in good faith to work with other public entities, such as special purpose districts, to gather and include within its capital facilities element the information required by this subsection. If, after a good faith effort, the county or city is unable to gather the information required by this subsection from the other public entities, the failure to include such information in its capital facilities element cannot be grounds for a finding of noncompliance or invalidity under chapter 228, Laws of 2023. A good faith effort must, at a minimum, include consulting the public entity's capital facility or system plans and emailing and calling the staff of the public entity.

An inventory of existing capital facilities is provided in Attachment B: Existing Conditions Report. This includes the special districts (e.g., fire district and school district). The Transportation Improvement Plan, Water Service Plan and Airport Master Plan are incorporated by reference and provide the capacity needs. The Public Facilities Element of the subarea plan includes goals and policies to provide sufficient capacity for water, sewer and stormwater over the 20-year planning horizon. The Lewis County Water and Sewer District #3 provides water the subarea plan located east of the Cowlitz River and has capacity to serve the 20-year population allocation. Sewer is currently in design and engineering, with anticipated construction in 2026 and will serve the downtown area and the historic mill site. Therefore, this requirement of the Growth Management Act is met.

B.4 Utilities

A utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities including, but not limited to, electrical, telecommunications, and natural gas systems. The county or city shall identify all public entities that own utility systems and endeavor in good faith to work with other public entities, such as special purpose districts, to gather and include within its utilities element the information required in (a) of this subsection. However, if, after a good faith effort, the county or city is unable to gather the information required in (a) of this subsection from the other public entities, the failure to include such information in the utilities element shall not be grounds for a finding of noncompliance or invalidity under chapter 228, Laws of 2023. A good faith effort must, at a minimum, include consulting the public entity's capital facility or system plans, and emailing and calling the staff of the public entity.

An inventory of existing utilities is provided in Attachment B: Existing Conditions Report. There is sufficient capacity to serve the subarea plan with electricity. The Public Facilities Element of the subarea plan includes addressing high-speed fiber optics in Packwood, which currently has insufficient internet services. Therefore, this requirement of the Growth Management Act is met.

B.5 Rural Element

Rural element. Counties shall include a rural element including lands that are not designated for urban growth, agriculture, forest, or mineral resources. The following provisions shall apply to the rural element:

(a) Growth management act goals and local circumstances. Because circumstances vary from county to county, in establishing patterns of rural densities and uses, a county may consider local circumstances, but shall develop a written record explaining how the rural element harmonizes the planning goals in RCW 36.70A.020 and meets the requirements of this chapter.

(b) Rural development. The rural element shall permit rural development, forestry, and agriculture in rural areas. The rural element shall provide for a variety of rural densities, uses, essential public facilities, and rural governmental services needed to serve the permitted densities and uses. To achieve a variety of rural densities and uses, counties may provide for clustering, density transfer, design guidelines, conservation easements, and other innovative techniques that will accommodate appropriate rural economic advancement, densities, and uses that are not characterized by urban growth and that are consistent with rural character.

(c) Measures governing rural development. The rural element shall include measures that apply to rural development and protect the rural character of the area, as established by the county, by:

(i) Containing or otherwise controlling rural development;

(ii) Assuring visual compatibility of rural development with the surrounding rural area;

(iii) Reducing the inappropriate conversion of undeveloped land into sprawling, low-density development in the rural area;

(iv) Protecting critical areas, as provided in RCW 36.70A.060, and surface water and groundwater resources; and

(v) Protecting against conflicts with the use of agricultural, forest, and mineral resource lands designated under RCW 36.70A.170.

(d) Limited areas of more intensive rural development. Subject to the requirements of this subsection and except as otherwise specifically provided in this subsection (5)(d), the rural element may allow for limited areas of more intensive rural development, including necessary public facilities and public services to serve the limited area as follows:

(i) Rural development consisting of the infill, development, or redevelopment of existing commercial, industrial, residential, or mixed-use areas, whether characterized as shoreline development, villages, hamlets, rural activity centers, or crossroads developments.

(A) A commercial, industrial, residential, shoreline, or mixed-use area are subject to the requirements of (d)(iv) of this subsection, but are not subject to the requirements of (c)(ii) and (iii) of this subsection.

(B) Any development or redevelopment other than an industrial area or an industrial use within a mixed-use area or an industrial area under this subsection (5)(d)(i) must be principally designed to serve the existing and projected rural population.

(C) Any development or redevelopment in terms of building size, scale, use, or intensity may be permitted subject to confirmation from all existing providers of public facilities and public services

of sufficient capacity of existing public facilities and public services to serve any new or additional demand from the new development or redevelopment. Development and redevelopment may include changes in use from vacant land or a previously existing use so long as the new use conforms to the requirements of this subsection (5) and is consistent with the local character. Any commercial development or redevelopment within a mixed-use area must be principally designed to serve the existing and projected rural population and must meet the following requirements:

- (I) Any included retail or food service space must not exceed the footprint of previously occupied space or 5,000 square feet, whichever is greater, for the same or similar use; and
- (II) Any included retail or food service space must not exceed 2,500 square feet for a new use;
- (ii) The intensification of development on lots containing, or new development of, small-scale recreational or tourist uses, including commercial facilities to serve those recreational or tourist uses, that rely on a rural location and setting, but that do not include new residential development. A small-scale recreation or tourist use is not required to be principally designed to serve the existing and projected rural population. Public services and public facilities shall be limited to those necessary to serve the recreation or tourist use and shall be provided in a manner that does not permit low-density sprawl;
- (iii) The intensification of development on lots containing isolated nonresidential uses or new development of isolated cottage industries and isolated small-scale businesses that are not principally designed to serve the existing and projected rural population and nonresidential uses, but do provide job opportunities for rural residents. Rural counties may allow the expansion of small-scale businesses as long as those small-scale businesses conform with the rural character of the area as defined by the local government according to *RCW 36.70A.030(23). Rural counties may also allow new small-scale businesses to utilize a site previously occupied by an existing business as long as the new small-scale business conforms to the rural character of the area as defined by the local government according to *RCW 36.70A.030(23). Public services and public facilities shall be limited to those necessary to serve the isolated nonresidential use and shall be provided in a manner that does not permit low-density sprawl;
- (iv) A county shall adopt measures to minimize and contain the existing areas of more intensive rural development, as appropriate, authorized under this subsection. Lands included in such existing areas shall not extend beyond the logical outer boundary of the existing area, thereby allowing a new pattern of low-density sprawl. Existing areas are those that are clearly identifiable and contained and where there is a logical boundary delineated predominately by the built environment, but that may also include undeveloped lands if limited as provided in this subsection. The county shall establish the logical outer boundary of an area of more intensive rural development. In establishing the logical outer boundary, the county shall address (A) the need to preserve the character of existing natural neighborhoods and communities, (B) physical boundaries, such as bodies of water, streets and highways, and land forms and contours, (C) the prevention of abnormally irregular boundaries, and (D) the ability to provide public facilities and public services in a manner that does not permit low-density sprawl;
- (v) For purposes of this subsection (5)(d), an existing area or existing use is one that was in existence:

- (A) On July 1, 1990, in a county that was initially required to plan under all of the provisions of this chapter;
- (B) On the date the county adopted a resolution under RCW 36.70A.040(2), in a county that is planning under all of the provisions of this chapter under RCW 36.70A.040(2); or
- (C) On the date the office of financial management certifies the county's population as provided in RCW 36.70A.040(5), in a county that is planning under all of the provisions of this chapter pursuant to RCW 36.70A.040(5).
- (e) Exception. This subsection shall not be interpreted to permit in the rural area a major industrial development or a master planned resort unless otherwise specifically permitted under RCW 36.70A.360 and 36.70A.365.

