

# Bar Holdings' Critical Areas Consultant's Report re. Swap Out Parcels

Per RCW 36.70A.130(3)(c) during this review, the County determines patterns of development have created pressure in areas that exceed available, developable lands within the UGA, the UGA may be revised to accommodate patterns of development and likely future development pressure for the succeeding 20-year period if the following requirements are met:

- i. The revised urban growth area may not result in an increase in the total surface areas of the urban growth area or areas;*

No increase in the total surface area of the UGA would occur. The revised UGA boundary would decrease the total surface area of the UGA by approximately 19 acres.

- ii. The areas added to the urban growth area are not or have not been designated as agricultural, forest, or mineral resource lands of long-term commercial significance;*

No designated agricultural, forest, or mineral resource lands of long-term commercial significance are identified within the Exchange Area.

- iii. Less than 15 percent of the areas added to the urban growth area are critical areas;*

No critical areas are identified within the Exchange Area.

- iv. The areas added to the urban growth areas are suitable for urban growth;*

Based on a desktop assessment of existing conditions within the Exchange Area, the Exchange Area is suitable for urban growth. The entirety of the Exchange Area has been disturbed by either logging or commercial development. Furthermore, no critical areas are documented within the Exchange Area, and such areas in the vicinity of the Exchange Area are separated by Old Highway 99. Other factors that contribute to the suitability of the Exchange Area for urban growth include proximity to airports and major highways, and proximity to existing utility tie-ins.

In contrast, the Adjustment Area is not suitable for urban growth. Most of the Adjustment Area is encumbered with critical areas and steep slopes that preclude development, and a large portion of the Adjustment Area consists of a power line corridor/easement that also precludes development. Furthermore, the Adjustment Area is situated further from existing transportation facilities and utility tie-ins and would require greater expense to develop and maintain.



The remaining provisions under RCW 36.70A.130(3)(c)(v-viii) will be addressed under separate cover.

## Conclusions

Based on the desktop assessment of existing conditions within the Adjustment Area and the Exchange Area, the Adjustment Area proposed to be removed from the existing UGA boundary is not suitable for development at urban densities. The Adjustment Area is nearly totally constrained due to the encumbrance of critical areas, steep slopes, and protected easements that preclude urban-level development within its boundaries. In addition, a lack of proximity to transportation facilities and utility tie-ins further limit suitability for urban development within the Adjustment Area. In contrast, the Exchange Area is not encumbered by critical areas, located along Old Highway 99 SE in proximity to the Olympia Airport, and located in proximity to existing utility tie ins. Furthermore, the Exchange