



A G E N D A

PLANNING COMMISSION

Connie Coleman-Lacadie • Don Daniels
Nancy Hudson-Echols • Robert Estrada
James Guerrero • Paul Wagemann
Christopher Webber

Regular Meeting

Wednesday, June 20, 2018

City Hall Council Chambers at 6:30 PM

6000 Main Street SW, Lakewood, Washington

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Minutes from May 16, 2018**
- 4. Agenda Updates**
- 5. Public Comments**
(Each person will be allowed 3 minutes to speak, to a total of 15 minutes per topic. Groups with a designated speaker may have a total of 10 minutes to speak.)
- 6. Unfinished Business**
 - None
- 7. Public Hearings**
 - None
- 8. New Business**
 - Review of the 2019 CPA/ZOA Amendment Process Schedule
 - Notice Canceling July 4 Planning Commission Meeting
 - Action on the Downtown Subarea Plan, Planned Action Ordinance, Downtown Development Code, and Comprehensive Plan Amendments
 - Update on Regional Planning Status
- 9. Report from Council Liaison**
 - Mr. Mike Brandstetter
- 10. Reports from Commission Members & Staff**
 - Written Communications
 - Future Agenda Topics
 - Area-Wide Planning / Land Use Updates

- Other

Enclosures

1. Draft Meeting Minutes from May 16, 2018
2. 2019 CPA/ZOA Amendment Process Schedule Memo
3. Notice Memo July 4 PC Meeting Cancellation
4. DSAP Packet Staff Report
5. Resolution DSAP DDC CPAs and LMC Title 18A
6. Downtown Subarea Plan
7. Downtown Development Code
8. Comprehensive Plan Amendments
9. Resolution Downtown PAO
10. Regional Planning Status Staff Report

Members Only

Please email kdevereaux@cityoflakewood.us or call Karen Devereaux at 253.983.7767 no later than Tuesday at noon, June 19, 2018 if you are unable to attend. Thank you.



**PLANNING COMMISSION
REGULAR MEETING MINUTES
May 16, 2018
City Hall Council Chambers
6000 Main Street SW
Lakewood, WA 98499**

Call to Order

The meeting was called to order at 6:30 p.m. by Mr. Don Daniels, Chair.

Roll Call

Planning Commission Members Present: Don Daniels, Chair; Robert Estrada, Vice - Chair; James Guerrero, Christopher Webber; and Paul Wagemann

Planning Commission Members Excused: Nancy Hudson-Echols and Connie Coleman-Lacadie

Planning Commission Members Absent: None

Staff Present: David Bugher, ACM, Community Development; Tiffany Speir, Special Projects Planning Manager; Courtney Brunell, Planning Manager; and Karen Devereaux, Administrative Assistant

Council Liaison: Councilmember Mr. Michael Brandstetter

Approval of Minutes

The minutes of the meeting held on May 2, 2018 were approved as written by voice vote M/S/C Wagemann/Estrada. The motion passed unanimously, 5-0.

Agenda Update

Mr. David Bugher suggested the Shoreline presentation precede the Downtown Subarea Plan discussion. Commissioners agreed to this requested change.

Public Comments

Mr. Al Schmauder, Chambers Clover Watershed Council, requested the City complete an update to the Restoration Plan component of the Shoreline Master Plan this year.

Glen Spieth, Lakewood, commented on the use of another roundabout on 59th Avenue stating they are confusing to drivers because of limited visibility.

Unfinished Business

None

Public Hearings

None

New Business

Introduction of Shoreline Master Program Update

Ms. Courtney Brunell, Planning Manager, provided an overview of the Shoreline Master Plan updates to commissioners. The periodic review 8-year schedule was explained. Staff has identified minor amendments needed to ensure consistency between SMP and the 2015 Critical Areas Ordinance Revisions.

Once a scope of work has been established, staff will complete a grant application to receive funds from the Department of Ecology to complete updates. Beginning in July 2018, staff will begin a public outreach program which Ms. Brunell shared with commissioners. All amendments shall be completed by June 30, 2019 per the DOE. The City is currently projecting a completion date of February 2019.

Discussion of the Downtown Subarea Plan Options and Formulation of Recommendation to Council

Ms. Tiffany Speir, Special Projects Planning Manager, reviewed the Downtown Subarea Plan (DSAP), Downtown Development Code (DDC), Planned Action Ordinance (PAO) as well as the draft Comprehensive Plan Amendment (CPA) updates with commissioners.

Some questions raised for consideration included renaming the Central Business District as Downtown, using Overlay Districts, choosing either a 2 or 4-acre Civic Park for the new Downtown subarea, proposed amendments from the Developers Focus Group, agreement in "Preferred Alternative 1 Plus" jobs and housing intensity, percentage of private contributions to the DSAP Planned Action transportation projects, and any preferences regarding described potential funding sources.

The 2018 anticipated public outreach and legislative schedule is as follows:

June 6, Planning Commission Action on DSAP, PAO, DDC and CPAs;
June 25, City Council Study Session on DSAP, PAO, DDC and CPAs;
July 2, City Council Public Hearing on DSAP, PAO, DDC and CPAs; and
July 16, City Council Action on DSAP, PAO, DDC and CPAs.

Report from Council Liaison

Councilmember Mr. Michael Brandstetter updated the commissioners on the following Council actions.

At the 5/21 meeting, Council will address the marijuana question and take action with adoption of an ordinance.

Council is considering the Adult Family Homes series of 3 ordinances. A moratorium may be served regarding any new homes starting up while Council deliberates over what extent they take the second and third ordinances or other possible actions.

Council will be discussing possible changes to Surface Water Management fees.

The Rental Housing Safety Program is scheduled to inspect 931 properties this year. Some have already passed, some have failed then re-inspected and have now passed. Systemically, this program seems to be working well.

Reports from Commission Members and Staff

City Council Actions

A special Joint Meeting between City Council and Planning Commissioners to discuss the Annual Work Plan is scheduled on Tuesday, May 29, 2018 at 7:00 PM in Chambers.

Written Communications

None

Future Agenda Topics

Wednesday, June 6th a report on the Sign Code public outreach efforts will be provided.
Wednesday, June 20th a Shoreline Master Program report will be presented as well as the Title 18A re-write.

Area-Wide Planning / Land Use Updates

None

Other

None

Next Meeting: Wednesday, June 20, 2018 at 6:30 p.m. in Council Chambers

Meeting Adjourned at 8:37p.m.

Don Daniels, Chair
Planning Commission 06/20/2018

Karen Devereaux, Recording Secretary
Planning Commission 06/20/2018



TO: Planning Commission

FROM: David Bugher, Assistant City Manager, Development Services

DATE: June 20, 2018

SUBJECT: 2019 Comprehensive Plan and Zoning Ordinance
Amendment Schedule

Introduction: This memorandum outlines the proposed procedures by which the City of Lakewood would process/consider next year's comprehensive plan and land use ordinance amendments (CPAs/LUAs).

