

ORDINANCE NO. 1500

CITY OF LACEY

AN ORDINANCE OF THE CITY OF LACEY MAKING CERTAIN HOUSEKEEPING CHANGES TO THE LACEY MUNICIPAL CODE, AMENDING SECTIONS 14.23.083, 16.70.050, AND 16.72.030, ALL OF THE LACEY MUNICIPAL CODE, AND APPROVING A SUMMARY FOR PUBLICATION.

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

Section 1. Section 14.23.083 of the Lacey Municipal Code is hereby amended to read as follows:

14.23.083 Industrial Design Guidelines

A. Site organization for multiple building complexes

1. Placement and orientation of multiple structures shall be designed to provide configurations that do not result in a strict geometric or monotonous look.
2. Multiple building placement should create the impression that the structures within the complex were planned and designed to complement one another. However, each structure shall be of independent use and function except as provided for structures with shared facilities as set forth below.
3. Generally buildings shall be separated a distance similar to what would be expected if located on separate lots (60 feet or more considering setbacks, parking and/or access and yard area).
4. Structures may be arranged in a configuration to share common loading, unloading and truck maneuvering facilities for efficiency, reduction of impervious surfaces and general functionality.
5. Site components such as structures, parking, driveways, and out-door functions shall be arranged and located to emphasize the aesthetically pleasant components of the site such as existing mature trees and views, or superior architectural features, and disguise its less attractive scenes such as service facilities, outside storage and equipment areas, and trash enclosures through placement and design of the structure and landscaping.

B. General site circulation for multiple building projects.

1. Circulation shall be designed for the required function of moving trucks in an efficient fashion, but also to provide an attractive and natural flowing network.
2. Design, construction, and the look of access ways/streets throughout the parcel shall be similar to the result which would occur by a subdivision of the property into separate lots, including a city street system with collectors, local access ways, and private drives.
3. As much as practical and avoiding a loss of function, effort shall be taken to design an interconnected access system that avoids a strict geometric grid and provides interest. Long straight streets that transect a whole parcel should be avoided for light curves that provide interest and bring street trees and buildings into the natural line of site.

C. Additional site design guidelines.

1. For those industrial uses that utilize outdoor storage area, inventory shall be placed in an orderly manner and shall be screened from right of way areas.
2. Site features such as fences, walls, refuse and recycle enclosures, and light fixtures shall be designed to be consistent with the scale and aesthetic character of the building.
3. Landscaping shall meet requirements of Chapter 16.80 LMC for the intended function. Particular emphasis shall be focused on buffering and compatibility issues when adjacent to a zoning classification with different land use intensity.
4. In multi-building complexes, internal landscape areas shall be developed and designed in a similar fashion as if individual lots were developed and yard areas landscaped. Landscaping design should provide a visual connection between buildings and take maximum advantage of landscaping by providing amenities for workers such as outdoor lunch areas and plazas between selected buildings.
5. All applicable requirements of LMC 14.23.084 and 14.23.086 shall apply.
6. All signs shall meet standards of Chapter 16.75 LMC.
7. Site lighting.
 - a. Lighting shall be installed throughout the site for entryways, parking lots, and pedestrian areas. This shall be achieved both at a pedestrian and overall site level.

- b. Lighting shall be activated by photo electric cells or timers.
- c. Lighting fixtures shall complement project design and shall be oriented to avoid direct glare to adjacent properties, particularly where properties are located in a different zoning classification.

8. Refuse:

- a. 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.
- b. No refuse container shall be permitted between a street and the front of the building.
- c. 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 container.

D. Architecture and building design

- 1. New buildings shall maintain diversity and individuality in style while improving the aesthetic character of their surrounding area.
- 2. In multi-building complexes, a comprehensive architectural concept shall be developed and maintained. Various site components should be unified through the use of similar design, material and colors.
- 3. New buildings shall have three distinct components: base; middle; and top. Each component shall be defined by horizontal and/or vertical articulation. Facade articulation may consist of changes in the wall plane, use of openings and projections, and material and color variations. Exceptions may be permitted by the Site Plan Review Committee only where a specific architectural style offers other types of building form and facade articulation.
- 4. Where function necessitates a basic, box-like building form, design strategies shall be utilized to provide an attractive facade where portions of the structure are visible to the public. A preferred technique is to provide exterior articulation such as change in color, material, or plane introduced on an outer decorative shell. Other architectural strategies

may also be used, provided they accomplish the same purpose to provide a more attractive facade.

5. Less architecturally interesting facades of buildings shall be substantially setback and screened from public view by mature, dense landscaping. Landscaping size and location shall be determined on a site-by-site basis and may exceed the minimum required in the City Code.

