

CITY OF LACEY
WOODLAND
DISTRICT
GUIDELINES

Steering
Committee
Woodland
District

BJSS
DUART
BRYAN



Robert W. E.
Landscape Architect

INTRODUCTION

A NEW DIRECTION

The citizens of Lacey, and those who do business in Lacey, have decided to move the City's core area in a new direction. The vision for the new core area moves the City from an automobile oriented shopping area that people pass through on their way to another destination to a center where people can gather, interact, shop, play and walk.

The vision for the core area is a compactly developed area that is a combination of retail, offices and residential with opportunities for entertainment and recreation. The ideal situation would be for people to live, work and play in the core area.

PLAN AREA BOUNDARIES

The Woodland District Master Plan totals approximately 260 acres and is defined as the area bounded as shown on page 2.

The City of Lacey is located 60 miles south of Seattle along Interstate 5 and northeast of Olympia, the State Capitol of Washington. In 1999, the City of Lacey had an estimated population of 29,020.

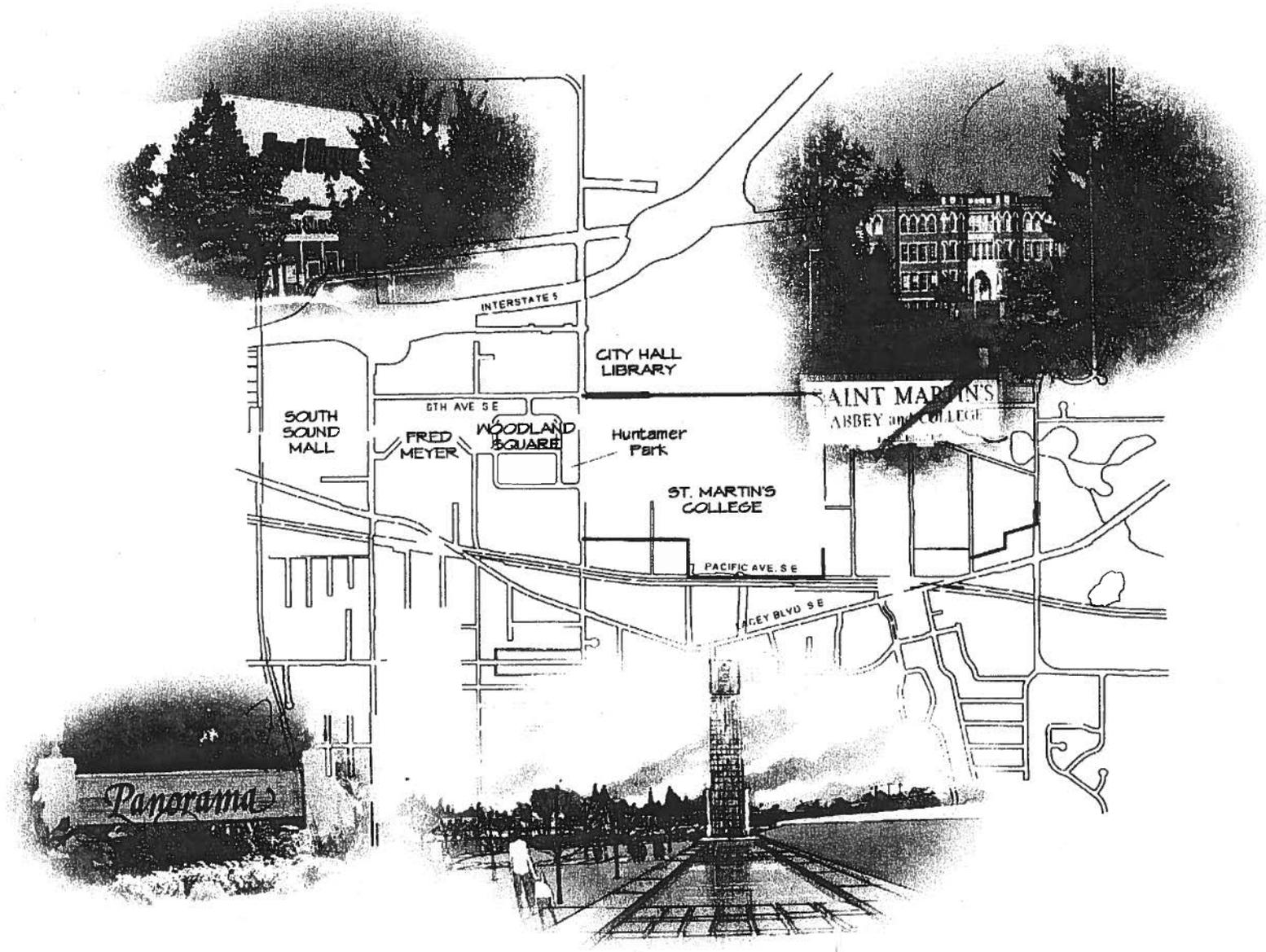
Planning Process

In August, 1997, the City of Lacey and the Lacey/Thurston County Chamber of Commerce co-sponsored a week long planning event for the core area. The citizens of Lacey, along with city officials and business representatives, worked to identify a vision for the City's core area. With the help of a consultant, the citizens of Lacey identified preferred designs of streets, public areas, landscaping and buildings for the core area. They also identified various uses that could be located in the core area.

The Vision Statement for the core area is:

"By the year 2020, Downtown Lacey will be a vibrant, alive, whole, prosperous place for all residents and visitors. Lacey's new downtown will invite a rich mix of all people of all ages and ethnicities, especially children, teenagers, and seniors."