Past Practice: In year's past, the Community and Economic Development (CED) Department would initiate an application process at the beginning of each calendar year. (NOTE: State law only allows a municipality to consider amendments once a year.) Property owners, the Planning Commission, and the City Council were afforded the opportunity to make amendments. This schedule, however, created challenges, namely the process ended in November/December when City Council agendas are always crowded, and more so when the Council was considering a biennial budget. For 2018, the process was suspended while the City was preparing a downtown subarea plan.

New Schedule: To take the pressure off the Council agendas, and spread the work more evenly throughout the year, a new schedule has been proposed where the City Council considers land use amendments in June rather than November/December. The revised schedule is as follows:

1. August 1, 2018 – City (CED) advertises a 30- to 45- day period for privately initiated 2019 CPAs/LUAs. Submittal of application and payment of fees would be required.
2. October 3, 2018 – Planning Commission review of privately submitted 2019 CPAs/LUAs; Planning Commission may also submit a list of their recommended amendments for 2019.
3. October 22, 2018 – City Council review of privately submitted & Planning Commission 2019 CPAs/LUAs. In addition, the Council may want to include a list of their proposals.
4. November 5, 2019 – City council adopts a list of city-initiated 2019 amendments.

5. June 5, 2019 – Planning Commission conducts public hearings on 2019 CPAs/LUAs.
6. July/August, 2019 – City Council adopts 2019 CPAs/LUAs.

A Look Forward - Potential City-Initiated Amendments for 2019:

1. Modified land use and zoning in and around the new Berkeley Avenue intersection; this would be an area-wide amendment. CED staff has received many requests for land use changes, much of it based on speculation. If the Council were to consider this area, it may want to revisit land use and zoning in and around Thorne Lane SW. Please see Figures A and B.

Still, another option, instead of initiating amendments in 2019, Council could initiate amendments in 2020.



Figure A



Figure B

2. Establishing a convenience commercial and/or industrial land use and zoning along the east side of Murray Road SW. The proposal would remove existing residential designations. Please see the parcels designated in yellow on Figure C.
3. Removing the Public Institutional land use and zoning on Murray Road SW and replacing it with convenience commercial and/or industrial land use and zoning; the exact layout has yet to be determined. Please see the parcel designated in blue on Figure C.
4. Expanding industrial designations in Woodbrook; this proposal would remove existing residential land use designations generally north of 146th Street SW, and west of Woodbrook Drive SW. Please review Figure C. Industrial designations are shown in gray. Residential designations are depicted in tan and brown colors.

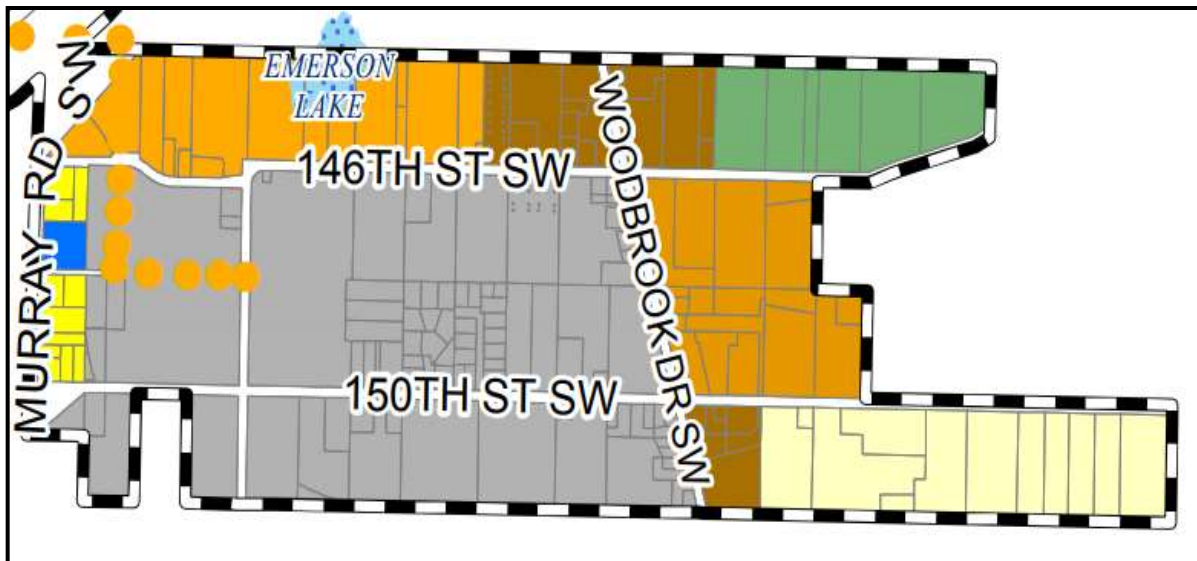


Figure C

5. Prohibit used car auto sales, and/or adopt new standards for used car auto sales in the NC2, C1, and C2 zoning districts. These zones are found along Steilacoom Boulevard SW, Custer Road SW, Bridgeport Way South Tacoma Way, and Pacific Highway SW. The proposal will either be a part of the 2019 cycle or a part of the Title 18A update.
6. Clean-up of map boundaries between the comprehensive plan map and zoning.

Environmental Review Process: Any proposed city-initiated amendments will need to include a discussion regarding State Environmental Policy Act (SEPA). Adoption of comprehensive plans and development regulations are "actions" as defined under SEPA. A city must comply with SEPA when adopting new or amended comprehensive plans and development regulations. When conducting the SEPA analysis, a city should analyze the impacts of fundamental land use planning choices:

- Types of land use;
- The level of development;
- Infrastructure, including public facilities and services needed to serve the development; and
- The characteristics of the development, such as development standards.

Significant amendments can trigger an Environmental Impact statement (EIS) which will add steps to the review process.



TO: Planning Commission

FROM: David Bugher, Assistant City Manager, Development Services

DATE: June 20, 2018

SUBJECT: Cancellation of the July 4, 2018 Planning Commission Meeting

This memorandum's purpose is to inform the commission and the public that the July 4, 2018 regularly scheduled commission meeting is to be canceled since it falls on a holiday. Unless the commission desires to hold a special meeting, the only regular meeting to be conducted in July would be July 18, 2018.



TO: Planning Commission

FROM: Tiffany Speir, Planning Manager, Special Projects

DATE: June 20, 2018

SUBJECT: Lakewood Downtown Subarea Plan, Downtown Development Code, Comprehensive Plan amendments, and SEPA Planned Action

I. Background: Included below is a summary of needed corrections to documents in the “DSAP Packet” (two Resolutions and the Downtown Subarea Plan (DSAP), Downtown Development Code (DDC), and Comprehensive Plan Amendments (CPAs).) The redline/strikeout versions of the documents are included in your packet. Most of the corrections are scrivener errors or technical in nature.