The subarea plan includes five previously adopted Limited Areas of More Intense Rural Development (LAMIRDS). The subarea plan boundary follows the outer edges of these LAMIRDS, with one exception, and the outer boundaries of these LAMIRDS are not proposed to expand. The proposed zoning within the subarea plan boundary that includes the five LAMIRDS is consistent with the existing Comprehensive Plan Map Designations. The future land uses map does not propose intensification of the uses because the Small Town Mixed Use zoning that currently exists allows for any density of residential development that can be supported by water and sewer services and allows for a full suite of commercial and recreational uses. The future land uses map provides for logical organization of uses based on availability of existing water and anticipated sewer services, proximity to transportation including transit, and proximity to goods and services including grocery, post office, doctor's office, library and senior center.

The one exception, there are parcels located on the west side of the Cowlitz River that are not included within a LAMIRD, are zoned for rural density of development, and are within the subarea plan boundary. The intention is to maintain the current rural zoning until such a time as the capacity to accommodate the population and housing allocations is met within the LAMIRDS and additional area is needed to accommodate population growth. The community has identified this area west of the Cowlitz river as the next logical area of expansion because it would result in similar residential density as is currently allowed within the west side LAMIRD of High Valley. This portion of the subarea should be considered a "reserve."

There are no conversions of rural or resource land to urban land proposed in the subarea plan. The existing Critical Areas Ordinance and Shoreline Master Program are in compliance with state laws and no changes are proposed as part of the subarea plan. Note – The Comprehensive Plan Periodic Update will include an update of the Critical Areas Ordinance and the results will apply to the subarea plan. Therefore, this requirement of the Growth Management Act is met.

B.6 Transportation

A transportation element that implements, and is consistent with, the land use element.

- (a) The transportation element shall include the following subelements:

- (i) Land use assumptions used in estimating travel;
- (ii) Estimated multimodal level of service impacts to state-owned transportation facilities resulting from land use assumptions to assist in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;
- (iii) Facilities and services needs, including:
 - (A) An inventory of air, water, and ground transportation facilities and services, including transit alignments, active transportation facilities, and general aviation airport facilities, to define existing capital facilities and travel levels to inform future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;
 - (B) Multimodal level of service standards for all locally owned arterials, locally and regionally operated transit routes that serve urban growth areas, state-owned or operated transit routes that serve urban areas if the department of transportation has prepared such standards, and active transportation facilities to serve as a gauge to judge performance of the system and success in helping to achieve the goals of this chapter consistent with environmental justice. These standards should be regionally coordinated;
 - (C) For state-owned transportation facilities, multimodal level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The purposes of reflecting multimodal level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, active transportation, or transit program and the office of financial management's ten-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;
 - (D) Specific actions and requirements for bringing into compliance transportation facilities or services that are below an established multimodal level of service standard;
 - (E) Forecasts of multimodal transportation demand and needs within cities and urban growth areas, and forecasts of multimodal transportation demand and needs outside of cities and urban growth areas, for at least ten years based on the adopted land use plan to inform the development of a transportation element that balances transportation system safety and convenience to accommodate all users of the transportation system to safely, reliably, and efficiently provide access and mobility to people and goods. Priority must be given to inclusion of transportation facilities and services providing the greatest multimodal safety benefit to each category of roadway users for the context and speed of the facility;
 - (F) Identification of state and local system needs to equitably meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter 47.06 RCW. Local system needs should reflect the regional transportation system and local goals, and strive to equitably implement the multimodal network;

(G) A transition plan for transportation as required in Title II of the Americans with disabilities act of 1990 (ADA). As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities, and public agencies are required to perform self-evaluations of their current facilities, relative to accessibility requirements of the ADA. The agencies are then required to develop a program access plan, which can be called a transition plan, to address any deficiencies. The plan is intended to achieve the following:

(I) Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities;

(II) Describe the methods to be used to make the facilities accessible;

(III) Provide a schedule for making the access modifications; and

(IV) Identify the public officials responsible for implementation of the transition plan;

(iv) Finance, including:

(A) An analysis of funding capability to judge needs against probable funding resources;

(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030;

(C) If probable funding falls short of meeting the identified needs of the transportation system, including state transportation facilities, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

(vi) Demand-management strategies;

(vii) Active transportation component to include collaborative efforts to identify and designate planned improvements for active transportation facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned or locally or regionally operated transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6), "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. If the collection of impact fees is delayed under RCW 82.02.050(3), the six-year period required by this subsection (6)(b) must begin after full payment of all impact fees is due to

the county or city. A development proposal may not be denied for causing the level of service on a locally owned or locally or regionally operated transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan where such impacts could be adequately mitigated through active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development.

(c) The transportation element described in this subsection (6), the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems, and the ten-year investment program required by RCW 47.05.030 for the state, must be consistent.

An inventory of existing transportation facilities is provided in Attachment B: Existing Conditions Report. The Transportation Improvement Plan is incorporated by reference and provides the capacity needs assessment. The subarea plan identifies deficiencies in the transportation system within the boundary including an incomplete local street grid, necessary improvements to Highway 12 for safety and necessary multimodal improvements to make all street within the subarea plan "complete streets". The Washington Department of Transportation provided comments on the SEPA and supports the goals and policies for Highway 12. Therefore, this requirement of the Growth Management Act is met.

B.7 Economic Development

An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. A city that has chosen to be a residential community is exempt from the economic development element requirement of this subsection.

The subarea plan includes goals and policies for economic growth, including growing local businesses, increasing jobs that pay a living wage, partnering with outside organizations to attract new businesses and producing a sustainable retail core driven by tourism. Therefore, this requirement of the Growth Management Act is met.

B.8 Parks and Recreation

A park and recreation element that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities. The element shall include: (a) Estimates of park and recreation demand for at least a ten-year period; (b) an evaluation of facilities and service needs; (c) an evaluation of tree canopy coverage within the urban growth area; and (d) an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

An inventory of existing parks and recreation facilities is provided in Attachment B: Existing Conditions Report. Packwood is located near an international tourist attraction – Mt Rainier National Park – and other significant recreation including the Pacific Crest Trail and White Pass

Ski Resort. However, connections from Packwood to local trails is highlighted as a deficiency in many regional studies. The subarea plan includes goals and policies to foster year-round recreational experiences for all ages and abilities. Therefore, this requirement of the Growth Management Act is met.

