

ORDINANCE 1124

CITY OF LACEY

AN ORDINANCE OF THE CITY OF LACEY, WASHINGTON, RELATING TO THE CITY'S DESIGN REVIEW PROCEDURES AND REQUIREMENTS FOR DEVELOPMENT PROJECTS, AMENDING SECTIONS 14.23.020, 14.23.040, 14.23.070, 14.23.071, 14.23.072, 14.23.073, 14.23.074, 14.23.080, 14.23.082, 14.23.084, AND 14.23.086 OF THE LACEY MUNICIPAL CODE, ADDING NEW SECTIONS 14.23.035 AND 14.23.088 TO SAID CODE AND ADOPTING A SUMMARY FOR PUBLICATION.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LACEY, WASHINGTON, as follows:

Section 1. Section 14.23.020 of the Lacey Municipal Code is hereby amended to read as follows:

**14.23.020 Definitions.**

- A. "Arcade" means a covered walk with shops along one side and a line of arches or columns on the other side.
- B. "Architectural features" means a prominent or significant part or element of a building, structure, or site.
- C. "Blank Wall" means a wall that meets the following criteria: A ground floor street wall or building wall or segment of a wall which is within fifty feet of the public right-of-way and which is longer than fifteen horizontal feet without having a ground level window door, or building facade modulation at least one foot in depth, or other architectural feature lying wholly or in part within that fifteen feet length.
- D. "Buffer" means a land area used to visibly separate one use from another or to shield or block noise, lights, or other nuisances.
- E. "Building prominence" includes the size, scale and bulk of a building or similar features.
- F. "City" means city of Lacey, Washington.
- G. "Compatibility" means harmony in the appearance of two or more external design features in the same vicinity.

- H. "Continuity" means unity of composition between design elements or a building or a group of buildings and the landscape development.
- I. "Development" means the erection, alteration, enlargement, demolition, maintenance, or use of any structure or the alteration or use of any land above, at or below ground or water level, and all acts authorized by a city of Lacey regulation.
- J. "Director" or "Director of community development" means the director of community development or designee.
- K. "Duplex" means a structure on a single lot containing two dwelling units, each of which is totally separated from the other by an unpierced wall extending from ground to roof or an unpierced ceiling and floor extending from exterior wall to exterior wall, except for a common stairwell exterior to both dwelling units.
- L. "Dwelling unit" means one or more rooms, designed, occupied or intended for occupancy as separate living quarters, with cooking, sleeping and sanitary facilities provided within the dwelling unit for the exclusive use of a single family maintaining a household.
- M. "Harmony" means a quality that represents an appropriate and congruent arrangement of parts, as in an arrangement of varied architectural and landscape elements.
- N. "Human scale or pedestrian scale" means the relationship between dimensions of the human body and the proportion of the spaces which people use. This relationship is underscored by surface texture, activity patterns, colors, materials and details. Places which respect pedestrian/human scale offer walks through visually interesting streets and spaces with opportunity for positive interaction and comfort. Respect is given to normal walking distances, spatial perception in

placement of buildings and the physical layout of individual sites and the entire community. The relationship of building height to street width, the placement of buildings with comfortable, protected access and interaction respecting human scale is crucial to a successful pedestrian environment.

O.N. "Key Multimodal Intersections" means key intersections of roads and pedestrian systems that serve as a focus for pedestrians, bike and transit opportunities. Map designations for key multimodal intersections emphasize such opportunities showing conceptual pedestrian links with key components of each neighborhood. Such intersections are to be placed at strategic junctures along the multimodal corridors where they can be the most advantageous to the function and purpose of promoting multimodal activities. Designated intersections are intended to provide guidance or location of pedestrian and other multimodal improvements which may include such things as street furniture, transit improvements, bike racks, drinking fountains, street merchant pads and other similar amenities to improve and enhance pedestrian and multimodal activities. The exact location of such intersections is based upon guidance provided on the zoning map and site specific analysis at the time of development applications.

P. Θ. "Mixed Use Zones" means zoning designations which allow both commercial and residential uses; includes CBD zones 1, 2, 4A, 4B and 6, the mixed use moderate and mixed use high density corridors, the Hawks Prairie District and the neighborhood commercial zone.

Q. P. "Multi-family" means two or more living units under the same ownership where land use has not been divided, i.e., duplex, triplex, quadraplex and apartment units.

R.Θ. "Natural features" means vegetation indigenous to the site.

S.R. "Open space" means any parcel or area of land or water essentially unimproved or improved with recreational facilities and set aside, dedicated, designated or reserved for public or private use or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space.

T.S. "Performance guarantee" means any security that may be accepted by a municipality as a security that improvements required as part of an application for development are satisfactorily completed.

U.F. "Proportion" means balanced relationship of parts of a building, landscape, structures, or buildings to each other and the whole.

V.U. "Single-family" means a dwelling unit which is designed for and occupied by not more than one family and under separate ownership. "Single-family detached" means a dwelling unit which is designed for and occupied by not more than one family and surrounded by yards, which is not attached to any other dwelling unit.

W.V. "Site plan review committee" means the director of public works, director of community development, and the city manager or designee.

X.W. "Street Wall" means a building wall that faces or is parallel to the street frontage.

Y.X. "Transition areas" shall be that portion of property used to mitigate adverse impacts of proposed development on adjacent, existing developments with incompatible uses. Within the transition area, heights shall be restricted to those compatible with adjacent uses. This height restriction shall apply to that property adjacent to the required landscaping buffer. Beyond this, heights may increase up to the maximum height and density permitted in the underlying zone.

Such impacts may employ the following techniques: buffers clustering, height limitations, landscaping, landscaping berms and fences.

Z.Y. "Tree protection professional" is a licensed professional with academic and/or field experience that makes him or her a recognized expert in tree preservation and management. The tree protection professional shall be a member of the Society of American Foresters, the Association of Consulting Foresters, and shall have specific experience with tree management in the state of Washington. Additionally the tree protection professional shall have the necessary training and experience to use and apply the International Society of Arboriculture's guide to evaluation and management of trees, and to successfully provide the necessary expertise relating to management of trees specified in this chapter.

AA.Z. "Visually integrated" means the use of elements which connect a development to existing environments.

BB, AA. "Visual linkage" means the usage of building and landscape elements which interconnect with existing single- or multi-family developments.

CC. BB. "Visual relief" is the act of providing building or landscaping variations that add interest to a site.

DD. CC. "Zones with Pedestrian Emphasis" means zoning designations based upon comprehensive plan language with expressed intent of emphasizing pedestrian-friendly development. This includes all ~~CBD 1, 2, 4A, 4B-8 and 9~~ zones, the mixed use corridor zones, the Hawks Prairie District, the neighborhood and community commercial zones, and the moderate and high density residential zones.

Section 2. There is hereby added to the Lacey Municipal Code a new Section, 14.23.035 to read as follows:

**14.23.035 Consideration of design and modifications to standards of this chapter.** Consideration for approval and conditioning or design review shall be based on and interpreted in light of the conformance of the development with the intent and requirements of this ordinance, and the comprehensive land use plan goals and policies.

These standards and requirements are normally to be considered the minimum necessary design criteria to accomplish development objectives of the City. The City may require more stringent standards, or less demanding standards, based upon the specific and unique nature of the site and the surrounding areas. Such decision shall be at the sole discretion of the City, in determining standards necessary to protect the health, safety, and welfare of the citizens of the City and to further the purposes and intent of this ordinance and the Comprehensive Land Use Plan. Any modification of the requirements of this ordinance shall be subject to the following considerations:

- A. The design and improvement of the proposal shall be in harmony with the purpose and intent of this ordinance and the comprehensive land use plan.
- B. The design and improvement of the proposal shall generally enhance the site plan, or in any case not have an adverse impact on its physical, visual, or spatial characteristics.
- C. The design and improvement of the proposal shall generally enhance the streetscape and neighborhood, or in any case not have an adverse impact on the streetscape and neighborhoods.
- D. The modification shall not result in configurations of the site or street systems which shall be impractical or detract from the appearance or functionality of the design.