The Commission received these documents on May 24 and were scheduled to hold a study session on June 6; however, there was not a quorum that evening. If the Commission takes action on June 20 to move the packet forward to the Council, the adoption date within the draft resolutions will still be accurate.

II. Corrections to June 6 DSAP Planning Commission Packet

- **Resolution recommending adoption of the DSAP, DDC, CPAs, and amendments to the Lakewood Municipal Code:**
 - o Amend Title and tenth WHEREAS clause to remove reference to LMC Chapter 3.64 and add reference to LMC 18A.20 (LAND USE TYPES AND LEVELS)
 - o Amend the date in the last WHEREAS clause to “July 5, 2018”
 - o Amend Section 4 to state “. . . Title 18A is amended at Chapters 18A.02 (Administration), 18A.20 (Land Use Types and Levels), 18A.50 (Development Standards), and 18A.90 (Definitions) as shown below . . .”
 - o Remove text and map amendments affecting LMC Chapter 3.64 (Residential Target Area Designation and Standards) and Tax incentive Urban Use Centers
- **Downtown Subarea Plan**
 - o Replace Figure 3 (Downtown Plan Concept map) with version containing updated location of Central Park site
 - o Replace Figure 44 (Downtown Lakewood Park Concept map) with version containing updated location of Central Park site

- **Downtown Development Code**

- Insert Ordinance number at 18A.35.230(A), 18A.35.710(C), 18A.35.710(G)(4), and 18A.35.720(F)(9).
- Amend 18A.35-400-2 Linear Frontage Standards (E) to allow for up to a 10 foot maximum building setback from the right-of-way, per the Public Works Engineering Director's determination regarding planned right-of-way at full build out. Otherwise, maximum setback is 0 feet.
- Amend 18A.35-400-4 Forecourt Frontage Standards (E) to allow for up to a 10 foot maximum building setback from the right-of-way, per the Public Works Engineering Director's determination regarding planned right-of-way at full build out. Otherwise, maximum setback is 0 feet.
- Amend 18A.35-400-6 Plaza Frontage Standards (E) to allow for up to a 25 foot maximum building setback from the right-of-way, per the Public Works Engineering Director's determination regarding planned right-of-way at full build out. Otherwise, maximum setback is 5 feet.
- Amend 18A.35-400-6 Plaza Frontage Standards (F) to allow for a 5 foot minimum setback, per the Public Works Engineering Director's determination regarding planned right-of-way at full build out.
- Amend 18A.35-400-8 Landscape Frontage Standards (E) to allow for up to a 20 foot maximum building setback from the right-of-way.
- Amend 18A.35-400-12 C for Mixed-Use Arterial ("Minimum width see LMC 18A.35.520")
- Remove "Draft Date Here" in heading on page 35.
- Remove reference to amendments to LMC 3.64 text and maps (related to residential target areas and Tax Incentive Urban Use Centers)

- **Comprehensive Plan Amendments**

- Replace Figure 4.2 (Downtown Plan Concept map) with version containing updated location of Central Park site

- **Resolution recommending adoption of Planned Action Ordinance**

- Replace Transportation Threshold Chart at Section 3(D)(3)
- Amend Exhibit D Section 1 to establish and describe the Cost Basis and Per Trip Fee calculation process

III. Upcoming Legislative Meeting Schedule (*anticipated*):

- June 20, Planning Commission Action on DSAP Packet
- July 9, Joint City Council/Planning Commission Study Session on DSAP Packet
- July 16, City Council Public Hearing on DSAP Packet
- August 6, City Council action on DSAP Packet

IV. Attachments

- Resolution DSAP DDC CPAs and LMC Title 18A
- Downtown Subarea plan
- Downtown Development Code
- Comprehensive Plan Amendments
- Resolution Downtown PAO

PLANNING COMMISSION RESOLUTION NO. 2018 - XX

A RESOLUTION OF THE CITY OF LAKEWOOD PLANNING COMMISSION RECOMMENDING ADOPTION OF THE DOWNTOWN SUBAREA PLAN, AMENDING TITLE 18A, LAND USE AND DEVELOPMENT CODE, BY ESTABLISHING A NEW CHAPTER 18A.35 (DOWNTOWN DEVELOPMENT CODE) AND AMENDING CHAPTERS ~~3.64 (TAX INCENTIVE URBAN USE CENTER DEVELOPMENT)~~, 18A.02 (ADMINISTRATION), 18A.50 (DEVELOPMENT STANDARDS) AND 18A.90 (DEFINITIONS), AND AMENDING THE LAKEWOOD COMPREHENSIVE PLAN

I. RECITALS

WHEREAS, the City of Lakewood is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the State of Washington, and planning pursuant to the Growth Management Act (GMA), Chapter 36.70A RCW; and

WHEREAS, the City has adopted a Comprehensive Plan under the GMA and, as provided in RCW 36.70A.080(2), is authorized to adopt a subarea plan as an optional planning element; and

WHEREAS, RCW 36.70A.130(2)(a)(i) exempts the initial adoption of a subarea plan from the GMA's limitation on comprehensive plan amendments to once per year; and

WHEREAS, the City's Comprehensive Plan includes policies for the creation of a subarea plan for the Downtown (e.g., City of Lakewood Comprehensive Plan, page 71, Goal LU-19; page 88, Goal LU-43; and page 121, Subsection 4.5.1); and

WHEREAS, the Lakewood Comprehensive Plan anticipates the adoption of subarea plans as an implementation tool, including for the Central Business District (City of Lakewood Comprehensive Plan, page 220, Strategy 11.3.3); and

WHEREAS, the City commissioned and received a Motor Avenue Urban Design Vision in 2016; and

WHEREAS, the City commissioned and received a Central Business District Assessment in

2017; and

WHEREAS, the City prepared the Downtown Subarea Plan after an extensive public participation and review process for the Subarea Plan including online surveys, open houses, community meetings, stakeholder meetings, and study sessions and public meetings before the Planning Commission and the City Council in 2017 and 2018; and

WHEREAS, the City held the Downtown Planned Action Ordinance Community Meeting on April 26, 2018 as required by RCW 43.21C.440 (3)(b); and

WHEREAS, the Planning Commission, after required public notice, held a public hearing on May 2, 2018 regarding the “Downtown Subarea Plan Packet” (including the Downtown Subarea Plan, amendments to the Lakewood Land Use and Development Code to adopt a new Chapter 18A.35 (Downtown Development Code), associated amendments to the City's Comprehensive Plan text and Land Use Map, and associated amendments to the Lakewood Municipal Code at Chapters ~~3.64 (Tax Incentive Urban Use Center Development)~~, 18A.02 (Administration), 18A.50 (Development Standards) and 18A.90 (Definitions)); and

