

Lacey Museum at the Depot City of Lacey

MASTER PLAN

DRAFT January 22, 2013

Adopted by the Lacey City Council on _____
Approved by the Lacey Historical Commission on _____



Figure 1: Lacey Depot

Photo courtesy Ken Bolsley Collection

**Lacey Museum at the Depot
Master Plan**

Revised Schedule 1.16.13

DATE	Content	Task	Responsible Person(s)
Nov. 5	Sections 1, 2, 3, and 4	Review/revise	Historical Commission
Nov. 6 – 13	Sections 1, 2, 3, and 4	Additions	Amber
Nov. 10 – 12	Sections 5, 6, 7, and 8	Draft	Lori
Nov. 13 – 19	Sections 5, 6, 7, and 8	Review/revise	Amber
Nov. 19- 21	Sections 1 – 8	Format	Liz
Nov. 21	Current Draft	Agenda Packet	Liz
Dec. 3	Current Draft	Review/revise	Hist. Comm.
Dec. 4 – 31	Current Draft	Review/revise	Amber/Lori/Steve
Jan. 7	Draft	Review/revise	Hist. Comm.
Jan. 22	Final Draft	Brief	Planning Commission
Jan. 22-Feb. 21	Final Draft	Review/comment period	Public
Feb. 4	Final Draft	Public Meeting/comment	Historical Commission meeting
Feb. 14, 3:30	Final Draft	Review/comment	Historical Society Board of Trustees
Feb. 20	Final Draft	Review/comment	Gen. Govt. Committee
March 4	Final Master Plan	Interim Approval	Historical Commission
March -May	Final Master Plan	Review	City Council Work Session
May – June	Schematic Plan	Review	Historical Commission
	Schematic cost Estimate	Review	Historical Commission
July	Final Master Plan	Approval	Historical Commission
	Final Master Plan	Adoption	City Council

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*Photo of model by Wade Duffy/ COL staff, SMU Civil Engineering students

EXECUTIVE SUMMARY

The significance of the Lacey depot and its location in what would become the community now known as Lacey cannot be over-stated. The Oregon Trail brought the initial influx of Euro-American settlers to the west coast. Lacey's history begins with the same story—settlers came west following their dreams for land, adventure, or a brighter future. It was the railroad, however, that would bring people in vast numbers. And towns that had a station stop along the railroad would find that this changed the course of their history forever.

Prior to the railroad track, this area called "Woodland," contained large farms and homesteads. It was a tight-knit community where neighbors relied heavily on one another. The journey to and from the big city of Olympia was a several-hour trek.

Many Olympia residents had farms in the country that were four miles east of Olympia, including Isaac Wood. The location where the Northern Pacific Railroad Company would construct the Lacey Depot was in the Isaac Wood Donation Land Claim. Wood sold his land to John Adams in 1883. Adams sub-divided, selling a portion to the Northern Pacific Railway for right-of-way in 1890.

By April of 1891 the depot and its tracks were complete. The depot, a standard two-story plan for towns the size of Lacey, housed the stationmaster and his family on the upper floor. The railroad made it easier for people to get back and forth from Olympia, and allowed for the then separate communities of Union Mills and Sherlock (Nisqually) to feel connected to what was rapidly becoming Lacey. In the 20th century, Lacey residents could still ride the train into Olympia to see a movie or have dinner.

Lacey found itself with its first post office in 1891. Mail was brought by train and delivered to the post office, first located in George W. Carpenter's store. The post office was located within the depot for a time. Although the site of the post office changed over time, it was always located within a short distance of the depot because that is where the mail was delivered. Even when the Northern Pacific Railroad abandoned the depot building in 1933, the mail was delivered to the building and would be picked up, loaded on a cart and walked to the post office for sorting. Long-time residents of Lacey remember seeing Louis Franz, the Postmaster, pushing a cart with bags of mail from the depot to the post office.

The depot also brought in Isaac Ellis, an Olympia businessman who recognized that the area in this community was ideal for a horse racing track and clubhouse/hotel. Isaac Ellis would not have built his track in the Lacey area had there not been a way to get horses and people to the stables and facilities.

Likewise, Saint Martin's College would not have chosen the quiet setting of Lacey in 1895 had there not been a way to bring the students and faculty to the college.

By 1915, Pacific Ave. was constructed parallel to the railroad tracks, providing another way for travelers to find their way to Lacey. The popularity of train travel declined with

the advent and new abundance of the automobile. But what the railroad did for the community was introduce and attract people to the area in a way that would not have been possible otherwise. As a result of the construction of the depot, Lacey became known for its recreation—first horse racing, and then lake resorts which would become immensely popular in the 1910s. Some of the resorts stayed in operation well into the 1960s. People came to the area to have fun and discovered that it was a good place to build a home. Lacey's rich and unique history would have been written much differently had the train not stopped where it did.

Sharing the history of our community has been a priority of the City since the 1970s. The Lacey Museum opened in April of 1981 in a historic structure which served as the first City Hall. By 2008, the Museum had outgrown its space and rented off-site storage for its growing collection. Many Historical Commissioners discussed the need for additional display space, and options were discussed, including adding onto the existing Museum; moving the Museum to a larger building, or building a new facility. In some minds, however, the dream of a Depot Museum took shape as early as 2006.

In January 2005, the City of Lacey acquired the abandoned railroad from Burlington Northern Railroad. The Lacey Woodland Trail was constructed in 2009 on the old Northern Pacific Railroad track. The Trail connects to a regional trail system on abandoned tracks- the Chehalis Western Trail, which runs north and south, and the Olympia Woodland Trail which follows the old Northern Pacific tracks before heading south toward the historic Olympia Brewery.

Reconstructing the Lacey Depot as the new Lacey Museum will provide a visible reminder of this notable and fascinating history. Building the depot at its original location on Pacific Avenue, using the original plans which have been preserved by the Minnesota Historical Society and made available by the Northern Pacific Railway Historical Association, will allow for drivers along this major thoroughfare, as well as pedestrians and bicyclists along the Lacey Woodland Trail, to stop and learn more about the stories and the people that shaped the city, and made Lacey the great place to live and work that it is today.

As was typical of depots, when the freight room needed to be expanded, the end wall was removed and the room doubled in size. The Lacey Depot will be rebuilt with the larger freight room. This will allow for adequate display and storage of the current and future collection. A basement located below the Depot footprint provides the necessary space to exhibit local heritage, yet allows a more historic representation of a train depot to be visible.

Enthusiastic community support for the Depot was apparent at our public meetings. Our community embraces our history and continues to write a positive future. The history of Lacey is important to many. Financial support from many sources is critical for the Depot's infrastructure and its exhibits.

We are committed to opening the doors to the Lacey Museum at the Depot on December 5, 2016.

Section 1: INTRODUCTION

THE CITY OF LACEY INCORPORATED

The City of Lacey has demonstrated a dedication to parks, trails, recreation activities, community facilities and heritage in a comprehensive park system since its incorporation in 1966. Our parks, open spaces and facilities have made an important contribution to the quality of life experienced by those who live and work in Lacey. These cultural resources, both natural and manmade, help focus the community, provide gathering places, create visual relief and expand opportunities to interact with one another. Without the benefit of a comprehensive park system, Lacey would be a far less desirable place to live, work and play.

Lacey is surrounded by exceptional natural beauty. Our lakes, forests and view of Mount Rainier and Puget Sound help create an inviting community identity. Our challenge for the future is to continue to provide adequate access to these community resources by developing a wide variety of facilities. Since the Lacey Museum opened its doors in 1981, our community has grown rapidly. In order to meet the increased demand for cultural programs and facilities, we have an obligation to keep pace by providing adequate opportunities for our residents to preserve our heritage. This master plan provides the City with the direction to ensure that sufficient facilities are available now and in the future.

The City of Lacey was incorporated on December 5, 1966. At the 40th Anniversary of Incorporation Celebration (*Appendix A*), the Mayor and City Council members requested that the Lacey Historical Commission and staff implement a significant project to commemorate the 50th Anniversary.

On December 5, 2016, the City of Lacey will celebrate 50 years as an incorporated city. While the city may be young, the community is as old as any along the Puget Sound. The first European settlers, the Chambers family, arrived in the late 1840s to the area that would become known as “Woodland” in honor of pioneer Isaac Wood and his family (1852). Since the name “Lacey” has been associated with the area since 1891 when the first post office was named, the city will also be celebrating 125 years as the community of Lacey in 2016.

In 2007, the Lacey Historical Commissioners and the Museum Curator discussed several options for the significant project – but all discussions led down the same track— the need for construction of a new museum to house the growing Lacey Museum collection. Despite the obvious attraction in creating the new museum where Lacey’s train depot once stood, the McKinney House and the Gateway area of Hawk’s Prairie were considered initially as a potential location for Lacey’s new museum. The Museum Curator and Public Affairs Senior Management Analyst began researching the feasibility of reconstructing the 1890s train station along Pacific Avenue and dedicating it as a new museum by visiting a Northern Pacific Railroad (NP RR) depot still standing in Alberton, Montana, and talking to railroad historians.

In the summer of 2009, the Lacey Historical Commission embraced the potential project, and began to work in earnest with city staff to develop a proposal to be presented to the City Council. On December 10, 2009, the Lacey City Council accepted the proposal as the 50th Anniversary Project and directed staff and the Historic Commission to further develop conceptual plans to rebuild the town's original train depot in its original location, and to dedicate the structure as the city's new museum—a gift to the citizens of Lacey and a constant reminder that this young city has a broad and distinctive history.

The first step in the project has been to conduct research on the depot's history and significance to the area. Many researchers have been tirelessly devoting their free-time to this endeavor, and much has been learned thus far. There are still a few mysteries to solve, however. For instance—when did the depot come down, and in what manner? Was there a fire or was it torn down to make way for the Lacey Plywood Corporation which began operations in the vicinity of the depot in the 1950s? A plea has gone out into the community for information from anyone who may have documentation of, or who may yet remember what happened to this magnificent structure—surely one of the largest along Pacific Avenue at the time it vanished.

DEPOT HISTORY

The Oregon Trail brought the initial influx of Euro-American settlers to the west coast. Lacey's history begins with the same story—settlers came west looking for land. It was the railroad, however, that would bring people in vast numbers. And towns that had a station stop along the railroad would find that this changed the course of their history forever.

The timeline that tells the story of the Lacey Depot, was researched by volunteers and staff (*Appendix B*).

Prior to the railroad track, this area called "Woodland," was an area of large farms and homesteads. It was a tight community where neighbors relied heavily on one another and the journey to and from the big city of Olympia was a several-hour trek.

Many Olympia residents had farms in the country that were four miles east of Olympia, including Isaac Wood. The location where the Northern Pacific Railroad Company would construct the Lacey Depot was in the Isaac Wood Donation Land Claim (DLC). Wood sold his land to John Adams in 1883. It is clear from the events at the time, that preparation was being made for the impending construction of the railroad tracks through the small community. Perhaps as a result of this knowledge, Adams subdivided his land and platted Adams Acre Tracts adjoining Olympia in August of 1890. Later that year, he sold a portion of the Wood DLC to the Northern Pacific Railway for right-of-way.

By April of 1891 the depot and tracks were complete. The depot was a standard two-story plan for towns the size of Lacey. The upper floor was meant to house the stationmaster and his family as there was little opportunity for housing in the

neighboring vicinity. The railroad made it easier for people to get back and forth from Olympia, and allowed for the then separate communities of Union Mills and Sherlock (Nisqually) to feel more like a part of what was rapidly becoming Lacey. According to the Morning Olympian in May of 1891, "During the racing days trains will leave the NP depot for the park at 12:15, 1:00, and 1:30 pm. Fare for the round trip, \$0.25." Even well into the 20th century, Lacey residents could ride the train into Olympia to see a movie or have dinner, and many long-time residents have memories of doing just that.

As a result of the increase in population, Lacey found itself with its first post office in 1891. Mail was brought by train and delivered to the post office, first located in George W. Carpenter's store. It is thought that the post office was also located within the depot for a time. Although the site of the post office changed over time, it was always located within a short distance of the depot because that is where the mail was delivered. Even when the Northern Pacific Railroad abandoned the depot building in 1933, the mail was still delivered to the building and would be picked up by a cart and walked to the post office for sorting. Long-time residents of Lacey can remember seeing Louis Franz pushing a cart with bags of mail from the depot to the post office for years.

The depot also brought in Isaac Ellis, an Olympia businessman who recognized that the area in this community was ideal for a horse racing track and clubhouse/hotel. An article in the Morning Olympian dated April 11, 1891 reads, "...Mr. Ellis stated that he had 107 acres of land 4 miles east of Olympia on the line of the Northern Pacific, which company had built a fine depot there with side-tracks, etc.; that he had expended more than \$40,000, and had perhaps the finest track in the state." This was not a coincidence. Isaac Ellis would not have built his track in the Lacey area had there not been a way to get horses and people to the stables and facilities.

Likewise, St. Martin's College would not have chosen the quiet setting of Lacey in 1895 had there not been a way to bring the students and faculty to this growing community.

By 1915, Pacific Ave. was completed parallel to the railroad tracks, providing another way for travelers to find their way to Lacey. The popularity of train travel declined with the advent and new abundance of the automobile. But what the railroad did for the community was introduce it to the area in a way that would not have been possible otherwise. As a result of the construction of the depot, Lacey became known for its recreation—first horse racing, and then the lake resorts which would become immensely popular in the 1910s. Some of the resorts stayed in operation well into the 1960s. People came to the area to have fun and discovered that it was a good place to build a home. Lacey's rich and unique history would not have been written had the train not stopped at the Depot.

NORTHERN PACIFIC RAILROAD and TRACK HISTORY

The Northern Pacific Railway Company was chartered by Congress on July 2, 1864; it was formed to connect the Great Lakes with Puget Sound, and to connect Washington and Oregon to the rest of the United States and to open new lands for farming, ranching, lumber and mining. The company was granted some 47 million acres of land

in exchange for building rail transportation to the undeveloped territory. The company sold some of the land to settlers, in order to buy materials. Construction of the Northern Pacific Railway began in 1870, with groundbreaking on February 15, 1870, at Thompson Junction, Minnesota, near Duluth.

In 1870, the Northern Pacific pushed westward from Minnesota into present-day North Dakota, and north from Kalama, Washington Territory, on the Columbia River towards Puget Sound. Four small construction engines, the *Minnetonka*, *Itaska*, *Ottertail* and *St. Cloud*, were purchased. One engine was shipped around Cape Horn to Kalama. By 1871, the tracks extended 25 miles north of Kalama; in 1872, an additional 45 miles were constructed.

On June 4, 1873, rails from the east reached the Missouri River. The river was crossed by a ferry service most of the year. During winters, when ice was thick enough, the rails were laid across the river itself. Tacoma, Washington, was selected as the road's western terminus on July 14, after substantial lobbying efforts to bring the railroad to the "City of Destiny". The line from Kalama to Tacoma was completed before the end of the year. On December 16, 1873, the first steam train arrived in Tacoma.

In 1877, Northern Pacific pushed a branch line southeast from Tacoma to Puyallup, Washington and on to the coal fields around Wilkeson, Washington. Much of the coal was destined for export through Tacoma to San Francisco, California, for steam engines.

The Missouri River was bridged with a million-dollar span on October 21, 1882. The main line opened on Sept. 8, 1883, stretching from the Great Lakes to Montana.

Throughout the middle 1880s, the Northern Pacific pushed to reach Puget Sound directly, rather than a roundabout route following the Columbia River. In 1884, the Northern Pacific began building toward Stampede Pass from Wallula in the east and the area of Wilkeson in the west. By the end of the year, rails had reached Yakima, Washington from the east. A 77-mile (124 km) gap remained in 1886. Construction of a 9,850-foot (3,000 m) tunnel began in 1886 under Stampede Pass. On May 3, 1888, crews holed through the tunnel. On May 27 the first train direct to Puget Sound passed through the tunnel.

In 1891, the NPRR Company constructed the Lacey Train Depot directly in front of the Woodland Driving Park horse racing track, near the present day intersection of Pacific Avenue and Clearbrook Drive. Hundreds of passengers attended the horse races, arriving by train, along with the horses that would be racing. According to one press account at the time, "Horses could be removed from their cars and within ten minutes be scampering around the track". The NPRR had extensive trackage in the states of Idaho, Minnesota, Montana, North Dakota, Oregon, Washington and Wisconsin.