- E. Design review principles and other methods, prepared by a certified design professional, shall be used to ensure compliance with the intent of this ordinance.
- F. The proponent shall demonstrate that the proposed modification will allow for equal or better results and represents the minimum modification necessary.
- G. The modifications shall not detract from the ability of pedestrians to walk in or through the proposal and their access to public transportation.

If the City determines that the landowner has met these standards, it may grant a modification of the requirements of this ordinance as part of the normal review process. In granting modifications, the City may impose such conditions as will, in its judgment, secure the objectives and purposes of this ordinance.

Section 3. Section 14.23.040 of the Lacey Municipal Code is hereby amended to read as follows:

**14.23.040 Design review process.**

A. The design review process shall be conducted administratively by the director of community development. Decisions will be determined pursuant to Section 14.23.071 through 14.23.110. The Director shall implement design review concurrent with the underlying planning review process. An example of concurrent review for design review and site plan review can occur as follows:

1. Presubmission Conference

a. Land use meeting with SPR Committee.

b. Design review meeting with assigned staff member. Drawings can be conceptual.

## 2. Site Plan Review Meeting

- a. Approval of project for land use and environmental review. Subject to completion of meetings for design review approval.

Presubmission Conference and Site Plan Review Meeting feasibly can occur on the same day.

*customize*

- b. If design review is not completed prior to SPR approval, a second design review meeting to determine approval of formalized design plans. (Another may be requested as necessary.)

- B. The decision shall accompany the underlying land use approval. Any person aggrieved by a decision by staff may appeal pursuant to Section 14.23.090.

Section 4. Section 14.23.070 of the Lacey Municipal Code is hereby amended to read as follows:

**14.23.070 Submittal requirements.** At the presubmission conference, the site plan and landscaping plan may be conceptual in form. After presubmission, the application for the following design review meeting shall contain the following items:

- A. Plans. Four copies of the set of plans are required. The license stamps of the architect and landscape architect shall be on each appropriate page.

1. Site Plan. A site plan is required containing the following information:

- a. Scale and north arrow;

- b. Address of site;

- c. Vicinity map showing location of site and surrounding landmarks;

- d. Property dimensions and names of adjacent roads;



- e. Existing and finished grades at two-foot contours;
  - f. Location and dimensions of existing and proposed structure(s), accessory structures with appropriate setbacks, parking dimensions, and driveways. Also, include ingress and egress patterns through the site with directional arrows;
  - g. General location of trees as determined by the Lacey tree protection professional;
  - h. Location, dimensions, and nature of any proposed easements or dedications;
  - i. Location, dimensions, and description of common open space and recreation areas;
  - j. For all multifamily proposals a description of compliance with crime prevention through environmental design techniques (CPTED).
2. Landscaping Plan. The landscaping plan shall contain the following information:
- a. Existing vegetation to be retained;
  - b. Proposed vegetative materials to be placed on site. The type, size, number and spacing on plantings must be illustrated;
  - c. Stamp from a licensed landscape architect or nursery person shall be placed on the plan.
3. Elevations. Complete elevations of all proposed construction and related elevations of existing structures (if any) are required containing the following information:
- a. Dimensioned elevations of building drawn at 1/8" = 1' or a comparable scale. Elevations should show the type of exterior materials;

- b. Color and exterior finishes for buildings and accessory structures;
  - c. Location and elevations of exterior lighting for buildings and parking areas;
  - d. Perspective drawings, photographs, color renderings or other graphics which accurately represent the proposed project.
4. Section Profiles. Two section profiles through the site are required containing the following information:
- a. Scale;
  - b. Building(s) details;
  - c. Landscaping against the building when installed;
  - d. Lighting fixtures and standards;
  - e. Signs.
5. Design Vocabulary. A design vocabulary shall be established for each application subject to these design requirements and shall include the general design qualities as well as the specific architectural standards to be used. Provided a design vocabulary ~~for individual detached single family applications~~ may be waived by the director if building plans and other application materials are detailed enough to review compliance with ~~Section 14.23.072.~~ the provisions of this chapter. The design vocabulary shall respond to the general and specific design standards as specified in this chapter.

A listing of significant compatible features that will be incorporated into the design of the buildings and streetscape shall be prepared in matrix form or other form approved by the director. Photographs, colored images, drawings, or a combination can be used. The horizontal axis

of the matrix shall include all the categories of residential, commercial, parks and open space, and industrial if used. The vertical axis of the matrix shall include the following:

- a. Building Mass and Style - which includes the bulk, mass or size of the selected building types and the style selected;
- b. Roofs and Roof Materials - the various types and pitches of roofs;
- c. Facade Treatment and Facade Materials - the types of materials, textures and colors;
- d. Entry and Doors - door openings and the area immediately surrounding;
- e. Windows - window types with detailing;
- f. Eaves, Porches and Arcades - decorative building elements, like pergolas, cupolas, shutters, etc.;
- g. Decorative Trim;

Details of these features in elevation and section that reflect the architectural styles selected both vertical and horizontal:

- h. Towers;
- i. Cross Gables and Dormers;
- j. Gutters;
- k. Chimneys;
- l. Walls, Fences, and Hedges (front yard);
- m. Walls, Fences, and Hedges (side yards);
- n. Colors;
- o. Driveway;

p. Pavement Materials and Textures;

q. Curb Treatment;

r. Streetlights;

s. Street Signs;

t. Street Furniture.

Under each category specific written instructions can be included. **See Table 14T-10.**

Section 5. Section 14.23.071 of the Lacey Municipal Code is hereby amended to read as follows:

**14.23.071 Design criteria for accessory dwelling units.**

Accessory dwelling units are a necessary and desirable use for all residential neighborhoods. Because of the increased density they represent and providing of an additional dwelling unit in a non-conventional way, it is important to have the units blend in with and complement the primary use on lots. It is also important to ensure that both residents of the accessory dwelling unit and main unit have adequate privacy. To do this, special design features are required.

A. ~~To the extent practical,~~ mMaintain privacy of adjacent residences by using a combination of landscaping, screening, fencing, window and door placement to reduce the opportunity of accessory dwelling units having direct visibility into windows, porches and decks.

B. ~~Where practical,~~ tThe driveway to a separate, detached accessory unit ~~should~~ shall be consolidated with the existing driveway area.

~~For accessory units contained within the primary residence, there should be a clearly defined, separate entryway.~~

C. For those accessory units that are detached, distance separation between the primary residence shall meet building code requirements.

D. Ensure that accessory dwelling unit fits into the neighborhood and contributes to the livability of the neighborhood.

1. Ensure that roof breaks and pitch closely relate to the primary residence. Window proportions ~~should~~ shall complement the accessory unit as well.

2. Use similar exterior materials (roof, siding and trim) and a color that complements the primary residence.

3. In general, the roof ridge of the primary residence should be higher than the accessory dwelling unit. An exception is when the accessory dwelling unit is built onto the second story of an existing unit.

E. Parking. At least one parking space should be provided for the accessory dwelling unit. This parking space may be provided in a garage under the unit, a parking space adjacent to the alley, or, if available, by on-street parking.

Section 6. Section 14.23.072 of the Lacey Municipal Code is hereby amended to read as follows:

**14.23.072 Design criteria for zero lot line developments and small lots (lots less than 4000 square feet).** Because of higher densities necessitating compact form and closer proximity of units, building design is critical to successful developments. Design ~~should~~ shall protect privacy, sustain and create attractive and functional neighborhoods and promote quality living environments.

A. Contribute to the architectural character of the street:

1. Roof design. Pitched or articulated roof line, or other roof element such as eyebrow roof forms or dormers that

emphasize building form and help it to fit in with neighboring structures with prominent roofs.