These Downtown Guidelines incorporate features from the Downtown Vision Plan, the Downtown



Comprehensive Plan and additional ideas generated by citizens. This Plan was developed by the Woodland District Task Force (a committee of citizen volunteers) over several meetings during the Winter and Spring of 1999. The Woodland District Steering Committee, Lacey City Council, Lacey Planning Commission and the Lacey/Thurston County Chamber of Commerce reviewed the plan.

Purpose of the Plan

- The plan is a 'road map' to help guide the City over the next ten to twenty years as it outlines general land use and development/design policies;
- The plan also has development standards and design guidelines that establish a new level of quality for design and development;
- The plan clarifies the public sector's expectations;
- The plan protects the private sector from incompatible forms of development;
- The plan is a tool for implementing the Vision Plan and the Downtown Comprehensive Plan, containing the goals, objectives, and policies needed to tailor the Vision and Comprehensive Plans' policies to fit this particular area; and
- The plan is the City's means to communicate the vision for the future of the downtown core area to those outside Lacey who would consider it as a place to locate business and mixed use developments. In this sense, the Downtown Guidelines are as much about attracting types and forms of development that will benefit the City as they are about regulating development.

As adopted, the Guideline's regulatory policies supersede those of the Downtown Comprehensive Plan and the Zoning Code for the Central Business District until the Code and Comprehensive Plan are amended accordingly.

Organization

The Master Plan is organized into four different, but related sections.

- Introduction
- Background
- Goals
- Action Areas & Objectives
- Development/Design Standards



BACKGROUND

CORE AREA CHARACTER

Lacey's core area consists of an employment center, park system, shopping and residential areas.

Employment

A large employment center is located in the Woodland Square area. The employment center is home to several state agencies, banks, and other professional offices. This area is on the east border of the core area. It is accessed off 6th Avenue SE, 7th Avenue SE, and College Street SE. There are approximately 6,000 employees that work in this center. The Lacey City Hall, Timberland Library and St. Martins College are located east of the planning area. (SEE MAP ON PAGE 2)

Recreation

There are several small city parks within the core area located near the Fred Meyer shopping complex, Woodland Square area, and adjacent to the I-5 bike trail. Huntamer Park, located within the Woodland Square area, is the site of Lacey In Tune, a live summer music program held during the lunch hour, summer movies, and children's events. There is a bike path along the northern boundary of the core area known as the I-5 bike trail. (SEE MAP ON PAGE 2)

Shopping

Significant shopping destinations are the Fred Meyer Shopping complex, Sears, Target and Mervyn's in the South Sound Shopping Center and several strip mall developments located throughout the core area.

There are a number of businesses in the core area that range from retail to personal service to restaurants. According to Mundie and Associates, who developed a market study for the core area in 1997, the City could handle an additional 877,300 square feet of retail in the core area by the year 2020.

Residential

There is limited housing in the core area. Expansion of this component would add vitality to the area. South of the Fred Meyer complex, off Pacific Avenue SE, there are 8 single family houses. There are other single family houses scattered throughout the core area and, off Golf Club Road SE, there is an apartment complex. The plan attempts to preserve existing housing resources that make sense and develop strategies to encourage more housing in the core area.

There is support from the Woodland District Task Force and participants in the planning process for additional housing in the core area, especially housing designed above retail in a mixed-use development. City policies should not discourage residential development in the core area. Open space and parking are issues that have been addressed to enable high density residential development.

Existing Zoning

The current zoning for the core area is Central Business District (CBD) 1, 2, and 3. This zoning has been in effect in the core area since 1989. A new CBD ordinance that implements the goals of this plan and combines CBD 1, 2 and 3 into one subarea is under review by the Lacey Planning Commission and is anticipated to be adopted by the end of 2000.

Circulation

The core area is served by three major arterials (College Street SE on the east, Pacific Avenue SE on the south, and Sleater Kinney Road SE through the central part of the core area). 6th Avenue SE, which connects Sleater Kinney Road SE to College Street SE, is a Minor Arterial. Golf Club Road SE, which connects 6th Avenue SE to Pacific Avenue SE, and the western half of 7th Avenue SE are designated as collector streets. The other streets throughout the core area are local access streets.

Circulation throughout the core area puts most cars on a few streets which amplifies a perception of traffic congestion. A few well placed streets to provide alternatives for people within the core area would enhance circulation. (SEE MAP FROM CHARRETTE)

GOALS

Goal A: Encourage density and a diverse mix of uses in the center.

- Encourage mixed-use buildings such as apartments or offices, over first floor retail.
- Encourage dense, high quality, multifamily housing with patios and/or private open space.
- Businesses should be oriented toward public open spaces and/or streets.
- Encourage small-scale businesses where appropriate.
- Encourage pedestrian oriented uses such as residential, on-street parking, parks and shopping opportunities.

Goal B: Create a core area that is strongly pedestrian-oriented and transit friendly.

- Develop street with pedestrian amenities such as wide sidewalks, awnings, street trees and landscaping, and buildings with display windows.
- Keep auto circulation compatible with pedestrian circulation.
- Locate parking to the rear or sides of buildings.
- Include on-street parking to provide convenience and separation between moving traffic and sidewalks where appropriate.

Goal C: Create strong identity for the core area.

- Entryways should be designed to alert drivers and pedestrians they are entering the core area.
- Building designs, signage, lights and landscaping should complement one another while providing opportunities for creativity.
- Buildings should be designed close to the street, with many windows and doors and with architectural interest. Buildings should have an entrance on the street. Buildings are to be designed with no blank walls facing the street. Other walls within view should be treated as an opportunity for creative design.
- Create places for people to gather and physical focal points, such as plazas, clock towers, fountains, etc.

Goal D: Create places that provide for the needs of a diverse population of different ages.

- Create places for children to play and senior citizens to gather such as benches with tables in a park-like setting.
- Create social gathering places and develop activities and places to attract people.