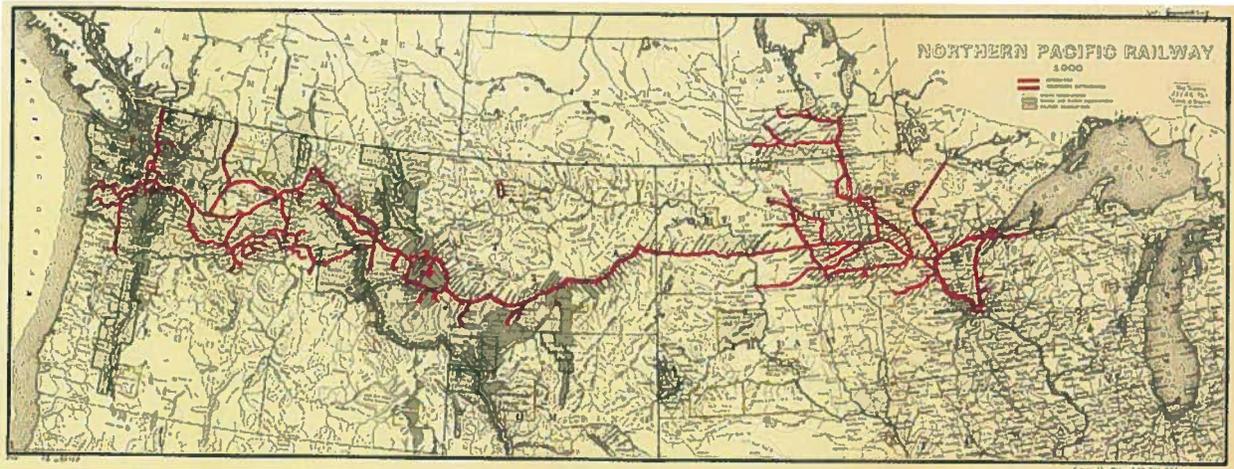


Figure 2: Map showing the Northern Pacific Railway route circa 1900. Map taken from Wikipedia

Map created by L.L. Poates Engineering Co., New York, 1900. Image from the Library of Congress map collection, call number G4126.P3 1900 .L55 RR 502. From Fourth Annual Report of the Northern Pacific Railway company, for the Fiscal Year ending June 30, 1900. Signed in ms: "W. Lowery." Reference: LC Railroad maps, 502. "The Library of Congress ... is not aware of any U.S. copyright protection (see Title 17 of the United States Code) or any other restrictions in the Map Collection materials."

Daily mail dispatch to and from the Lacey community was made by train, with postal workers hauling bags of mail to the nearby Post Office via a cart. Many residents recall taking the train into Olympia to go to the movie theater, shop, or visit friends and family. The station provided rail service until 1933. The Depot was 'abandoned' in 1933 which means it was no longer 'manned'. Passengers flagged the train to stop in order to board. The year the building was dismantled remains undetermined today. Even though the depot was no longer in service, the tracks had daily trains to the Lacey Plywood Corporation. In 1970 it merged with other rail lines to form the Burlington Northern Railroad.

Footnote: Northern Pacific Railroad and Track History excerpted from Wikipedia

In January 2005, the City of Lacey acquired the abandoned rail corridor from Burlington Northern Railroad. The Lacey Woodland Trail was constructed in 2009 on the old Northern Pacific Railroad track. The Trail connects to a regional trail system on abandoned tracks- the Chehalis Western Trail, which runs north and south, and the Olympia Woodland Trail which follows the old NP tracks before heading south toward the historic Olympia Brewery.

Since the abandoned rail corridor was acquired under a 1983 amendment to Section 8(d) of the National Trails System Act (rail banking), rail need could result in the corridor reverting back to rail transport. The regional transportation planners have discussed a light rail commuter system in the corridor. Light rail has the potential to bring more awareness and visitation to the Depot Museum. It is possible that the depot could one day be retooled for passenger service.

Section 2: The LACEY COMMUNITY: A LONG HISTORY

SERVICE AREA

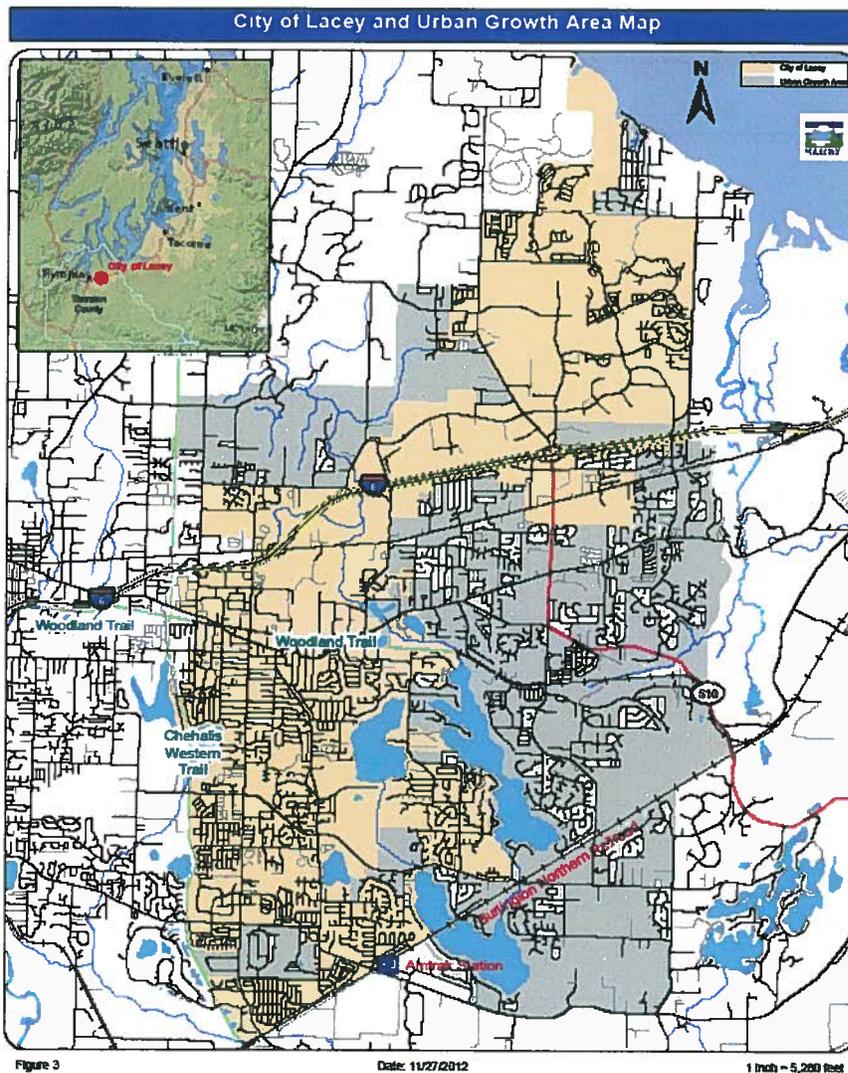
The City of Lacey and its Urban Growth Area (UGA) are located in the northeast corner of Thurston County at the southern end of the Puget Sound. The northern-most tip has shoreline along the Puget Sound and the southern area follows the Burlington Northern railroad in the vicinity of Yelm Highway. The western border is the Chehalis Western Rail line, which has been converted to a public trail. The eastern boundary generally follows the Willamette Meridian and Nisqually Bluff. The City is bisected by U.S. Interstate 5, with the majority of the community living south of the freeway. However, the northern portion of the City is growing at a tremendous rate, and is where urban growth most likely will occur over the next twenty years. The City of Lacey is currently 16.5 square miles (10,522 acres) in size. The average elevation is approximately 200

feet above sea level. Within Lacey's Urban Growth Area (UGA), there are approximately 10,663 acres (16.6 square miles), which is similar to the geographic area of the incorporated area.

The City of Lacey is one of the fastest growing cities in the county. As a result, the need to provide adequate indoor and outdoor recreation facilities is imperative.

LOCAL POPULATION

The 2010 census population in the City of Lacey was 42,393. The City of Lacey is one of the fastest growing cities in the county. The approximate



population for the entire planning area, including the incorporated City and the UGA, is 75,563 as of the 2010 census, nearly double the population of incorporated Lacey. The total population of the city and UGA is projected to grow by 12%, or by an additional 9,035 more people, by the year 2015, to a total projected population of 96,339 by the year 2020. By 2030, Lacey and its associated UGA is projected to be comprised of 106,700 people. This increase in population will magnify the demand for, and use of, existing cultural facilities and programs. In order to meet that demand, the City will need to acquire additional land to develop park amenities, and provide adequate multipurpose recreation facilities.

The City currently provides the UGA with cultural and recreation programs. Programs, special events, and activities are marketed to households in the North Thurston Public School (NTPS) District. Current enrollment in the NTPS system exceeds 13,500 students. This is projected to increase to a total of more than 19,135 students in ten years. People who live outside the school district boundaries also participate in Lacey programs, such as swim lessons. As of the 2010 census, 94,310 people live within the NTPS district boundaries. However, by 2030, the projection is 131,360 people living within district boundaries. Even at this time, there is not sufficient indoor space to accommodate all of the indoor programs demanded by our participants or those who live in our service area. This plan will identify space requirements to ensure that museum space is sufficient to accommodate fifty years of growth.

DESCRIPTION OF THE SERVICE AREA

LOCAL NATURAL FEATURES

The City of Lacey has many sensitive areas within its current boundaries and growth area that play an important role in the health of our environment. These include Woodland Creek, six fresh water lakes (Pattison, Hicks, Long, Southwick, Chambers Lakes and Lake Lois), saltwater shoreline on Puget Sound and many wetland areas. The Woodland Creek system flows through three major lakes in Lacey then on to Henderson Inlet. The wetlands associated with Woodland Creek and Lacey's lakes encompass hundreds of acres and provide critical habitat to local fish and wildlife populations.

Manmade and natural features divide our planning area into three districts: the area north of I-5, the area east of Woodland Creek, Long and Pattison Lakes, the area west of Woodland Creek and the freshwater lakes. Woodland Creek bisects the districts, yet offers the potential to connect all three districts to each other with a trail system and wildlife corridor.

The City of Lacey's natural features, including our lakes, streams, wetlands and important habitat corridors, need to be protected and enhanced for the future. Many of these natural features can provide passive, and in some locations active recreational use, and could be protected through incorporation into the park system. An appreciation of and support for these natural features can be fostered through inviting public use via a trail system.

City of Lacey Natural Features Map

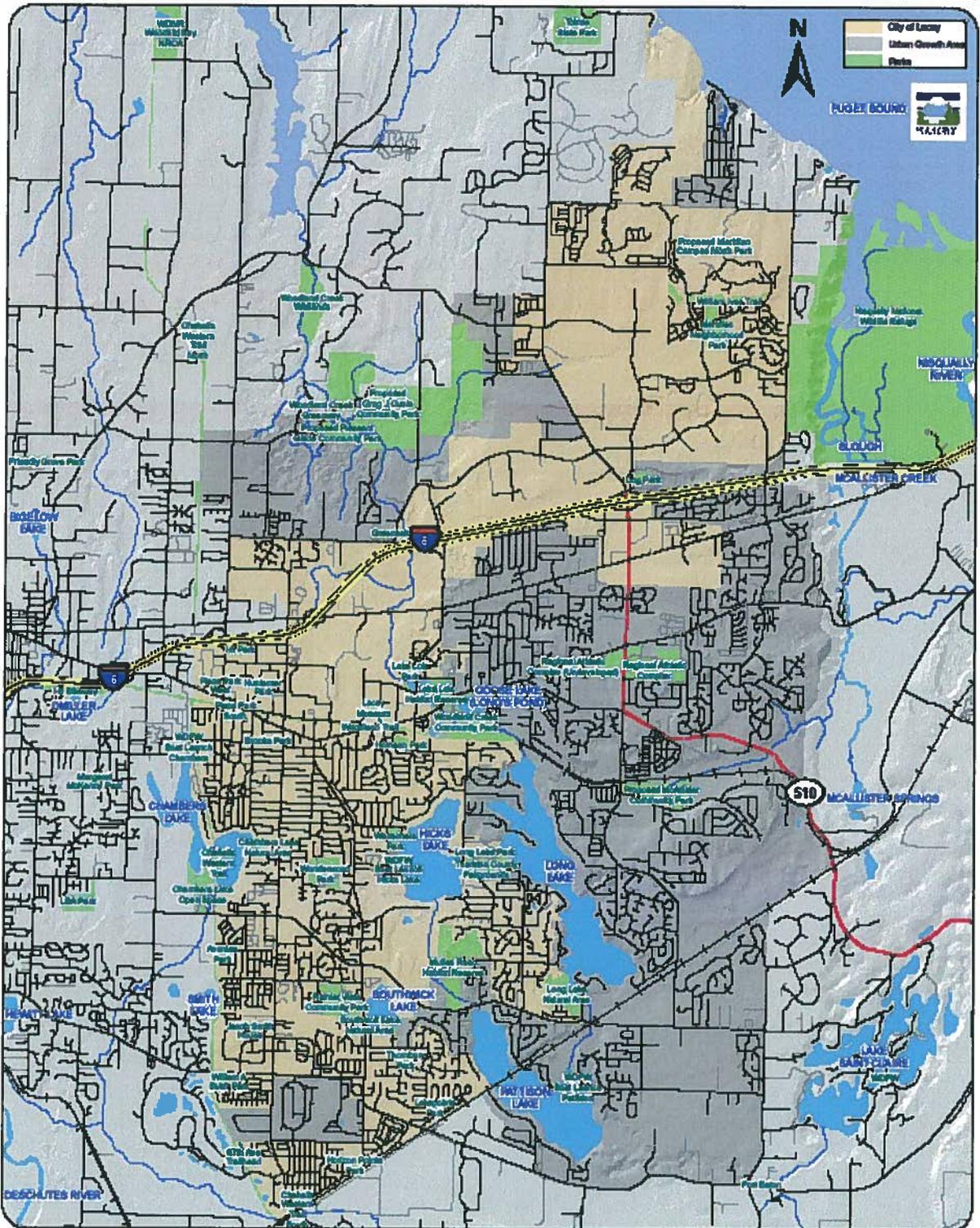


Figure 4

Date: 11/27/2012

1 inch = 5,280 feet

LOCAL CULTURAL FEATURES

The City of Lacey has twenty-five (25) parks ranging in size from 1/4 acre to 500 acres, within its 1,100 acre park system. There are three trails connected to the regional trail system, four community buildings, six habitat reserves and various natural areas. The parks offer play equipment, sand volleyball, tennis and basketball courts, picnic areas, swimming beach, fishing areas, and athletic fields, including the premier athletic complex in the state, the Regional Athletic Complex. Picnics have been popular in Lacey since it became a community; there are fourteen covered picnic shelters and many picnic tables in our parks. The community buildings include the Lacey Community Center and Lacey Senior Center, both located in Woodland Creek Community Park, the Jacob Smith House and the Lacey Museum.

LACEY MUSEUM

The Lacey Museum is located in a historic, two-story structure originally built in the late 1920s by Fred Russell as a private residence. In the late 1940s, the building was used by the Lacey Volunteer Fire Department. After Lacey was incorporated as a city in 1966, it became the first city hall. For a time, the building housed the fire department upstairs, city government on the main floor, and the police department in the basement. In 1979, the decision was made to create a local museum on land donated by the Lacey Women's club. The building was moved from Pacific Avenue to its current location on Lacey Street. In 1981, the Lacey Museum opened to the public.

JACOB SMITH HOUSE

The Jacob Smith House is the oldest home in Lacey and one of the oldest residences in Thurston County. Jacob Smith and Priscilla Fernley married in Indiana in 1837, and pioneered to the northwest on the Oregon Trail. In 1859, they built the structure in the Greek-revival style. The square water tower was constructed after 1890. The property, 3.17 acres, was acquired by the City of Lacey in 2002; it is listed on the city and state registers of historic properties. The house is rented for private weddings, receptions,

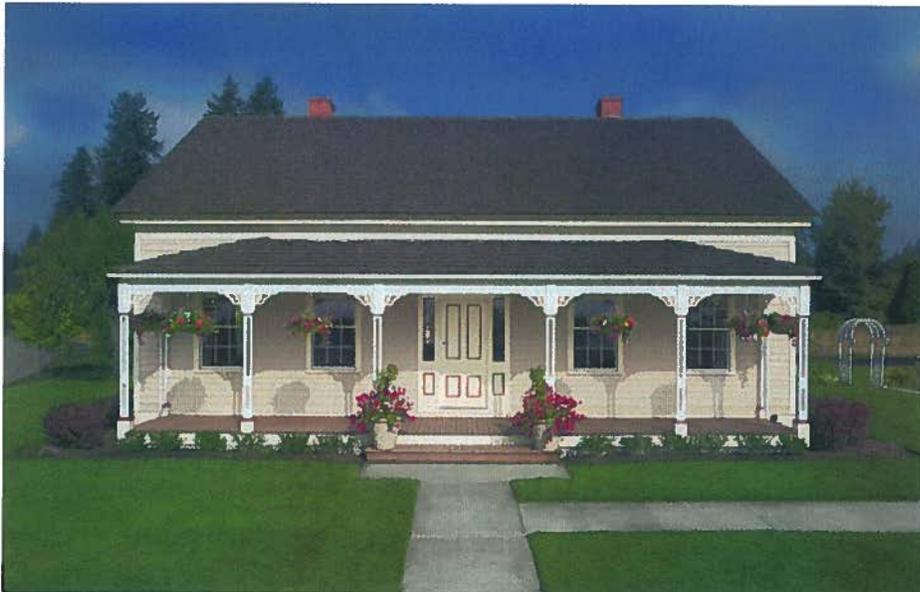


Figure 5

parties, wakes, corporate meetings and functions. Revenues from rental income do not cover the expenses for maintenance, utilities, insurance or custodial. The City has always committed general funds to cover the shortfall which is evidence of the value placed on preserving our heritage.

