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State:	Washington
Jurisdiction Type:	Municipal
Municipality:	City of Lacey
Year (adopted, written, etc.):	1995
Community Type - applicable to:	Urban; Suburban
Title:	City of Lacey Village Center Zone
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Abstract

Lacey's "Village Center Zone" is a suburban model that, while perhaps reducing car dependence, does not link with much transit. The ordinance aims to alleviate use-segregated development, reduce sprawl that results in car dependence, and to promote the development of places with a pedestrian emphasis, connectivity, mixed-uses, and centralized public spaces. Bicycle paths and pedestrian connections are encouraged where possible and the use of cul-de-sacs and other roadways with a single point of access are minimized. While parking is limited on smaller streets, the larger streets are still permitted to have parking on both sides. Bikeways are required on collector and arterial streets. The ordinance requires that bike racks be provided to internal open space areas and recreation areas in the peripheral open space – in addition to providing for other pedestrian and bicycle amenities in commercial and residential areas. Bus stops are to be located along major streets ("collectors and arterials") and are to be designed to make transit services accessible to all residents of the village center. While aiming to reduce car dependence, the ordinance still requires a minimum of 2 parking spots for single-family homes but requires a minimum of 1.5 spots per dwelling unit in multi-family housing. In addition, multi-family housing must have 1 bike spot per 10 automobile parking spots.

Resource

Title 16: Zoning, Chapter 16.59 Village Center Zone

16.59.010 Intent. The intent of the Council in enacting this ordinance is to:

- A. Provide the opportunity for neo-traditional neighborhood planning to implement principals described in the innovative techniques section of the Comprehensive Plan relating to village centers.
- B. Neo-traditional neighborhoods are a desired alternative to conventional, use-segregated developments, such as large lot suburban subdivisions and strip commercial developments.

- C. Reduce the excessive sprawl of development and the segregation of land uses that results in almost total dependence upon private vehicles for transportation.
- D. Promote creation of places which have pedestrian emphasis, connectivity, mixed use, and centralized public spaces. Emphasize these features and neighborhood concepts of place.
- E. Promote developments which will create a strong sense of community identity. (Ord. 1024 §47, 1995).

16.59.070 Pedestrian Circulation and Streets

A. Streets

1. The street layout shall be a modified grid street pattern with alleys adapted to the topography, unique natural features, environmental constraints of the tract, and peripheral open space areas. The street layout shall take into consideration the location of the community focus, other internal open space areas, gateways, vistas, pedestrian pathways and transit services. Refer to Table 16T-56. A minimum of two interconnections with the existing public street system rated as an arterial or collector shall be provided where possible. Linkages to adjacent developments and neighborhoods with pedestrian and bicycle paths shall be required where possible.
2. The street layout shall form an interconnected system of streets primarily in a rectangular grid pattern with alleys. However, the grid should be modified to avoid a monotonous repetition of the basic street/block pattern and to conform to topographical constraints. The use of cul-de-sacs and other roadways with a single point of access shall be minimized. However, if cul-de-sacs are unavoidable because of topography or environmental features, pedestrian connections between cul-de-sacs and adjacent uses shall be developed to the extent possible.

To the greatest extent possible, streets shall be designed to have a range from two hundred to five hundred feet, from intersection to intersection, and, to the greatest extent possible, shall either continue through an intersection, or terminate in a "T" intersection directly opposite the center of a building, an internal open space area, or a view into a peripheral open space area. Refer to **Table 16T-57**.

3. **Table 16T-58** sets forth the relationship of the various street types as listed below.

The street layout shall incorporate a hierarchy of street types as specified:

- a. Type 1 Lane or alley. Refer to **Table 16T-59**.

- (1) A lane may be a private street or easement and need not be dedicated to the city. Such streets or easements may be dedicated to the property owners' association of the village center or may be dedicated as common easements across the rear portions of lots.
 - (2) Minimum paved width: twelve feet
 - (3) Width of easement: twenty feet
 - (4) Buildings or fences set back a minimum of three feet
 - (5) No parking permitted on either side of the paved portion of the lane.
 - (6) Curbing shall not be required except at corners of intersections with other street types. At such corner locations, curbing shall be required for the entire corner radius and five feet preceding same. Such curbing shall not extend more than six inches above the finished pavement.
 - (7) Lane or alley lighting shall be provided on all garages or on poles adjacent to parking areas. Lighting fixtures and poles shall be of consistent architectural style and shall complement the predominant architectural theme.
 - (8) Design speed shall not exceed ten m.p.h.
- b. Type 2 Two-way residential street (parking on one side). Refer to **Table 16T-60**.
- (1) Right-of-way width: forty-four feet. Paved width: twenty-four feet
 - (2) Curbside parking shall be permitted on one side of the road.
 - (3) Five-foot sidewalk with a minimum five-foot wide planter strip shall be provided on both sides of the road.
 - (4) Cement concrete barrier curb shall be required.
 - (5) Street trees shall be planted in the five-foot planter strips on both sides of the street at a minimum spacing of thirty-five feet on-center.
 - (6) Design speed shall not exceed twenty-five m.p.h.
 - (7) Average daily traffic limited to four thousand.
 - (8) Bicycles can use streets without a separate path.

