

# Technical Team Input - January 12, 2015

## HYBRID FORM-BASED CODE



### Buildings and Development

Development community (businesses) accepts FBC as a way to move the City's strategic plan forward

Parking agreements with major retailers. They tend to be very inflexible. Best laid plans can be foiled by these agreements

Issues with absentee owners unwilling to invest in their properties



California owners of Fred Meyer very difficult to work with!

Attracting developers in this economy to move forward with types of development that will be needed

Existing constraints, such as existing parking lots, buildings, street alignments, etc. that will require some degree of compromise of adjustment

Leased stores such as Fred Meyer that may not cooperate with design also the Target center

### Focus and Implementation

The difficulties (possible) will be to stay on point with the vision. Complete the vision and maintain the vision for now and for the long term. Maintain the spirit of Lacey!

Community perception about being able to "pull it off" and sticking with the plan



There is no controversy - just change "good change" and evolution with a lot of hard work by all involved

Short-term, taking the steps to realize the vision removing the barriers and shaping the codes to enable the progress toward the long-term goals

Also, potential conflicts with the state - mandated code revisions for low-impact development, which go into effect Jan. 2017

### Costs

Create a code that won't place an excessive burden on developers and make it so that projects can't "pencil"



Bank funding to make sure that projects can be funded conventionally versus issues with special use designation

Funding... needs to come from somewhere

### Districts and Nodes

People who are so indoctrinated with the suburban sprawl that they don't know what we could have



Long-term, making an area that draws people both day and night, and sustaining a vibrant core area that is a big part of Lacey's identity

How to connect St. Martin students to this area?

### Transportation

Reconfiguring transit center (as suggested in master plan) very difficult to do

Ignoring that this district has largely been vehicle centric since its origins



Creating more functional street system given the current large parcels for shopping centers (large parking lots)

Transportation of pedestrians between retail off ramp - the distances are so great people now need to drive

Resistance by some City staff to a different approach to traffic planning based on a more walkable community