THE MCKINNEY HOUSE

The Lacey area was known as a resort community in the early-mid part of the 20th century. In 2001, the City of Lacey acquired the 1930s café building and 17.6 acres from the McKinney Estate. The McKinney House is the last standing structure of the resort era. Lois McKinney lived in the back of the building until her death in 1998. Both Lois and her mother Alva were teachers at the Lacey School and pillars in the community.

Named for Lois McKinney (only child of Elva and Alva McKinney), Lake Lois Resort—also referred to in newspaper accounts as the Lake Lois Auto Park—included the “Lake Lois Barbecue,” a grocery store, gas station, and candy store. The McKinneys built this structure in 1931. In addition to the main building there were also seven cabins for rent. The front of the building held the café and the family lived in the back portion of the structure. The McKinney family lived in the house until Lois McKinney passed away in 1998. The building still retains much of its original structural integrity.



Figure 6

LACEY REGISTER OF HISTORIC PROPERTIES

There are eleven (11) properties on the Lacey register. The first, the Bowker House, was registered in 1991. In the past twenty years, ten other properties have been approved by the Lacey Historic Commission and the Lacey City Council for registration. The Lacey Museum was added to the register in 2001. (See *Appendices C and D*)

Cultural Facilities within the City of Lacey

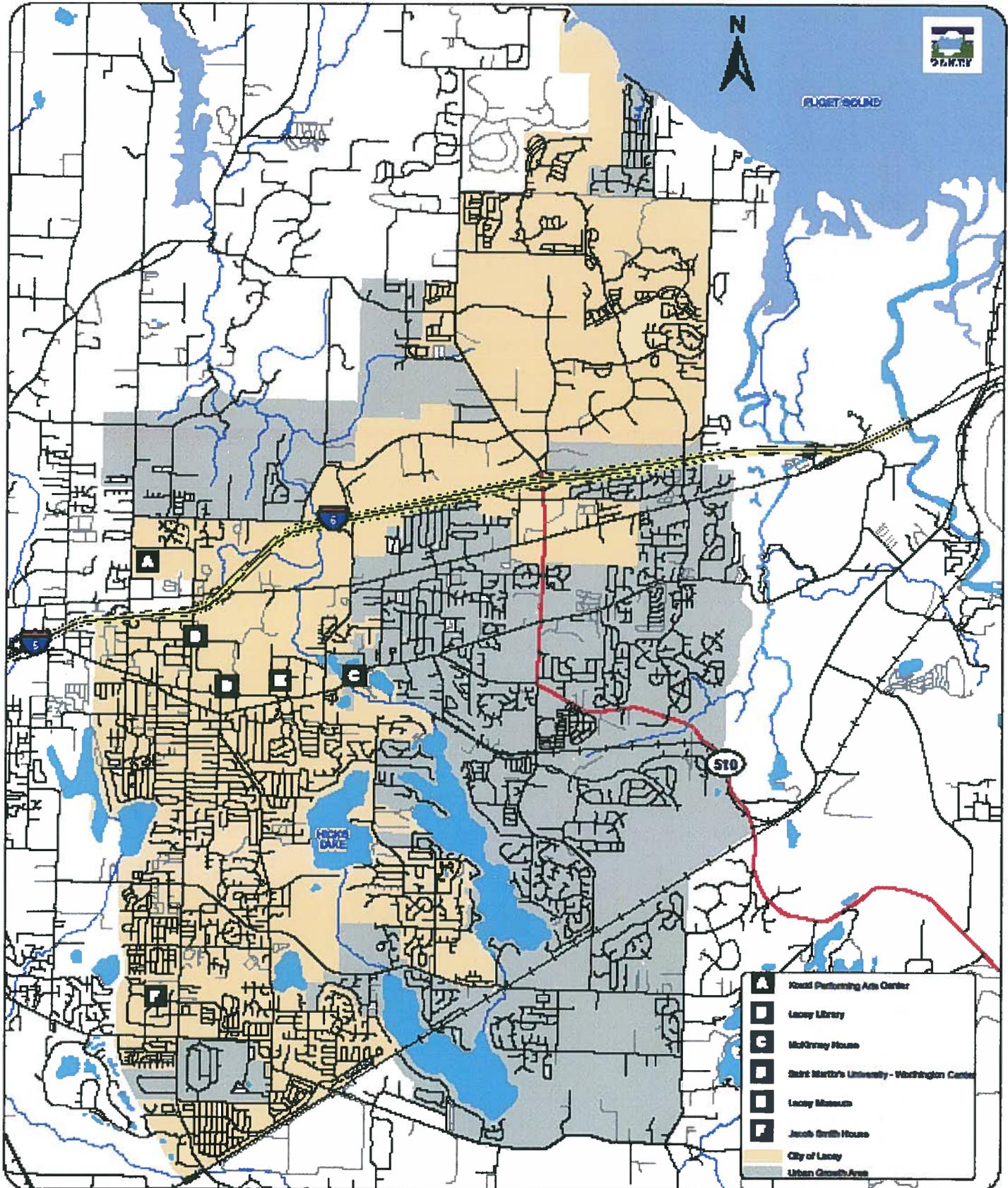


Figure 7

Date: 12/17/2012

1 Inch = 5,280 feet

THE LACEY TIMBERLAND LIBRARY

The Lacey Library began as a bookmobile in 1966; moving into rented space in December that same year. The public library expanded to 4,800 square feet in 1976. After extensive community fundraising, a new 20,000 square foot library adjacent to Lacey City Hall opened in March 1991. The library has a circulation of 765,000, with daily visits of 500 – 1,000 people. Services and materials available include: books, videotapes, DVDs, CDs, newspapers, magazines, audio- and videotapes; downloadable audiobooks, ebooks, videos and music; free computer use, Online Reference Databases, (including: online magazines and newspapers, encyclopedias, auto manuals, standardized tests) and wireless internet access. Programs, free educational workshops, and events are offered on a regular basis for children and adults, including book discussion groups, book signings by authors, and “Lacey Loves to Read”. Friends of the Library hold a monthly book sale. A public meeting room can be reserved for community meetings and programs.

KOVAL CENTER FOR THE PERFORMING ARTS (NTPS)

The KOVAL CENTER FOR THE PERFORMING ARTS is located on the North Thurston High School Campus. Music, dance, orchestra, and live theater performances are held throughout the year in this auditorium that seats 700.

COMMUNITY ARTS AND EVENTS

The City of Lacey, non-profit organizations, citizens and service clubs offer a variety of arts and events – many at no charge – within the community, including: outdoor summer concerts and movies in the park, a Dixieland Jazz Festival, classic car shows, an open-air community market, and festivals (Lacey Spring Fun Fair, the Mushroom Festival, South Sound Barbeque Festival, Military Family Festival).

SAINT MARTIN’S UNIVERSITY

Saint Martin’s University is a coeducational university, serving nearly 2,000 students with 22 majors and 6 graduate programs. The Worthington Center and Marcus Pavillion host world renown speakers, cultural performances, and local special and social events, most of which are open to the public.

KGY RADIO STATION

Father Sebastian Ruth started wireless broadcasting in 1914 at Saint Martin’s University and received the call letters “KGY” in 1921. KGY is the oldest radio station in Washington State. KGY’s broadcasting station is no longer based in Lacey, currently located on Port of Olympia property.

EARLY RESIDENTS (See Appendix A)

While Lacey may not have been officially incorporated until 1966, our community's history is among the oldest nestled on Puget Sound. Before the westward migration of European settlers, the Puget Sound region was already inhabited by thriving communities. The Lacey area was no exception. The Nisqually Indians have had a presence in the Lacey area since at least the end of the Ice Age, 13,000 years ago. Representatives of the Nisqually Tribe and other Southern Puget Sound Indians met in council with Governor Isaac Stevens at Medicine Creek on the Nisqually Delta in 1854. Quiemuth and Leschi were two prominent Nisqually leaders at the event. The meeting ended with the signing of the Medicine Creek Treaty that ceded almost all American Indian land in the region to the United States government in return for recognized Squaxin Island, Nisqually, and Puyallup reservations; payments in non-cash items; and federal government services. Nisqually people continued to live in the area, forming an important part of the Lacey community.

By the mid-1850s, large numbers of European settlers began making their way across the country on the Oregon Trail to take advantage of the Oregon donation Land Claim Act of 1850. The earliest settlers in the Lacey area to make claims—the Chambers family—arrived in the late 1840s, settling on adjoining claims that would become known as Chambers Prairie. Their claims included what is now Horizons Elementary School, Indian Summer Golf and Country Club, and Panorama City.

Prior to 1891, Lacey was known as "Woodland" in honor of settler Isaac Wood and his family. The Wood Donation Land Claim encompassed 320 acres of land east of Saint Martin's University, the present-day Lacey Historical Area. Isaac was so taken with the location that he wrote friends to come and join him, and many did.

Agriculture was important to the settlement of the area.

On October 29th, 1942 the Plant Research Foundation, run by Luther J. Wyckoff, his wife, June, and his son, L.J. Jr., bought up a piece of land that is now home to Chambers Prairie Elementary School. The foundation intended to study "new crops suitable to the Puget Sound", specifically those with medicinal purposes or essential oils. With a little hard work and the help of Luther's book, *Lavender Growing in America*, the plot soon became the area's largest producing lavender farm, shipping flowers as far as Yardley England.

Ostrom's Mushroom Farm is a family owned business that was established prior to 1928, on "Mushroom Corner". The production of lumber and the timber industry led to early development in our community. The first mill on the northern tip of Long Lake was opened in 1896, and was referred to as Long Lake Mill or Allison and Collins Mill. The Union Lumber Company took control of the mill in 1898. At its height, it employed 250 workers. Lumber was shipped by rail to points north. (See Attachment A-4)

In addition to settling and “improving” the land, the early settlers left their mark on the area by leaving their names behind. Chambers, Hicks, Ruddell, Hawk, Pattison, and Woodland names are known today, though often not the family histories behind them. These and many other pioneering families helped shape the community that we enjoy today. Many of their descendants continue to reside in the city and care for its history.

1891 A YEAR OF CHANGE FOR LACEY

By 1891, the growing community of Woodland had over 300 residents. Locals decided the town deserved its own post office and filed an application with the federal government—accompanied by a citizen petition.

The request was denied because there was already a town and post office with the name of Woodland near the Columbia River. The form was returned with “select another name” written across the top. “Lacey” was chosen, although the source of the name is a bit of a mystery. The most popular account is that local Justice of the Peace O.C. “Chester” Lacey had something to do with the choice. In addition to his law practice, Mr. Lacey and a partner owned a real estate office.

The name was acceptable to the U.S. Postal Department, and Mr. George Warren Carpenter was appointed as Lacey’s first postmaster. Mr. Carpenter proceeded to construct a wooden building to house the new post office near what is now the intersection of Lacey Boulevard and Homann Drive. Not far from the site, Carpenter Road was named in his honor.

In addition to a new name, the community also received a train depot, a racetrack, and a hotel in 1891. Isaac Ellis, a prominent Olympia businessman, opened the Woodland Driving Park and Woodland Hotel. The track is thought to have been the first mile-long sulky oval west of Kentucky, and was famous for having a soil mixture that allowed racing even in the wettest of weather. Hundreds of people disembarked at the nearby train depot on race days.

The racetrack’s glory days ended in 1909, when betting on horse racing was made illegal. Without the attraction of gambling, the track and hotel went into a period of decline from which they never recovered. The hotel was torn down in 1939. The stables then served as a horse-boarding facility for many years.

Even after the stables and outbuildings had disappeared, the oval remained usable well into the 1970’s. The site is now occupied by the Lacey Downs Shopping Center and the Lacey Post Office at Lacey Boulevard and Clearbrook Drive.



Figure 8 Aerial Photo

Photo courtesy Washington State DOT, ca. 1936-37

THE LACEY DEPOT

Built in 1891 by the Northern Pacific Railroad Company, the Lacey Depot brought people to the Lacey community for recreation and provided a link for its growing population to the nearby cities. It stood at what was the heart of town—across from the Woodland Driving Park horse racing track and adjacent Hotel; on the Isaac Wood Donation Land Claim.

Daily mail dispatch to and from the community was made by train, with post office workers hauling bags of mail from the depot once the post office was moved to a nearby building.

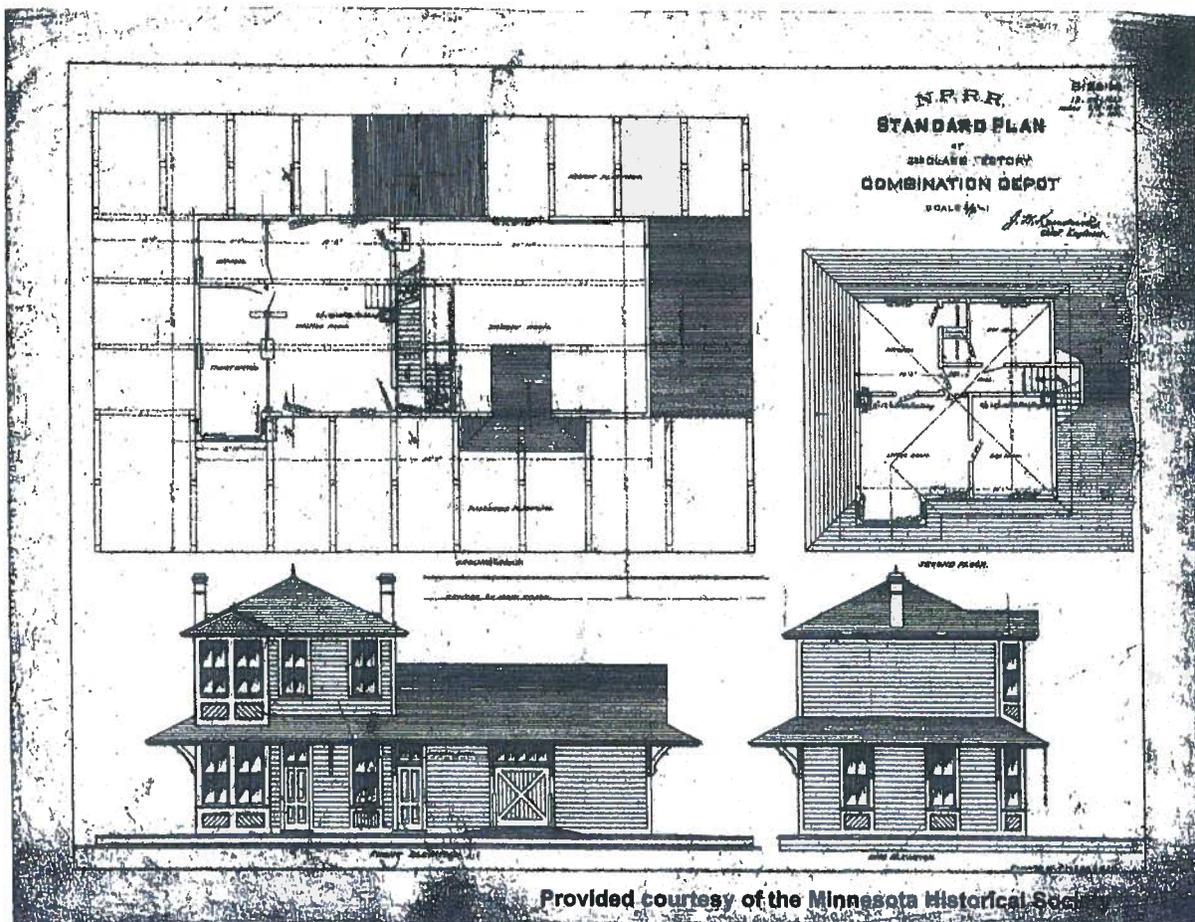


Figure 9

Standard Plan of 3rd Class 2-Story Combination Depot, ca. 1890

The depot was a standard two-story plan (*Appendix E*) that included living quarters upstairs to accommodate the station master and his family. The railroad abandoned the depot in 1933 but the structure stood well into the 1940s. Many long-time residents can remember the depot building and even have memories of catching the train at that station stop. Research is on-going to determine when the building was finally demolished.

SAINT MARTIN'S UNIVERSITY

In September of 1895, Saint Martin's College opened its doors to its first—and only—student. Soon, enrollment increased to about two dozen students, many of whom were boarders from Seattle and Tacoma. In addition to being the first 4-year institution of higher education in Thurston County, the college was the birthplace of the oldest radio station in Washington State. Father Sebastian Ruth started wireless broadcasting in 1914, and received the call letters "KGY" in 1921.