ACTION AREAS AND OBJECTIVES

Job Center

- Reserve the area around Woodland Square for additional employment opportunities in the core area. (SEE MAP ON PAGE 2)
- Consider opportunities for retail/mixed use infill, especially along the perimeter of the job center.

Public Areas

- Maintain existing parks and open space areas and search for opportunities to add additional city parks (i.e., south of the existing Huntamer Park, in front of Lacey Transit Center), green spaces and pocket parks/gardens.
- Develop markers that incorporate landscaping at all entries into the city.

Redevelopment/New Mixed Use

- Renovate existing building stock and intensify existing uses.
- Accommodate specialty and convenience market generated by new residents and employment in adjacent areas.
- Consider business recruitment and retention programs.
- Provide opportunities for high quality development and design.

Redevelopment Mixed Use with Residential

- Consider high residential densities.
- Consider retail and convenience uses that are compatible with residential development.
- Renovate existing residential buildings and intensify residential uses.

New Roads

- Locate new roads and realignments to provide better circulation patterns in the core area and improve safety.
- All roads should be designed with pedestrians in mind.

Street and Transportation
Standards for the Core Area

STREETS & TRANSPORTATION

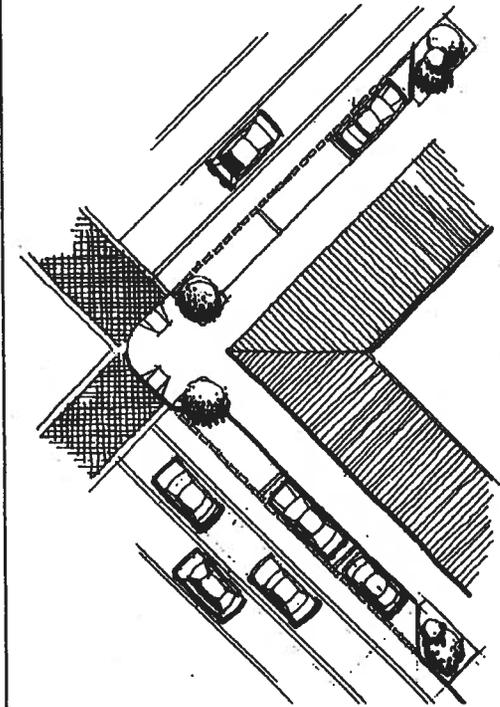
Design Intent

- Create a grid system of roadways in the core area. These roadways should provide a hierarchy of streets from major pedestrian corridors to alleys.
- Design of the streets should create a pleasant and visually interesting environment for pedestrian traffic.

Street Design Guidelines

1. Paving, street trees, lighting, pedestrian amenities, signage, etc. shall be consistent throughout the core area to help create an identifiable character for the core area.
2. Key intersections in the core area shall be paved utilizing bricks, pavers, or stamped concrete. Design may reflect the theme of a major feature (i.e., Lakes Park) in an area or historic architecture.
3. Crosswalks shall be paved utilizing bricks, pavers, or stamped concrete.
4. Corners of key intersections will have pedestrian plazas.
5. Street trees with decorative tree grates shall be located on all streets designed for on-street parking and the Major Pedestrian Corridor.
6. All new streets shall be designed for on-street parking.
7. Sidewalks shall be a minimum of 10-feet wide throughout the core area (except for boulevards). The Major Pedestrian Corridor (6th Avenue SE) shall have an additional 5-foot build-to line that is provided in a sidewalk easement, thereby creating a 15' sidewalk.
8. Curb bulbs to minimize the street crossing distances for pedestrians shall be required at all intersections, mid-block crossings along major pedestrian corridors, focal points and streets with on-street parking. Bulb-out design shall be consistent throughout the core area and shall retain the general character of the core area. The specific location of the bulb intersections will be determined by the City.

The purpose of curb bulbs is to provide additional landscaping along corridors, help delineate parking spaces and crosswalks, and reduce traffic speeds.



Bulb-out Parking and Sidewalk

STREET SECTIONS

(The City will determine which standards apply to roads within the Core Area.)

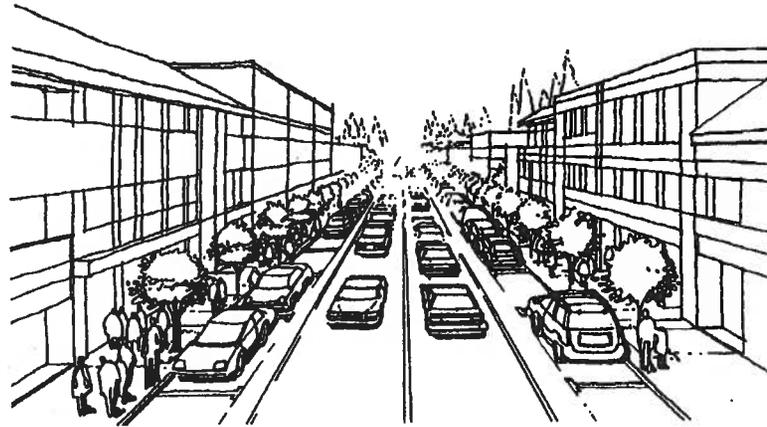
1. Major Pedestrian Corridor

This profile shows a major pedestrian corridor. Sixth Avenue S.E. has been identified as the major pedestrian corridor. This profile provides for 15' sidewalks, street trees with tree wells and possibly on-street parking. Bike lanes are incorporated into the design of the driving lanes.