2. Architectural details that are well proportioned to achieve good human scale such as:
  - a. entry details like porches and recesses;
  - b. occupiable spaces like bay windows and balconies;
  - c. window details like vertically proportioned window openings which are recessed into the face of the building and broken up with smaller panes of glass;
  - d. roof details like brackets, chimneys, roof overhangs, and
  - e. windows which create relief in the facade by being detailed to appear to recede into the building face.
3. Use of horizontal lap siding on walls or use of trellis and landscaping on adjacent side yards or other special treatment to create a separation between yards and beautify private space where zero lot line concepts are used or where units are close and highly visible to one another because of reduced setbacks and small lot size.
4. Provide clearly defined building entries which face the street and are well lighted and easily accessible.
  - a. The entries ~~should~~ shall include a transition space from the sidewalks, such as steps, a porch, a terrace, or a landscaped area.
  - b. Entries ~~should~~ shall include eave overhangs. Raised porches are recommended, particularly where front yard setbacks have been reduced. Raised porches help define private space yet create a pedestrian-friendly streetscape.
  - c. If exterior stairways are used, they ~~should~~ shall be simple, bold projections of stairways to fit with the

architectural massing and form of the building and the neighborhood. Thin-looking, open metal, prefabricated stairs and railings are discouraged.

5. Design streetscapes in a way that garages do not dominate the street and facade of the residential building:

a. Garages ~~should~~ shall be located off of alleys, ~~if possible,~~ behind or in back of residences, stepped back from the facade of the building, or other techniques used to ensure the garage does not dominate the streetscape. The examples shown on **Table 14T-11** are provided as alternatives to garage-dominated streetscapes in residential zones.

b. The entrance to a residence ~~should~~ shall be plainly visible from the fronting street and the walkway, and should not be dominated by a garage.

c. Carports are ~~generally discouraged~~ not allowed because they result in a poorer quality appearance and lend themselves to storage activities visible to the general public.

d. Driveways ~~should~~ shall be as narrow as possible and shared where possible to minimize disruption of the sidewalk by curb cuts.

e. Garage sidewalls that face the street (e.g., as a result of garages being aligned at an angle or perpendicular with the house) ~~should~~ shall appear to contain habitable space. This can be accomplished by incorporating windows and other design elements into the garage wall that are in character with the remainder of the dwelling.

B. Create a sense of privacy.

1. locate windows so residents from one unit to the next can not look directly into another unit;

2. orientation and location of units to maximize privacy;
3. use of landscaping and architectural features like trellises to block views of adjacent units.

Section 7. Section 14.23.073 of the Lacey Municipal Code is hereby amended to read as follows:

**14.23.073 Design criteria for duplexes and triplexes in low density zones or areas predominantly built out with single family detached structures.** To locate duplex and triplex units in single family low density zones or areas developed with single family structures will be controversial because of perceptions that rental units could potentially devalue traditional single family units. One way to allay these perceptions is to provide duplex and triplex units that blend in with the environment. This can enrich the architectural standards and appearance of the surrounding subdivision or neighborhood. To do this, special guidelines are needed to promote outstanding design and quality of such units.

A. Similarity to single family detached structures. Duplex and triplex units in low density residential areas shall be designed to be similar in appearance to single family detached structures. This can be satisfied by several techniques, including:

1. Entry design.

- a. a single entry providing access to multiple units with appearance of a single entry to a single family house;
- b. entries on different sides of the structure so only one entry is visible from any one ~~right-of-way~~ street.

2. Location on corner lots. Design duplex or triplex units on corner lots so that each entry can be perceived as a single family unit from either ~~right-of-way~~ street.



3. Location of garages. Placement of garages behind the structure or on different sides of the structure so only one garage to one unit is seen from any one ~~right-of-way~~ street.
- B. Use of Quality Materials. Units shall utilize horizontal lap siding around all sides of the structure. In no case shall rated panel siding be permitted.
- C. Complementary Design. Units shall have a design that provides significant architectural interest and is complementary to single family units in the subdivision. A number of techniques can be used to achieve architectural interest:
1. roof breaks, use of dormers, masonry chimneys;
  2. modulation of facades and fenestration;
  3. use of balconies, decks and porches;
  4. garages that are located at the front of a duplex or triplex shall be recessed within the structure. Garages can also be located along the alley as well. Carports cannot be an acceptable alternative. Decorative arbors or other architectural features around the garage entry should be considered.
- D. Landscaping. Utilize landscaping that complements the architecture of the unit. Underground automatic sprinkler system shall be provided.
- E. Meet other design standards for multifamily projects including colors and materials, provision of natural features, pedestrian access and lighting standards; see Section 14.23.080 below.

Section 8. Section 14.23.074 of the Lacey Municipal Code is hereby amended to read as follows:

**14.23.074 Design Criteria for Lacey Villas Historical Neighborhood.** ~~District Central Business District 9.~~ To recognize and preserve the historical values and neighborhood

character of the Lacey Villas area, special development standards are necessary. These standards should allow reasonable infill while maintaining the older neighborhood historical characteristics, including large lot sizes and single family traditional housing styles.

A. Each lot may have one single family detached structure and one accessory dwelling unit that meets the design criteria of 14.23.071. Home occupations meeting requirements of Chapter 16.69 and uses as listed in Chapter 16.24 in chart 16.24.020(1) may also be permitted. *(See Table 16T-06.2.)*

B. Minimum lot size shall be 17,424 square feet.

C. Maximum Density shall be 2 1/2 units per acre.

D. A neotraditional, single family detached housing style is required, with the following features:

1. a usable front porch;
2. a focused, predominant entryway;
3. an alternative garage style, including a detached or recessed garage; see design requirement 14.23.072.A.5;
4. a pitched roof with architectural interest; dormers, chimneys and roof breaks recommended;
5. horizontal lap siding shall be used on the front, back and all sides.

E. Minimum setbacks shall be as follows:

1. front yard, 15 feet;
2. side yard, minimum 5 feet each side;
3. rear yard:
  - a. main house, 15 feet;
  - b. accessory structures or accessory dwelling units, 5 feet.

F. Narrow local access streets with no sidewalks, typical of existing streets, are permitted.

G. If street lights are used, they shall be of decorative design and pedestrian scale (12-18 ft. in height).

Section 9. Section 14.23.080 of the Lacey Municipal Code is hereby amended to read as follows:

**14.23.080 Design criteria for Multi-family Projects, Condominiums and Townhouses.** Staff decisions on all multi-family projects, condominiums and townhouses shall be based on the following criteria (*see Tables 14T-1 through 14T-7*):

A. Colors and Materials.

1. Harmony and continuity of colors and materials shall be considered particularly for infill projects that require special sensitivity for preservation of existing neighborhood character. Colors and materials shall complement and act as an amenity to the neighborhood.

2. The overall color scheme and materials used shall create the appearance of reducing building prominence and complementing the natural environment.

~~3. All colors and materials shall complement and act as an amenity to the neighborhood.~~

4 3. Innovative usage of colors and materials can be encouraged in areas devoid of any existing development.

B. Landscaping and natural features. The purpose for this section is to provide for visual linkages between the proposed development and the existing neighborhood or natural environment and to encourage development that respects natural features of the land.

1. Landscaping shall meet the requirements of the city Zoning Code Chapter 16.80 and the ~~department of parks'~~ city's Urban Beautification Plan.

- ~~2. Interior landscaping for the parking lot shall meet the requirements of Section 16.80.050(D). This will provide for visual relief and decrease the amount of impervious surface within the parking area.~~
- ~~3. The landscaping plan shall be submitted directly to the director of community development for review and approval.~~
- ~~4. The city's tree protection professional shall also review submitted landscaping plans for appropriateness of selected species.~~
- ~~5. Pursuant to Section 16.80.050(A), Type I landscaping shall be used between residential uses of different intensities. The use of fences and berms may also be required along with Type I landscaping.~~
- ~~6. If seasonal weather prohibits installation, a performance guarantee in the amount of one hundred fifty percent of the licensed landscape architect or nursery person's estimate shall be submitted to the department of community development prior to building department issuance of any permit. After installation of the landscaping, the department of community development will review and approve the installed vegetation. All funds will then be released after approval is granted.~~
- ~~7. A twenty percent maintenance bond shall be submitted to the department of community development prior to building department issuance of any building permit. This bond shall be used to guarantee replacement of any plant material that dies within one year. After one year, the department of community development will release all funds that have not been used to replace landscape materials.~~

~~C. Natural Features. The purpose for this section is to encourage the development of multi-family projects that respect the natural features of the land.~~

12. Trees shall be preserved in accordance with Chapter 14.32 (Tree Protection and Preservation Ordinance) of the Lacey Municipal Code.