LACEY AS A RECREATION DESTINATION

By the mid-1920s, Lacey was famous as a resort community—in fact more than 19 resorts graced the shores of local lakes. Hicks Lake alone boasted seven resorts, with five more on Long Lake, five on Pattison Lake, and one each on Lois and Southwick Lakes. Out-of-towners would arrive by train, buggy and auto to enjoy a full spectrum of activities and facilities, including swimming, fishing, boating, camping, water slides, lighted boardwalks, cottages, lakeside dance halls, and even a roller skating rink.



Figure 10 Mullen's Resort on Pattison Lake, ca. 1920

One of the grandest resorts in the area was



Figure 11 Gwinwood Mansion on Hicks Lake, ca. 1900

Gwinwood, situated on the south shore of Hicks Lake. It was operated by Gwin Hicks, whose 18-room mansion served as the centerpiece of the 40-acre spread. A windmill atop the four-story turret pumped water to the resort. The resort featured cottages, a dance pavilion, water toboggans, riding stables, picnic facilities and swimming beaches.

The resort era suffered with the Great Depression, but it wasn't until the onset of World War II that a real decline in patronage was felt. Gas rationing left many without the means to travel. It became difficult to keep the resorts open and many were left with few options other than to divide their property and sell for private development. However, some of the large resorts were able to continue operating into the 1960s. As for Gwinwood, the

structure was dismantled in 1960. A church camp lodge now occupies the site, which still bears the name.

Lacey is still known for the many opportunities it provides to enjoy the beauty of its landscape, parks and lakes. People have been drawn to the area for these opportunities from its earliest days.

NORTH THURSTON PUBLIC SCHOOLS

The first school in what was to become Lacey was constructed in 1853 on the Stephen Ruddell Donation Land Claim. By 1892, after utilizing a succession of structures, the Wood School District erected a school house on a portion of Isaac Wood's former land claim near what is now the intersection of Pacific Avenue and Carpenter Road. It had

one room with a large pot-bellied stove and served thirty-three students. By 1901, an addition was added to accommodate a growing student population. In 1913, a larger structure was constructed for \$8,000 on an adjacent parcel of property. The local press described it being “entirely modern, with four rooms and a basement.”

The area continued to grow, and an even larger school was constructed on the site in 1928. The new building, which cost \$35,000, served 300 students and featured an auditorium that seated 750 — making it the center of community life. The importance of the Lacey School can still be felt by the students who attended it. A reunion is held every other year, and students from all graduating classes through its final year of 1961 come together to share stories of life in early Lacey, as well as their fond memories of attending the school that brought them all together as a community.

The school district has never stopped growing. Today, more than 13,500 students are served in North Thurston Public Schools’ 21 facilities, making it the largest school district in Thurston County.

1966 INCORPORATION

By the 1960s, the community of Lacey had grown to more than 8,000 residents. Housing and commercial developments grew in number and size. Residents and business owners alike began to demand city services. Neighboring Olympia was also experiencing rapid growth, and had begun a series of annexations of surrounding properties. Some Lacey residents welcomed the chance to join Olympia. Others preferred life in the unincorporated county. Yet another group promoted a different option—forming their own city and taking charge of their own destiny. In 1964, members of the Lacey Fire Department, North Thurston School District, and Lacey Chamber of Commerce organized the “Committee for the Incorporation of Lacey.” They ran a spirited campaign, but were unable to persuade a majority of residents that incorporation was the solution to area problems. The vote was 505 in support of the measure and 857 against. Two years later, feelings again ran high as Olympia sought to expand its boundaries to the east. While many residents still favored living in the county, others recognized, as future Lacey Mayor A.G. Homann observed, “We are happy in the county and would like to stay that way — but this is not possible it is plain to see.” At stake were the survival of Lacey Fire District 3, the independence of the North Thurston School District, and tax revenues from the newly opened South Sound Center. Community members organized another effort to incorporate. Issues such as the need for a sewer system, improved roads and increased police protection divided the community. Some put their faith in joining with Olympia to solve these needs. Others countered that local tax dollars would best be spent on local problems.

It was a hard fought campaign, with heated words exchanged at community meetings, letters and articles in local newspapers championing different viewpoints, and yard signs for and against the effort. On November 8, 1966, 1,586 voters approved incorporation; 1,346 were opposed. The election was certified December 5, 1966. While the City of Lacey is young—celebrating 50 years of incorporation in 2016—the history of the people who have lived in, and embrace this area stretches back beyond

memory. The Lacey Museum strives to collect stories, artifacts, photographs and documents that will help share the knowledge of the city's earliest days as well as the days yet to come with residents and visitors, alike. Yet history doesn't end with incorporation; it just begins a new chapter.

Section 3: STRATEGIC DIRECTION

MISSION

To preserve and interpret Lacey's history and identity through exhibits, educational programs and research archives. The museum tells the story of Lacey's past, present, and future.

VISION

A Community's past define its future. The Lacey Museum works to preserve and interpret Lacey history and identity in order to connect the past to the present and project the future. The Lacey Museum reaches out to the community to inform us of our history through exhibits, educational programs and research archives.

THE LACEY MUSEUM

The Lacey Museum is located in a historic, two-story structure originally built in 1926 by Fred Russell, as a private residence on Pacific Avenue just west of the Lacey Depot. In the late 1940s the building was used by the Lacey Volunteer Fire Department. After Lacey was incorporated as a city in 1966, it became the first city hall. Eventually city government outgrew the building. By 1979, the decision was made to create a local museum on land donated by the Lacey Women's Club. The Fred Russell Residence was moved from Pacific Avenue to its current location on Lacey Street. In 1981, the Lacey Museum opened to the public. A Master Plan for the Lacey Museum was adopted on March 21, 1983, but has not been updated since that date. (*Appendix F*)

In 2006, in anticipation of the 25th anniversary of the opening of the Lacey Museum, and the City's 40th Anniversary of incorporation, the Museum closed its doors for renovation for a couple of months. A couple of non-load bearing walls in the upstairs portion of the house were removed to accommodate better storage of artifacts. In addition, the exhibits and visitor flow through the downstairs spaces were improved.

The present museum building, while historically very significant, is insufficient to properly serve as a museum. The current museum is 1,008 square feet on the first level, open to the public and houses the display of artifacts and exhibits. One classroom of students on a school fieldtrip can barely fit comfortably in the museum, which lacks a gathering space to speak to the group as a whole. The single stall (residential) bathroom, is insufficient for visiting school groups. There is no room to display new artifacts, add more exhibits, or welcome traveling exhibits due to the size of the first level.

The second level is 648 square feet, not accessible, and is used for office space and storage of the collection. The city's collections have outgrown the storage space on the

second level of the building, and the current exhibit space does not allow to showcase even a small fraction of the collection. In 2008, the city had to rent an off-site storage unit to accommodate a large collection of very important artifacts donated by Lyman Fleetwood. Since the storage unit is almost full, items are stored at the Jacob Smith House and Lacey City Hall, with some larger pieces stored at a well site near the Regional Athletic Complex.

In 2012, the museum closed its doors for interior painting and minor improvements. An archway in the house was “filled” and a wall was constructed to accommodate better display of artifacts and exhibits and the flow of visitors through the spaces. All of the artifacts and exhibits were renovated and updated, and many new artifacts from the Fleetwood Collection are displayed. Themes were established in each of the three rooms in the museum, with the exhibits and artifacts organized to fit the themes (Transportation and Movement Through the Lacey Community, the Lacey School, and the Resorts). An open house was held on August 6, 2012 to unveil the refurbished museum and new exhibits.

Not only is the present facility too small for future growth, but the conditions are not optimal for proper collections management. At the present time, all photographs and negatives are housed in city hall. This is for the security of fire suppression as well as



Figure 12

relatively stable environmental controls. Even though the current museum building has air conditioning, it is an old building, and controlling humidity and acidity are extremely difficult without an HVAC system.

The location of the museum does not attract “drop in” visitors. It is not visible or located on an arterial street, and is “tucked behind” the Lacey Women’s Club, and not in plain view from Lacey Street frontage. It is a difficult destination to find, especially

for people unfamiliar with the city. The site is 0.54 acres and offers little room to expand the museum or parking area, have efficient vehicular circulation or handicapped accessible parking.

Once again, the city has outgrown the building.

OPTIONS FOR A NEW LACEY MUSEUM: THE ALTERNATIVE SITES

As early as 2007, with the influx of donations from long-time resident, Lyman Fleetwood and the Fleetwood Family, city staff realized the current museum was not sufficient to display our collection, let alone accommodate the projected growth of our community. Several discussions led to the current solution of supplemental storage spaces. These spaces were never intended to be permanent solutions.

Discussion began at that time among the Lacey Historical Commissioners and staff to consider constructing a new facility. The initial location considered was in the **Gateway** of the Hawks Prairie area. As the Hawks Prairie area was the fastest growing portion of the city, it seemed to make sense to place a new building there a combination library/museum, that opened into a shared common area. The Lacey Historical Society, however, felt strongly that a museum of Lacey history did not belong in Hawks Prairie, and was concerned that there would be no connection to the historic neighborhood. The heart of Lacey heritage is centered near the site of the old racetrack, post office, train depot and Lacey School in the historic core of Lacey. Locating the new museum there would connect the history on display to the historic neighborhood. The City would have to acquire land for a new museum in Hawks Prairie, which would add significantly to the cost of the project. The benefit of the Hawks' Prairie location is its proximity to I-5 and the tourists it might draw. This generated discussion about the museum as a destination and intended audience. It also identified the need for directions to the new museum from other tourist attractions and local heritage sites.

Despite the obvious attraction in creating the new museum where Lacey's train depot once stood, the **McKinney House** was also considered as a potential home of Lacey's new museum. The McKinney House is the final remnant of Lacey's once-proud "resort era" – when high-dives, wooden water slides and cabins dominated the scene around local lakes. (See *Appendix G: The McKinney House: A Brief History*). The City of Lacey purchased the 17.5 acre McKinney property and house in 2001. The house is currently empty, sitting across Pacific Avenue from the Lacey Community and Senior Centers. The footprint of the building is 34 feet by 52 feet, approximately 1768 square feet, all at ground level, plus about 400 useable square feet in the basement (with modification to the existing stairs). Ultimately, the McKinney House was not deemed to be the best fit for Lacey's new museum, because it does not allow for growth. While this structure is approximately 100 square feet larger than the existing Lacey Museum, and all on the ground level, the extra space is less than the current needs. The city places value on maintaining the status of the building exterior because any modifications to the outside of the building in order to convert it into a museum, or enlarge it, would result in the building no longer being eligible for the state or local Historic Register. Our goal is for this property to be listed on the Washington State Historic Register in the future. Creating a parking lot would involve clearing forested land in the Lake Lois Habitat Reserve, which the house currently sits upon, along with utility connections, structural upgrades, and other additional costs.



Figure 13

Based on a 2002 estimated cost of restoration, the structure would require \$120,000 to \$150,000 just to return to a state of usable condition. \$50,000 was spent to repair the most critical aspects of the structure. In 2007, a contracting company estimated that it would cost over \$100,000 to restore the building. A discussion ensued about the preservation of the structure: if we pursued the renovation of the McKinney House for the Museum, it would preserve the building, thus ensuring that it would not be demolished. Knowing that it was insufficient for the museum's needs, it did not seem to be an efficient use of tax dollars and outside funds to renovate it, and then only use the structure as the museum for a short period of time. Using the structure for long term artifact storage was considered, but rejected due to security concerns, and the difficulty in transporting artifacts for display at the museum. It is desirable to have artifact storage in the same structure as the museum.

A third option considered and rejected by staff was to locate the museum on the Lacey City Hall Campus, with the thought that consolidating the civic functions of the library, city hall, and the museum, may lead to more museum visits. There was consideration of the need to expand the Lacey Timberland Library in the future – would the existing building be expanded or a new structure built? Could the museum occupy the present library space if a new library were to be built? When the cost of land acquisition to

replace the amount of parking lost to construction of the museum footprint was considered, this was determined to not be a cost efficient option.

A fourth option considered and rejected by staff was to convert the **Jacob Smith House** from its current use as a rental facility to the Lacey Museum. The Jacob Smith House, constructed in 1859, is the oldest residence in Lacey. The property is on the local and state Historic Properties Register. The ground level of the house is 1536 square feet and the 2nd floor is 624 square feet. The stairs are not code compliant and would need to be brought up to current building code to use it for office space. The carriage house, at 437 square feet on the ground level, could be used for display of artifacts and exhibits, or storage of the collection. The second level of the carriage house could be office or storage space. Even though the Jacob Smith House has air conditioning, it is an old building, and controlling humidity and acidity are critical for the preservation of the artifacts and photographs. At a total of 1973 square feet on the ground floor, it almost doubles the current first floor space of the museum. But the spaces are separated, you have to walk outdoors to get from the house to the carriage house. Connecting the two buildings with an enclosed corridor would most likely lead to ineligibility for the historic register. Could the existing uses of the building be displaced or relocated? The Jacob Smith House is used for private rentals (weddings, meetings, memorial services, family reunions, Christmas parties, etc.) and for classes and programs offered by the Lacey Parks and Recreation Dept. Revenues generated by rentals and programs do not cover operating costs, averaging 40 – 50% cost recovery annually. This is an important rental facility that was acquired in 2002 for this specific purpose. There is not sufficient remaining capacity in the Lacey Community Center to accommodate the social functions for which the Jacob Smith House is rented. This rental facility is needed in the community. The historical character of the structure appeals to the renters; this leads to a greater appreciation of history among those attending functions here. The location of the Jacob Smith House is not in the historic core of the city, but is located on a historic trail route. It is a destination; not highly visible along a major arterial street. Staff felt strongly that since this structure is the oldest residence in Lacey that it should be kept intact, both inside and outside, and continued to be used as a rental facility.



Figure 14

The review of options led to several discussion points:

1. Is it critical for the new museum to be housed in a historic structure? *No- it is detrimental and not desirable. Historic structures usually do not lend themselves for reuse and adaptation as a current use. It is preferable to build a replica of a historic structure so that the interior spaces are conducive for efficient layout and operation of a museum.*
2. How far removed from the Lacey Historic neighborhood could the new museum be located? *The museum should be located between Saint Martin's University and the historic neighborhood.*
3. How large does the new museum need to be to adequately display and store existing and future artifacts? *8,500 square feet is optimal. However, the museum should be built as big as availability of funds allows. The size will be determined as we proceed with conceptual floor plans, project population growth, and analyze other museums throughout the state.*

THE PREFERRED OPTION FOR A NEW LACEY MUSEUM: THE TRAIN DEPOT

In July, 2009, the Museum Curator presented an idea for an expanded museum for the 50th Anniversary Project: build a replica of the Train Depot in its original location along Pacific Avenue that would be large enough to house the current collection, construct a basement below the depot to store artifacts not on display, and have the ability to expand when the museum grows- just as a depot expanded by knocking out the freight room wall. The Historical Commissioners fully supported the idea and started planning a presentation of the project to the Lacey City Council. Both the Historical commission and Lacey City Council were enthusiastically committed to seeing this dream become a reality.

The Depot Museum will be the cultural and heritage center of the city.

GOALS

At the Depot Committee Meeting, held on September 9, 2009, committee members approved the goals for the Lacey Museum at the Depot:

- ❖ Collect, preserve and interpret historical photographs, objects and documents related to local heritage and Lacey history.
- ❖ Install changing exhibits at other public buildings (Lacey Timberland Library, Lacey City Hall, Jacob Smith House) and at special events in the Lacey community in addition to the Museum, to reach a greater audience.
- ❖ Present educational programs on local history, regional anthropology, and conservation techniques to school classes, community organizations and local groups.
- ❖ Sponsor educational programs throughout the year for individuals.
- ❖ Conduct walking tours of historical and architectural features in the Lacey community.
- ❖ Train a team of volunteer docents to assist with educational programs and staffing of the museum and research room.
- ❖ Solicit donations of historical photographs, objects and documents related to local heritage and Lacey history from current and former residents of the community.
- ❖ Interview current and former residents of the community to document family histories.
- ❖ Assemble and maintain a research room with information about Lacey history and make it available to the public, students, residents, businesses, artists, authors, and historians.
- ❖ Work in cooperation with the Lacey Historical Commission and the Lacey Historical Society to promote our local heritage.
- ❖ Encourage citizens to join the Lacey Historical Society and become patrons of the Depot Museum.

Section 4: PLANNING PROCESS

The Depot Museum involved significant citizen input and public involvement throughout the entire planning process. The Board of Park Commissioners and the Lacey Historical Commission each hold a regular monthly meeting at which the plan and citizen input was discussed throughout the process. The meetings are open to the public and citizens attend frequently.