B.9 Climate Resiliency

A climate change and resiliency element that is designed to result in reductions in overall greenhouse gas emissions and that must enhance resiliency to and avoid the adverse impacts of climate change, which must include efforts to reduce localized greenhouse gas emissions and avoid creating or worsening localized climate impacts to vulnerable populations and overburdened communities.

(b) The climate change and resiliency element shall include the following subelements:

(i) A greenhouse gas emissions reduction subelement;

(ii) A resiliency subelement.

(c) The greenhouse gas emissions reduction subelement of the climate change and resiliency element is mandatory for the jurisdictions specified in RCW 36.70A.095 and is encouraged for all other jurisdictions, including those planning under RCW 36.70A.040 and those planning under chapter 36.70 RCW. The resiliency subelement of the climate change and resiliency element is mandatory for all jurisdictions planning under RCW 36.70A.040 and is encouraged for those jurisdictions planning under chapter 36.70 RCW.

(d)(i) The greenhouse gas emissions reduction subelement of the comprehensive plan, and its related development regulations, must identify the actions the jurisdiction will take during the planning cycle consistent with the guidelines published by the department pursuant to RCW 70A.45.120 that will:

(A) Result in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state;

(B) Result in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state; and

(C) Prioritize reductions that benefit overburdened communities in order to maximize the cobenefits of reduced air pollution and environmental justice.

(ii) Actions not specifically identified in the guidelines developed by the department pursuant to RCW 70A.45.120 may be considered consistent with these guidelines only if:

(A) They are projected to achieve greenhouse gas emissions reductions or per capita vehicle miles traveled reductions equivalent to what would be required of the jurisdiction under the guidelines adopted by the department; and

(B) They are supported by scientifically credible projections and scenarios that indicate their adoption is likely to result in reductions of greenhouse gas emissions or per capita vehicle miles traveled.

(iii) A jurisdiction may not restrict population growth or limit population allocation in order to achieve the requirements set forth in this subsection (9)(d).

(e)(i) The resiliency subelement must equitably enhance resiliency to, and avoid or substantially reduce the adverse impacts of, climate change in human communities and ecological systems through goals, policies, and programs consistent with the best available science and scientifically credible climate projections and impact scenarios that moderate or avoid harm, enhance the resiliency of natural and human systems, and enhance beneficial opportunities. The resiliency subelement must prioritize actions that benefit overburdened communities that will disproportionately suffer from compounding environmental impacts and will be most impacted by natural hazards due to climate change. Specific goals, policies, and programs of the resiliency subelement must include, but are not limited to, those designed to:

(A) Identify, protect, and enhance natural areas to foster resiliency to climate impacts, as well as areas of vital habitat for safe passage and species migration;

(B) Identify, protect, and enhance community resiliency to climate change impacts, including social, economic, and built environment factors, that support adaptation to climate impacts consistent with environmental justice; and

(C) Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns.

(ii) A natural hazard mitigation plan or similar plan that is guided by RCW 36.70A.020(14), that prioritizes actions that benefit overburdened communities, and that complies with the applicable requirements of this chapter, including the requirements set forth in this subsection (9)(e), may be adopted by reference to satisfy these requirements, except that to the extent any of the substantive requirements of this subsection (9)(e) are not addressed, or are inadequately addressed, in the referenced natural hazard mitigation plan, a county or city must supplement the natural hazard mitigation plan accordingly so that the adopted resiliency subelement complies fully with the substantive requirements of this subsection (9)(e).

(A) If a county or city intends to adopt by reference a federal emergency management agency natural hazard mitigation plan in order to meet all or part of the substantive requirements set forth in this subsection (9)(e), and the most recently adopted federal emergency management agency natural hazard mitigation plan does not comply with the requirements of this subsection (9)(e), the department may grant the county or city an extension of time in which to submit a natural hazard mitigation plan.

(B) Eligibility for an extension under this subsection prior to July 1, 2027, is limited to a city or county required to review and, if needed, revise its comprehensive plan on or before June 30, 2025, as provided in RCW 36.70A.130, or for a city or county with an existing, unexpired federal emergency management agency natural hazard mitigation plan scheduled to expire before December 31, 2024.

(C) Extension requests after July 1, 2027, may be granted if requirements for the resiliency subelement are amended or added by the legislature or if the department finds other circumstances that may result in a potential finding of noncompliance with a jurisdiction's existing and approved federal emergency management agency natural hazard mitigation plan.

(D) A city or county that wishes to request an extension of time must submit a request in writing to the department no later than the date on which the city or county is required to review and, if needed, revise its comprehensive plan as provided in RCW 36.70A.130.

(E) Upon the submission of such a request to the department, the city or county may have an additional 48 months from the date provided in RCW 36.70A.130 in which to either adopt by reference an updated federal emergency management agency natural hazard mitigation plan or adopt its own natural hazard mitigation plan, and to then submit that plan to the department.

(F) The adoption of ordinances, amendments to comprehensive plans, amendments to development regulations, and other nonproject actions taken by a county or city pursuant to (d) of this subsection in order to implement measures specified by the department pursuant to RCW 70A.45.120 are not subject to administrative or judicial appeal under chapter 43.21C RCW.

A new Climate Resiliency Element will be included in the Lewis County Comprehensive Plan Periodic Update. If that work results in amendments to the subarea plan, those will be completed with Periodic Update. The subarea plan currently address climate resiliency through a number of other element goals and policies including but not limited to: protecting natural areas, groundwater, stream corridor, wildlife migration corridors and open spaces; creating complete streets that encourage multimodal transportation options; encouraging use of green building techniques; and encouraging affordable housing in Packwood that is near employment centers including Mt Rainier National Park, White Pass Ski Area and National Forests, as well as employment options within town. Therefore, this requirement of the Growth Management Act is met.

2 COUNTYWIDE PLANNING POLICIES

Only the applicable Countywide Planning Policies are addressed below. Policies related to cities and urban growth areas are not included.

1 Urban Growth

- 1.0 Urban growth shall be encouraged within cities and their designated urban growth boundaries or other areas in the County characterized by urban growth and areas approved as industrial master planned areas, master planned resorts, and as new fully contained communities pursuant to RCW 36.70A.350.

The Packwood subarea plan boundary includes five LAMIRDS. LAMIRDS are "other areas characterized by urban growth" under this policy and Packwood has been defined by urban uses and densities of development since the 1950's when Highway 12 was completed across White Pass. Until 2002, Packwood included a timber mill and a ranger station that employed hundreds of people and many of them lived in town. Today, Packwood includes a grocery

store, post office, library, doctor's office, museum, senior center, community hall, hotels, gas stations, restaurants and two breweries. Packwood is located 35 miles from the nearest urban growth area and incorporated city, Morton. It is appropriate to encourage urban growth within the subarea to support the existing and future population. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 1.12.2 The provision of an adequate supply of land available for urban intensities of development shall be available to accommodate the population and economic growth of Lewis County.