WHEREAS, the Planning Commission reviewed the public record and made a recommendation to the City Council on June 6, 2018; and

WHEREAS, pursuant to RCW 36.70A.370, the City has utilized the process established by the Washington State Attorney General so as to assure the protection of private property rights; and

WHEREAS, pursuant to RCW 36.70A.106, on March 16, 2018, the City provided the Washington State Department of Commerce with a 60-day notice of its intent to adopt the amendments to City's Comprehensive Plan; and

WHEREAS, pursuant to RCW 43.21C and WAC 197-11-508, the City submitted information to the Department of Ecology related to the Downtown Subarea Planned Action Environmental Impact Statement via the SEPA register on March 16, 2018 and the materials were assigned SEPA Register #201801318; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, the City issued the Downtown Subarea Final Planned Action Environmental Impact Statement (FPAEIS) on July 5~~ne~~ 15, 2018, which identifies the impacts and mitigation measures associated with the adoption of the Subarea Plan;

II. FINDINGS

The procedural and substantive requirements of the State Environmental Policy Act (RCW 43.21C) have been complied with.

The procedural requirements of the Growth Management Act (RCW 36.70A) have been complied with.

The proposed amendment is consistent with the requirements of Revised Code of Washington, and the Washington Administrative Code.

The proposed amendment is consistent with the City of Lakewood Comprehensive Plan.

The proposed amendments have been reviewed and processed in accordance with the requirements of Title 14 Environmental Protection, Title 14A Critical Areas, and Title 18A Land Use and Development of the City of Lakewood Municipal Code.

All of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the City's municipal code.

The Lakewood Planning Commission finds and determines that the regulation of development and land use within the Downtown is within the City's regulatory authority.

The Lakewood Planning Commission finds and determines that approval of such amendments to the Comprehensive Plan and Land Use and Development Code is in the best interests of the residents of Lakewood, and will promote the general health, safety and welfare.

The Lakewood Planning Commission finds and determines that regulation of land use and development is subject to the authority and general police power of the City, and the City reserves its powers and authority to appropriately amend, modify and revise such land use controls in accordance with applicable law;

The documents and other materials that constitute the record of the proceedings upon which the Planning Commission's recommendations are based, which include, but are not limited to, the staff reports for the Project and all of the materials that support the staff reports for the Project, are located in the City of Lakewood, Community and Economic Development Department at 6000 Main Street SW, Lakewood, Washington, 98499-5027. The custodian of these documents is the Assistant City Manager for Development Services of the City of Lakewood;

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF LAKEWOOD, WASHINGTON RECOMMENDS ADOPTION OF THE FOLLOWING BY THE LAKEWOOD CITY COUNCIL:

Section 1. Adoption of the Downtown Subarea Plan. The Downtown Subarea Plan, filed with the Community and Economic Development Department and attached hereto as **Exhibit A**, is adopted.

Section 2. Adoption of Downtown Development Code. The City of Lakewood's Municipal Code Title 18A is amended to include a new Chapter 18A.35, Downtown Development

Code, filed with the Community and Economic Development Department and attached hereto as **Exhibit B**.

Section 3. Amendment of the Comprehensive Plan and Land Use Map. The City of Lakewood's Comprehensive Plan is amended to include the Downtown Subarea Plan, the City's Comprehensive Plan Land Use Map is amended to include the land use designations set forth in the Downtown Subarea Plan, and the Comprehensive Plan's text is hereby amended as shown in **Exhibit C**, filed with the Community and Economic Development Department and attached hereto.

Section 4. Amendment of Lakewood Municipal Code Title 18A. The City of Lakewood's Municipal Code Title 18A is amended at Chapter 18A.02 (Administration), [18A.20 \(Land Use types and Levels\)](#), [18A.50 \(Development Standards\)](#), and 18A.90 (Definitions) as shown below, filed with the Community and Economic Development Department.

~~3.64.020 Residential Target Area Designation and Standards.~~

~~A. Designation. The boundaries of the Tax Incentive Urban Use Centers shall be by Ordinance. The map depicting these boundaries shall be on file in the City Clerk's Office.~~

~~E. Designated Residential Target Areas. The proposed boundaries of the Residential Target Areas must be within the boundaries of a Tax Incentive Urban Use Center. A map and accompanying legal descriptions shall be on file in the City Clerk's Office; provided that the Residential Target Areas shall also include the Urban Use Center(s) designated as noted above and as may hereafter be amended. (Ord. 588 § 1, 2014; Ord. 588 § 1, 2014; Ord. 452 § 1 (part), 2007; Ord. 383 § 1, 2005; Ord. 286 § 1 (part), 2002.)~~

~~Proposed: Amend Maps on File with City Clerk so that CBD TIUUC adds all areas zoned CBD.~~

~~Current Map on File with City Clerk per Subsection E above Related to CBD Area~~