COMPREHENSIVE PLAN FOR OUTDOOR RECREATION

In conjunction with the update of the Comprehensive Plan for Outdoor Recreation in 2009-2010, city staff conducted an extensive public input process:

- Open house, January, 2010
- Public Meeting, May 2010
- In-person survey during winter and spring program registration and several events October, 2009 – April, 2010.
- Surveys and drop boxes posted at the Lacey Community Center and Lacey Senior Center.
- Online survey

The public input substantiated the need and demand for museum expansion and the desire to rebuild the depot and use it for the museum:

During the open house and meeting, citizens urged consideration of building a larger museum, on the site of the old railroad depot.

The support led to one question on the survey (*Appendix H*), asking how people would be willing to pay for a new museum. (8. If the City of Lacey were to build a new museum of local history with educational outreach/programs, please check how you would be willing to financially support the museum?). The survey was distributed for over six months. The responses to question 8 were tallied: 57.5% preferred free admission, 8.5% preferred annual membership, 9.4% indicated they would contribute to a building fund, 19.8% indicated they would attend an annual fundraising event, and 4.7% would not support the new museum.

The survey results are not representative of the community as a whole, since both the online and in-person surveys were voluntary. The surveys were not random, nor do they fit the demographics of the community. Regardless, the input from the surveys is extremely valuable. It shaped the backbone of the comprehensive planning process plan, determining citizen demand for new parks, facilities, and programs, and for

improvements to parks. The strong support resulted in the Depot Museum being included in the Action Program (*Appendix H*).

The 2010-2016 action plan includes three major development projects and several acquisition projects. The estimated cost of the major projects is:

	Total Cost	City Funds	Grants & Outside Sources
Senior Center Expansion	\$2,750,000	\$ 550,000	\$2,200,000
Wanschers Park Phase 2	\$2,000,000	\$1,000,000	\$1,000,000
Depot	\$3,500,000	\$ 50,000	\$3,450,000
Acquisition, Community Park Land	\$2,500,000	\$ 600,000	\$1,900,000
Acquisition, Neighborhood Park Land	\$1,000,000	\$ 500,000	\$ 500,000
TOTAL	\$11,750,000	\$2,700,000	\$9,150,000

The City intends to use its funds to hire professional services to further refine the site plan and floor plan.

LACEY 2007-2026 CAPITAL FACILITIES PLAN

On April 26, 2007 the Lacey City Council adopted by Ordinance 1285, the Lacey 2007-2026 Capital Facilities Plan, (CFP) the Capital Facilities Element of the Lacey Comprehensive Plan. With the update and adoption of the Comprehensive Plan for Outdoor Recreation in July, 2010, it was necessary to update the CFP and include projects identified in the 2010-2015 Action Program, so that the two documents are consistent. The Depot Museum is identified as project number 6 in the CFP. (*Appendix I*). The update to the CFP was adopted by the Lacey City Council on September 23, 2010.

CULTURAL RESOURCE INVENTORY

The City worked in partnership with Professor Dale Croes and archaeology students at South Puget Sound Community College in the summer and fall of 2010 to verify the location of the 1891 Depot. With information from the State Archives and aerial photographs, the location was staked by City surveyors. Students laid out a grid and began searching for artifacts. Several artifacts were found, (*Appendix J*) leading to the conclusion that this site was indeed the location of the original depot.

PRELIMINARY PLANS

Annually, the City of Lacey works in partnership with the Senior Civil Engineering Design class at Saint Martin’s University, under the leadership of Professor Dr. Chun Seong on a city project. The Senior Class of August, 2010 – May, 2011 worked with a ‘client’ comprised of city staff, Historical Commissioners, and Depot Committee Members to prepare preliminary civil and architectural plans for the depot and site. This was valuable in leading the client through development of the conceptual plan, cost

estimate, permitting conditions and site analysis and potential. The students built a model, which—while it was on display in city hall lobby for over a year—generated substantial interest in the depot museum.

Figure 15. photo of model. (Model is currently on display at Saint Martin's University)

DESIGN WORKSHOPS AND CONCEPTUAL PLANS

The Lacey City Council appropriated \$50,000 funding for architectural and engineering services in the approved 2012 Capital Budget. In February, 2012, the City retained the services of a consulting team led by Merritt Arch, an architectural firm with extensive experience in museum facility planning and design, to solicit public input, prepare floor plans, preliminary site plan and cost estimate to be used to pursue grant funds.

The City of Lacey Historical Commission invited members of the public to share ideas for a new museum facility at a series of design workshops at various stages of the planning process. (*Appendix K: Workshop Schedule*) The first workshop, a general brainstorming session, was held on April 14, 2012. Citizens wrote their vision and goals for the depot museum on cards which were posted on display boards. Citizen input was the foundation of this project. *Appendix L* includes a sample of the Vision and goals from the workshop. The first workshop was a brainstorming session that encouraged all ideas for inclusion in discussion. This process then led to a conversation on what pieces of the design, whether in regards to the overall site or just to the building, were “fatal flaws” to the success of the project. For example, orientation of the building was established; the depot must front onto Pacific Avenue, as it would have faced the railroad tracks in 1891.

Two successive workshops were held on April 28 and May 5 to refine alternative design concepts and identify preferred solutions. *Appendix M* includes two of the dozen conceptual plans that were formulated to exhibit the diverse public input and ideas. All workshops were facilitated by Merritt Arch. Approximately 125 citizens attended the three workshops, including representatives of the Lacey Historical Society, the Lacey Planning Commission, Lacey Rotary Club, the Lacey Chamber of Commerce, and the Lacey City Council. A Steering Committee reviewed each step and conceptual plans, offering technical expertise, as well as opinion. Input from the citizens and city staff shaped the conceptual site plan and floor plan, as well as exhibit planning. All materials are catalogued in the Phase 1: Scoping and Visioning Summary Document for the Lacey Museum at the Depot, which was recorded and compiled by Merritt Arch for the City of Lacey during and after the entire process.

City Staff and the Consulting Team presented the planning process and conceptual plans to the Lacey City Council in work session on June 7, 2012. (*Appendix N*) The council members enthusiastically directed the staff to proceed with Concept G-1.

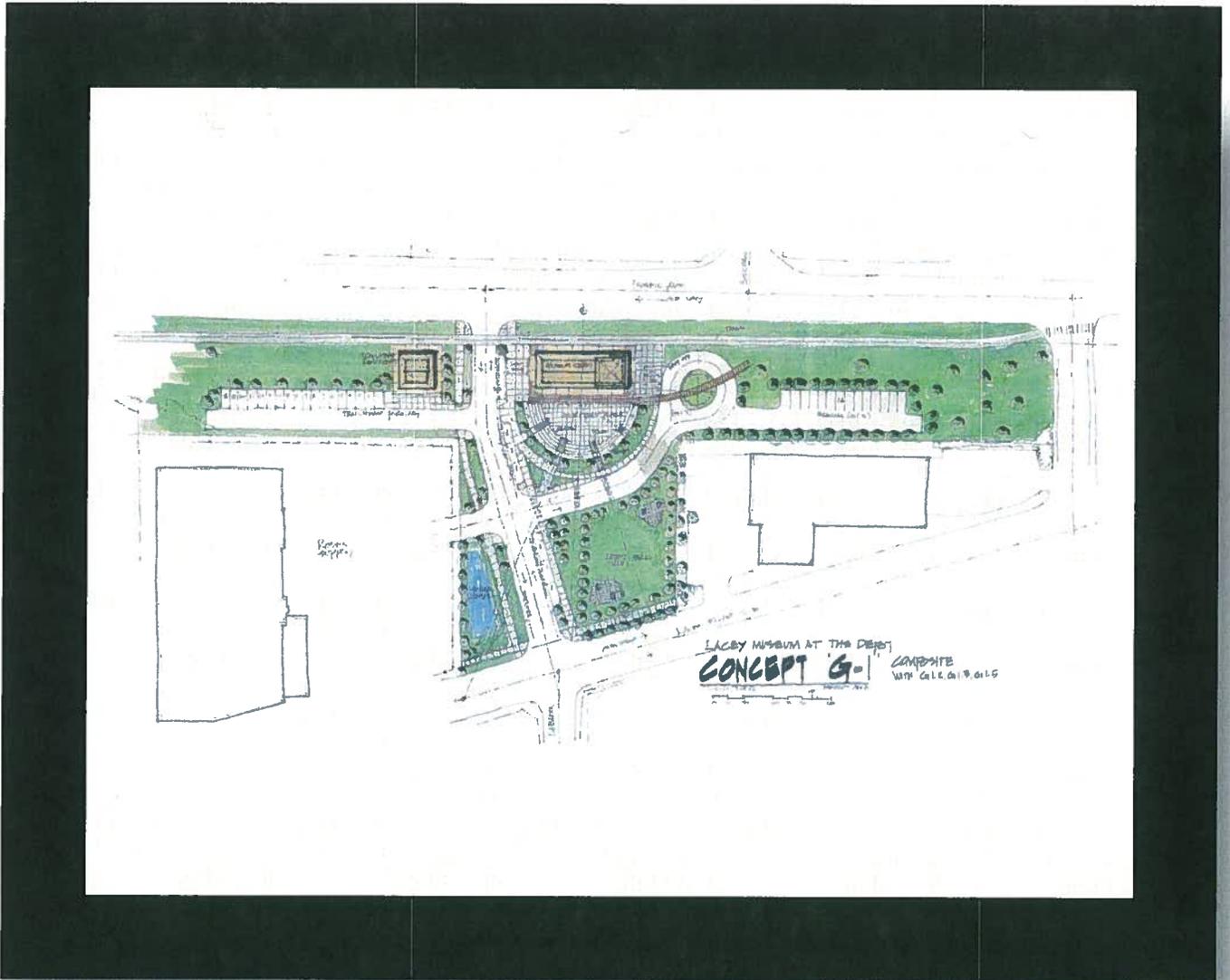


Figure 16. Concept G-1.

The conceptual plans (*Appendix O*) will be discussed in more detail in Section 5 of this master plan.

SIX YEAR TRANSPORTATION IMPROVEMENT PLAN

The project was grouped into four distinct components. The extension of Lebanon Street, Project Component 2, is a key component for access to the Depot Museum.

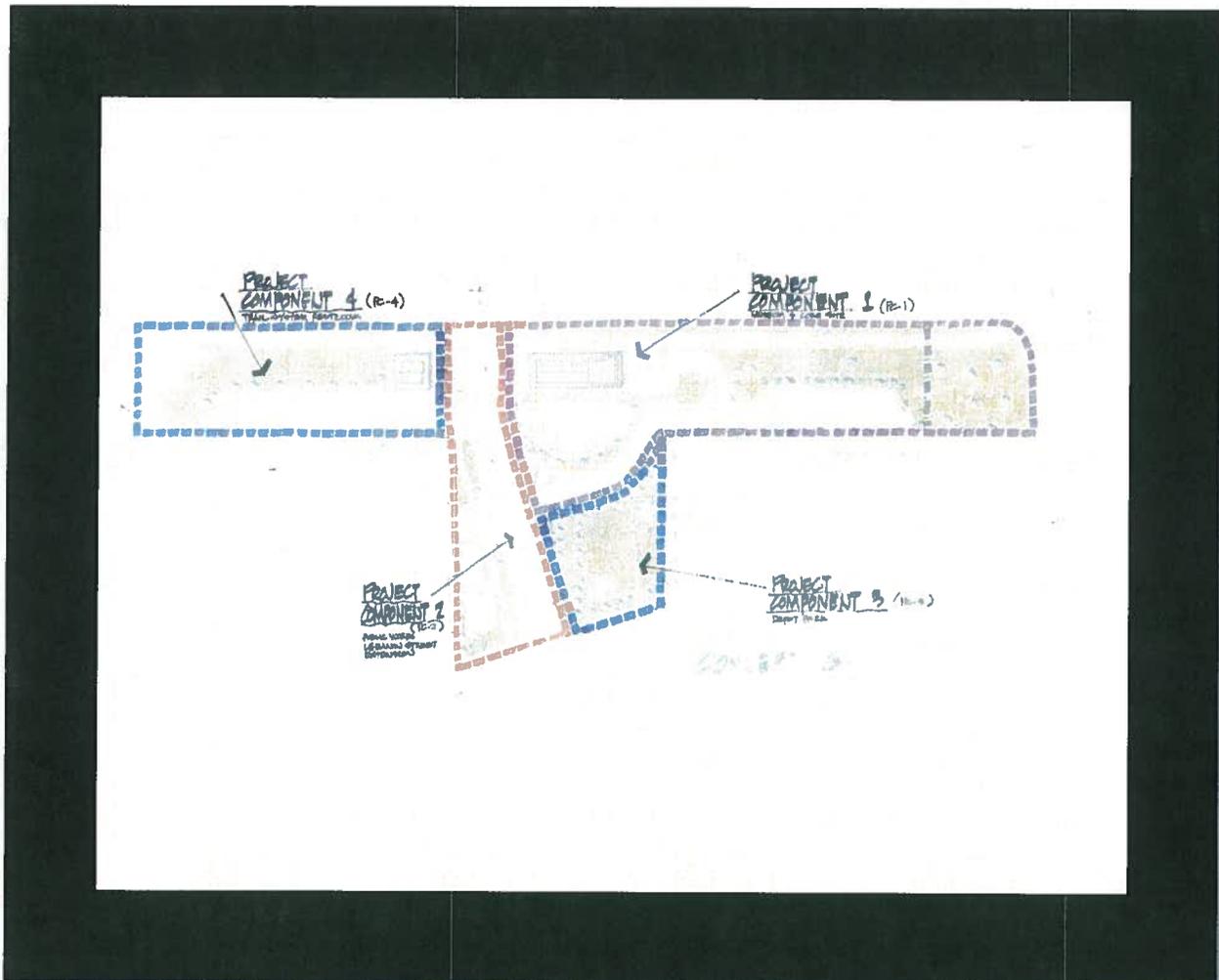


Figure 17. Project Components of Concept G-1.

City staff annually prepares a Transportation Improvement Plan (TIP). Lebanon Street Extension is included as Project 11-019 in the 2013 Six Year TIP, and in the Comp Plan as Project #R25. Cost of the street extension is estimated at \$466,833. The Lacey Planning Commission held a hearing on the 2013 Six Year TIP on May 15, 2012, and recommended approval to the Lacey City Council. The Transportation Committee considered the 2013 Six Year TIP on June 11, and forwarded it to the full city council for consideration. The Lacey City Council adopted the 2013 Six Year TIP on June 28, 2012. (Appendix P).

PARTNERS

The Depot Committee

The Depot Committee was formed in July, 2009 to fully develop the concept for a 50th Anniversary Project, which was presented to and embraced by the Lacey City Council on Dec. 10, 2009. The Committee members have been meeting regularly since the City Council gave staff and the Lacey Historical Commission direction to proceed with the Depot Museum project. The Depot Committee consists of citizens, who are not currently Historical Commissioners, but who have a passion for our local history and heritage. The Depot Committee members have reviewed plans, the funding strategy, this master plan, and exhibit content - offering opinions and feedback, conducting research, and analyzing other museums throughout each phase of the Depot project.

June is Lacey History Month. Each year the Lacey Historical Commission accepts nominations for Lacey Historian of the Year. In 2012, Diane Dean, Chair of the Depot Committee, was nominated and unanimously approved as the Lacey Historian of the Year for her efforts in preserving and sharing Lacey history with our citizens and for her efforts on the Depot Project. (*Appendix Q: Lacey Historian of the Year*)

Lacey Historical Society

Members of the Lacey Historical Society and its Board of Trustees have supported the Depot Project to the fullest extent. There are 400 members and supporters of the Lacey Historical Society (Society) who meet as a group once a year in September. Each annual meeting since 2010 focuses on a "Depot theme". A representative of the Society attends each monthly Historic Commission meeting to keep apprised of the project, and to offer the opinions of society members, officers and the trustees. The Society purchased a historic depot baggage cart that was first unveiled at the 2010 annual meeting of the Society. Most Lacey Historical Commissioners are also members of the Society.

Section 5: PUBLIC PROGRAMS

CURRENT PROGRAMS

The Lacey Museum is located in the historic neighborhood in Lacey at 529 Lacey Street SE. The historic structure was originally built in 1926. In 1979, City officials wanted a museum to exhibit our proud local heritage, and the community embraced the project. The decision was made to create a local museum on land donated by the Lacey Women's Club, using the old city hall building. The building was moved from Pacific Avenue to its current location on Lacey Street. In 1981, the Lacey Museum opened to the public. It is open to the public three days a week (Thursdays and Fridays from 11:00am to 3:00pm and Saturdays from 9:00am to 5:00pm), or by appointment by calling (360) 438-0209. Annual visitation hovers at 350 people per year. There is no admission fee to visit the museum; donations are welcome. Annually donations average \$150.00.

This city-run museum showcases community history from Oregon Trail days to the present. The Museum collects and cares for historical objects, documents and photographs related to Lacey history. Catalogued at the Museum, these are available by appointment to researchers. The Museum Curator gives guided tours to individuals and groups. Volunteer docents are often present to provide additional information and answer questions about the exhibits. Through exhibits, educational programs and research archives, the Lacey museum tells the story of the community's past, and how its rich history has affected the present and will shape the future. The museum displays historical photographs, objects and documents related to local heritage and Lacey history.