Lewis County Board of County Commissioners adopted a 2045 population allocation for Packwood of 1,200 residents, which is an increase of 290 residents, and housing allocations (Ordinance 1348). The Land Use Element of the subarea plan constrains the highest density of residential development and new commercial uses to the downtown area and at the historic mill site, where sewer is likely to be provided, and to avoid critical areas including floodplains and channel migration zones. Lower density residential development is retained outside of the downtown area and historic mill site. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

2 Reduced Sprawl

- 2.3 Lewis County recognizes that sewer is an urban service. Public sewer extension outside Urban Growth Areas shall be provided at a Level of Service (LOS) consistent with state law, and the County's development standards and comprehensive plan for densities and uses associated with size, scale, and intensity for growth in rural parts of the County. Public sewer connections outside UGAs may be permitted only if hookup sites comply with one of the following situations: (a) The Lewis County Health Officer has determined that extension of sewer service is necessary to protect public health and safety.

Lewis County Public Works has received an appropriation from the State of Washington for design and engineering of a sewer system to serve downtown Packwood and the historic mill site. Sewer is necessary for this area to protect public health because the septic systems are aging and will begin to fail and the soil type is very porous, which could result in contamination of the groundwater. Sewer is anticipated to be constructed in 2026. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 2.4 Lewis County recognizes that water is an urban and rural service. Extension of water service beyond UGAs can be permitted within state adopted Water Service areas and/or where required, by the Lewis County Board of County Commissioners as described by the following conditions: (b) Public water service connections and water service lines can be extended

outside UGAs where the following conditions are met: (i) Connections and extensions shall be within current State approved water system plans.

Lewis County Water District 3, which will become a water and sewer district, currently serves all of the subarea plan located east of the Cowlitz River. Additional connections are anticipated within the service area. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

3 Transportation

- 3.0 The Transportation Element of local Comprehensive Plans should be designed to: 1) facilitate the flow of people, goods and services so as to strengthen the local and regional economy; and 2) conform with the Land Use Element of the Comprehensive Plan.

The Transportation Element and the Economic Development Element both address improving Highway 12 to support the local and regional economy by making the 1.5-mile stretch through the downtown area a complete street with appropriate traffic calming, parking, bicycle facilities and pedestrian facilities. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 3.3 Local jurisdictions should coordinate plans, programs and projects with regional, state and federal agencies to ensure consistency between land use development and transportation facilities.

Washington State Department of Transportation provide staff to serve on the Technical Advisory Committee. They were provided with the opportunity to review and comment on all aspects of the plan. Lewis County staff met with WSDOT staff when the draft plan was completed to discuss goals and policies for Highway 12. WSDOT provided comments on the SEPA that are in support of the plan and the goals and policies in the Transportation and Land Use Element. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 3.4 State and local governments should ensure adequate road access to scenic and recreational areas, to accommodate local and tourist traffic.

Packwood is located between Mt Rainier National Park, Tatoosh Wilderness Area, Goat Rocks Wilderness Area and White Pass Ski Resort. The primary economy of the town tourism is due to access to recreational areas. The Transportation Element of the subarea plan includes goals and policies to improve Highway 12 to support tourism. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 3.5 Airport authorities should maintain and improve airport facilities to safely accommodate current and future air service demands.

The Packwood Airport Master Plan is being updated concurrently with the Packwood Subarea Plan. Lewis County is facilitating both projects and staff are coordinating to ensure consistency between the plan. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 3.7 The County and cities should encourage the use of alternative transportation modes, including mass transit, bicycles, and carpooling when developing improvement programs, designing new development and standards.

The Transportation Element of the subarea plan includes goals and policies to add bicycle and pedestrian facilities to Highway 12 and adjacent streets. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

4 Housing

4. Encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

The Housing Element of the subarea plan includes a goal to provide a range of affordable housing for residents at all income levels. Policies address encouraging a diversity of housing options including triplexes, fourplexes, rowhouse, tiny home villages, apartments, dormitories and hostels. Policies also require a balance between residential housing and short term rentals to encourage preservation of the exiting housing stock for residential, not transient, use. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 4.0 Public/private partnerships should be encouraged to build affordable housing to meet the housing needs of people with low and moderate incomes and special needs populations.

The subarea plan includes supporting options to alleviate cots burden for lower income residents, this will include partnerships to subsidize affordable housing. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 4.1 The Comprehensive Plan and development regulations should include innovative land use management and construction techniques to promote affordable housing.

The subarea plan includes a mix of zones that encourage a diversity of housing types, including mixed use zoning which will require second story residential development located over commercial uses. In addition, policies are included to require new multifamily housing to be reserved for residential, not short term rental, uses and to balance use of existing housing stock as residential use with conversion to short term rental. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 4.2 The existing affordable housing stock should be maintained where economically viable and efforts to rehabilitate older and substandard housing, which are otherwise consistent with Comprehensive Plan policies, should be encouraged.

See 4 and 4.1. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

6 Economic Development

6. Encourage economic development throughout Lewis County that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of Lewis County's natural resources, public services and public facilities.

Packwood has experienced a significant recession after the timber mill and ranger station closed. Since 2012, the economy has grown based on tourism. The Economic Development Element of the subarea plan includes goals to support locally owned businesses, support employment options that provide living wage jobs and grow a sustainable retail economic base. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 6.0 The development of businesses and industries should be encouraged within cities, urban growth areas, designated Limited Areas of More Intense Rural Development (LAMIRDs), and those unincorporated areas of Lewis County that satisfy the requirements set forth in RCW 36.70A.350, .360, .362, .365, .367, and 368.

Development of businesses is planned for and contained in the LAMIRDs within the subarea plan. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 6.1 Agriculture, forestry and mineral extraction shall be encouraged in rural areas. The development of resource related commercial and industrial activities shall be encouraged in appropriate areas such as designated commercial resource lands, LAMIRDs, UGAs, or next to resource related uses.

There is no conversion of agricultural, forestry or mineral resource lands. The subarea plan includes policies to encourage affordable housing options and providing affordable housing near resource-related jobs will ensure those resource landowner can find and retain employees. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 6.2 A diversified economic base should be encouraged to minimize the vulnerability of the local economy to economic fluctuations.

The Economic Development Element includes goals and policies to support a range of locally owned businesses, support employment options that provide a living wage, and grow a sustainable retail economic base. Policies include partnering with Centralia College to support trade skills and educational opportunities, and working with partners like Economic Alliance to attract and retain medical, dental, veterinarian and other specialized services. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 6.4 Tourism and recreation should be promoted as a strategy that protects the character of rural and urban areas, and supports economic development.

Packwood's primary economy is tourism. Many of the goals and policies throughout the subarea plan are intended to support sustainable tourism, while growing economic sectors for people living in Packwood that work in the tourism industry. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 6.8 Lewis County should encourage commercial/industrial development along major transportation corridors and where the potential for expansion of water and sewer development exists consistent with the County Comprehensive Plan and state regulations.