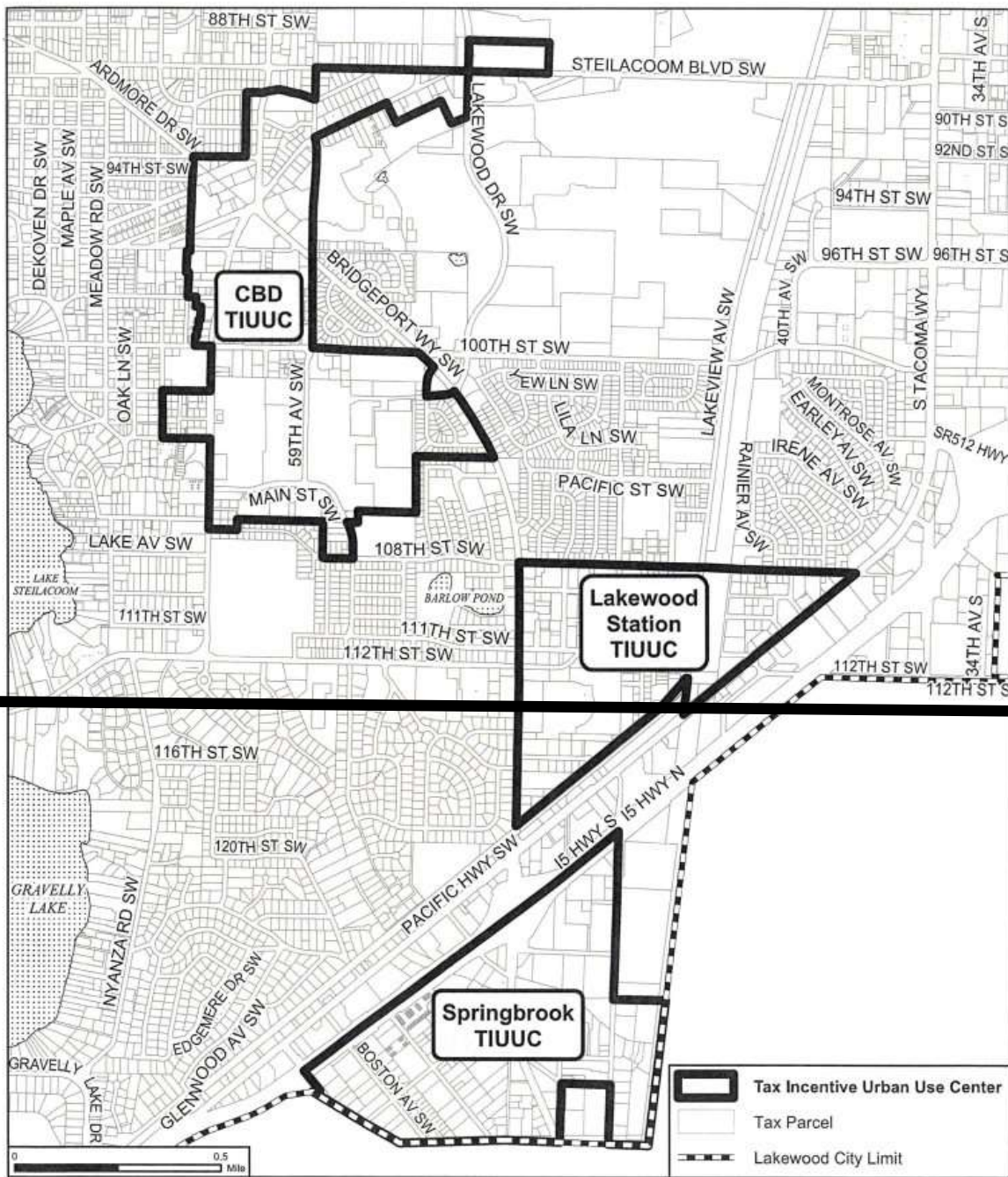


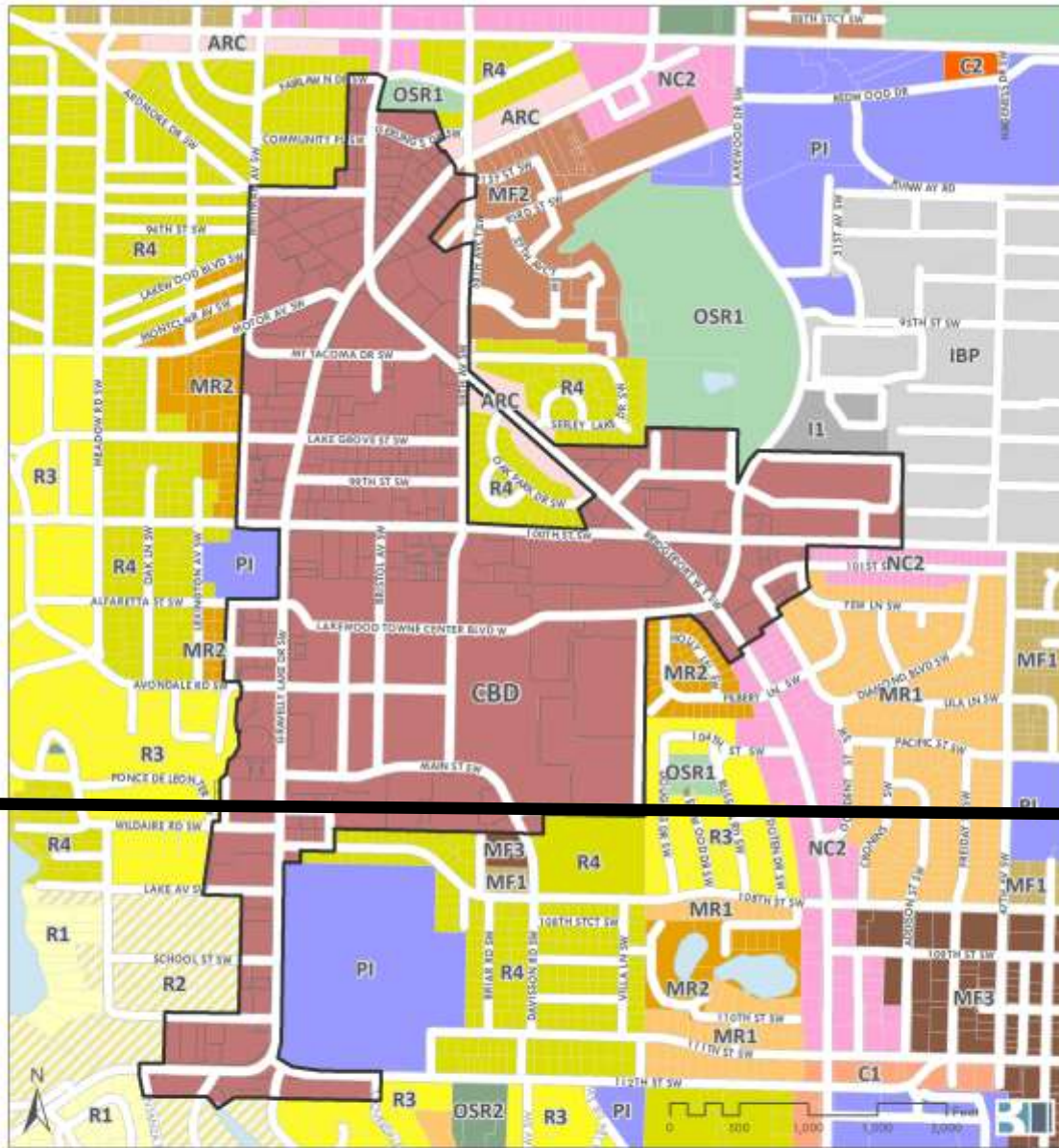
Exhibit A
Tax Incentive Urban Use Centers (TIUUC)

Map Date: March 11, 2015
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


















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LEGEND

Central Business District (CBD)	Residential 1 (R1)	Multifamily 1 (MF1)	Public Institutional (PI)
Arterial Residential/Commercial (ARC)	Residential 2 (R2)	Multifamily 2 (MF2)	Lakewood CBD Boundary
Commercial 1 (C1)	Residential 3 (R3)	Multifamily 3 (MF3)	Parcels
Commercial 2 (C2)	Residential 4 (R4)	Neighborhood Commercial 2 (NC2)	Waterbody
Industrial 1 (I1)	Mixed Residential 1 (MR1)	Open Space & Recreation 1 (OSR1)	Roads
Industrial Business Park (IBP)	Mixed Residential 2 (MR2)	Open Space & Recreation 2 (OSR2)	