CHANGING EXHIBITS

The Museum Curator installs changing exhibits at the Museum, Lacey Timberland Library, Lacey City Hall, and at special events (such as the summer Community Market, and Thurston County through the Decades). Past changing displays have included:

- Union Mills
- Remembering Fort Nisqually
- Huntamer Family, Fleetwood Family, Himes Family
- Lacey Place Names
- Christmas Island
- Pioneering Families
- Lacey in 1900 – 1925
- Lacey Women's History
- WWII
- The Lacey Depot
- Incorporation Period
- History of the Museum Building

In 2006, a large exhibit was displayed at both Lacey City Hall and the Lacey Community Center to celebrate the City of Lacey's 40th Anniversary of Incorporation.



Figure 18

EDUCATIONAL PROGRAMS

The Museum sponsors educational programs several times a year. Genealogy classes, taught by the Museum curator and volunteers, are popular. The Museum Curator offers individual family research assistance. The Museum Curator, Historical Commissioners and volunteers regularly give presentations on local history, regional anthropology and conservation techniques to school classes, community organizations, individuals and local groups.

THURSTON COUNTY THROUGH THE DECADES

A free, public event, organized by museum staff, docents, the Historical Commissions and Societies throughout Thurston County, is held twice a year in different host cities throughout Thurston County. On Saturday, May 12, 2012 at Huntamer Park in Woodland Square, the Lacey Museum, Lacey Historical Commission and the Lacey Historical Society hosted the event. The event celebrated life in Thurston County between the years 1900 and 1925, featuring a 1920s town with live music of the era, vintage cars and clothing from the early 1900s! Children's hands on activities gave a glimpse of life during the early part of the 20th century. Thurston County celebrated its 160th birthday.

SCHOOL CURRICULUM

In the fall of 2010, Youth Historical Commissioner Matthew Connor prepared a new PowerPoint presentation of Lacey Community History, targeted toward elementary
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school audiences. The presentation appeals to students, because Matthew, a local high school student, gives the presentation to the students in their classroom and appears to the students as a peer. Many classes take a field trip to the Museum after the presentation. However, due to transportation budget cuts, many schools have had to cut back.

Washington State History is taught in 4th and 7th grade curriculum. Lacey and Thurston County history is integrated into 3rd grade curriculum. The Lacey Community History presentation is shown to approximately 15 - 20 classes each year.

The presentation is also given to 2 service clubs and 4-5 other groups during a typical year.

SCHOOL FIELD TRIPS

Approximately five school field trips annually visit the Lacey Museum (averaged over the past five years). The size of the current Museum does not allow for more than one class of 15 students to visit at a time.

BOOK SIGNING

The museum, in partnership with the Lacey Timberland Library has organized Historical book signings by the author. For example, on Saturday, August 13, 2011, the Lacey Museum welcomed local author, John C. Jackson to the Lacey Timberland Library. Mr. Jackson presented his latest book to date, *By Honor and Right: How One Man Boldly Defined the Destiny of a Nation*. John C. Jackson (of Olympia, Washington) is the author of five books on the history of the Pacific Northwest, including *The Piikani Blackfeet: A Culture Under Siege* and *Jemmy Jock Bird: Marginal Man on the Blackfoot Frontier*. He is the coauthor with Thomas Danisi of *Meriwether Lewis*.

WALKING GUIDE

In the spring of 2012, a student attending Saint Martin's University developed a self-guided tour (*Appendix R*) describing historic structures in Lacey's historic neighborhood surrounding the museum. Groups meet at either the Lacey Senior Center, the Museum, or a local coffee shop and walk the historic neighborhood.

OPEN HOUSE

On Monday, August 6, 2012, the Museum held an open house to unveil the new and updated exhibits. A temporary "A Frame" sign was placed on Pacific Avenue to advertise the open house. Many people who saw the sign and dropped in, had never been to the museum before.

CURRENT EXHIBITS at the LACEY MUSEUM

In the summer of 2012, the exhibits at the museum were updated in association with a building improvement project that closed the museum for a few weeks.

The exhibits are arranged around a theme in each of the three rooms: Education; Transportation; and Leisure Time.

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Exhibit Room Description	Photograph
<p>The Main Gallery at the Lacey Museum has historically been for rotating displays. As of August 6, 2012, the theme of the room is "Transportation and Movement Throughout the Lacey Area."</p> <p>The first display greeting visitors upon arrival depicts the Lacey Depot, and includes large-format photographs, artifacts, and display boards that provide the history and importance of the railroad through the area. Also included in this display is a preliminary schematic design for the Lacey Museum at the Depot.</p>	
<p>The Main Gallery highlights various forms of transportation. Depicted here are photographs and artifacts from the Fleetwood Collection. The first is a series of photographs documenting the construction of the railroad through the Nisqually Valley, and includes a scale from the Gardner Store, which was situated next to the depot in Nisqually.</p> <p>The second contains artifacts and photographs from the Fleetwood Garage, which was located along Hwy. 99 and serviced some of the earliest automobiles to travel through Lacey in the first half of the 20th century.</p>	
<p>Also depicted are stories of movement throughout parcels of land. The items seen here help tell the story of the land that holds the present-day Lacey Community and Senior Centers. In 1853, the property belonged to the Himes family, who ventured across the country on the Oregon Trail. George Himes's diaries, housed at the Oregon Historical Society that he helped found, tell of the earliest days in the Lacey area.</p> <p>The property was purchased by David Fleetwood in 1881, and this exhibit includes numerous artifacts and photographs donated by the Fleetwood family that represent both the Himes and Fleetwood families' connections to the property.</p>	

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Exhibit Room Description	Photograph
<p>The Resort Room tells the story of Lacey's history as a recreation destination. The earliest part of the 20th century witnessed the transformation of the many lakes in the area into resorts. Each of the area's lakes had at least one resort on it, including Southwick Lake and Lake Lois.</p> <p>Displayed in this room are artifacts and photographs that illustrate the locations of the resorts on each lake. Included among the artifacts are a wooden row boat from Pleasant Acres Resort on Long Lake and a wooden sled used to ride the water chute at Madrona Beach Resort on Hicks Lake.</p> <p>In addition to the information on the resorts are tales of Lacey's other recreational activities including the Woodland Driving Park (racetrack) and Mountain View Golf Course (present-day Panorama).</p>	
<p>The Lacey School Room holds artifacts, photographs, and other textual materials that help transport the visitor to the earliest days of education in Lacey. The Lacey School—initially a one-room schoolhouse serving grades one through eight—was built in 1892. The exhibit follows the changes in the community and the building throughout its life as a school, which ended in 1967.</p> <p>The Lacey School brought the out-lying areas of what would become Lacey together and gave the residents not only a gathering place, but a true sense of community.</p>	

PROPOSED PROGRAMS

The Museum Curator would like to offer the following programs and services which are requested by citizens and educators, but can't due to space limitations. The following programs will be considered during space programming in Section 6.

LECTURE HALL SPACE FOR SCHOOL FIELD TRIPS

Lecture Hall/Classroom space for two average 4th grade classes (28 x 2 = 56 students) and one – two 7th grade classes, so that one school bus can transport the two classes economically. This space would allow the curator and docents to describe exhibits,

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lecture about one topic or several topics so the museum visit is a learning experience. Each class could return to school with a "kit" that would include additional information about the exhibits in the museum.

Outside lectures could be given by local history teachers, historians, researchers, and college professors. Related programs could also be offered in the space.

RESEARCH ROOM

The Research Room would be staffed by docents and open by appointment. Literature, photographs and documents that allow for genealogical research would be provided at no charge.

PROPOSED EXHIBITS

In the summer of 2011, the Depot Committee and the Lacey Historical Commission discussed important pieces of our local heritage that should be displayed in the new Depot Museum and exhibit planning. (*Appendix S: Lacey Historical Commission minutes of 9.12.11*)

Lacey Museum at the Depot exhibit planning:

- a) Specific periods in Lacey history that were discussed included the resort era; the Lacey School; South Sound Shopping Center; incorporation; the Evergreen Ballroom; Christmas Island; the racetrack; the drive-in theater; the pioneers; the railroad/depot.
- b) Topics to consider include cultural diversity and broad events that shaped our community and region.
- c) Any exhibit dealing with education and the Lacey School should include the cabin. Historic Commissioner Shirley Binkley suggested considering how the cabin can be used on the site, whether within the museum or in the grounds around the building. She offered the idea of creating an open structure in the park-like setting to be used as a shelter, but to also share what is known of the cabin's history.
- d) The type of exhibits that will attract children include: technical and hands-on exhibits to attract younger audiences; interactive exhibits; tangible items to view; digital photo albums to rotate through more of the museum's collection.

The Historical Commissioners decided to visit the Lacey Museum and other museums in the vicinity to generate other ideas for display or consideration.

In the summer of 2012, the Historical Commission again discussed proposed exhibit topics:

- a) Oregon Trail and the story of lowering the wagons at Naches Pass.
- b) The Cabin and other early schools.
- c) Settlement of the prairies.
- d) Depot, racetrack, resorts

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e) Sawmill and canal at the end of Long Lake

Historical Commissioners felt strongly that the Nisqually Tribe should be invited to tell their own story in the Depot Museum.

In April of 2012, with a professional Exhibit Design and Fabrication Professional guiding our efforts, exhibit plans began to solidify. The following report was written in conjunction with Formations staff guidance:

Lacey Museum

Preliminary Exhibit Planning

April 27, 2012

Preliminary Review Committee Members:

Amber Raney, Museum Curator
Steve Kirkman, Sr. Management Analyst, Public Affairs, City of Lacey
Lanny Weaver, Research/Artifact and Photograph Selection
Diane Dean, Liaison, Lacey Historical Society and Depot Committee Chair
Ken Dean, Vice-Chair Lacey Historical Commission
Ben Helle, Research/Graphic Design

Supporting Groups:

Lacey Historical Society and Lacey Historical Commission

Preliminary Design Team:

Architect/General Contractor—Project Manager: Amber and Steve
Client Project Coordinator—Project Designer: Amber and Steve
Topic Specialist—Exhibit Writer/Researcher: Lanny, Ben, Amber
Graphic/Artifact Researcher—Graphic/Artifact Coordinator: Amber, Lanny, Ben, Steve

Institutional Mission and Project Goals:

Current Mission Statement

The mission of the Lacey Museum is to collect, conserve, and interpret the history of Lacey, Washington and its role in the greater Pacific Northwest region from its earliest settlers to present day and into the future. The Lacey Museum will accomplish this mission through exhibits and displays—both on site and through traveling exhibits, educational outreach programming, and service as a research facility. Through this, the Lacey Museum will facilitate understanding and appreciation of Lacey history to citizens of the local community and beyond.

Goals

As defined in the meeting held on April 14, 2012:

- Increase local visitors significantly
- Enhance the reputation of the museum as a great place for tourists to stop

Additionally:

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- Using the past to define the community of Lacey, place emphasis on the historical center, creating a focal point for Lacey

Institutional Identity as it is related to exhibits

The Lacey Museum is a history museum; exhibits need to be based in history. In addition, it is a community museum; exhibits need to encompass Lacey and the area defined by North Thurston Public Schools, which is greater than the UGA.

Theme Development

Three Key Themes from April 14 meeting:

- Lacey is a community steeped in history
- Lacey is committed to documenting and preserving its history
- History defines our future; we are part of history now

The timeframe of the exhibits should cover pre-European settlement in the area (Native American tribes, esp. Nisqually) up through World War II.

Ideas that Expand on the Themes

- Lacey is a young city but boasts a rich and long standing heritage.
- Lacey was originally a farming community.
- Lacey has long been known as a recreation community, first with the racetrack in 1891, followed by the lakeside resorts of the 1900s, and including the current parks and recreation opportunities.
- The early railroad brought people and goods to and from Lacey and connected it to neighboring communities.
- There is mystery and intrigue in the speculation of how Lacey got its name.
- Street names throughout Lacey connect to local stories and history.
- There is a Native American presence in the area that shares and impacts the history of Lacey (The Nisqually Tribe has shown interest in being involved with the project).
- Competition with nearby Olympia has fueled progress in Lacey.
- Lacey is part of the bigger history of the area and the county as a whole.

Collections Review

Artifacts

Aside from the large items mentioned on April 14 (wooden sled, baggage cart, school bell, freight scale, school desks, etc.), the museum has many artifacts relating to farming equipment (plow, seeding tools, oxen yoke, hunting rifles), the Lacey Garage (tools, signs, textual materials and photographs), early life in Lacey (daily household items, clothing, costume jewelry, books, sewing machine, musical instruments, textual materials and photographs), the Lacey School (sports equipment, school publications, chalk boards from both the 1913 and 1928 school, teaching implements, photographs from nearly every year of the school's existence), both World Wars (uniforms, documents, rations, travel bags, photographs), the resort era, and the Northern Pacific Railroad.

Touchables include the school bell and the desks.

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Section 6: ARCHITECTURAL DESIGN PROGRAM

The Lacey Museum is located in a historic structure that was originally built in the late 1920s by Fred Russell as a private residence on Pacific Avenue. In the late 1940s the building was used as the administrative headquarters for the Lacey Volunteer Fire Department. After Lacey incorporated as a city in 1966, it became the first city hall. Eventually city government outgrew the building. By 1979, the decision was made to create a local museum on land donated by the Lacey Women's Club. The old city hall was moved from Pacific Avenue to its current location on Lacey Street. In 1981, the Lacey Museum opened to the public. A Master Plan for the Lacey City Museum was adopted on March 21, 1983, but has not been updated since that date. The current museum has 1200 square feet of public exhibit space, and once again the city has outgrown the building.

Deficiencies of existing Museum

- The existing Lacey Museum (1,200 sq. ft.) is no longer adequate to store or effectively display the collection.
- The museum lacks space to accommodate one classroom of students (26-30 students, plus 5 adult chaperones & teachers), the primary user group.
- The existing building has no fire suppression system, placing the collection at risk.
- Much of the collection is stored off-site, requiring the Curator to be away from the museum to catalog photographs, inventory artifacts and assemble new exhibits. In addition to the inconvenience of splitting the collection, all of it is stored in settings that lack any sort of climate control, and much isn't even housed in acid-free boxes/folders.
- The existing museum is located off Lacey Street in the Historic Residential Neighborhood, but has only 15 feet of frontage, an easement for ingress, egress and utilities, on Lacey Street, situated 'behind' the Lacey Women's Club.
- Since many citizens have never driven by or seen the Museum, they are unaware it exists.

Figure 19

The first step in the development of the architectural design program was to identify the deficiencies of the existing museum, and the attributes that should be integral a new museum facility. This assessment was provided to the Saint Martin's University civil engineering students, and shared with the professional consulting team.

City staff assessed and evaluated museums in the State of Washington to determine their program and spaces relative to current and future population of the service area, deficiencies and strengths of the space and program, and features that should be replicated.

Desirable spaces that will be accommodated include: permanent and temporary exhibit space, event space, outdoor spaces with exhibits and/or artwork that catch the attention of passersby, meeting space, The key ratio is 3:1 – 3 (permanent exhibit space) relative to 1 (temporary exhibit space).

The professional consulting team, using their vast experience and “tried and true formulas”, citizen input, and the assessment developed the following program outline:

PROGRAM OUTLINE

Permanent Exhibit Space	1600-3600 sf
Temporary Exhibit Space	600- 1200 sf

Temporary Exhibit Space: rectangular or square, 600- 1200 sf, with a track light inset from the walls by 2 – 3 feet, so as to adjust light angles for artwork or panels for traveling or temporary exhibits. When not in use, it can double as meeting space, rental space, or used for educational programming.

Permanent Exhibit Space: a ‘fluid space’ that moves the visitors through the exhibits. Exhibits should be fabricated for a 20 year life span. At the Provincial Museum in Victoria, BC, some exhibits installed in 1967 are now being updated, some 46 years after installation.

‘Back of the House’:

The importance of the ‘back of the house’ cannot be emphasized enough. The “back of the house” includes storage, workshop space to assemble exhibits, research space, office space, and all mechanical/electrical housing. This part of the museum is not seen by the general public, but is vital to the success of the organization. The design must not only accommodate the present collection while providing adequate workspace, but must take into consideration future growth of collections and staffing. Over the first ten years of the museum, the collection (not on display) exceeded available storage space. With the Fleetwood Collection donation in 2007, the city rented off-site storage. An efficient storage system designed specifically for artifacts and collections, approximate size 800 - 1800 square feet should serve present and anticipated collections for the next 25 years. Many studies have been done on the proper ratio of the ‘back of the house’ to exhibit space. City staff are consulting with many experts in the field, including Dave Nicandri (former Director of the Washington State History Museum), to advise during space programming of the interior. This step will become crucial in Phase II—Schematic Design.