Packwood is located on Highway 12, a major transportation corridor across the Cascade Mountains. There is an existing municipal water system and sewer is currently in design and engineering. Commercial and light industrial uses are encouraged through the Land Use Element and the Economic Development Element of the subarea plan. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 6.11 The location, retention, and expansion of businesses that provide family wage jobs should be supported.

The Economic Development Element includes goals and policies to support a range of locally owned businesses, support employment options that provide a living wage, and grow a sustainable retail economic base. Policies include partnering with Centralia College to support trade skills and educational opportunities, and working with partners like Economic

Alliance to attract and retain medical, dental, veterinarian and other specialized services. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

9 Natural Resource Industries

- 9.0 Land uses adjacent to agricultural, forest, or mineral resource lands shall not interfere with the continued use of these designated lands for the production of food or agricultural based products, or timber, or for the extraction of minerals. Encroachment on resource lands by incompatible uses shall be prevented by maintenance of adequate buffering between conflicting activities.

There is no conversion of agricultural, forest, or mineral resource lands proposed by the subarea plan. The subarea plan supports providing affordable housing options for people working in the resource industries. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 9.2 Fishery resources, including the County's river systems inclusive of their tributaries, as well as the area's lakes, and associated wetlands, should be protected and enhanced for continued productivity.

The existing Critical Areas Ordinance and Shoreline Master Program apply to the subarea plan boundary and are not proposed to change based on the subarea plan. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 9.3 Tourism and recreation, including economic opportunities that provide supplemental income to the natural resources industries, should be encouraged.

Packwood's primary economy is tourism. Many of the goals and policies throughout the subarea plan are intended to support sustainable tourism, while growing economic sectors for people living in Packwood that work in the tourism industry. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 9.4 All jurisdictions should encourage best management practices (BMP) to reduce adverse environmental impacts on natural resources.

The Critical Areas Ordinance will be updated during the Comprehensive Plan Periodic Update to include best available science, which will include BMPs. The Critical Areas Ordinance applies to the subarea plan boundary and will continue to apply. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

10 Open Space and Recreation

- 10.1 Parks, recreation, scenic areas and scenic byways, and viewing points should be encouraged.

The Land Use Element in the subarea plan identified open space parks that should be retained. The Recreation and Environmental Element has goals and policies for encouraging use of parks and open spaces within the subarea plan. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 10.2 The Lewis County river systems and tributaries are a resource that should be protected, enhanced, and utilized for active and passive recreation.

The existing Critical Areas Ordinance and Shoreline Master Program apply to the subarea plan boundary and are not proposed to change based on the subarea plan. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

11 Environment

The existing Critical Areas Ordinance (CAO) and Shoreline Master Program (SMP) apply to the subarea plan boundary and are not proposed to change based on the subarea plan. The Critical Areas Ordinance will be updated during the Comprehensive Plan Periodic Update to include best available science and the updates will apply to the subarea plan. The CAO and SMP address rivers, streams, lakes, wetlands, flood areas, groundwater, landslide hazards and fish and wildlife habitat. Therefore, the Packwood Subarea Plan is consistent with the Environment policies in total.

- 11.0 All jurisdictions should encourage the enhancement of the functions and values for critical areas when developing sub-area plans and development regulations.

The Recreation and Environment Element of the subarea plan includes goals and policies to protect, maintain and enhance the natural environment. Policies include efforts to make the community more resilient to natural hazards including flooding and wildfire. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

12 Citizen Participation and Coordination

Packwood Subarea Plan, Attachment A – Public Participation, includes a full description of the public participation activities undertaken as part of the Packwood Subarea Plan, Phase 1. A 35-member Community Advisory Committee was formed and met monthly January 12, 2022 through June 21, 2023. A summary of other participation activities is provided below:

- November 2021 – Creation of an email list, additions made throughout the process
- December 4, 2021 – Informational Table at the Packwood Arts & Craft Fair

- December 31, 2021 – Online Survey on community priorities, hardcopies at Packwood Timberline Library
- January 20, 2022 – Packwood Housing Forum community meeting
- January 31, 2022 – Online Survey on housing issues, hardcopies at Packwood Timberline Library
- February 17, 2022 – Packwood Housing Forum community meeting
- March 24, 2022 – Packwood Housing Forum community meeting
- April 21, 2022 – Packwood Housing Forum community meeting
- June 25, 2022 – Business Interviews
- July 29, 2022 – Community Meeting at Packwood Senior Center
- October 22, 2022 – Community Open House on the draft plan
- November 4, 2022 – Online Survey on the draft plan, hardcopies at Packwood Timberline Library
- March 14, 2023 – Planning Commission public hearing
- March 28, 2023 – Continued Planning Commission public hearing
- May 6, 2023 – Community Open House and Listening Forum on the draft plan
- September 12, 2023 - Planning Commission public hearing
- September 19, 2023 – SEPA Determination
- December 12, 2023 – Board of County Commissioners public hearing

All activities were noticed via the Packwood Email List, signs hung at the local post office, grocery store and coffee shop, and social media posts. Public hearings followed adopted policies and procedures and were noticed in legal newspaper of record, The Chronicle, as well as East County Journal newspapers. Therefore, the Packwood Subarea Plan is consistent with the Participation policies in total.

13 Public Facilities and Services

- 13.6 Special district and other adopted comprehensive plans shall be consistent with the comprehensive plans and development regulations of the general-purpose local governments.

A good faith effort was made to include the fire district, school district and water/sewer district in the subarea planning process and encourage those districts to plan for growth and development within the subarea plan. Lewis County does not have jurisdiction over the special districts and the Growth Management Act does not require special districts to plan based on the adopted population and housing allocations. That said, the Public Facilities Element of the subarea plan has policies to plan for and provide adequate public facilities and services over the 20-year planning horizon. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

14 Historic Preservation

- 14.0 All jurisdictions are encouraged to work cooperatively towards identifying, evaluating, and protecting historic resources and encouraging land use patterns that protect and enhance such historic resources.

The Design Guidelines in the subarea plan are intended to protect and enhance the history of Packwood. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

- 14.1 All jurisdictions should cooperate with local historic preservation groups to ensure coordination of plans and policies by the Washington State Office of Archaeology and Historic Preservation.

The countywide culture resources requirements apply within the subarea plan boundary and the subarea proposed no changes to the requirements or procedures for protection of historic or cultural resource. Therefore, the Packwood Subarea Plan is consistent with this planning policy.

3 LEWIS COUNTY COMPREHENSIVE PLAN

A. Rural Goals and Policies

Goal 1.0 – Maintain the rural character of Lewis County.

Policy 1.3 – Consider the small unincorporated communities, and other Limited Areas of More Intensive Rural Development (LAMIRDs), as key elements of the rural character of Lewis County. Existing LAMIRDs provide the opportunity for rural residents to purchase goods and services, and offer locations for residents to live, start a business or find a job.