~~2. Trees shall remain on-site pursuant to Chapter 14.32 with the exception of the building footprint, common open space facilities, driveways, parking lots, ten feet outside the building footprint, and stormwater detention areas.~~

~~3. Clearing and grading applications for multi-family developments shall be reviewed by the director of community development.~~

43. Existing topographic patterns shall be preserved and enhanced. This shall ensure that indiscriminate grading and vegetation removal does not occur.

54. Any wetlands and associated buffers shall be saved in accordance with the Wetland Protection Ordinance Chapter 14.28.

6.5. Storm drainage and erosion control for multi-family developments shall meet the requirements of the "Drainage Design and Erosion Control Manual for Lacey" ~~Thurston Region, Washington~~ included in Lacey's development guidelines.

D.C. Building Design. The proposal ~~should~~ shall be compatible and visually integrated within the existing development if surrounding development is consistent with goals and policies of the Comprehensive Land Use Plan and design review standards.

1. Extra attention shall be given to proposed developments that are located adjacent to existing single-family detached developments. This consideration shall ensure that proposed developments minimize impacts onto adjacent, lower density

uses. Submitted proposals may be reviewed for the following items:

a. clustering;

b. height;

c. landscaping, berms and fences;

d. setbacks;

e. number of units in a building;

f. transition of units on proposed sites. Multi-family projects adjacent to single-family developments shall be reviewed concurrently with Chapter 16.20 for transition standards.

2. The proposed development shall be designed to complement or improve the aesthetic character of the neighborhood.
3. Sensitivity in regard to building setbacks, massing of structures, spacing between buildings, scale of buildings, facade proportions and building materials shall be observed when placing developments adjacent to single-family detached neighborhoods.
4. Developments shall provide diversity. This entails the following:
  - a. Variation in building design and siting to emphasize individual units to avoid a boxy appearance, for example, by varying roof pitches, offsetting building footprints, while avoiding lineal arrangements;
  - b. Provisions of architectural features such as focal entryways, porches, dormers, decks, railings, and stairs; or other design elements that accomplish this objective;
  - c. Compatibility in scale of building components, such as windows, doors, eaves and parapets.

5. The design shall incorporate crime prevention through environmental design (CPTED) techniques.

E.D. Vehicular and Pedestrian Access. The proposal should provide for visual continuity of the street, ease and safety of pedestrian movement, and relationship of vehicular and pedestrian access to the buildings on-site.

1. Vehicular Access.

- a. Minimize the number of vehicular access points by sharing driveways and linking parking lots between adjacent uses.
- b. Parking spaces (on-site) should be separated from major drives, and the circulation patterns of such drives should be clear.
- c. Coordinate circulation drives and staging areas to accommodate routes needed by fire, refuse collection, delivery vehicles, moving vans, etc.
- d. Consideration ~~should~~ shall be given to load/unload parking zones near the entry of the building. These spaces should be located in such a manner as to minimize interference with the entryway.
- e. A bus pullout and shelter may be required by Intercity Transit or North Thurston School District. The shelter shall meet the guidelines of Intercity Transit and the development guidelines. The director of community development may require additional bus shelter design features.
- f. Meet all requirements of Section 14.23.100.

2. Pedestrian Access.

- a. Walkways shall be provided from the street and the main parking areas. Outlying parking lots should, at a minimum,

provide walkways that connect to the main or central parking areas.

b. Pedestrian walkways shall be defined by Type II or Type III landscaping for a combination of overstory and understory vegetation.

c. Use materials, textures, patterns and colors to differentiate and emphasize pedestrian paths through parking areas to the main buildings within developments. Selection of chosen materials must also meet access requirements for persons with disabilities.

d. Provide signage to identify pedestrian/bicycle routes according to the department of public works development guidelines.

e. Minimize grades on site to allow ease of access for pedestrians and persons with disabilities.

f. Meet all requirements of Section 14.23.100.

### 3. Entrance Identity.

a. Emphasize the entrance of a building and make it more distinct by using pavement materials and landscaping to direct pedestrians to the entrance.

b. Avoid locating parking spaces directly in front of the building entrance or in such a way as to interfere with visibility and access.

c. Meet requirements of Section 14.23.110.

F. Outdoor Storage Facilities and Mechanical Equipment. Mechanical equipment and outdoor storage shall be incorporated harmoniously into the site.

1. Refuse receptacles shall be screened by a six-foot fence that matches the architectural style of the buildings on site. If the fence is chain link, it must be constructed of



galvanized nine-gauge core wire with two-inch mesh. The six-foot fence may also be constructed of concrete block or brick. Coordination with current franchise hauler is ~~encouraged.~~required The sides and rear of the enclosure must be screened by Type I landscaping.

2. Bicycle racks shall be located near recreational facilities and apartment buildings. Bicycle racks shall be screened by a Type II landscaping for a combination of overstory and understory vegetation.
3. Locate service areas and equipment away from the residential uses on site to reduce noise wherever possible.
4. Mechanical equipment or other utility hardware on roof, ground or buildings shall be screened from public view.
5. ~~Consideration should be given for~~ If storage areas is provided on site for recreational items such as boats, RVs, etc., ~~These items should~~ shall be placed adjacent to the parking areas. If recreational storage is utilized, it shall be screened by a six-foot fence that matches the architectural style of the buildings on site. If the fence is chain link, it must be constructed of galvanized nine-gauge core wire with two-inch mesh. The six-foot fence may also be constructed of concrete block or brick.

G. Site Lighting Standards. Lighting shall be integrated into the overall design of a multi-family project.

1. Lighting shall be required for entryways, parking lots, carports, swimming pools, play areas, and along pedestrian pathways.
2. Lighting shall be activated by photo electric cells or timer.
3. Directional signage should be lit by either internal or external illumination.

4. Lighting fixtures shall complement project design and shall be oriented to avoid direct glare onto adjacent properties while providing adequate safety for pedestrians.

H. Sign Guidelines. The proposal shall incorporate signs that are designed to be complementary to the building design. All signs shall meet the requirements of Chapter 16.75 of the city zoning code.

1. Style Elements.

a. Use sign shapes, lettering styles and materials that reflect architectural features of the multi-family development.

b. Locate building identification signs so that building details will not be covered or obscured.

c. Sign illumination shall be oriented to reduce glare and shall only be white or yellow in accordance with Section 16.75.180(F).

Section 10. Section 14.23.082 of the Lacey Municipal Code is hereby amended to read as follows:

**14.23.082 Commercial Design Guidelines**

A. Commercial Building Design Guidelines:

1. To avoid flat walls, building modulation ~~should~~ shall be considered used to reduce the mass and bulk of the structure. This can be achieved by utilizing the following:

a. building setbacks on upper floor levels;

b. recessed or clearly defined entryways;

c. building ornamentation;

d. varying roof lines, pitches, and shapes;

e. overhangs, awnings and marquees;

f. dormers, balconies, porches, staircases;

g. window and door fenestration.

For building walls that are located away from public viewing, landscaping, trellises with climbing vegetation, or art work can be utilized.