LEGEND

- | | | | |
|---|---|--|---|
|  Central Business District (CBD) |  Residential 1 (R1) |  Multifamily 1 (MF1) |  Public Institutional (PI) |
|  Arterial Residential/Commercial (ARC) |  Residential 2 (R2) |  Multifamily 2 (MF2) |  Lakewood CBD Boundary |
|  Commercial 1 (C1) |  Residential 3 (R3) |  Multifamily 3 (MF3) |  Parcels |
|  Commercial 2 (C2) |  Residential 4 (R4) |  Neighborhood Commercial 2 (NC2) |  Waterbody |
|  Industrial 1 (I1) |  Mixed Residential 1 (MR1) |  Open Space & Recreation 1 (OSR1) |  Roads |
|  Industrial Business Park (IBP) |  Mixed Residential 2 (MR2) |  Open Space & Recreation 2 (OSR2) | |

18A.02.502 Process Types- Permits

Add to Table 3 Application Processing Procedures, Row 1, Process 1:

TABLE 3: APPLICATION PROCESSING PROCEDURES

	Process I Administrative Action	Process II Administrative Action	Process III Hearing Action	Process IV Hearing Action	Process V Legislative Action
Permits	Zoning certification; Building permit; Design Review; Sign permit; Temporary Sign permit; Accessory Living Quarters; Limited Home Occupation; Temporary Use; Manufactured or Mobile Home permit; Boundary Line Adjustments; Minor modification of Process II and III permits; Final Site Certification; Certificate of Occupancy; ***Sexually Oriented Businesses extensions, Form-Based Code Review	Administrative Uses; Short Plat; SEPA; Home Occupation; Administrative Variance; Binding Site Plans, Minor Plat Amendment, Major modification of Process II permits; Shoreline Conditional Use; Shoreline Variance; Shoreline Substantial Development Permits; Cottage Housing Development (may be considered together with residential binding site plan)	Conditional Use; Major Variance; Preliminary Plat; Major Plat Amendment; Major modification of Process III permits; Shoreline Conditional Use; Shoreline Variance; Shoreline Substantial Development Permit when referred by the Shoreline Administrator; Public Facilities Master Plan; Master Planned Development – Town Center Incentive Overlay	Zoning Map Amendments; Site-specific Comprehensive Plan amendments; Specific Comprehensive Plan amendments; Shoreline Redesignation, **Final Plat; **Development Agreement** *No hearing required or recommendation made by Planning Commission*	Generalized or comprehensive ordinance amendments; Area-wide amendments; Annexation; Adoption of new planning-related ordinances;

18A.90.200 Definitions.

Add the following:

Building Recess: A recessed portion of a development created by the overhanging upper portion of the building to provide a sheltered area at grade level for pedestrians.

Marquee: A roof-like projection over the entrance to a theater, hotel, or other building.

Weather Protection: Awnings, canopies, marquees, building recesses, and arcades designed to shield pedestrians from precipitation or to offer shade.

Amend the following definition:

NONCONFORMING LOT. A lot which does not conform to the design or density requirements of the zoning district in which it is located. A non-conforming lot is a lot that was legal when it was created but no longer meets the current area, width, or depth dimensional requirements and/or does not meet the landscaping, site planning, or site design requirements for the zoning district in which the property is located. Nonconforming lots may be occupied by any permitted use in the district, provided that all other development regulations in effect at the time of development must be met.

18A.02.850 Termination of Nonconforming Status.

A. A nonconforming structure or use or lots shall terminate under the following conditions:

1. When the use has been discontinued for a period of six (6) or more months.
2. When a nonconforming structure has been damaged or destroyed to an extent exceeding fifty (50) percent or more of its fair market value as indicated by the records of the Pierce County Assessor.
3. When a nonconforming lot becomes subject to landscaping, site planning, or site design requirements.

B. Provided; that damaged uses that are allowed to reestablish, as provided in LMC 18A.02.855,

Damage or Destruction, shall not be considered to be terminated. Once terminated, the use shall not be

reestablished, and any subsequent use must comply with the regulations of the zoning district in which it is located. (Ord. 264 § 1 (part), 2001.)

18A.02.855 Damage or Destruction - Nonconformities.

A. If a nonconforming use or structure is damaged or destroyed by any means to the extent of fifty (50) percent or more of fair market value, it may not be reestablished except in compliance with the regulations of the zoning district in which it is located. This provision shall not apply to dwelling units located in residential districts or in established mobile home parks, which may be reconstructed or replaced with no substantial change in floor area or other nonconforming feature.

B. If a nonconforming use or structure is damaged due to an involuntary event of fire, natural disaster or other casualty, to the extent of less than fifty (50) percent of fair market value, it may be restored to substantially the same extent of nonconformance as preexisted the damage, provided that all applicable construction permits are obtained prior to commencement of demolition and reconstruction. This provision shall not be construed as reducing any requirements of construction standards in effect for rebuilt structures. Restoration or replacement shall commence within one (1) year from the date of damage or the use shall be terminated pursuant to LMC 18A.02.850, Termination of Nonconforming Status. (Ord. 264 § 1 (part), 2001.) Subsection B shall not apply to the Downtown District in LMC 18A.35; instead proportional compliance 18A.35.730 C and D shall apply.

C. A nonconforming lot landscaping or site design must be brought into conformity if improvements are damaged or destroyed greater than 50% of the value. Restoration or replacement shall commence within one (1) year from the date of damage or the use shall be terminated pursuant to LMC 18A.02.850, Termination of Nonconforming Status.

18A.20.700 Industrial Use Category - Land Use Types and Levels

E. Flex Space. Mixed-use industrial buildings or parks adaptable to multiple use types which primarily serve a number of small to medium-size tenants, which predominantly require direct access for truck deliveries and have limited or controlled on-site customer service, and which are generally comprised of adaptable open floor space with a delineated office area.

Level 1: Commercial office/warehouse/retail/residential uses combined within a single structure or structures, where residential is limited to live/work space and where a maximum of thirty-five (35) percent may be office use and a maximum of twenty-five (25) percent may be retail use.

Level 2: Commercial office/warehouse combined within a single structure or structures, where a maximum of thirty-five (35) percent may be office use. In the Central Business District zone, Level 2 Flex Space may include retail to a maximum of twenty-five (25) percent.

Level 3: Commercial office/secondary manufacturing and major assembly and limited manufacturing/assembly at the level allowed in the zoning district, combined within a single structure or structures, where a maximum of twenty-five (25) percent may be office use and where a maximum of fifty (50) percent may be warehouse use.

18A.50.425 Landscaping Types.

A. The landscaping types are intended to provide a basic list of landscaping standards that may be applied within a proposed project as necessary to provide for the intent of the comprehensive plan.