c. Type 3 Two-way residential street (parking on two sides). Refer to **Table 16T-61.**

- (1) Right-of-way width: fifty-four feet. Paved width: thirty-four feet
- (2) Curbside parking is permitted on both sides of the street, except within twenty-five feet of any intersection.
- (3) Five-foot sidewalk with a minimum five-foot wide planter strip shall be provided on both sides of the street.
- (4) Cement concrete barrier curb shall be required.
- (5) Street trees shall be planted in the five-foot planter strips on both sides of the street at a minimum spacing of thirty-five feet on-center.
- (6) Design speed shall not exceed twenty-five m.p.h.
- (7) Average daily traffic limited to approximately six thousand.

d. Type 4 Commercial mixed-use street (main street). Refer to **Table 16T-62.**

- (1) Right-of-way width: sixty-four feet. Paved width: thirty-four feet
- (2) Parallel parking shall be provided on both sides of the street. Diagonal head-in parking may be permitted along the front of commercial uses and/or the community green. If diagonal parking on both sides is used, the paved width of the street shall be increased to provide the minimum eighteen feet of drive lanes.
- (3) Planter strips with a minimum width of five feet shall be provided. Along commercial uses, brick pavers may be substituted for vegetative ground cover typically found in parkways of residential areas. Provided adequate space shall be left for street trees.

Sidewalks shall have a minimum width of five feet, except along commercial uses where the sidewalk shall generally be ten feet in width dependent upon the site's relationship to pedestrian traffic. At corners, handicapped ramps shall be provided and sidewalks shall be continued across street surfaces using paving materials to delineate crosswalks.

- (4) Cement concrete barrier curb shall be required with a curb radius not to exceed eight feet.
- (5) Street trees, with a minimum of two and one-half inch caliper shall be planted at a minimum of thirty-five foot intervals. Street trees shall be planted

on both sides of the street, in the landscape strip between the curb and the sidewalk if such exists. Existing trees shall be used where possible and practical.

(6) Design speed shall not exceed twenty-five m.p.h.

e. Type 5 Collector with bike lane

The main street (Type 5) shall be used for the primary commercial and civic streets within the small community. The residential street Type 4 is a collector street, while the residential streets Type 2 and 3 are local streets. Lanes or alleys (Type 1) are generally required and may be used to provide service access; they may be treated as private streets and any lot having access from a lane shall additionally front upon one of the other types of streets. All streets shall generally conform to one of the following street categories.

B. Pedestrian and Bicyclist Use of Streets. All streets shall be pedestrian-friendly and usable by pedestrians. Streets shall generally utilize a full range of innovative traffic-calming techniques to promote slow speeds throughout the village.

C. Pedestrian Circulation and Design

1. A pedestrian sidewalk network shall be provided throughout the development 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 shall promote pedestrian activity within each site and throughout the development.

2. Sidewalks shall be a minimum of five feet in width, expanding to six feet along major pedestrian routes; sidewalks in commercial areas shall normally be ten to fifteen feet in width depending upon location of major pedestrian routes and significance of the sidewalk considering pedestrian use.

Standard material for sidewalk construction is acceptable, provided however, key pedestrian intersections shall use special materials. See Section C7 below.

3. Walkways shall be raised and curbed along buildings and within parking lots, where suitable. Pedestrian street crossings shall be clearly delineated by a change in pavement color, white paint and reflective materials and/or texture.
4. Bikeways shall be provided, where possible, to link internal open space areas with peripheral open space areas and continuing on routes through peripheral open space areas. Bikeways do not have to be marked on local residential streets with low average daily traffic. Bikeways are required on collectors and arterials. Bikeways shall be a minimum of six feet wide and may use asphalt paving. Bike racks shall be provided to internal open space areas and recreation areas in the peripheral open space.
5. Clearly delineate pedestrian pathways early in the design stage of development to avoid conflicts with vehicles.
6. Include pedestrian and bicycle amenities such as the following in commercial and residential areas:
 - a. bike racks in accessible locations;
 - b. seating so that nearby activities can be observed;
 - c. a variety of seating locations to allow for sun, shade or rain protection;
 - d. fountains, gazebos or other amenities in open space areas;
 - e. planter boxes that incorporate seating.

Elements of street furniture, such as benches, waste containers, drinking fountains, planters, phone booths, 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. All key pedestrian intersections should have street furniture as well as other significant pedestrian areas.

7. At key pedestrian intersections and other areas of special significance to pedestrians, such as main street or areas of transition, sidewalks shall be constructed of brick, colored/textured concrete pavers, concrete containing accents of brick, or some combination thereof that is compatible with the style, materials, colors, and details of the surrounding buildings. The functional, visual, and tactile properties of the paving materials shall be appropriate to the proposed functions of pedestrian circulation. Such techniques are also recommended for public or semi-public plazas, courtyards, or open spaces. Refer to ***Table 16T-63***.