2. Buildings located within a multiple building complex ~~should~~ shall ~~consider utilizing~~ shall utilize similar or complementary colors, materials, window patterns and roof forms.
3. For commercial structures developed along arterial or collector roadways, the building ~~should~~ shall be placed as near as possible to the adjacent sidewalk. This will allow the building walls to frame/anchor the streetscape.
4. Structures that are located on corner lots will be permitted additional height of up to six stories. Additional height to structures on corner lots can create an entryway into a complex while also creating a definite street edge. Building heights should step back from the lower level to increase building modulation. Usage of different building materials to differentiate the lower level from the upper stories can provide visual interest as well.
5. Consideration ~~should~~ shall be given to colors and materials. Each ~~should~~ shall complement the other and enhance existing buildings.
6. ~~Consideration should be made for w~~Weather protective devices ~~to~~ shall be incorporated into the building design. Such items as extended roof overhangs, canopies or awnings can offer protection from the elements.
7. Consistency ~~should~~ shall be used with architectural elements to ensure that building walls that are highly visible to the public are compatible with one another.
8. For commercial uses proposed within a neighborhood commercial zone, building design shall blend with the

adjacent neighborhood. Items to consider include such things as scale, building height, colors and materials.

B. Site Design Guidelines.

1. For structures proposed on corner lots, ~~consideration shall be made to incorporate~~ a special design feature shall be utilized. This can be done with distinctive entryways, annual flower arrangements, planter boxes, or other landscaping materials, decorative tile at entryways, ~~banners~~, or ~~even~~ artwork.
2. Service areas ~~should~~ shall not be located between the building area and the street unless there is no possible alternative location. Screening in the form of landscaping shall be used to diminish public visibility. Service areas ~~should~~ shall not be located to face a residential area.
3. For those commercial uses that utilize outdoor seasonal display items, they shall be located so they do not impede pedestrian access to the building or required fire lanes. Such stored items shall be stacked in an orderly manner. Furthermore, aisle way widths shall meet the requirements of the Americans with Disabilities Act, and building and fire codes. Truck containers used for storage are prohibited.
4. Site features such as fences, walls, refuse and recycle enclosures, and light fixtures ~~should~~ shall be designed to be consistent with the scale and aesthetic character of the building. These features ~~should~~ shall also be designed to contribute towards a pedestrian environment.
5. Any mechanical equipment that is not attached to a structure shall be enclosed within an enclosure that is an aesthetic amenity to the building. For mechanical equipment attached to the building, it shall be enclosed within the roof form or within a screening structure.

6. To enhance the pedestrian environment, commercial uses ~~should~~ shall consider pedestrian amenities such as large windows, outdoor eating areas, street furniture such as benches, bike racks and trash receptacles.

7. Meet all applicable requirements of Sections 14.23.084 and 14.23.086.

C. Landscaping. In addition to meeting the landscaping standards established in Chapter 16.80 of the city zoning code, window boxes, planter boxes and hanging flower baskets ~~should~~ shall be considered as accents to create a friendly pedestrian environment.

D. Signs.

1. All signs shall meet standards of Chapter 16.75 of the city zoning code.

2. Window signs ~~should~~ shall be considered in instances where architectural elements would be covered by a wall sign.

E. Site lighting.

1. Establishments shall install lighting throughout the site for entryways, parking lots, and pedestrian areas. This shall be achieved both at a pedestrian and overall site level.

2. Lighting shall be activated by photo electric cells or timers.

3. Lighting fixtures shall complement project design and shall be oriented to avoid direct glare to adjacent properties.

F. Compatibility with Residential Developments.

Where neighborhood commercial zones are developed and where commercial establishments in other zones are to be located adjacent to residential zones, care shall be taken to ensure compatibility and integration of the development with the

adjacent residential neighborhood. This will include the physical layout of the site plan, the architectural design of the buildings and improvements, and consideration of mitigation techniques to reduce or eliminate identified impacts to the residential environment. Impacts such as, but not limited to, light/glare, noise and traffic shall be considered.

In development of the site plan, consideration shall be given to how the layout fits into the neighborhood and how it may become a desirable focus point for neighborhood services and pedestrian activities.

Architectural design shall consider compatibility with the neighborhood character and style with special emphasis for pedestrians.

Special techniques shall be considered to adequately address impacts, such as security and automobile light and noise issues through such techniques as landscaping, buffering and other measures.

G. Refuse.

1. Refuse container screening shall be required and be of a material and design compatible with the overall architectural theme of the associated structure, shall be at least as high as the refuse container, and shall in no case be less than six feet high.
2. No refuse container shall be permitted between a street and the front of a building.
3. Refuse collection areas shall be designed to contain all refuse generated on site and deposited between collections. Deposited refuse shall not be visible from outside the refuse enclosure.

Section 11. Section 14.23.084 of the Lacey Municipal Code is hereby amended to read as follows:

**14.23.084 Public transportation and pedestrian circulation design requirements for commercial development.**

A. Site Access.

1. Projects ~~should~~ shall maximize public transportation access for buses and ride share vehicles by providing for their physical requirements. Projects also need to provide the necessary physical environment for those who use public transportation. To meet this intent, the following criteria ~~should~~ shall be met:
  - a. Public transportation vehicles need to be accommodated on the road network to service the development;
  - b. Roads need to accommodate heavyweight and large vehicle requirements;
  - c. Public transportation facilities, such as bus pullouts, ~~should~~ shall be considered in the initial design;
  - d. Streets adjacent to a development shall have sidewalks and other pedestrian facilities, such as bus shelters. Pedestrians shall be provided with convenient and safe access between a transit or bus area and entrance to a building or cluster of buildings.

B. Building location. To locate buildings in a manner that helps create a public transportation compatible development. In mixed use and commercial zones with a pedestrian emphasis the following criteria shall be met. In other commercial zones the following criteria is recommended where feasible:

1. Buildings shall be located as close as possible to streets with transit facilities or to internal transit stops;

2. Buildings shall be clustered around a central pedestrian space;

3. In a building cluster, an identifiable and dominant entrance to the cluster shall be provided that is clearly visible from the nearest transit facility. Within clusters, each building's entrance shall face the other entrances or shall be in close proximity so that the clear pedestrian destination can be identified.

C. Parking design and public transportation. Placement of parking is the key ingredient for successful pedestrian and public transportation circulation. To create developments that are less reliant on autos and encourage the use of public transportation and pedestrian access, all the following criteria shall be considered in design of all commercial projects:

1. Intercity Transit shall be consulted to develop transit ridership marketing programs for the development.

2. Preferential parking close to building entrances for ride-share vehicles ~~should~~ shall be provided pursuant to requirements of Chapter 16.72 of the Lacey Municipal Code.

3. Parking shall be designed substantially similar to the design types in **Table 14T-12.**

4. Bus stops and passenger drop-offs ~~should~~ shall be located at major entrances to buildings when feasible rather than across the parking lot.

5. Site design needs to balance the location of parking with pedestrian and transit access and circulation. Parking lots shall provide clear, direct pathways for safe, easy pedestrian movement.

D. Internal circulation for commercial developments. Successful internal circulation requires that pedestrian and public



transportation be designed together as compatible integrated circulation systems. To promote an integrated circulation system, the following criteria shall be met:

1. Where requested by Intercity Transit and the city, the internal road improvements shall be designed to handle transportation vehicles. Roads shall be able to accommodate large, heavyweight buses and have places for stopping for brief periods. Standards for transit-compatible road design shall be those approved by the city.
  2. For large developments to be served by Intercity Transit, direct streets should be designed through a development. Consultation with Intercity Transit shall be required to consider bus bypasses through bottlenecks such as congested intersections and parking lots.
  3. Transit use shall be designed so transit can serve the main entrances of buildings. On site, transit shall serve the main entrances of buildings and main entrances to clusters of buildings.
  4. When requested by Intercity Transit and the city and when traffic volumes warrant such facilities, exclusive bus lanes, entrances and exits should be provided.
- E. Pedestrian circulation. It is expected that people will walk 500 to 1000 feet to a bus stop. This distance ~~should~~ shall be measured using the actual walking route. Walkways need to be built according to the following criteria:
1. Walkways should be located so the pedestrian has a short distance to walk between the transit facility or street with a transit stop and entrance to the building. Visual as well as physical pathways to streets with transit facilities need to be provided. Transit centers or bus stops need to be integrated with other pedestrian areas and corridors.