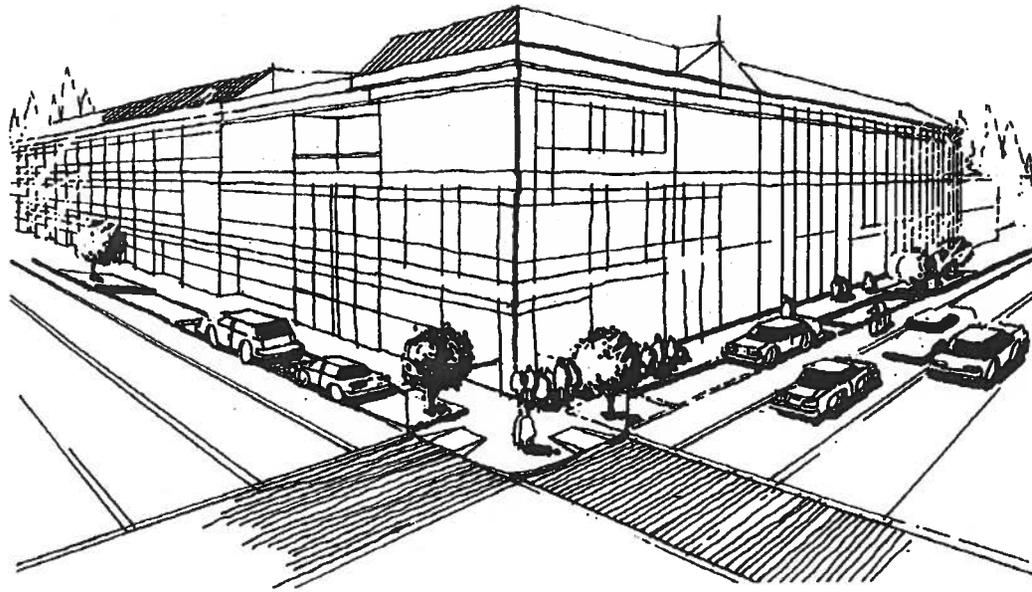


2. Secondary Streets

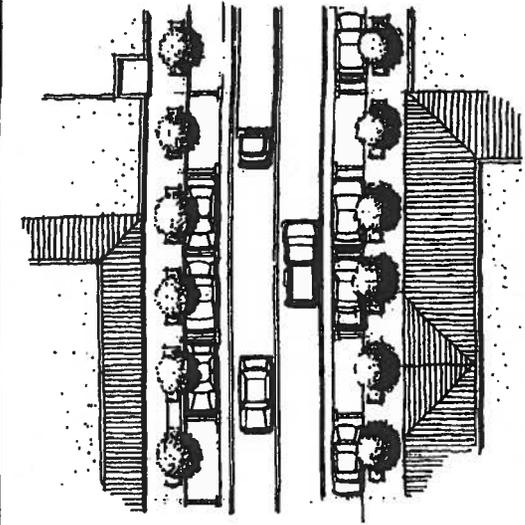
This profile provides for all other streets in the core area. New streets built to this standard will provide on-street parking. Existing streets will provide on-street parking in phases, as property (re)develops or as the City obtains grant funding. This street standard will provide wide sidewalks and bicycles will share the driving lanes with cars.



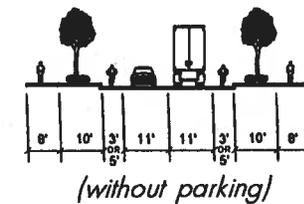
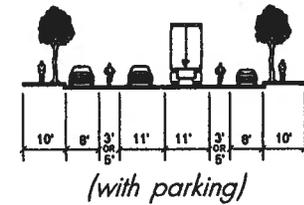
Collector Street Perspective



Bulb Out at Collector Street



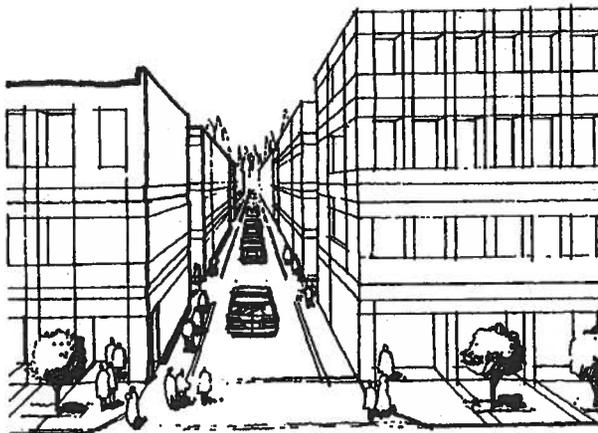
Collector Street Plan



Minor Collector and Local
Commercial

3. Alleys

This profile will be used in circumstances where secondary access to a building may be required, possibly as a service area, or an alternative to the main street fronting entrance. No sidewalks will be required with this type of roadway and no parking will be permitted.



Alley Perspective

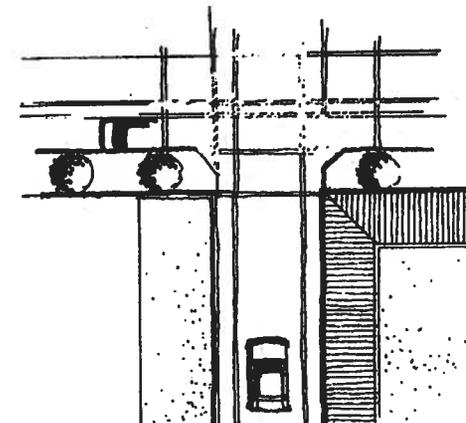
Key Pedestrian Intersections

Design Intent

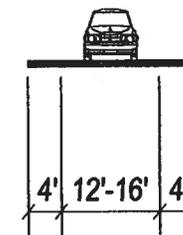
- Provide additional open space at key intersections for community activity.
- Provide pedestrian plazas with appropriate amenities that invite gathering.
- Location of key intersections shall take into account Panorama City to provide a comfortable walking experience for residents.