Main Floor MF3.2

Lobby: 112 square feet and Museum Store: 217 square feet

Office/Ticket Window: 144 square feet

Temporary (Changing) Exhibit Space: 592 square feet

Staff single stall restroom: 40 square feet

Storage: 24 square feet

Platform

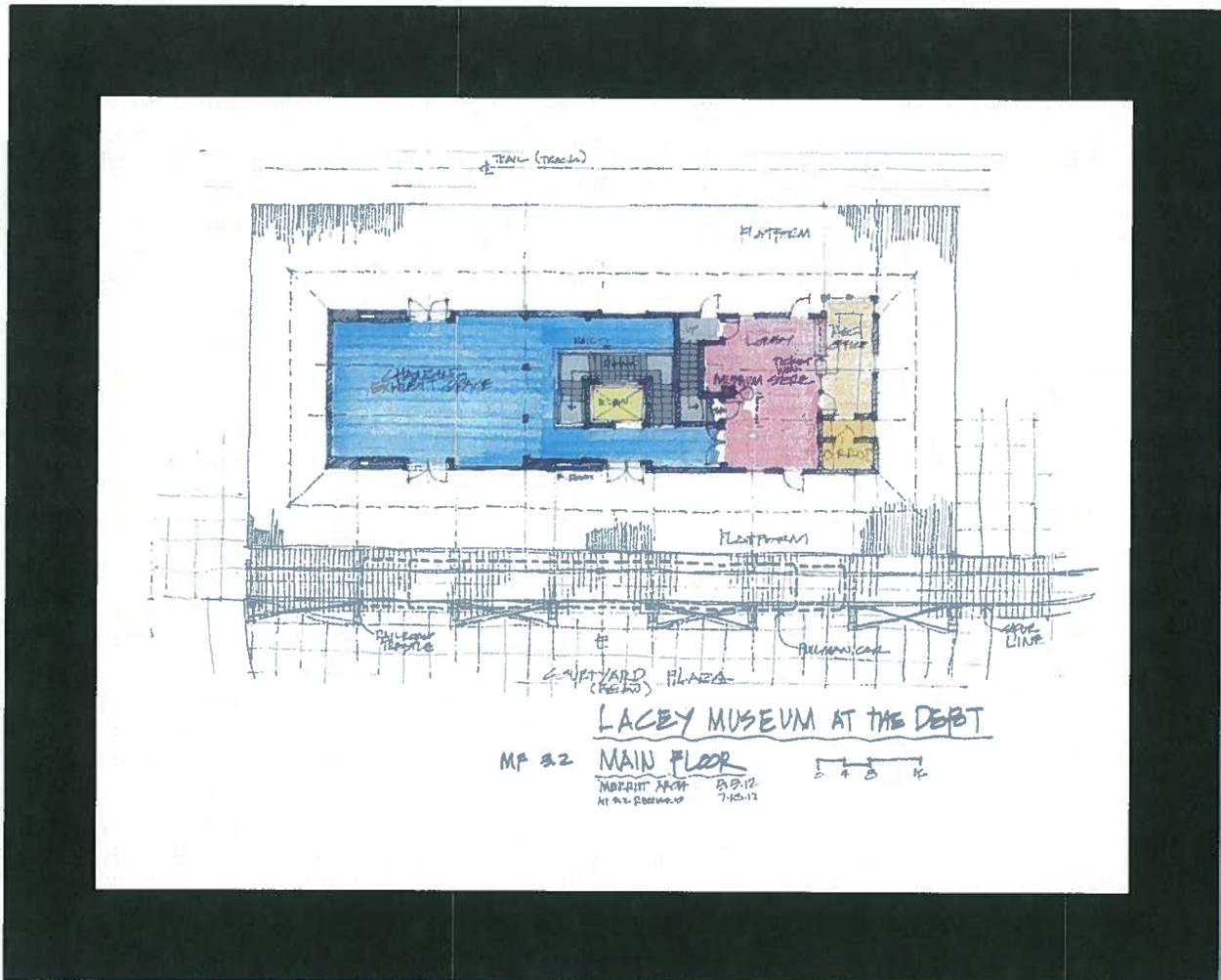


Figure 20: MF3.2 Main Floor Plan

Lower Floor LF3.2

Lower Lobby: 112 square feet

Permanent Exhibit Space: 2580 square feet

Public restrooms: 192 square feet

Conference Room/Classroom: 198 square feet

Curator Office: 120 square feet

Workshop: 168 square feet

Collection/Storage: 992 square feet

Mechanical Equipment Room: 320 square feet

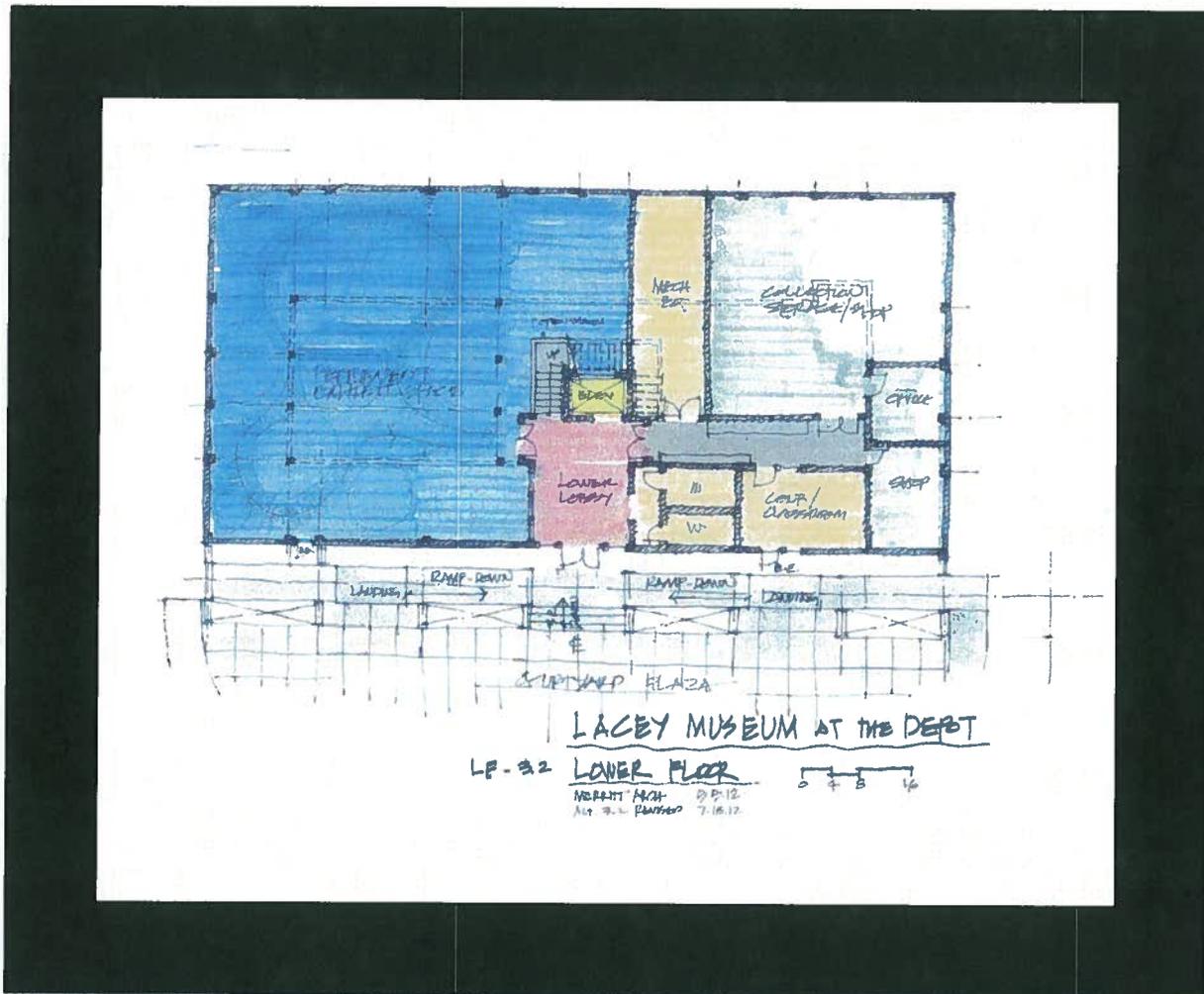


Figure 21: MF3.2 Lower Floor Plan

Upper Floor MF3.2

Office space and storage: 384 square feet

Storage: 60 square feet

Stair access only

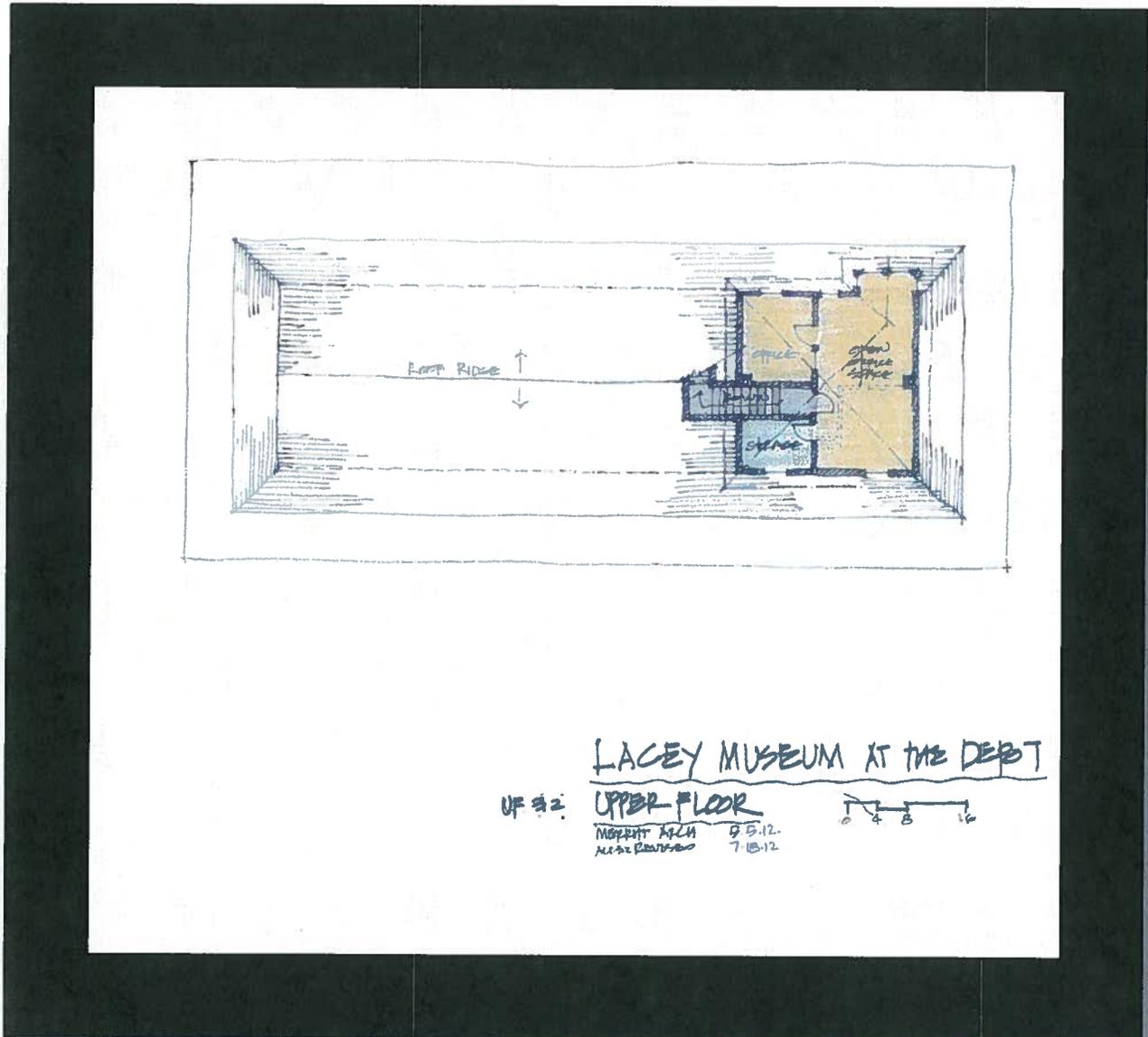


Figure 22: MF3.2 Upper Floor Plan

As was common with depots in the 19th century and early 20th century, as the community grew and freight increased, the end wall of the freight room was removed and the depot added onto lengthwise. The Lacey Depot will be reconstructed with the expanded freight room. The exterior character of the depot will reflect its 1891 counterpart with similar siding, colors, and dimensions.

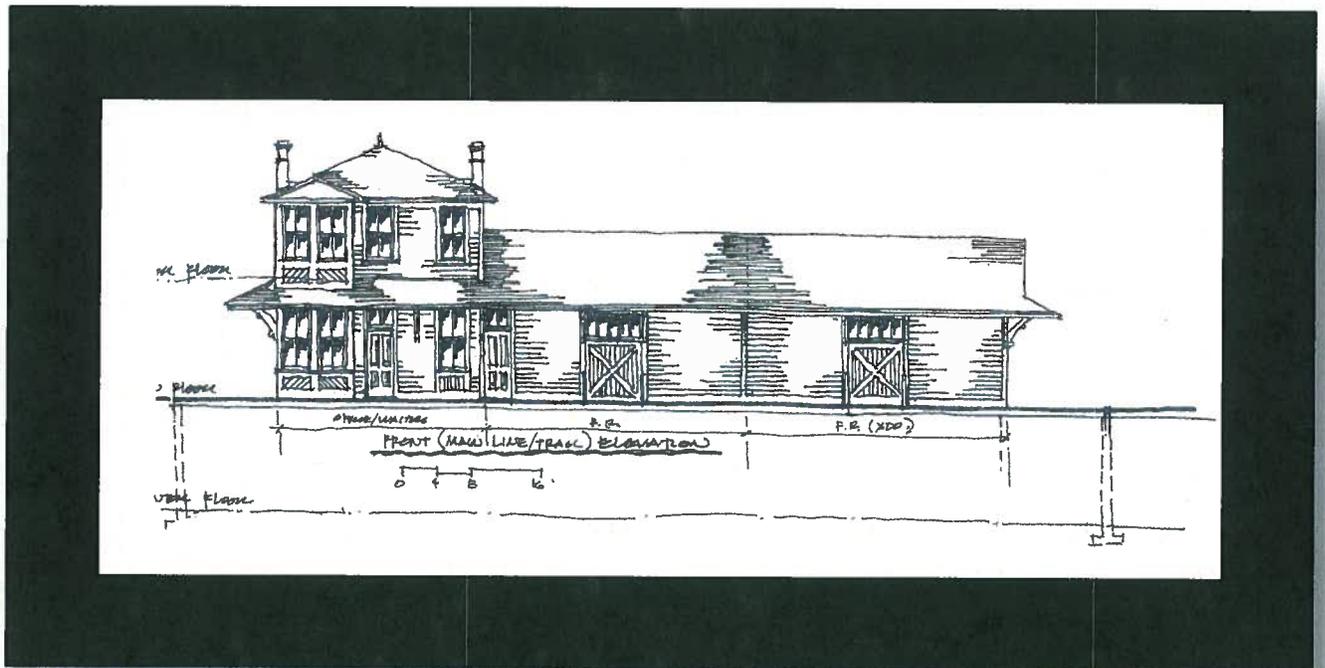


Figure 23: Front Elevation

In order to maintain the historic scale of the Lacey Depot, most of the space is below grade in the lower floor. The lower level is directly below the platform.

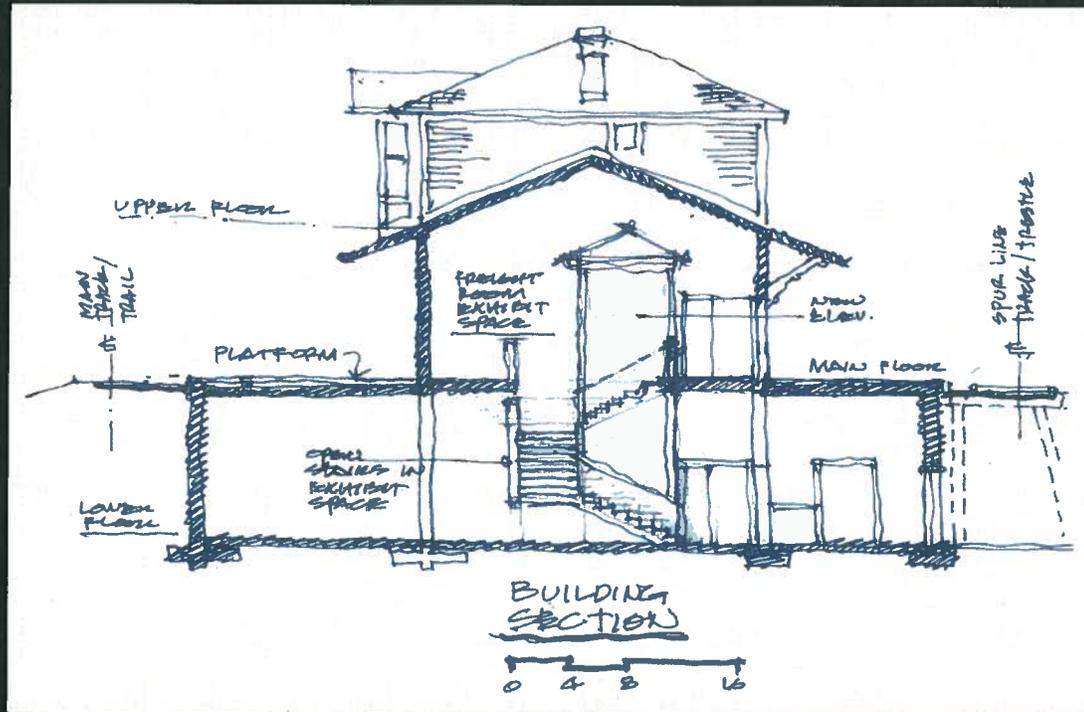


Figure 24: Building Section

Note: Appendix T includes full size of Figures 20 – 24.