2. Buildings on site shall be connected to abutting land use with walkways. To stimulate walking, all buildings within a development shall be connected by paved walkways, not only to each other, but also to adjoining buildings, particularly in mixed use developments.
3. Roads and parking areas shall be separated from pedestrian pathways by grade or other devices. Pedestrian and auto conflict shall be minimized by consolidating driveways, creating safe pedestrian crossings, and providing continuous sidewalks and curbs. Adequate width pathways and transit facilities available from buildings shall be provided for pedestrian security.
4. Walkways must meet all state and local barrier free design standards.
5. Every parking lot ~~should~~ shall have a minimum of one pedestrian lane. Additional pedestrian lanes ~~should~~ shall be provided at a ratio of one for every four parking rows or approximately one hundred forty feet of parking lot width, whichever is greater. Pedestrian lanes shall be designed and located to accommodate the greatest number of parking stalls and pedestrian interconnections possible while providing the most convenient pedestrian situation. The pedestrian lane shall be a minimum of six feet wide, paved and have a minimum of four feet of Type II or III landscaping on each side with appropriate breaks for pedestrian access to the walk as provided below. The landscaping shall be protected and separated from the parking area by wheel stops or other features such as ~~curbs~~ ~~or two man rocks~~. wWheel stops shall be located a minimum six feet from the edge of the pedestrian walk. To reduce impervious surfacing, paving does not need to extend beyond the wheel stop and the applicant may opt to grass the additional two feet of parking area for additional credit on

drainage treatment requirements. ~~Curb cuts or wheel stop breaks and e~~Clearly marked pedestrian area for pedestrian access shall be provided adjacent to each landscape island along the pedestrian path. ~~Striping,~~ Colored stamped concrete, different textured surfacing, pedestrian markers or other design features shall be placed across automobile access lanes from pedestrian lanes and bus stops to provide clear, convenient and safe pedestrian movements throughout the parking lot.

F. Pedestrian and transit facilities. Designing quality into the walk to and the wait at a transit facility is as important for design consideration as is the provision of walkways and bus stops. People will walk farther in a quality pedestrian environment. The Northwest weather can also have a marked effect on the extent people will use public transit and must be considered in designs. The following criteria shall be followed in design of pedestrian walkways:

1. All walkways shall be paved and lighted. Paving materials should be safe under wet weather conditions. Walkways shall be enhanced with screening from the parking lot ~~and~~ by landscaping as required in Chapter 16.80. For pedestrian safety, landscaping must not interfere with visibility. A Type III or Type II landscaping shall be utilized. Landscaping shall be an integral part of early design plans. Walkways ~~should~~ shall be designed to capture landmarks and views where available.
2. The size of facilities shall be scaled to correspond to pedestrian volumes. A 10-foot minimum width sidewalk shall be provided adjacent to a transit stop. The minimum width of a pedestrian walkway shall be six feet. An increased width for the transit area or pedestrian walkway may be required if the number of users warrants additional circulation space. Pedestrian facilities such as lighting,

signs, benches, ~~and~~ trash cans and weather protection shall be provided as the volume and need requires.

~~3. The pedestrians should be sheltered from the weather. Covered colonnaded walkways, arcades or canopied tree-lined pedestrian paths should be provided.~~

G. Transit facilities. Special attention needs to be given to pedestrian facilities near bus stops and transit centers. All transit facilities considered for a site must be developed with and approved by Intercity Transit. The following criteria will be required to make transit stops work effectively:

1. Shelters shall be provided to protect patrons from the weather. The design shall be as specified in Section 4G.060 of the Lacey Development Guidelines. Design ~~should~~ shall provide shelter while remaining safe, easy to maintain, and relatively vandal proof.
2. Bus stops shall be considered as a significant destination and an important part of design of all development. Transit facilities may be combined with a shared plaza placed between neighboring buildings or at the main entrance to a development.
3. Separate waiting places shall be provided for transit patrons as part of the walking path to improve pedestrian circulation.
4. Pedestrian facilities shall be provided at transit stops. All facilities must be approved by the local Intercity Transit and the city's department of community development. The following types of facilities should be provided: benches with back rests; attractive well-maintained landscaping; trash containers with lids; walkway lighting between transit stops and buildings, and at transit waiting areas; and community information displays and guides.

Section 12. Section 14.23.086 of the Lacey Municipal Code is hereby amended to read as follows:

**14.23.086 Design requirements for zones with pedestrian emphasis and key multimodal corridors and intersections.** A major emphasis of the comprehensive plan is to create more opportunities for pedestrians and multimodal transportation. Key multimodal corridors and intersections designated in the comprehensive plan and zoning map will be the heart of the city's circulation system. If the city's goals of a more pedestrian-friendly city are to be realized, these multimodal corridors and intersections and surrounding road networks must develop with amenities and designs that will entice pedestrians, bicyclists and transit riders.

A. Applicability. Standards listed under 14.23.086 B. and C. below apply to all zones with pedestrian emphasis. and ~~s~~Standards for circulation and design for multimodal corridors and key pedestrian intersections apply to all zones along such corridors and at key pedestrian intersections. Provided multifamily condominium and townhouse development with less than 5 units and all single family short plats and permits for individual single family detached homes and accessory uses shall be exempt.

B. General Requirements

1. Increase pedestrian amenities and function along key multimodal corridors, at intersections, and in pedestrian-oriented zones.
2. Provide a network of comfortable and interesting pedestrian streets which link residential areas with commercial zones throughout the growth area.
3. Reduce dependence on the automobile in zones with pedestrian emphasis by providing increased emphasis on other modes of

transportation, such as walking, bicycling and transit through the provision of pedestrian-oriented, multimodal streets.

4. Provide a high quality, compact pedestrian-oriented street environment that is easily and pleasantly traversed on foot.
5. Increase architectural continuity and compatibility within and between zones.
6. Encourage business and pedestrian areas and spaces that are active throughout the day and evening.
7. Improve sidewalk and building integration, which increases human comfort and activity.
8. Incorporate "human-scaled" elements into building design.
9. Provide direct visual contact between activities occurring inside buildings and the street environment: see also subsection 4. Blank wall limitation below.

#### C. Specific Pedestrian Requirements

1. Reduced Setbacks. ~~Encourage~~ Placement of building walls shall be such so that they enclose and define the street space. The location, height, and massing of walls ~~should~~ shall provide human-scaled street enclosure and building edge continuity on pedestrian-oriented streets (multimodal corridors). To provide a more continuous building edge, buildings ~~should~~ shall be placed forward on lots adjacent to designated multimodal corridors. Street wall location adjacent to the sidewalk ~~should~~ shall bring building activities into physical and visual contact with the sidewalk environment and increase the liveliness of the street.

a. Key commercial designations with pedestrian emphasis (Central Business Districts, neighborhood commercial and mixed use corridors) have maximum front yard setbacks of

15 feet and allow 0 feet. ~~Several central business district zones encourage minimum setbacks.~~ Residential zones allowing moderate to high densities also provide for reduced setbacks.

b. Exceptions to Reduced Setbacks. The street wall may be set back to provide transition to residential neighborhoods, to provide more separation of public and private space in residential development, to meet centerline setback requirements, for building entrances, for pedestrian plazas, and to allow existing setback buildings as conforming uses.

1) Building Entrances Allowance. Large entryways which are integral to a building design may be set back more than 15 feet.

2) Pedestrian Plazas

2. Pedestrian Plazas. Pedestrian plazas are intended to be open to the public (but are not required to be). They are spaces which people will use along intensively developed streets (multimodal corridors) and in some commercial and all mixed use corridors. Facilities and buildings can be grouped around small pedestrian plazas to create places where people may congregate.