Key Pedestrian Intersection Design Guidelines

1. The plazas shall typically be a maximum of 60 feet across.
2. The plazas shall provide 10% landscaping.
3. Seating and a trash receptacle shall be provided in all plazas. These shall be of a design consistent with that of the core area. Other items that may be incorporated are: water fountains, public art, bicycle racks, outdoor cafes, kiosks, etc.
4. Unscreened parking lots, chain link fences, and blank walls are not appropriate as plaza perimeters. These uses must be screened from the plaza with landscaping or another acceptable form of screening.
5. Plazas must be paved with brick, pavers, stamped concrete or another approved material.
6. Uplighting of trees and other site features is encouraged.
7. Design will not impede the flow of pedestrian movement through the plaza.
8. Covered areas along the perimeter of the plaza are encouraged to provide protection from rain and/or sun.

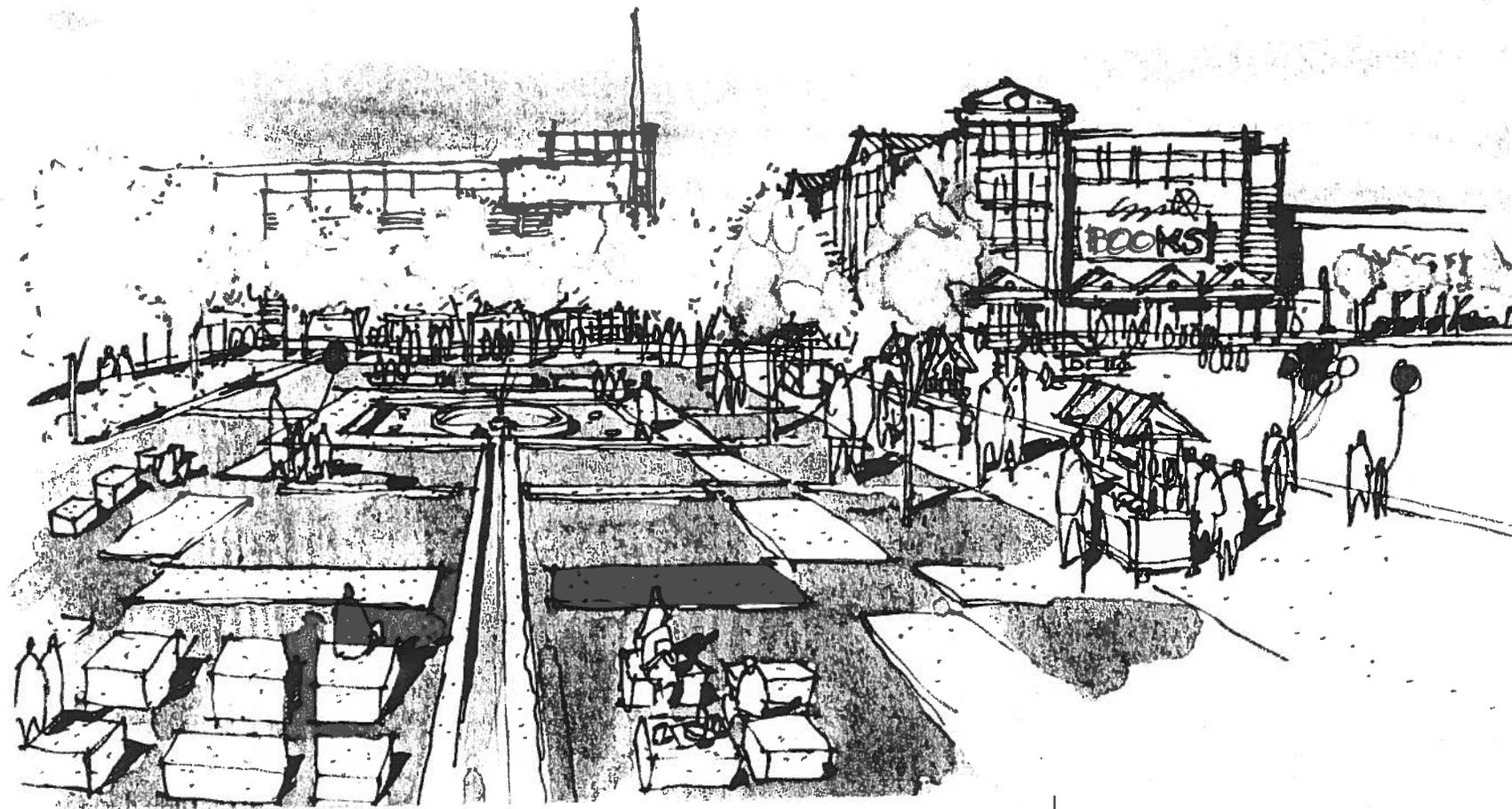


Alley to Collector Street Plan



(parking prohibited)