The subarea plan includes five previously adopted Limited Areas of More Intense Rural Development (LAMIRDs). The subarea plan boundary follows the outer edges of these LAMIRDs, with one exception, and the outer boundaries of these LAMIRDs are not proposed to expand. The proposed zoning within the subarea plan boundary that includes the five LAMIRDs is consistent with the existing Comprehensive Plan Map Designations. The future land uses map does not propose intensification of the uses because the Small Town Mixed Use zoning that currently exists allows for any density of residential development that can be supported by water and sewer services and allows for a full suite of commercial and recreational uses. The future land uses map provides for logical organization of uses based on availability of existing water and anticipated sewer services, proximity to transportation including transit, and proximity to goods and services including grocery, post office, doctor's

office, library and senior center. This preserves the rural character of Lewis County by protecting and the LAMIRDs of Packwood and providing opportunities for rural residents to purchase goods and services, as well as live and find employment. Therefore, the Packwood Subarea Plan is consistent with the goal and policy of the Comprehensive Plan.

Goal 2 – Provide a variety of options for residents to work in rural Lewis County

The subarea plan includes multiple goals and policies to growth the economy of Packwood including providing more living wage jobs, encourage locally owned business, and growing a sustainable retail sector. Therefore, the Packwood Subarea Plan is consistent with the goal of the Comprehensive Plan.

Goal 3 – Ensure that rural development is provided with appropriate rural services and facilities.

Policy 3.1 – Ensure that rural public facilities and services are provided at levels that are consistent with the preservation of rural character and in the historical and typical manner that is found in rural Lewis County. Use development regulations to ensure that water, wastewater treatment and other services are consistent with established standards.

Policy 3.2 – Coordinate the review of rural development with rural water systems, fire districts, and school districts. This coordination is intended to assure that new uses have adequate facilities in place concurrent with development or are able to develop adequate mitigation agreements when upgrades are necessary to meet current standards. County development regulations will identify the levels of rural services that must be available or provided to meet concurrency requirements.

Lewis County Water and Sewer District #3 currently provides municipal water to properties within the subarea plan that are located east of the Cowlitz River and sewer is currently in design and engineering, with anticipate construction for 2026, to serve the downtown area and historic mill site. The water system does and the sewer system will meet established standards.

A good faith effort was made to include the fire district, school district and water/sewer district in the subarea planning process and encourage those districts to plan for growth and development within the subarea plan. Lewis County does not have jurisdiction over the special districts and the Growth Management Act does not require special districts to plan based on the adopted population and housing allocations. That said, the Public Facilities Element of the subarea plan has policies to plan for and provide adequate public facilities and services over the 20-year planning horizon.

Therefore, the Packwood Subarea Plan is consistent with the goal and policies of the Comprehensive Plan.

Goal 5.0 – Ensure that the small community designation (LAMIRD I) promotes the vitality of the communities that have traditionally been the service centers and hubs of employment in the rural portions of Lewis County.

Policy 5.1 – View the existing small unincorporated communities as key social, cultural, service and employment centers for the surrounding rural lands, both historically and currently, and consider the communities as an essential component of Lewis County’s rural character.

Packwood has been a town for 100 years, expanding around timber resources and employment opportunities. The community provides important goods and services, as well as community amenities to residents in Packwood and the surrounding rural areas. The LAMIRD I boundaries were established to encompass Packwood’s commercial and industrial center as well as congruent residential neighborhoods. The subarea plan maintains the logical outer boundary of five LAMIRDs and includes goals and policies to protect and grow the key social, cultural, service and employment center as an essential component of Lewis County’s east end rural character. Therefore, the Packwood Subarea Plan is consistent with the goal and policy of the Comprehensive Plan.

Policy 5.2 – View the existing small unincorporated communities as key population centers in Lewis County, and work to focus development in the areas at a size, scale and intensity that is compatible with the rural character and the historic development of the community.

Packwood is recognized as the most eastern population center in Lewis County. It is a historic community that has existed for more than 100 years. The economy of Packwood is a tourist center and a gateway to Mt Rainier National Park, Goat Rocks Wilderness Area and White Pass Ski Resort. This is the rural character of Packwood and the goals and policies of the subarea plan are intended to maintain and grow the tourism industry focused on supporting local residents and those working in the tourism industry in town, including affordable housing for people working minimum wage jobs at the local restaurants and stores. There are design guidelines included to make sure new development fits the scale and character of historic Packwood. Therefore, the Packwood Subarea Plan is consistent with this policy of the Comprehensive Plan.

Policy 5.3 – Actively promote the economic development of existing small communities to ensure that the settlements can continue to provide goods and services, and offer employment opportunities to local residents.

Packwood is the most eastern economic center in Lewis County. Packwood see an estimated 800,000 tourist per year and the town is in need of services and employment opportunities to support locals who work in the tourist industry. The subarea plan includes goals and

policies for services, including grocery, restaurants, medical, dental, veterinarian and other specialized services and attract new electricians, plumbers, carpenters and other skilled laborers. It is important to sustain and grow the retail core of Packwood to support the economy including development of new, and retention of, existing restaurants, coffee shops, bakeries, bars and breweries, clothing, footwear, sporting goods, home goods and gifts that provide locally-made or Packwood-branded goods. Therefore, the Packwood Subarea Plan is consistent with this policy of the Comprehensive Plan.

Policy 5.4 – Allow a variety of uses within small communities, so long as the infrastructure within the community has the capability to handle the demands of the growth and the development is consistent with rural character.

The future land uses map (Map 11) and future land use designations (Table 2) include an allowed mix of uses including commercial, small industrial, mixed use, residential and open space. The subarea plan east of Cowlitz River is served by municipal water and there is current design and engineering for sewer to serve the highest density areas of Packwood. Therefore, the Packwood Subarea Plan is consistent with this policy of the Comprehensive Plan.

Goal 8.0 – Allow the buildout of existing rural residential settlements (LAMIRD I) in Lewis County.

The current zoning of Packwood within the subarea plan east of the Cowlitz River allows buildout of Packwood at densities that are similar to the current development. The future land uses map retains the same densities of development as the current zoning, but organizes the development in a more logical way and in a way that can be supported by existing and future water and sewer infrastructure. Therefore, the Packwood Subarea Plan is consistent with this goal of the Comprehensive Plan.

Policy 8.1 – Consider the locations in Map LU-2 as the existing areas of rural residential settlement. These settlements have been classified in accordance with 36.70.070(5)(d)(i), and typically consist of:

- Rural residential areas that have existing densities greater than one unit per five acres;
- Platted areas where lots have already been developed; or
- Limited infill areas where water and wastewater disposal provide for lots that are smaller than typical rural development.

Packwood is designated on Map LU-2 and is currently zoned to allow for smaller than typical rural development and is served by water east of the Cowlitz River; sewer is currently in design and sewer to further support development. Therefore, the Packwood Subarea Plan is consistent with this policy of the Comprehensive Plan.

Policy 8.2 – Permit the continued development of existing rural residential settlements at a size, scale and intensity similar to current development.