D. Bus Stops

1. Bus stops shall be located along collectors and arterials 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 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 village center.
 - a. Transit pads and shelters: Transit passenger pads and shelters shall be provided at focal points in the village center such as the commercial area and key pedestrian intersections. Transit pads and shelters shall also be provided at bus stops along bus routes that serve the village center. Design and size of shelters and pads will be determined in consultation with Intercity Transit.
 - b. Lighting: Every effort shall be made to ensure that bus stops are illuminated at night to enhance passengers' safety and sense of security.

E. Lighting

1. Decorative human scale lighting shall be provided on all streets, pedestrian walkways, sidewalks, courtyards, community greens and internal open spaces 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 twelve to twenty-four feet in height and constructed from steel, cast iron, or aluminum, with poles and fixtures complementing the human scale and architectural character of the village center.
2. Street lights shall be decorative and blend with the architectural style of the village center. (See Design Vocabulary)
3. Streets and sites shall provide adequate lighting, while minimizing adverse impacts, such as glare and overhead sky glow, on adjacent properties and the public right-of-way.
4. Use of minimum wattage metal halide or color-corrected sodium light sources is encouraged. Non-color corrected low pressure sodium and mercury vapor light sources are prohibited.
5. Light fixtures attached to the exterior of a building shall be architecturally compatible with the style, materials, colors, and details of the building and shall comply with local building codes. The type of light source used on the exterior of buildings, signs, pedestrian walkways, and other areas of a site, shall provide adequate light quality.

6. Light fixtures shall be of a pedestrian scale, provided lights within the interior of a parking lot may be at a greater height for security purposes. Facades shall be lit from the exterior, and, as a general rule, lights should be concealed through shielding or recessed behind architectural features. The use of low pressure sodium, fluorescent, or mercury vapor lighting either attached to buildings or to light the exterior of buildings shall be prohibited. Mounting brackets and associated hardware should be inconspicuous. Refer to **Table 16T-64**. (Ord. 1098 §17, 1999; Ord. 1024 §47, 1995).

16.59.080 Parking

A. Required Off-Street and On-Street Parking

1. Parking shall be provided according to minimum requirements as specified in Chapter 16.72 of the city Zoning Code provided on street parking shall be required and considered in meeting parking needs.
2. Parking lots and buildings shall be strategically designed and placed in consideration of building's orientation to pedestrians and pedestrian links and corridors, and also for efficient and effective service of the use's automobile component. The pedestrian orientation of the village and the need to accommodate automobiles shall be carefully balanced.

Parking lots shall be accessed by means of common driveways, preferably from side streets or lanes. Such lots shall be small-sized (less than twenty-five parking spaces), where possible, and interconnected with commercial parking lots on adjacent properties. Cross-access easements for adjacent lots with interconnected parking lots shall be required, in language acceptable to the city attorney. Common, shared commercial parking facilities are encouraged, where possible. Refer to **Table 16T-65**.

3. All lots shall provide bike parking access with convenient bike racks or similar mechanisms for storing bikes.
4. On-street parking should be provided to serve customers of commercial uses. Commercial on-street parking can be provided as curbside, parallel, or angle parking located along both sides of the streets on all blocks upon which commercial uses front.
5. Parking for all dwelling units shall be prohibited in front yard setback areas. It is recommended that the majority of units access from alleys. With the exception of detached single family dwellings, driveways shall generally not be located in any front yard area. For other dwelling types driveway access should be provided from alleys.

Driveways and parking areas shall be set back a minimum of three feet from the side of dwelling units and twenty feet from the rear of dwelling units.

Driveways shall be set back a minimum of three feet from any side property line, unless such driveway is shared by dwellings on two adjacent lots, in which case the driveway may be located with the driveway center line on the common side lot line.

Parking for townhouses may be provided in a common off-street parking area or in garages or parking spaces with access from an alley. Private driveways for townhouses shall connect to lanes only and not to the street. However, a common driveway serving a minimum of eight units and not exceeding eighteen feet in width may be permitted from a street.

6. Parking lot layout shall take into consideration pedestrian circulation, providing pedestrian paths to move pedestrians safely and efficiently through lots with minimum conflict between automobiles. Pedestrian paths and crosswalks shall be provided, and shall be distinguished by textured paving, and shall be integrated into the wider network of pedestrian walkways. Pavement textures shall be required on pedestrian accessways, and strongly encouraged elsewhere in the parking lot, as surfacing materials, or when used as accents. All pedestrian requirements for parking lots specified in Chapter 16.72 shall be satisfied.
7. Accessory living structures shall be required to provide room for a minimum of one auto. If available, on-street parking may satisfy this requirement.

B. Required Loading and Service Areas

1. Loading docks, solid waste facilities, recycling facilities, and other service areas shall be placed to the rear or side of buildings in visually unobtrusive locations.
2. Screening and landscaping shall prevent direct views of the loading areas and their driveways from adjacent properties or from the public right-of-way. Screening and landscaping shall also prevent spill-over glare, noise, or exhaust fumes. Screening and buffering shall be achieved through walls, fences, and landscaping. Recesses in the building, or depressed access ramps may be used.
3. All other requirements of Chapter 16.72 for loading areas shall be satisfied. (Ord. 1131 §7, 2000; Ord. 1024 §47, 1995).