All commercial subdivisions or binding site plans in mixed use zones or zones with pedestrian emphasis are expected to provide plazas unless the city determines the provision of such is not consistent with the intent of this chapter due to special circumstances of the site or project. Commercial or multifamily building projects in the mixed moderate or high density corridors may provide plazas to obtain bonus building or development coverage. Pedestrian plaza designs must meet the following criteria:

- a. Size and dimension. The maximum pedestrian plaza dimension shall normally be sixty feet across. (See **Table 14T-13.**)
- b. Access. The surface of all pedestrian plazas must be visually and physically accessible from the public right-of-way. Allowances may be made for sites with steep topography.
- c. Surface. Paved walking surfaces must be provided.
- d. Landscaping.
- 1) At least ten percent of the plaza area must be landscaped with living plants.
  - 2) The landscaping must be planted and maintained according to Chapter 16.80.
  - 3) Landscaping shall not block visual access to the pedestrian plaza.
- e. Seating.
- 1) Seating shall be provided in all pedestrian plazas.
  - 2) Tops of walls and steps may be considered seating if designed to accommodate this function.
- f. Exposure to sunlight. (**See Table 14T-13.**)
- 1) Southern locations are encouraged to allow direct sunlight to enter the space and strike the plaza floor.
  - 2) Pedestrian plazas shall be designed to allow some direct sunlight to enter the plaza.
  - 3) Pedestrian plaza landscaping shall be designed in a manner that does not block the entrance of direct sunlight.
- g. Plaza edges.



1) Plaza enclosure. All pedestrian plazas must be enclosed on at least two sides by a structure or by landscaping which creates a wall-like effect.

2) Prohibited Edge Conditions.

a) Unscreened parking lots, chain link fences and other inhibiting conditions are prohibited adjacent to pedestrian plazas.

b) Blank walls in pedestrian plazas are subject to the blank wall limitation standards of subsection 4 below.

h. Uses in pedestrian plazas.

1) Permitted uses: playground equipment, fountains, waterfalls, pools, sculptures, works of art, arbors, trellises, benches, trees, planting beds, trash receptacles, drinking fountains, bicycle racks, open air cafes, kiosks, vending carts, outdoor furniture, lighting, flagpoles, public telephones, temporary exhibits, canopies, awnings, and similar uses which encourage pedestrian use of these spaces.

2) Allowed motor vehicle use. Motor vehicle use of pedestrian plazas for passenger drop off and pick up at plaza edge. All other loading or motor vehicle access is prohibited.

i. Exceptions. The site plan review committee may grant exceptions to the Pedestrian Plaza Standards if the proposed design meets the intent of this chapter.

3. Awnings, Marquees and Arcades. Continuous canopies, awnings, marquees, and arcades keep pedestrians out of the rain and contribute to overall integration of individual buildings within the streetscape. This pedestrian weather

protection also helps define the pedestrian zone on the sidewalk.

a. Requirements.

- 1) All commercial uses in zones with pedestrian emphasis ~~should~~ shall provide some weather protection for their patrons.
- 2) Awnings, marquees, and arcades must meet Uniform Building Code requirements.
- 3) Awnings, marquees, and arcades are encouraged along the street wall, or that portion of the street wall that abuts or is parallel to the sidewalk. The maximum depth (projection from street wall) is regulated in the applicable section of the Uniform Building Code.
- 4) The lower edge of all awnings, marquees, and arcades must be between the heights of eight and twelve feet above finished grade. ~~Every attempt should be made to make a~~ Awnings of like heights on a given block shall be the same or similar height.
- 5) Canopies, awnings, marquees and arcades may project into the public right-of-way with approval of the site plan review committee.

4. Blank Wall Limitation. A successful pedestrian environment ~~should~~ will provide varied, pedestrian-friendly building facades and sidewalk activities. Blank walls and dull building facades can degrade a pedestrian streetscape and the business environment as they deaden the surrounding space and break the continuity of the building edge. Therefore, the construction of blank walls ~~should~~ shall be limited to prevent the disruption of existing building patterns and to avoid an uninviting street environment. The

regulations in this section are intended to reduce blank wall impacts on the pedestrian and business environment.

a. Blank Wall Limitation Requirements.

1) ~~All commercial ground level walls within fifty feet of public right-of-way should~~ a street or pedestrian area shall feature pedestrian-friendly facades. Sixty percent of the street wall facade within 50 feet of the ~~public right-of-way are~~ street or pedestrian area is regulated between 2 and 8 feet in height. **(See Table 14T-14)** This dimension applies to all options for blank wall treatments (transparent windows, art and architectural treatment, and trellis and planting techniques). ~~Pedestrian-friendly facades shall consist of one or more of the characteristics shown in Table 14T-14.~~

2) At least sixty percent (60%) of a wall facing a street shall consist of ~~transparent~~ window area or display windows which provide visibility into building interiors. Maximum wall coverage with windows is recommended.

3) In addition to 1 and 2 above, two or more of the following techniques shall be employed to provide interest on non-window areas.

a) ~~3)~~ Sculpture, mosaic, glass block opaque art glass, as relief artwork, or similar features of visual interest which are incorporated into the street wall or blank building wall. Structural architectural elements may be acceptable if the design meets the intent of this section.

b) ~~4)~~ Installation of a permanent vertical trellis in front of the wall with climbing plants or plant materials.

c) ~~5)~~ Pedestrian plazas may meet this requirement if the design complies with the intent of this section.

~~6) Display windows may be used to meet this requirement.~~

d) ~~7)~~ Any ~~combination of the above~~ other architectural techniques that meet the intent of this section, to provide a pedestrian-friendly, comfortable street environment with architectural interest.

b. Retaining walls. Retaining walls on pedestrian streets are considered blank walls and are subject to the regulations in this section with the exception of 4.a.2) above. Retaining wall treatment may include a stone wall, landscaping treatment, special texture or design. Blank concrete is prohibited.

c. Exceptions. Where this section is in conflict with the Uniform Fire Code, the Uniform Fire Code shall govern.

5. Primary Building Entrance. Primary building entrances are required on the street or pedestrian and transit access from street to allow people to arrive by foot, by transit, or by other means (in addition to the car), and to increase pedestrian and street activity. For buildings adjacent to a sidewalk entrances should shall meet the following minimum requirements:

a. The primary entrance to all buildings shall ~~should~~ face the street or central pedestrian plaza.

b. All primary building entrances shall ~~should~~ be clearly visible from the sidewalk or pedestrian plaza.

c. Direct access shall ~~should~~ be provided either

1) from the sidewalk if the building facade is adjacent to the sidewalk, or

2) from a pedestrian plaza if the building facade is not directly adjacent to the sidewalk.

See example in Table 14T-15.

D. Circulation and design for multimodal corridors and key pedestrian intersections.

1. Multimodal corridors and key pedestrian intersections are intended to provide a focus for multimodal activity in each neighborhood. The corridor ~~should~~ shall provide an area of convergence for the pedestrian sidewalk network that interconnects all dwelling units with other units, non-residential uses, common open space, bus stops and sensitive area tracts. Mid-block crossings shall be utilized where necessary to promote more efficient or strategic interconnections with pedestrian corridors or trail systems. Sidewalk systems shall be separate and distinct from motor vehicle circulation to the greatest extent possible, provide a pleasant route for users, promote enjoyment of the development, and encourage incidental social interaction among pedestrians. Sidewalks shall be of barrier-free design.

The pedestrian circulation system shall include gathering/sitting areas and provide benches, landscaping, and other street furniture where appropriate. Sidewalks along the corridors and at key intersections shall promote pedestrian activity.

2. Sidewalks shall be a minimum of ~~5~~ 6 feet in width, expanding to ~~6~~ 8 feet or more along major pedestrian routes. ~~s~~Sidewalks in commercial areas shall normally be 10 to 15 feet in width depending upon location of major pedestrian routes and significance of the sidewalk ~~considering~~ for pedestrian use. The specified sidewalk dimensions shall be

in addition to land area used for street functions or the placement of objects in the sidewalk area.

Standard material for sidewalk construction is acceptable, provided however, key pedestrian intersections shall use special materials. See Section 5 below.