The goals and policies of the subarea plan are intended to continue to allow rural residential development that fits the size, scale and intensity similar to current development. The future land uses designations (Map 11 and Table 2) are consistent with the current comprehensive plan designations of Small Community and Residential Settlement (Map 13). Therefore, the Packwood Subarea Plan is consistent with this policy of the Comprehensive Plan.

Goal 1.0 – Maintain agricultural uses, commercial timber production, and mineral resource extraction as fundamental components of the character of Lewis County.

The Packwood Subarea Plan includes no conversions of agricultural, forestry or mineral resource lands. Therefore, the Packwood Subarea Plan is consistent with the goal and policies of the Comprehensive Plan.

Goal 1.0 – Preserve the natural and scenic beauty of Lewis County, and minimize the impact of development on the county's environmental resources.

Goal 3.0 – Preserve and enhance the quality of water in Lewis County.

Goal 4.0 – Maintain the quality of the county's environmentally sensitive critical areas.

Goal 5.0 – Manage shorelines that are subject to the state Shoreline Management Act in accordance with the Lewis County Shoreline Master Program.

The Critical Areas Ordinance and Shoreline Master Program, both updated in 2021, apply to the natural environment within the Packwood Subarea Plan boundary and meet the goals and policies of the Comprehensive Plan. There are no changes to the CAO or SMP proposed by the subarea plan. The CAO will be updated during the required Periodic Update, due on June 30, 2025 and the updates will apply to the subarea plan. Therefore, the Packwood Subarea Plan is consistent with goals 1, 3, 4 and 5, associated with natural environment, of the Comprehensive Plan.

Goal 6.0 – Strive to ensure that stormwater runoff does not contribute to larger flooding issues, or pollute ground or surface waters.

The Lewis County stormwater regulations apply to the subarea plan and any updates to the regulations will apply. There are no proposed changes to the stormwater regulations proposed by the subarea plan. Therefore, the Packwood Subarea Plan is consistent with this goal of the Comprehensive Plan.

Goal 7.0 – Encourage the preservation of wetlands, open lands, and habitat areas for the benefit of the county's indigenous fish and wildlife, and the quality of life of county residents.

Policy 7.1 – Promote the human use of open space lands in a manner that balances outdoor recreation, the preservation of fish and wildlife habitat, and the protection of watershed functions.

The Packwood Subarea Plan future land uses designations (Map 11 and Table 2) include protection of four existing open spaces that are integral to Packwood, provide outdoor recreation and preserve wildlife habitat. There are goals in the subarea plan to protect, maintain and enhance the natural environment for people and wildlife; and to foster year-round recreational experiences for all ages and abilities. Policies include protect and enhance important natural areas, provide safe and appropriate wildlife migration corridors and preserve existing open spaces within Packwood. Therefore, the Packwood Subarea Plan is consistent with the goal and policy of the Comprehensive Plan.

Goal 2.0 – Provide a transportation system that minimizes risks for all users.

Policy 2.1 – Design new transportation improvements with safety as a key priority.

Policy 2.2 – Identify existing locations in the road system that have access management and/or safety problems and prioritize corrective actions in those locations.

The Transportation Element of the subarea plan includes goals and policies to address safety. The plan includes identifying future needs including bike and pedestrian facilities, lighting, and traffic calming at key intersections. Map 14 provides a long term concept that will guide future improvement. Therefore, the Packwood Subarea Plan is consistent with the goal and policies of the Comprehensive Plan.

Goal 4.0 – Strive to coordinate land use and transportation planning between and within different jurisdictions.

Lewis County Public Works and Washington Department of transportation were included on the Technical Advisory Committee the subarea plan and provided comments throughout the process. WSDOT provided a letter of support on the SEPA Determination for the subarea plan. Therefore, the Packwood Subarea Plan is consistent with the goal of the Comprehensive Plan.

Goal 5.0 – Anticipate future roadway needs.

The Transportation Element of the subarea plan includes anticipated future roadway needs including improvements to Highway 12 for automobile, bicycle and pedestrian users. The plan also includes need or additional local roads to improve street connectivity for emergency vehicles and to support development. Therefore, the Packwood Subarea Plan is consistent with the goal of the Comprehensive Plan.

Goal 8.0 – Promote public involvement in transportation planning and design to ensure that the county’s decisions about the transportation system are reflective of the community’s goals and objectives, and are sensitive to the special interests of affected individuals and entities.

Policy 8.1 – Ensure that county residents are involved in the planning and design of transportation infrastructure as early as practical to help influence the character of the facilities.

The 35-member Community Advisory Committee developed the goals and policies for transportation in the subarea plan and created the Transportation Concept depicted on Map 14. Business interviews conducted as part of the planning process also included questions about transportation and parking needs. Future planning and design will include public involvement to ensure the community’s needs and interests are met. Therefore, the Packwood Subarea Plan is consistent with the goal and policy of the Comprehensive Plan.

Goal 9.0 – Strive to fund, construct and maintain adequate routes to serve rail, air and port facilities.

Goal 10.0 – Provide adequate capacity and safety for air service at county airports.

The Packwood Airport Master Plan is being updated at the same time as the subarea plan and the effort is coordinated to ensure adequate capacity and safety for the county airport. Therefore, the Packwood Subarea Plan is consistent with the goal of the Comprehensive Plan.

Policy 10.4 – Observe Federal Aviation Administration (FAA) standards, including height limitations, noise mitigation, and land use considerations, for development around airports.

The Land Use Element of the subarea plan includes a policy to reduce incompatible land uses surrounding the Packwood Airport. Map 11 and Table 2 include a new Airport District that focusses on commercial and manufacturing uses, which are compatible with the airport. Therefore, the Packwood Subarea Plan is consistent with the policy of the Comprehensive Plan.

Policy 10.5 – Discourage residential development in airport approach zones and adjacent high noise areas.

Map 11 and Table 2 include a new Airport District. The policy says that very low density residential should be allow because this is consistent with the existing development patterns and that new duplexes, accessory dwelling units and multifamily residential development should be prohibited. Therefore, the Packwood Subarea Plan is consistent with the policy of the Comprehensive Plan.

Goal 13.0 – Strive to assure that all citizens, including low- income individuals, people with disabilities and other disadvantaged individuals, have access transportation options that allow them to meet their basic needs.

The overarching vision of the subarea plan is to support and grow the community for the local community, focusing people working in the tourism industry, many of whom make lower incomes, and an aging population with specific needs. The Land Use Element is intended to focus services and uses in a small, compact area that is easily accessible by multiple forms of transportation. The Transportation Element includes goals and policies to improve safety by designating parking, calming traffic and constructing new bike and pedestrian facilities that connect from the community hall/senior center through Downtown Packwood where there are services including grocery, post office, library, doctor’s office and other retail and restaurant businesses. Therefore, the Packwood Subarea Plan is consistent with the goal of the Comprehensive Plan.

Goal 15.0 - Coordinate land use decisions with existing and planned transit services.

There is limited transit service to Packwood, with one stop at the senior center. The Transportation Element and concept include improving access along Highway 12 from the senior center north through Downtown, making it easier to access the existing transit service. Therefore, the Packwood Subarea Plan is consistent with the policy of the Comprehensive Plan.