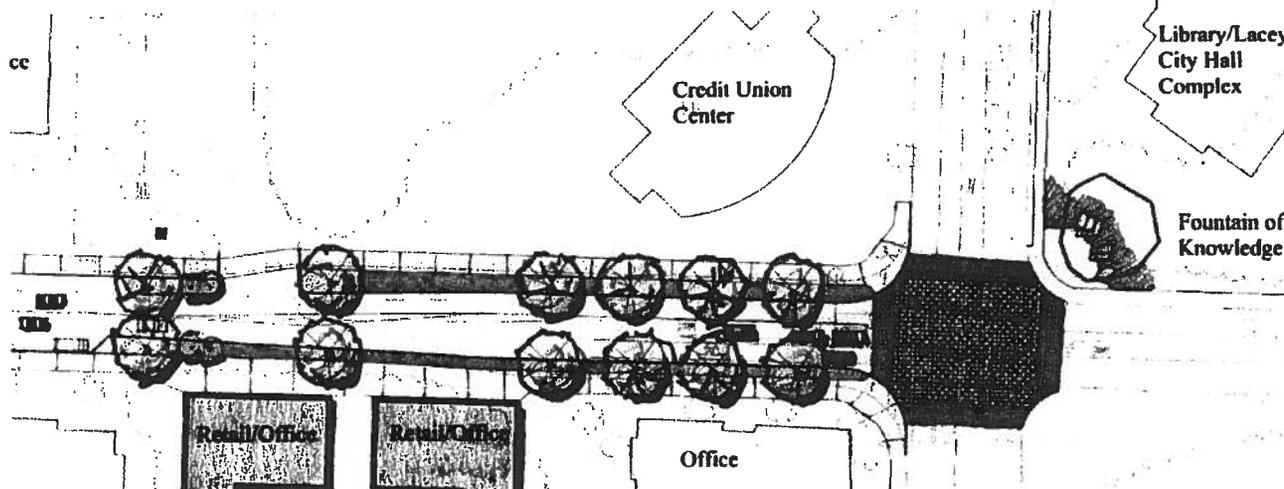
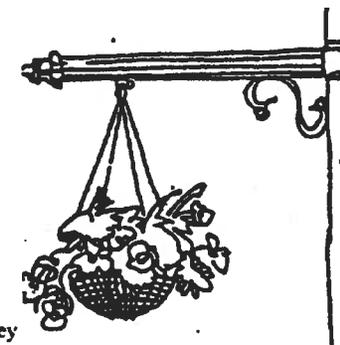
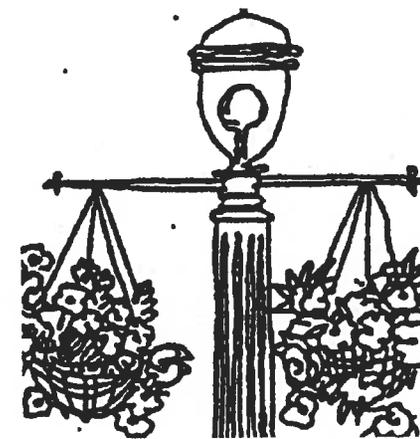
Pedestrian Plaza



Streetscape Landscaping

Encourage extensive landscaping in the downtown area that will provide a variety of textures and color throughout the year. Diversity of plant types adds interest to landscaped areas. Efforts should be made to incorporate naturalized and native plants, as they require minimal maintenance.

1. Landscaping shall include a diversity of plants, including trees, seasonal planting, flowering shrubs, bulbs, perennials, annuals, and native plants.
2. Street trees shall be an important part of the streetscape. **Trees should be viewed as an investment in the future.**
3. Trees shall be placed in trees wells with decorative grates along streets with on-street parking and along the major pedestrian corridor.
4. Opportunities to illuminate the trees shall be provided when the trees are planted or electrical services should be installed at each tree well to provide opportunities for seasonal or special events lighting.
5. The street tree types should be chosen according to the City of Lacey Master Tree Plan. Encourage tree varieties that take into consideration the view of businesses and their wall signs. Other options might include columnar trees or other landscaping.
6. Street trees should provide interest. A diversity of trees (including conifer trees) is recommended with specialty trees planted at pedestrian crossings.
7. Incorporate street furniture (i.e. benches) shall be incorporated between pedestrian plazas to provide comfortable resting places for pedestrians.



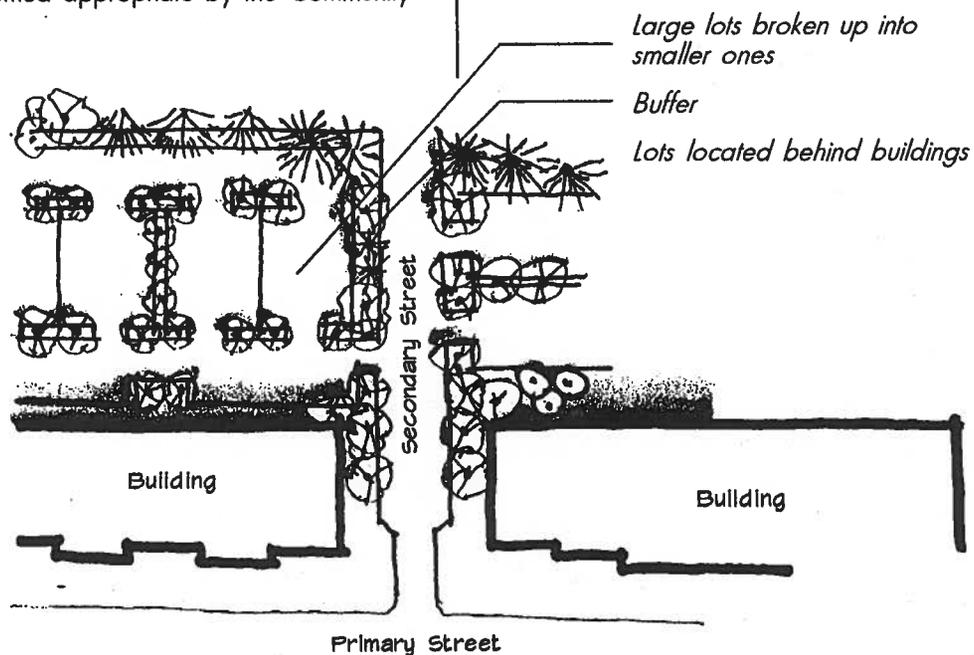
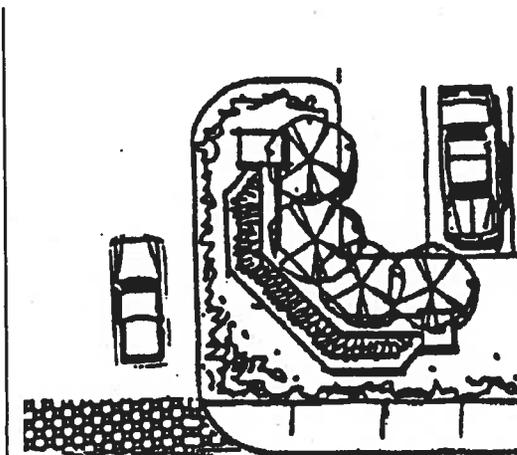
Parking

Design Intent

- Provide adequate on-site parking for retail and office space while lessening the visual impact of parking lots along pedestrian corridors.
- Provide adequate pedestrian circulation throughout parking lots.