3. Bikeways shall be provided to link key components of each neighborhood with the corridor. Bikeways do not have to be marked on local residential streets with low average daily traffic. Bikeways are required on portions of multimodal corridor designations, collectors and arterials. The width of Bikeways shall be in accordance with a the minimum of 6 feet wide dimensions specified for class 1, 2, and 3 bikeways as defined in the regional transportation program and the Lacey urban transportation plan. ~~and~~ Bikeways may use asphalt paving or other approved surface. Bike racks shall be provided at strategic destination locations along the corridors such as commercial areas, open spaces and other neighborhood focus points.
4. Key pedestrian intersections ~~should~~ shall be located at the focal point of neighborhoods as shown on the Lacey comprehensive plan land use map. All key pedestrian intersections ~~should~~ shall have street furniture as well as other significant pedestrian areas along the corridor.

Elements of street furniture, such as benches, waste containers, drinking fountains, planters, phone booth, bus shelters, bicycle racks, and bollards should be carefully selected to ensure compatibility with the architecture of surrounding buildings, the character of the area, and with other elements of street furniture. Consistency in the selection and location of the various elements of street furniture is critical for maximum effect and functional usage. Street furniture shall meet all city guidelines for strength, durability, maintenance and safety.

5. At key pedestrian intersections and other areas of special significance to pedestrians along corridors, sidewalks ~~should~~ shall be constructed of brick, colored/textured concrete pavers, concrete containing accents of brick, colored stamped concrete or some combination thereof that is compatible with the style, materials, colors and details of the surrounding buildings and neighborhood. The functional, visual, and tactile properties of the paving materials shall be appropriate to the proposed functions of pedestrian circulation in the immediate area. Such techniques are also recommended for public or semi-public plazas, courtyards, or open spaces along the corridor.
6. Bus stops shall be located along collectors and arterials on the corridor in consultation with Intercity Transit and North Thurston School District and shall be integrated as part of the pedestrian network. Bus stops may also be provided along strategic sections of local access streets if the City of Lacey, North Thurston School District and Intercity Transit determine such location will provide the most convenient coverage for residents. Locations for bus stops shall be designed to make transit services accessible to all residents of the neighborhood.
7. Transit passenger pads and shelters may be provided at focal points in the neighborhood along corridors, such as commercial areas and key pedestrian intersections, if deemed necessary by the city in consultation with Intercity Transit and North Thurston School District. Design and size of shelters and pads will be determined in consultation with Intercity Transit.
8. ~~Every effort shall be made to ensure that~~ Bus stops are shall be illuminated at night to enhance passengers' safety and sense of security.

9. Decorative human scale lighting is recommended on all local access streets, pedestrian walkways, sidewalks, courtyards, community greens and internal open spaces along corridors at intervals adequate to provide pedestrians with safe and comfortable lighting. Light poles may use a staggered pattern when measured and spaced using both sides of the street. Lighting fixtures and poles shall generally be between 12-24 feet in height and constructed from steel, cast iron, or aluminum, with poles and fixtures complementing the human scale and architectural character of the neighborhood.

10. Street lights should be decorative and blend with the architectural style of the plat or development project.

(See Design Vocabulary in **Table 14T-10.**)

Section 13. There is hereby added to the Lacey Municipal Code a new Section, 14.23.088 to read as follows:

**14.23.088 Commercial Open Space.** The requirements for commercial open space may be different than residential areas because of the different needs and emphasis of open space in commercial areas. In mixed use areas, the various open space needs may be balanced by blending several open space techniques to achieve all required functions. Open space in commercial and mixed use areas may be landscaped, hardscaped (such as plazas) or a combination of both.

In commercial areas, open space will emphasize areas to relax, preservation of trees, landscaped parks or uses providing a pleasant, stimulating experience for shoppers, pedestrians and office workers.

Uses that may be included in counting commercial retail open space include:

A. pedestrian corridors with landscaping through parking lots



B. pedestrian plazas meeting the requirements of Section 14.23.086.C.2.

C. landscaped outdoor seating areas for restaurants and cafes

D. pocket parks with public seating, art or fountains

E. drainage retention areas designed as an aesthetic view area with fountain, seating, trails and exceptional landscaping

F. additional landscaping areas not required by code

G. areas preserved in pleasant, natural state with trees and shrubs

H. park areas with trees and landscaping designed for active or passive uses

I. other areas deemed to meet the intent of this ordinance as determined by the City.

Uses that do not count towards commercial open space include such areas as:

A. required landscape islands in a parking lot

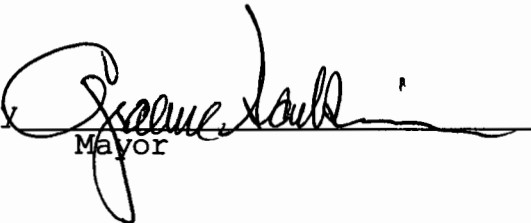
B. required yard areas or setback areas not readily available for use by pedestrians or with no special or significant amenities

C. drainage retention areas with no special or significant amenities.

Section 14. The summary of this Ordinance, which is attached hereto, is approved for publication.

PASSED BY THE CITY COUNCIL OF THE CITY OF LACEY, WASHINGTON, this 24th day of February, 2000.

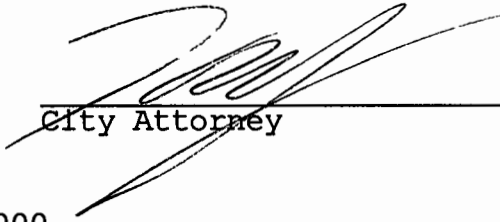
CITY COUNCIL

By   
Mayor

Attest:

Approved as to form:

  
\_\_\_\_\_  
City Clerk

  
\_\_\_\_\_  
City Attorney

Published: Monday, February 28, 2000

SUMMARY OF PUBLICATION

ORDINANCE 1124

CITY OF LACEY

The City Council of the City of Lacey, Washington, passed on February 24, 2000, Ordinance No. 1124 entitled "AN ORDINANCE OF THE CITY OF LACEY, WASHINGTON, RELATING TO THE CITY'S DESIGN REVIEW PROCEDURES AND REQUIREMENTS FOR DEVELOPMENT PROJECTS, AMENDING SECTIONS 14.23.020, 14.23.040, 14.23.070, 14.23.071, 14.23.072, 14.23.073, 14.23.074, 14.23.080, 14.23.082, 14.23.084, AND 14.23.086 OF THE LACEY MUNICIPAL CODE, ADDING NEW SECTIONS 14.23.035 AND 14.23.088 TO SAID CODE AND ADOPTING A SUMMARY FOR PUBLICATION."

The main points of the Ordinance are as follows:

1. Several changes are made to Lacey Municipal Code Chapter 14.23 relating to design review based upon the experience of the City of Lacey staff, Planning Commission, and City Council regarding projects which have been developed since the design review provisions were added to City regulations. Although the Ordinance continues to allow some flexibility in the determinations of the design review conditions applied to projects at the time they are submitted and processed, the Ordinance now makes it clear that the provisions set forth in the code are to be considered as minimum necessary design criteria. The minimum criteria set forth in the Ordinance will need to be followed unless the particular aspects of the project demonstrate to the City of Lacey that the standards may be modified.

2. The Ordinance makes it clear that all multi-family development proposals must demonstrate the manner in which compliance with crime prevention through environmental design techniques is to be accomplished.

3. A specific clarification is added to the design criteria for the Lacey Villa's historical neighborhood by requiring horizontal lap siding to be used for construction on all sides of residences.

4. The design requirements for zones having a pedestrian emphasis and key multimodal corridors and intersections are strengthened to require building walls to be placed in a manner that will enclose and define adjoining street space and to

provide for a more pedestrian oriented setting. Further, the regulations regarding walls adjoining streets or pedestrian areas are clarified and a specific requirement providing for at least 60% of a wall facing a street to consist of windows providing visibility into building interiors is adopted. The Ordinance makes it clear that the purpose of the regulations is to provide for a pedestrian friendly, comfortable street environment with architectural interest.

5. A specific provision is added relating to the open space requirements in commercial developments. The provisions list a number of ways in which the open space requirements can be met in order to emphasize areas to relax, the preservation of trees, and the utilization of landscaped parks or other uses providing a pleasant, stimulating experience for shoppers, pedestrians and office workers.

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

Published: Monday, February 28, 2000.