Goal 16.0 – Establish safe pedestrian and bicycle facilities throughout Lewis County.

Policy 16.1 – Strive to create alternative transportation/recreation facilities that link activity centers (such as LAMIRDS) to areas such as pedestrian walkways, bicycle paths, recreational lands, commercial areas and schools.

Policy 16.3 – Encourage the increased use of area rights-of-way for cycling and pedestrian travel.

Policy 16.5 – Pursue the development of safe pedestrian crossings at certain hazardous and high use locations.

Downtown Packwood is bisected by Highway 12. Along Highway 12, there are many community amenities including (from north to south) two gas stations and an electric car charging station, Arbor Health Clinic, Blanton’s Grocery Store, U.S. Post Office, Packwood Timberland Library and park, White Pass Country Museum, Fire District 10 Station, Packwood Community Hall and Packwood Senior Center. In addition, between the amenities are multiple hotels, restaurants and shops. All of these are accessed by residents and tourists;

however, there are no multimodal facilities, except two crosswalks at Highway 12 and Main Street and Skate Creek, for people to walk or bike safely between destinations. Map 14 is the transportation concept. Increasing the walkability of Downtown Packwood will have multiple benefits. First, it will create a safer environment for residents and tourists by calming traffic as it moves through town and designating walking and biking routes. Second, by getting people out of their cars, it will increase opportunities for people to frequent local businesses. Therefore, the Packwood Subarea Plan is consistent with the goal 16 and policies 16.1, 16.3 and 16.5 of the Comprehensive Plan.

Goal 18.0 – Utilize roadway improvements as a method to help enhance the character of Lewis County.

Policy 18.1 – Consider potential pedestrian, bike and aesthetic enhancements as part of future road projects.

Policy 18.2 – Prioritize pedestrian and aesthetic enhancements in or near certain unincorporated Urban Growth Areas, LAMIRDs, and recreational lands.

The Highway Design Examples provided in the subarea plan are intended to enhance the character of Packwood by creating a safer and more inviting pedestrian environment that links to the local businesses located along Highway 12. Parking policies are intended to push new on-site parking to the side or rear of development to ensure that business are located near the new pedestrian and bike facilities, making it easier and safer for people to park their car once and walk or bike between many businesses in Downtown Packwood. Therefore, the Packwood Subarea Plan is consistent with the goal and policies 18.1 and 18.2 of the Comprehensive Plan.

Goal 20.0 – Ensure adequate transportation facilities are offered concurrent with development.

The Lewis County Code requires concurrent transportation facilities with new development. That requirement is not proposed to change with the subarea plan and will continue to be required. The Transportation Concept in the subarea plan is intended to guide the type of new transportation facilities required to ensure compatibility with the land use. Therefore, the Packwood Subarea Plan is consistent with the goal of the Comprehensive Plan.

Policy 20.1 – Maintain a LOS on county roadways that is consistent with current county road standards and the goals and policies of the Comprehensive Plan.

The Lewis County Code requires maintenance of LOS, as defined in the Comprehensive Plan. That requirement is not proposed to change with the subarea plan and will continue to be

required. Therefore, the Packwood Subarea Plan is consistent with the policy of the Comprehensive Plan.

Goal 1.0 – Develop capital facilities and utilities in a manner that supports the implementation of the Land Use Element.

The Packwood Subarea Plan includes goals and policies for capital facilities that include planning for facilities and infrastructure necessary to support planned growth as envisioned in the Land Use Element. This information will be used in the Periodic Update of the county's Capital Facilities Plan, due on June 25, 2023. Therefore, the Packwood Subarea Plan is consistent with the goal of the Comprehensive Plan.

Policy 1.2 – Maintain an inventory of existing public facilities and utilities including (where possible) the locations and capacities of such facilities and systems.

The Existing Conditions Report, Attachment B of the subarea plan, includes an inventory of the existing public facilities and utilities in the subarea plan boundary. Therefore, the Packwood Subarea Plan is consistent with the policy of the Comprehensive Plan.

Policy 1.3 – Acknowledge that “growth follows pipes and pavement” and install public amenities, utilities and facilities to serve as catalysts for beneficial community development.

The subarea plan includes goals and policies for maintaining and developing infrastructure and public facilities to support the envisioned Land Use Element. This includes water and sewer infrastructure upgrades. Therefore, the Packwood Subarea Plan is consistent with the goal of the Comprehensive Plan.

Policy 1.4 – Encourage growth in areas served by public water systems (as a means to address the demand for new housing).

The Lewis County Water District 3 provides water to the properties in the subarea plan boundary located east of the Cowlitz River. As described in the Existing Conditions Report, there is capacity in the current system to support new residential development. Therefore, the Packwood Subarea Plan is consistent with the policy of the Comprehensive Plan.

Goal 2.0 – Coordinate land use, utility, and public facilities planning and management to prepare for future growth and ensure the availability of necessary services.

Goal 4.0 – Ensure adequate utilities, public facilities and services exist or can be provided concurrent with development.

The Lewis County Code requires adequate public facilities (water, sewer) and services (fire, school) concurrent with new development. This is not proposed to change with the subarea plan. Therefore, the Packwood Subarea Plan is consistent with the goal and policy of the Comprehensive Plan.

Goal 8.0 – Provide a high quality park and open space system that effectively utilizes existing open lands and minimizes costs for taxpayers.

There are five open space areas that are designed in the future land uses map (Map 11) and describe in Table 2 as recreation for the general public and community gathering spaces. Improvements should include amenities like play structures, benches and walking trails. Therefore, the Packwood Subarea Plan is consistent with the goal of the Comprehensive Plan.

Goal 9.0 – Champion a high quality education system.

The Community Element of the subarea plan includes a policy to support White Pass School District and Timberland Regional Libraries to provide high quality educational opportunities. The Economic Development Element includes a policy to partner with Centralia College East, and others, to support trade skills and educational opportunities. Therefore, the Packwood Subarea Plan is consistent with the goal of the Comprehensive Plan.

Goal 10.0 – Ensure that water supplies and infrastructure are sufficient to meet the needs of existing and future development in the county.

The Lewis County Water District 3 provides water to the properties in the subarea plan boundary located east of the Cowlitz River. As described in the Existing Conditions Report, there is capacity in the current system to support new residential development. Therefore, the Packwood Subarea Plan is consistent with the goal of the Comprehensive Plan.

Goal 11.0 – Enhance wastewater collection and treatment facilities to support development within designated UGAs, certain areas of more intensive rural development, and areas where known pollution or health hazards exist.

Lewis County Public Works has received an appropriation from the State of Washington for design and engineering of a sewer system to serve downtown Packwood and the historic mill site. Sewer is necessary for this area to protect public health because the septic systems are aging and will begin to fail and the soil type is very porous, which could result in contamination of the groundwater. Sewer is anticipated to be constructed in 2026. Therefore, the Packwood Subarea Plan is consistent with the goal of the Comprehensive Plan.