6. To avoid flat walls building modulation shall be used to reduce the mass and bulk of the structure. This can be achieved by utilizing the following techniques:

- 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.
- h. Architectural technique that will have a modulation effect and meet the intent of this section.
- i. Landscaping trellises with climbing vegetation or art work may be utilized for building walls that are located within public viewing.
- j. Use of glass and storefront window systems;
- k. Use of reveals to create patterning in the concrete
- l. Main entrances to the buildings shall be well defined.

7. New buildings shall have at least one major focal point and minor focal points. Focal points may be achieved through horizontal and vertical lines, change in material, change in color, change in the form and shape of a portion of the building, or other means.

Combining the main entrances and the focal points is encouraged.

8. Service doors visible from public streets shall be recessed and integrated into the overall design of the building, or have some other architectural treatment to enhance its appearance.
9. Buildings located within a multiple building complex shall utilize similar or complimentary colors, materials, window patterns and roof forms.
10. Consideration shall be given to colors and materials. Each shall complement the other and enhance existing buildings.
11. Consistency shall be used with architectural elements to ensure that building walls that are highly visible to the public are compatible with one another.
12. Building design for industrial uses adjacent to ~~business park~~community office, commercial, open space institutional or residential zone districts shall blend with the adjacent neighborhood and create an attractive and functional transition between the zones. Items to consider include such things as scale, building height, colors, and materials to promote the blending of the zones and setbacks and buffering to reduce impacts from incompatible elements of the different zones and provide an appropriate transition.

E. Compatibility with adjacent residential and open space institutional developments.

1. Where industrial buildings are to be located adjacent to different zone districts, care shall be taken to ensure compatibility and integration of the development with the adjacent area. 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 adjacent environment. Impacts such as, but not limited to, light/glare, noise, traffic and aesthetics shall be considered.
2. In development of the site plan, consideration shall be given to how the layout fits into the surrounding neighborhood.
3. Architectural design shall consider compatibility with the character and style of adjacent uses. 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.

Section 2. Section 16.70.050 of the Lacey Municipal Code is hereby amended to read as follows:

16.70.050 General location standards.

- A. Retail stands may only be located in the following zones:
1. All commercial zones.
 2. All light industrial zones.
 3. ~~Business-park~~Community Office zone.
 4. Mixed high density corridor and mixed moderate density corridor.
 5. Along arterials and collectors at key multimodal intersections in pocket parks or pedestrian plazas as approved by the approving authority based upon findings that it will enhance the local pedestrian experience.
 6. Open space institutional zones.
- B. Retail stand locations shall be compatible with the pedestrian and the vehicular nature of the zone, the use of the right-of-way as a public thoroughfare, the use of parking lots as public parking areas, and/or the use of an open air plaza. The site shall be located to enhance the pedestrian nature of the zone and shall not be located so as to attract or serve vehicular traffic.
- C. Temporary/seasonal retail stands may be located to attract and serve vehicle traffic.
- D. In determining whether or not the proposed location would be permitted, the following criteria shall be considered:
1. The type and intensity of the proposed use and the type and intensity of existing uses;
 2. The width of the sidewalk, pedestrian plaza or parking lot in which it is to be located;
 3. The proximity and location of existing street furniture, including but not limited to signposts, lampposts, bus shelters, benches, phone booths, trees, newsstands, as well as the presence of bus stops and truck loading areas;
 4. Established or proposed pedestrian and vehicular traffic patterns;

5. The number of available retail stand sites in a given area or zone of the city and the number of existing retail stands in such area;
 6. Other factors deemed relevant by the approving authority, consistent with the purpose of this chapter and intent of the zone proposed for the use.
- E. The retail stand and location shall promote the diversity of retail stand activity;
 - F. The site and retail stand together shall not create a pedestrian or vehicular traffic hazard;
 - G. The retail stand shall be compatible with uses in the general vicinity and adjacent properties;
 - H. The retail stand location shall promote the pedestrian nature of the general area in which it is located;
 - I. The retail stand location shall be compatible with the public interest in the use of the sidewalk as a public right-of-way and the use of a public or private parking lot for the primary intended use of vehicular parking and, as such, shall not endanger the public health, safety and welfare.