2. Type II, Streetscapes. A unifying theme of canopy type trees along a public or private street within the right-of-way, with an optional landscaping strip and a minimum five (5) to eight (8) foot wide sidewalk citywide, or eleven (11) to twenty (20) feet in the CBD zone, as required by the City

Engineer, shall apply to all zones and shall be applied to all proposed developments other than a single family dwelling. The following standards shall be applied:

- a. Curb, gutter, and sidewalks standards as required in LMC 18A.50.135 Streetscapes, LMC 17.46 Site Development Regulations, ~~and~~ LMC Title 12, Streets Sidewalks and Public Thoroughfares, and LMC 18A.35 Downtown Districts.
- b. Landscaping strip of vegetative groundcover of three to eight feet in width, or as specified in LMC 18A.35 Downtown Districts, at the discretion of the City Engineer, located between the curb and the sidewalk.
- c. Deciduous street trees, pursuant to LMC 18A.50.440 Street Tree Standards are required along the entire street frontage at a spacing of no more than thirty (30) feet on center or as required to continue the existing pattern of street, whichever is less distance.
- d. Tree wells, a minimum of four (4) foot in any dimension, with a grating system approved by the City Engineer, are required when trees are placed within the sidewalk. Sidewalks must maintain a minimum 48-inch clear width exclusive of curbing. Trees not located on the sidewalk shall be centered on the landscaping strip, or behind the sidewalk within 10 feet of the right-of-way if the right-of-way is insufficient to accommodate street trees, or if curbs, gutters and sidewalks already exist.
- e. Level 1 Utilities shall be placed underground as appropriate.
- f. Street lights as directed by the City Engineer.
- g. Landscaped medians within the roadway may be required at the discretion of the City Engineer and the Community Development Director including.
 - (1) Curb, gutter, four (4) to twelve (12) foot wide landscaping strip within the roadway with a length determined by the City Engineer.
 - (2) One (1) street tree at each end of the median, plus one (1) street tree per thirty (30) feet of median.

(3) Vegetative groundcover.

(4) Small shrubs shall be placed within the landscaping strip so as to cover thirty (30) percent of the strip, have a maximum bush height of three (3) feet, and provide year-round screening.

h. Bus stop(s), benches and/or bus shelter(s) as deemed necessary by the Community Development Director and Pierce Transit.

18A.50.430 Landscaping Regulations by Zoning Districts.

A. Type II, Streetscape shall apply to all zones and shall be applied to all proposed developments other than a single family dwelling, pursuant to LMC 18A.50.135 Streetscapes, LMC 17.46 Site Development Regulations, ~~and~~ LMC 12.02, Streets Sidewalks and Public Thoroughfares, and LMC 18A.35 Downtown Districts.

G. Zones and Uses Minimum Landscaping Requirements

2. Multi Family Uses/Zones that abut:

Single Family Uses/Zones Type I, Vegetative Buffer, 10' landscape strip, except CBD 20 feet landscape strip in Transition Overlay

Open Space and Recreation Zones Type I, Vegetative Buffer, 10' landscape strip

3. Neighborhood Business and Commercial Uses/Zones that abut:

Single Family Uses/Zones Type I, Vegetative Buffer, 15' landscape strip, except CBD 20 feet landscape strip in Transition Overlay

Multi Family Uses/Zones Type I, Vegetative Buffer, 10' landscape strip, except CBD 20 feet landscape strip in Transition Overlay

Open Space and Recreation Zones Type I, Vegetative Buffer, 10' landscape strip

ADOPTED this 20th day of June, 2018 upon a motion of Commissioner _____,
seconded by Commissioner _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Chair

ATTEST:

KAREN DEVEREAUX, Secretary

EXHIBIT A

Exhibit A – Downtown Subarea Plan

EXHIBIT B

Exhibit B – Downtown Development Code (new LMC Chapter 18A.35)

EXHIBIT C

Exhibit C – Comprehensive Plan Map and Land Use Map

Revised Draft Lakewood Downtown Plan

City of Lakewood | [May-June](#) 2018

Prepared by: BERK, ESA, Framework, Fehr & Peers, KPG, and Seth Harry & Associates

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Introduction

A major goal of the City of Lakewood is to create a Downtown focused in the Central Business District (CBD) zone, redeveloping it into a rich urban area with civic amenities, walkable streets, and a mix of uses including housing, entertainment, restaurants, and retail. See Figure 1. Downtown Lakewood has significant economic and cultural assets to build upon and some challenges to overcome. To help attain this ambitious goal for Downtown Lakewood, the City of Lakewood has commissioned this Lakewood Downtown Plan, considered a subarea plan under the Growth Management Act.

This Downtown Plan honors past planning efforts, and weaves in fresh ideas from extensive outreach efforts in fall 2017. This plan describes a vision, land use and design, gathering places, and action strategies that will help bring about desired change and development. This plan will be implemented by new design-oriented zoning standards. A proposed Planned Action Ordinance will streamline environmental review.

The Lakewood Downtown Plan encompasses over 315 parcel acres, with three districts that illustrate different characters. See Figure 1.

- **Colonial:** This district includes colonial-style commercial buildings. It includes the historic Lakewood Theater, which has not operated for approximately 20 years.
- **Town Center:** This district contains the upgraded Lakewood Towne Center, an auto-oriented shopping area with stores and restaurants, a transit center, the Lakewood Playhouse, and City Hall. Referring to the district as a whole, “town” is used. Referring to the private mall, “towne” is used.
- **East District:** This district at the intersection of Bridgeport Way SW and 100th Street SW has a mix of large auto-oriented commercial centers and smaller strip-commercial properties along arterials.

Figure 1. Downtown Plan Vicinity



BERK Consulting 2018

History of Lakewood and the Downtown

Lakewood was a part of unincorporated Pierce County until 1996, when it officially incorporated to become the City of Lakewood. The City of Lakewood is now more than 20 years old and has a population of nearly 60,000 people. The City's existing auto-oriented development pattern reflects the Pierce County regulations that governed development for most of the community's

history. In the last update to the City's Comprehensive Plan, the Lakewood community said that urban design was the number one issue that the City should address.

Downtown exemplifies Lakewood's auto-oriented pattern, but is also rich with history. In 1937, Norton Clapp built part of the Lakewood Colonial Center, one of the first suburban shopping centers in the country.

The original Lakewood Towne Center development was built a short distance away almost two decades after the Colonial Center was built. The Lakewood Towne Center property started as a Catholic girls' school. It was transformed into an auto-oriented strip mall in the 1950s called the Villa Plaza Shopping Center. In 1986, it became an indoor mall called the Lakewood Mall. In 2001, the site was "demalled" and converted into a "power center" (a development type with category-dominant anchors, including discount department stores, off-price stores, wholesale clubs, with only a few small tenants¹) combined with neighborhood and civic center elements. It was renamed the Lakewood Towne Center at that point. Over the past 60 years, the property has changed ownership at least nine times. Facing rapidly evolving economic trends, such as online retail, the center is poised to evolve again into a destination-regional center that is walkable, mixed-use, and transit supportive.