Parking Design Guidelines

1. All new parking areas should be designed to the rear or side of buildings. No parking areas should be built between the building and the street. If parking is to be placed to the side of a building, no more than 50% of the parcel frontage shall be devoted to parking.
2. Adequate pedestrian circulation amenities shall be provided in parking lots. Pedestrian connections shall, at a minimum, connect the parking lot to the building and the sidewalk. The pedestrian connections shall be a minimum of 5 feet wide and be constructed out of materials other than painted asphalt. Acceptable materials include: pavers, concrete (colored and/or stamped), or any other material deemed appropriate by the Community Development Department.
3. Parking lots, when fronting along a street, shall be adequately buffered from the sidewalk to reduce the visual impact of the parking lot. Options for screening could include wide landscaped areas and, possibly, low walls.
4. Landscaping within parking lots shall be designed in the orchard style to maximize the number of parking stalls and trees on-site. There shall be a landscaping island at the end of each parking row, perimeter landscaping, and a minimum of 1 tree for every 5 parking spaces.



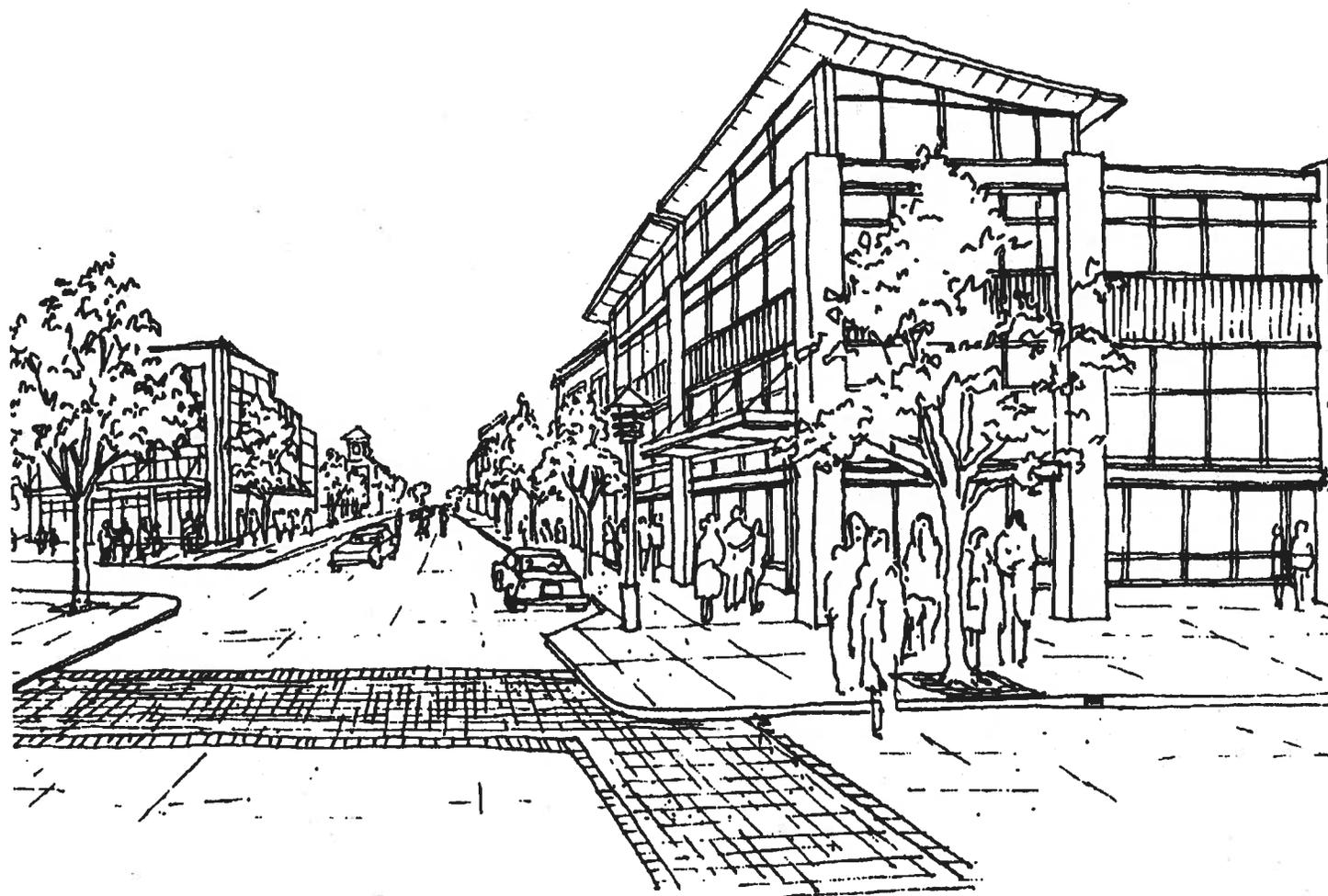


Site and Building Design
Standards for the Core Area

Site Design

Design Intent

1. Create an integrated downtown that encourages pedestrian-oriented development and a focal point for community identity.
2. Site designs should promote safe and comfortable pedestrian activity.