Section 3. Section 16.72.030 of the Lacey Municipal Code is hereby amended to read as follows:

16.72.030 District parking requirements.

- A. The requirements for any use not listed herein shall be those of the listed use most similar to the unlisted use. When similarity is not apparent, the enforcing officer and/or the site plan review committee shall determine the minimum and maximum for the unlisted use.
- B. For conditional uses, as identified and described in Chapter 16.66 LMC, the parking requirement shall be as provided in that chapter or as determined by the site plan review committee.
- C. Residential District. Off-street parking requirements for residential districts are located in Table 16T-13.
- D. Commercial, ~~Business Park~~Community Office and Industrial Uses.
 1. General Parking Standards--Parking Standard Table.

a. In the several commercial, industrial, ~~business-park~~community office, and mixed use districts, off-street parking requirements shall be as shown in Table 16T-13; provided, that all of the property is controlled by a single person or corporation, or written agreements for shared parking, acceptable to the city, are filed with the enforcing officer.

b. Phased Reduction of Maximum Parking Standards. One technique for transportation demand management (TDM) is to reduce maximum allowable parking spaces. This can be done by slowly phasing down the maximum allowable number of parking spaces over a period of years. This technique has advantages of reducing vehicle trips and conserving urban commercial land that can be used for other purposes. However, this technique has the potential to have a significant adverse impact on the jurisdiction's economic development if other reasonable forms of alternative transportation are not available. This technique should be periodically revisited to consider its viability but should not be implemented until its viability for Lacey is established.

c. Minimum Optional Guidelines and Maximum Standards. To promote parking reduction, the optional minimum guideline serves as a suggested parking number but is not mandatory for automobiles except for single-family residential development. Applicants will be encouraged to provide less automobile parking than the minimum listed whenever possible based upon TDM available on-street parking, potential shared parking within walking distance and other factors. The minimum number listed for bicycle parking shall be provided as indicated in the table for both commercial and residential development.

The number of parking spaces needed to serve a project must be demonstrated to the site plan review committee based upon a parking plan considering TDM techniques and other relevant factors. Upon justification to the satisfaction of the committee, whatever number of parking spaces agreed upon shall be the number required, and this shall be an enforceable condition of the approval.

The maximum parking standards may be increased if the site plan review committee finds compelling reasons to do so. Such determination shall be at the sole discretion of the committee based upon such factors as unique site or use requirements, historical data of a particular use or other relevant factors indicating additional parking is necessary to properly serve a use or uses at a site.

Shared parking agreements are encouraged if the physical relationship between the premises is within convenient walking distance and makes such sharing possible.

2. If more parking spaces than the maximum permitted by Table 16T-13 exist on the subject property, an owner/developer may lease those excess spaces until conformance with Table 16T-13 is reached.

a. Shared parking is particularly encouraged when:

(1) The total number of parking spaces provided is sufficient to meet expected demand; or

(2) The uses are operating during different hours and number of spaces needed for all uses at any one time are satisfied. If permitted, the total number of spaces for a shared arrangement should be no greater than the maximum number of spaces permitted for all uses operating at the same time.

b. Where adjoining parking facilities of two or more ownerships are developed and designed as one parking facility, a reduction of required parking spaces may be permitted based upon the increased potential opportunity for shared parking and other parking reduction techniques.

c. The continuation of joint or shared facilities should be assured by a sufficient legal document such as a covenant or reciprocal easement agreement or by participation in a local improvement district or parking association. Joint or shared parking associated with multi-tenant retail and commercial uses will be considered to be a shared parking facility. Lease agreements will satisfy the requirement for a sufficient legal document. However, any new tenant whose parking requirement reduces the total parking available in the shared parking facility below seventy-five percent of the requirements for all uses sharing the facility will be required to provide additional parking.

d. For large projects where a traffic study is required under Chapter 14.21 LMC (Traffic Mitigation and Concurrency) and the proposal has one hundred or more employees, a comprehensive TDM strategy may be proposed to achieve a reduction in minimum parking listed in the parking table. Additionally, a bonus credit towards transportation impact fees may be awarded for reducing parking area pursuant to this section. The reduction in parking permitted and the incentive bonus shall be

commensurate with the permanence, effectiveness and demonstrated reduction in off-street parking demand effectuated by such alternative programs.

Alternative programs that may be considered by the enforcing officer and/or site plan review committee under this provision include, but are not limited to, the following:

- (1) Private vanpool operation;
- (2) Transit/vanpool fare subsidy;
- (3) Imposition of a charge for parking;
- (4) Provision of subscription bus services;
- (5) Flexible work hour schedule;
- (6) Capital improvements for transit services;
- (7) Preferential parking for carpools/vanpools;
- (8) Participation in the ride-matching program;
- (9) Reduction of parking fees for carpools and vanpools;
- (10) Establishment of a transportation coordinator position to implement carpool, vanpool and transit programs;
- (11) Bicycle parking facilities including associated shower and changing facilities;
- (12) Compressed work week;
- (13) Telecommuting;
- (14) Other techniques and strategies approved by the Site Plan Review Committee.

e. Parking reduction under this subsection (D)(2) must provide information regarding the administration of the program to the site plan review committee. The information must include:

- (1) Address each individual TDM strategy as part of the transportation impact analysis;
- (2) Provide the city with an estimate of peak hour employees as part of their site plan review application and traffic impact analysis;
- (3) Provide estimated parking occupancy rates for the development as part of the transportation impact analysis showing average weekday use;
- (4) Demonstrate how TDM strategies will be used to minimize the need for parking.