Section 7: FUNDING STRATEGY

CAPITAL BUDGET

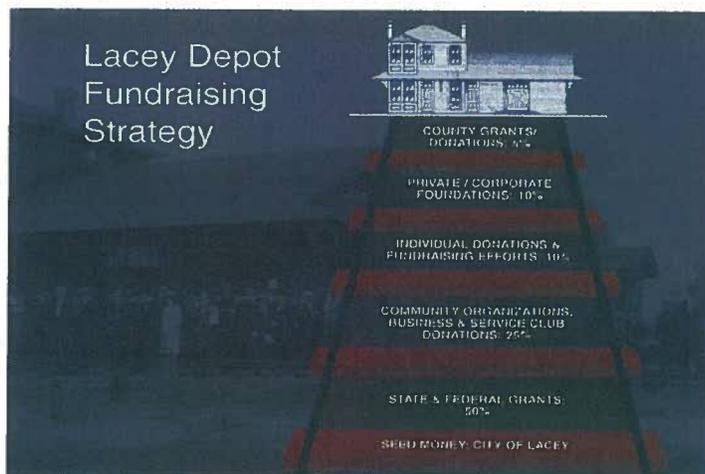
The conceptual master plan is split into four distinct components that are “stand alone”: The museum and core site, Lebanon Street Extension, Depot Park, and the Trailhead. The 2012 cost estimate for all four components associated with the Lacey Museum at the Depot is \$5,088,280. The cost estimates includes soft costs. (*Appendix U* includes a detailed cost estimate for each component and line item.

The cost for each project component is:

- \$3,855,359 Museum, Exhibits, and Core Site (PC-1)
- \$ 744,272 Lebanon Street Extension (PC-2)
- \$ 325,999 Depot Park (PC-3)
- \$ 721,361 Trailhead (PC-4)

CAPITAL CAMPAIGN

The Depot Committee developed a strategy in 2009 to pursue a significant portion of the capital construction funds from outside sources, after talking to several museums that were either recently constructed or under construction.



Depot Committee members have researched numerous grants and foundations, spoken to local business owners and corporate executives, as well as individuals to gauge financial support for the Depot. The strategy shown in Figure 25 will be pursued.

Figure 25

GRANTS

Staff and depot committee members and volunteers have identified potential grants that have funded similar projects in past years. \$1 million in potential building construction funding and \$400,000 in exhibit construction funding have been identified to date.

(Preliminary Information)

Name of Grant	Awarding Agency	Due Date	Amount	Award Date	Match
Heritage Capital Projects Fund	WA State Historical Society	May, 2014	\$1,000,000	September 2015-- Project to be completed by June 2017	2 to 1
America's Historical and Cultural Organizations (AHCO), Planning Grants	National Endowment for the Humanities (NEH)	January 9, 2013, with a second date in August 2013	Up to \$75,000	July 2013-- Available September 2013-- Projects are usually completed in 12 months	1 to 1 preferred, but none explicitly required
America's Historical and Cultural Organizations (AHCO), Implementation Grants	National Endowment for the Humanities (NEH)	January 9, 2013, with a second date in August 2013	Up to \$400,000	July 2013-- Available September 2013-- Projects are usually completed in 18-36 months	1 to 1 preferred, but none explicitly required
Thurston County Heritage Grant Program	Thurston County Historical Commission	August of each year	\$5,000	January of the following year-- projects completed by December 31	No match

Figure 26

FUNDING STRATEGY

The master plan focuses on the strategy to design and construct the depot museum and core site and design and fabricate the exhibits (PC-1). Project Components 2, 3, and 4 are not addressed in this master plan.

The Museum and Core Site, the major portion of PC-1, is estimated to cost \$2,830,000. The goal is to fund, design and construct the Museum and Core Site, including the plaza and amphitheater by December, 2016; and to fund the Pullman Car, Trestle and Rail Extension after that date. Staff intends to apply for a \$1 million Heritage Capital Project Grant from the Washington State Historical Society in May, 2014. Assuming we are successful and the grant funds are awarded, the following strategy will be pursued:

Museum & Core Site Fundraising Strategy		
Estimated Cost Museum & Core Site		\$ 2,830,000.00
Source of Funds	Strategy %	Targeted Amount
Thurston County Heritage Grant	1%	\$ 5,000.00
Other grants	4%	\$ 100,000.00
Private/Corporate Foundations	10%	\$ 300,000.00
Individual Donations	5%	\$ 150,000.00
Fundraising Events	5%	\$ 150,000.00
Community Organizations	4%	\$ 100,000.00
Businesses	20%	\$ 500,000.00
Service Club Donations		\$ 25,000.00
Heritage Capital Project Grant (State)	50%	\$ 1,000,000.00
Other State and Federal Grants		\$ 500,000.00
Total	100%	\$ 2,830,000.00

Note: Pullman Car, trestle and Rail Extension are not included in the strategy above.

Figure 27

Core Exhibits are estimated to cost \$675,000 and Expanded Exhibits are estimated to cost \$130,000. The goal is to fund, design and fabricate the Core Exhibits by December, 2016, and the Expanded Exhibits after that date. Staff intends to apply for a NEH Grant for the Core Exhibits in August, 2013. Assuming we are successful and the grant funds are awarded, the following strategy will be pursued:

Exhibit Fundraising Strategy		
Estimated Cost Core Exhibits		\$ 675,000.00
Source of Funds	Strategy %	Targeted Amount
Thurston County Heritage Grant	1%	\$ 5,000.00
Other grants	4%	\$ 27,500.00
Private/Corporate Foundations	10%	\$ 75,000.00
Individual Donations	5%	\$ 35,000.00
Fundraising	5%	\$ 35,000.00
Community Organizations	4%	\$ 25,000.00
Businesses	20%	\$ 135,000.00
Service Club Donations	1%	\$
NEH AHCO Grant (Federal)	50%	\$ 337,500.00
Total	100%	\$ 675,000.00

Figure 28

Section 8: OPERATIONS AND SUSTAINABILITY

OPERATING BUDGET

The 2012 operating budget of the Lacey Museum is \$60,500. Of that amount, \$48,500 (80%) is from the Lodging Tax Fund and \$12,000 (20%) from the general fund. The Lodging Tax Fund is authorized by state law – funds may be used for tourism promotion and for the acquisition and/or maintenance of tourism-related facilities. Revenue is generated from a 4% use tax on hotel/motel room rentals. (*Appendix V*)

Based on the fact that each year more lodging tax funds are requested than are generated, it is unlikely that the Museum could receive a greater annual amount of lodging tax funds. Annual operating costs of the Depot Museum will be greater than the Lacey Museum; yet it is unlikely that we can assume 80% of the budget will be generated by lodging tax funds. However, in the next four years, it is possible that hotel stays may increase leading to increased lodging tax revenue.

PROJECTED OPERATING BUDGET

Based on \$6.88 (2012 dollars) and 8,592 square feet, the new facility's M & O should be about \$59,113. The current facility is budgeted for \$11,688, so we'd want to achieve a minimum of \$47,425 in "NEW" operating revenue (museum store, facility rental, special events, special membership packages, endowment income, etc.) to cover the increase.

New operating revenue will be discussed in greater detail beginning on page 3 of this section.

STAFFING LEVELS

One full-time staff person, the Museum Curator, is devoted to museum operations. The Lacey Museum is open three days a week, Thursday, Friday, and Saturday, and by appointment. The Museum Curator's work week is Tuesday – Saturday. Two staff should be on-site at all times. With two levels, one staff should be on each floor. The gift shop and the entrance should be designed so that one person can cover the front entrance to greet visitors and cashier for gift shop sales.

The expectation is for the Depot Museum to be open five days a week. The Depot Museum cannot operate under its current management system (closed for curator vacations), unless staffed by volunteer docents, part-time staff, and/or other city "back-up" staff. Cross training will be critical to cover illness, vacation, programs, etc. An option could be to hire part-time seasonal staff, such as a history teacher who is off in the summer months and school holidays, to assist with the busiest times of the year (summer and school holidays). As recently as 2010, the annual budget provided funds for part-time staff. If revenues generated for the depot museum exceed expenditures, excess revenue could be used to fund staff, subject to City Council approval.

Historical Museums in Washington State						
Annual Visitors per year						
TARGET LACEY MUSEUM				ACTUAL- OTHER MUSEUMS		
# days open per WEEK	#days open per YEAR	# total visitors per YEAR	AVG. visitors per DAY	# total visitors per YEAR	AVG. visitors per DAY	
3	150	10,000	67			
4	200	10,000	50	22,415	112	Ft. Nisqually
5	250	10,000	40	17,000	68	Harbor History

Figure 29

DOCENTS

Applications will be accepted for volunteer docents. Docents will be trained by the Museum Curator, and scheduled to report to the Museum to assist with interpretation of exhibits, lead guided tours, assist visitors in the genealogy research room. Docents will be expected to work at the Museum a minimum number of hours each month. Docents will have to pass a background check.

VOLUNTEERS

The City will actively recruit volunteers through the newspaper, the city web site, flyers, and word of mouth. Volunteers can act as museum greeters, guides, or docents, and may possibly work in the gift shop. Many volunteers are motivated to help because they share a passion for history, or a certain aspect of local history. Volunteers will have to pass a background check. North Thurston Public School students need volunteer hours performing community service as a high school graduation requirement. The museum could be an opportunity for high school students to volunteer and fulfill that requirement.

INTERNS

Two local colleges, Saint Martin's University and South Puget Sound Community College (both institutions have a campus in Lacey) offer studies in history and/or education. In order to earn a degree, an internship may be required. The City of Lacey historically does not pay interns. Over the years students have taken the initiative and called the museum inquiring about an internship. The Museum Curator has not actively sought out college interns. In the past three years, two students have served as interns at the Lacey Museum.

REVENUE

A combination of the options below should conservatively generate approximately \$50,000. The Depot anticipates holding one – two fundraising events each year with the goal to raise \$10,000 – \$25,000.

GIFT SHOP SALES

The museum curator contacted more than 20 similarly-sized facilities regarding annual visitors, gift shop sales, etc. Some of the responses thus far were:

- The Harbor History Museum in Gig Harbor had 17,000 visitors last year. Their 400-square-foot museum store grossed \$30,000 in sales last year (about \$15,000 net). Admission is \$7 adults and \$5 age 7-17. The Museum is open 5 days a week, closed Monday & Tuesday.
- Wenatchee Valley Museum had 16,500 visitors last year. Their 600-square-foot museum store grosses about \$36,000 annually (\$18,000 to \$20,000 net annually). The museum is open 5 days a week, closed Sunday & Monday. Admission is charged; \$5 adults \$2 age 6-12.
- The Veteran’s Memorial Museum (Centralia) had 14,000 visitors last year. Their 1,100-square-foot museum store grossed \$22,250 last year (\$12,000 net). The Museum is open 5 days a week, closed Sunday & Monday, except open on Sunday in summer months. Admission is \$6 adult and \$3 age 6-18.
- Fort Nisqually had 22,415 visitors last year (not including school classes or camps). Their 380-square-foot museum store grossed \$50,000 last year (about \$25,000 net). The Fort is open Wednesday-Sunday. Admission is \$6.50 adults and \$4 age 4-17.

Museum	No. of Visitors (2011)	Museum Store Size (sq.ft.)	Gross Sales	Net Sales	Avg. Net Rate Per Visitor
Harbor History Museum (Gig Harbor)	17,000	400 sq. ft.	\$30,000	\$15,000	\$.88
Wenatchee Valley Museum	16,500	600 sq. ft.	\$36,000	\$18,000-\$20,000	\$1.21
Veteran's Memorial Museum (Centralia)	14,000	1,100 sq. ft.	\$22,250	\$12,000	\$.86
Fort Nisqually (Tacoma)	22,415	380 sq. ft.	\$50,000	\$25,000	\$1.11

Figure 30

Inventory will be an initial investment to get the store shelves “stocked” prior to opening.

RENTAL ASSEMBLY SPACE

We're working with the architect and the exhibit designer to devise a flexible 700-square-foot assembly space in the center of the main floor (street level) exhibit gallery that approximates the square footage of the Jacob Smith House (100+ people at stand up functions, 75+ seated) suitable for small weddings, receptions, lectures and other catered events (there won't be ovens or a dishwasher, but reach-in coolers will be available). As the space will be entirely encompassed within the historical tableau—and include full access to the other galleries—we expect fairly-strong demand. This space would only be available after hours, and will be scheduled by museum staff. At \$100 per hour and 5-hour minimum on weekends, 2 weekend functions per month would gross \$12,000.

SECOND FLOOR LEASE

Leasing the upper “living quarters” as office space with a private entrance will generate \$6,000 annually, calculated using a reasonable lease rate of \$10 per square foot

ANNUAL MEMBERSHIP PACKAGE

We anticipate offering annual special membership packages, such as “Friend of the Depot” packages, to individuals, organizations and businesses for \$250 that will include 1 private use of the assembly space—including access to all exhibits—for 2 hours on a weeknight, members-only preview parties for selected visiting exhibitions, advanced reservations for lecture seating, a 10% discount on all items at the museum store, and a museum logo tote bag. Selling 50 membership packages would generate \$12,500.

ADMISSION FEES

We estimate the initial annual attendance at 10,000, eventually growing to 15,000 per year. In order to reach the largest audience possible, we don't recommend initiation of admission fees. We will continue to provide a vessel for voluntary donations. If visitors are not charged admission, we hope they will spend more monies at the gift shop/museum store. At four gift shops in museums similar in size and scope to the Depot, average expenditures by visitors in museums that charge admission is \$.86-\$1.21 per person. If we need to generate additional revenue to cover expenditures, it appears that charging admission could generate revenue, provided attendance does not decline due to admission fees. Many museums have ‘free’ days (example: the first Friday of the month) so that the museum is affordable to all.

ANNUAL FUNDRAISER

There is an expectation that museum staff will coordinate and conduct two major fundraisers in a year, with a goal to raise a total of \$10,000 – \$25,000, in addition to their regular duties. The events will require volunteer assistance. It may take up to three years to reach the potential, build loyal clientele, or generate the maximum

revenue. Examples of fundraisers held in other museums include: ice cream socials, silent auctions, fun runs, and rummage sales.

Revenue Projection	Low	High
Gift Shop Sales	\$12,000	\$15,000
Rental Assembly Space	\$6,000	\$12,000
Second Floor Lease		\$6,000
Membership Packages \$250	\$5,000	\$12,500
Donations in lieu of Admisson	\$150	\$5,000
Annual Fundraiser #1	\$5,000	\$15,000
Annual Fundraiser #2	\$5,000	\$10,000
Total	\$33,150	\$75,500

Optional: Admission Fee	Low		High
Family \$10.00 x 500	\$5,000	x 1000	\$10,000
Adult \$4.00 x 2,000	\$8,000	x 4,000	\$16,000
Senior/Children (6-18 yrs) \$2.00 x 2,000	\$4,000	x 4,000	\$8,000
Total	\$17,000		\$34,000

Figure 31

SUMMARY

In 2013, the region is still struggling to rebound from the economic downturn. The city has reduced programs, levels of service, or standards and not filled vacant FTE positions in order to balance budgets and maintain core services. Rising cost of medical premiums, utilities, and gasoline, along with declining state shared revenues and sales tax revenues make balancing the budget more challenging each year.

Many citizens question the decision to move forward with construction of the Depot Museum, citing the increase in operating costs, the unknown economic vitality of the region, and perhaps not realizing that the bulk of the capital construction dollars will be donated from private sources. What many may not realize is the pride that is present in our community and the extent to which our citizens will support the depot museum financially and/or by volunteering. Spending capital construction dollars to build the museum will help our region make progress toward recovering from the recession. Operating expenditures above current levels will be recovered by new revenues. If we meet the higher revenue projection, we can reduce our dependency on current funding levels. If the revenue projection is not met, expenditures will be cut.

Now is the time to build the depot museum, and the time to bring our history and our heritage to the forefront of our community, and build a solid future for Lacey, our home.