Site Design Standards

1. Buildings shall be located close to the street. A maximum setback shall be employed in the core area. The maximum setback shall encourage building modulation along the front of a building to provide additional interest. Building entries, outdoor cafes, and other pedestrian oriented uses may be located in this setback.
2. A portion of all buildings shall incorporate weather protective devices along the sidewalk and other pedestrian ways adjacent to the building. This may be accomplished through the use of awnings or arcades.
3. Pedestrian plazas shall be incorporated into the design of all sites. Buildings may be clustered to create these plazas. Plazas could be located within the front yard setback or to the side of a building. All plazas shall be easily seen and accessible from the street or sidewalk on the public right-of-way.

Plazas shall meet the standards found within the key pedestrian section of this plan.
4. No parking shall be located between the building and the street. All parking shall be located to the side or rear of the building. All parking located to the side of a building and adjacent to the sidewalk shall be screened appropriately according to the standards in the parking section of this plan.
5. All service areas (loading areas and garbage/recycling receptacles) shall be appropriately screened with a wall no lower than 6 feet constructed of the same, or complimentary, material as the associated building. The service area shall not be visible from the street or sidewalk. Mechanical equipment located on the roof of a building shall be appropriately screened within the roofline or through other measures to ensure the equipment is not visible from the street.
6. All office buildings and parking garages shall incorporate a retail aspect into the design of the structure. This shall be a requirement for any office building or parking garage with frontage on the major pedestrian corridor (6th Avenue SE), College Street SE, Golf Club Road SE, 7th Avenue SE, Sleater Kinney Road SE, and all newly developed streets in the core area.
7. Site lighting shall compliment the building and site. It shall be at a pedestrian scale and provide ample light to help make pedestrians feel safe and secure.

Architectural Elements

DESIGN INTENT

To create an ensemble of buildings that presents a unified character while allowing for the individual architectural expression of each building.

Building Design Standards

1. Multiple building complexes shall develop a master sign plan that incorporates the locations of the signs, the size and materials used. Sign design shall compliment the scale and architectural elements of the buildings.
2. Buildings over 100 feet in length shall provide some form of building articulation. This can be accomplished through building modulation of at least 50% of the building, significant entry features, changes in materials, building focal point (an entryway could serve as a focal point), rhythm of architectural elements or any other methods consistent with this plan.
3. Buildings with more than 2 stories shall provide vertical articulation. Buildings will have a base, middle and top. This shall be accomplished through stepping back the upper levels a minimum of 8 feet, using different materials, using a significant building element such as balconies, porches, canopies, towers, or any other method that visually breaks up the facade and is consistent with this plan. Buildings will have a common horizontal element at 15-feet above the sidewalk.
4. All building sides facing public streets and plazas shall incorporate a substantive use of building elements, such as:
 - Articulated building elements through treatment of windows, doors, entries, and corners with special trim molding or glazing
 - Decorative building materials such as tile and metal work
 - Enhanced or articulated building entrances
 - Pergolas, arcades, porches, decks, bay windows
 - Balconies on upper stories
 - Windows - multiple paned fenestration
 - Decorative railings, grill work, or landscaping guards



Three dimensional interactive elements: bays, balconies, canopies

Building articulated horizontally with bands, covered canopies, windows

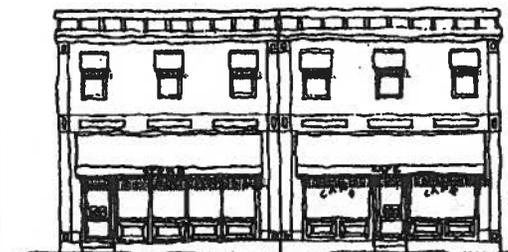
Building modulation with vertical elements

First floor band: retail, large windows

- Landscaping trellises
 - Decorative light fixtures
 - Decorative paving
 - Artwork in public spaces
 - Broken roof forms and vertical modulation which will help to break down the scale of large one-story buildings
 - Storefront windows with over 75% of the front façade on the ground floor between 2-feet and 12-feet above the ground along the major pedestrian corridor
 - Other details or elements consistent with this plan as approved by the Director of Community Development
5. All buildings located at street intersections, special architectural elements shall be incorporated to accentuate the building's prominent location.
 6. Secondary building walls more than 15-feet in length and without windows, entry, architectural features or modulation, between 2-feet and 8-feet in elevation height shall not face a street, alley or parking lot. If unavoidable, they shall be treated in two or more of the following ways:
 - Planters or trellises with vines
 - Landscaping that covers 30% of wall area within three years of planting
 - Special materials and creative use of these materials
 - Lighted display windows
 - Building articulation
 - Other treatments consistent with this plan as approved by the Director of Community Development
 7. Roof treatments shall have some articulation either through a slope roof with a hip or another method approved by the Director of Community Development. If the roof is flat, it shall be architecturally treated, or articulated, with a parapet wall, cornice, or any other architectural roofline detail visible from the ground level. Roof-mounted mechanical equipment shall be screened from view.
 8. Materials of the building elements, such as roofs (where exposed to view), exterior walls, trim, and other elements shall be durable yet shall also possess a traditional character. Materials used shall provide textural interest and be traditional in nature.



Varied forms and vertical modulation



Decorative elements, large retail glazing area

9. Colors shall be earth tones or natural colors. Trim colors shall compliment the architectural elements of the building and main body color of the building. Trim colors shall cover no more than 10% of the façade. Bright colors and neon shall be used in limited applications and only as trim.
10. Signage shall comply with City of Lacey Signage Ordinance