3. The city is hereby authorized to develop parking requirements specific to certain geographic locations or districts rather than individual sites by pooling parking supply in desired locations. Any parking requirements established as part of these programs may deviate from the typical standards contained herein and would be binding on the properties within these locations.

E. Transportation Demand Management Incentives. The site plan review committee shall determine whether the applicant can receive a traffic impact mitigation fee reduction for implementation of TDM strategies that reduce parking needs. Such incentives will be as listed in the following schedule as well as any traffic mitigation credit allowed under LMC 14.21.030. The incentive bonus is as follows:

1. Any developer who builds at the minimum amount of parking allowed shall receive a five percent trip reduction in the calculation of traffic impacts.
2. Any developer who builds at or below the minimum and includes significant strategies from subsection (D)(2)(d) of this section is eligible for an additional five percent trip reduction bonus.
3. Additional bonuses will be allowed under the provisions of LMC 14.21.030.

¹ When calculating need, a lower ratio of five-tenths per one thousand square feet of GFA can be justified when a covenant is attached to the property that limits the occupancy load to ninety-five percent of the parking stalls available. In addition, the SPRC may authorize a parking ratio up to five spaces per one thousand square feet of GFA if the need can be demonstrated.

² If retail space in a mixed-use development exceeds forty percent of the gross floor area of the development, the retail use parking requirements of this section apply to the entire space.

³ Gross square feet does not include enclosed or covered areas used for off-street parking or loading, mechanical floor areas or covered public spaces.

⁴ School and/or public facility parking spaces may be used provided the facilities are on the same or contiguous parcels within three hundred feet of the theater or auditorium.

⁵ In mobile home parks, the parking spaces in excess of one per mobile home may be grouped in shared parking areas.

⁶ For single-family residential development, a minimum of two parking spaces is required.

The following notes apply to all of the above uses:

- Minimum automobile spaces listed in the table are optional guidelines provided in LMC 16.72.030(D)(1)(c) (optional minimum guidelines). Minimum parking spaces for bike parking are mandatory.
- Parking ratios for mixed use development projects shall be determined by calculating the percentage of GFA by use multiplied by the appropriate parking ratio for each use plus a five percent parking reduction for two uses, ten percent parking reduction for three uses and fifteen percent parking reduction for four or more uses.
- Parking spaces provided as part of the above/below grade parking amenity identified in Table 14T-12 shall be exempt from all maximum parking requirements.
- All major employers or major worksites, as defined by RCW 70.94.524, shall designate at least five percent of auto spaces as carpool spaces. These spaces must be located as close to the main employee entrance as possible and shall be called out on the site plan.
- Where adjacent roads are designed for on-street parking and approved by the public works director, parking credit may be given for on-street parking.


Section 4. SEVERABILITY. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this ordinance.

Section 5. CORRECTIONS. The City Clerk and the codifiers of this ordinance are authorized to make corrections to this ordinance including, but not limited to, the corrections of scrivener's/clerical errors, references, ordinance numbering, section/subsection number and any references thereto.

Section 6. The Summary attached hereto is hereby approved for publication.

PASSED BY THE CITY COUNCIL OF THE CITY OF LACEY, WASHINGTON, at a regularly-called meeting thereof, held this 3rd day of November, 2016.

CITY COUNCIL

By: 
Mayor

Approved as to form:



City Attorney

Attest:


for
City Clerk

SUMMARY FOR PUBLICATION

ORDINANCE 1500

CITY OF LACEY

The City Council of the City of Lacey, Washington, passed on November 3, 2016, Ordinance No. 1500, entitled “AN ORDINANCE OF THE CITY OF LACEY MAKING CERTAIN HOUSEKEEPING CHANGES TO THE LACEY MUNICIPAL CODE, AMENDING SECTIONS 14.23.083, 16.70.050, AND 16.72.030, ALL OF THE LACEY MUNICIPAL CODE, AND APPROVING A SUMMARY FOR PUBLICATION.”

The main points of the Ordinance are described as follows:

1. The Ordinance updates certain sections of the Lacey Municipal Code, changing the term “business park” to “community office.”
2. The Ordinance approves this summary for publication.

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: November 7, 2016.