This Plan maintains the spirit of the area's history while creating a new path for redevelopment within the Downtown.

Related planning efforts for Downtown

Comprehensive Plan and Community Vision

Citywide Comprehensive Plan policies, and the standards required and encouraged by the City of Lakewood, apply to the development of the Downtown Plan area. The policies and actions in this Downtown Plan supplement citywide guidance, providing specific direction for implementing the Downtown vision.

This Downtown Plan implements the Lakewood Community Vision that calls for a dynamic future and economic prosperity:

Our VISION for Lakewood is a thriving, urban, South Puget Sound City, possessing the core values of family, community, education, and economic prosperity. We will advance these values by recognizing our past, taking action in the present, and pursuing a dynamic future.

A key strategy to attaining the Lakewood Community Vision is a recognizable downtown through development of the Central Business District (CBD) as described in Section 1.4.3 of the Lakewood Comprehensive Plan:

The CBD is the center of commercial and cultural activity for the city. It encompasses both the Lakewood Towne Center and Colonial Center. The area in and around the Towne Center is envisioned as a magnet for intensive mixed use urban development including higher density office and residential uses. At the north end of the CBD, the Colonial Center will serve as the hub of Lakewood's cultural activity. Higher quality, denser urban redevelopment is expected within the District, noticeably increasing social, cultural, and commercial activity. Streetscape and other urban design improvements will make this area more accessible and inviting to pedestrians.

Comprehensive Plan policies call for action to remove obstacles to mixed use development, invest in public community gathering spaces and public streets, and empower local organizations to promote the Downtown:

¹ Sources: ICSC Research and CoStar Realty Information, Inc.

- Remove underlying deed restrictions and/or covenants that prohibit office development, open space, high density residential development and/or mixed-use development in the Towne Center. (LU-19.5)
- Acquire lands and construct community-gathering destinations such as plazas, open space or community facilities within the Towne Center. (LU-19.6)
- Support the formation of a Towne Center association or similar organization to establish economic improvement strategies and to sponsor social and safety events. (LU-19.7)
- Consider the use of the City's eminent domain powers to establish public streets and public open spaces in the Towne Center. (LU-19.8)
- Revise land use and development regulations to require mixed use development within the CBD for any new development excepting standalone commercial pads and service commercial uses. (LU-19.9)

CBD Assessment

A CBD Assessment developed in 2017 presents demographic, economic, and market information, as well as findings from targeted research and stakeholder engagement, to establish a shared understanding of baseline conditions in the CBD and to set realistic parameters for this Downtown Plan. Major report themes included:

- **Visioning.** Work with the community to set a realistic but aspirational Vision.
- **Place-Making** Create quality public spaces that contribute to people's health, happiness, and well-being.
- **Overcoming Lakewood's Community Challenges.** Implement strategies to overcome challenges to be successful in its subarea planning. These include: public safety, cleanliness, empty storefronts, fragmented property ownership, and a diffused, auto-oriented built environment.
- **Investing in Key Development Opportunities.** Successfully use public and private investment redevelopment opportunities to advance the community's Vision for the CBD.

The CBD Assessment shows a market potential of three million square feet of commercial growth in the City and much of that could be attracted to the Downtown through appropriate investments in amenities and infrastructure, as well as appropriate zoning and design standards. The CBD Assessment ideas and information are woven into this Downtown Plan.

Lakewood Colonial Plaza Project

The Motor Avenue area was identified as an opportunity to create a much-desired public open space for Lakewood's Downtown, which currently lacks the urban design features desired by the community. Motor Avenue is owned by the City as public right-of-way and currently has low volumes of traffic. Its central location and adjacency to Lakewood Colonial Center offers an exciting potential to create a vibrant, welcoming community gathering space that is a key component of Lakewood's vision. The Motor Avenue Urban Design Vision (2016) creates an urban design and streetscape plan including ideas for programming the space. The urban design implementation effort is now called Lakewood Colonial Plaza Project and is integrated into this Downtown Plan.

Existing Conditions Summary

As part of this Downtown Plan effort, an Existing Conditions Report characterizes the present status of natural systems and the built environment. This, together with the CBD Assessment, describe the current situation and are considered in this Plan. The information is also integrated into the companion Planned Action Environmental Impact Statement.

Table 1. Top Takeaways – Lakewood Downtown Conditions

Topic	Summary
Natural Environment	<p>Streams, some fish bearing, cross the Study Area in open channels and in enclosed pipes. City policies support restoration.</p> <p>Most of the area is developed with impervious surfaces though the area is an aquifer recharge area.</p> <p>Future redevelopment would be required to meet newer stormwater regulations and that would improve water quality.</p>
Land Use	<p>Current development is largely commercial, single story, with extensive parking, though the Comprehensive Plan Future Land Use Designation and Zoning authorize mixed-use buildings of much greater height. There is little housing. This is partly due to Covenants, Conditions & Restrictions (CC&R's) on the Lakewood Towne Center site, but is also due to the auto-oriented era in which development first occurred.</p> <p>Considering the CBD zoning and vacant and redevelopable land, as well as parking lots, there is a large capacity for employment and housing uses with underbuilding parking.</p>
Population, Housing, Employment	<p>The Study Area contains little housing and population. Market studies show an opportunity to add quality housing in the Study Area within the planned density of the area and with an investment in amenities such as parks.</p> <p>The Study Area is mostly in commercial use and contains over 5,000 jobs. Relatively lower-wage service sector jobs make up the bulk of this employment. Monthly wages earned would not be sufficient to support housing costs at fair market rents.</p>
Transportation	<p>Auto congestion is minimal outside of several key intersections along routes leading to I-5.</p> <p>Pedestrian and bicycle connections in the Study Area could be improved within and between districts to make non-motorized travel a more attractive and comfortable option.</p> <p>Lakewood's Transit Center acts as a hub for many Pierce Transit bus routes; this resource could be enhanced with better pedestrian and bicycle connections into the surrounding areas.</p> <p>Likewise, improved facilities between the Study Area and Lakewood Station could help connect the Study Area with a valuable regional transit amenity.</p>
Public Services	<p>The Study Area is fully served by public safety and school services. Water and sewer service is also available though some water lines in the Study Area will require replacement due to age.</p> <p>There are cultural facilities – a library, museum, and theater – but the primary finding in the Study Area is the lack of parks and open space. The City has developed urban design concepts for a linear park, and the CBD Assessment (BERK Consulting, 2017) has suggested placemaking as a tool to add gathering spaces and support economic development.</p>

McCament & Rogers, 2014, BERK, ESA, and Fehr & Peers 2017

Challenges and Opportunities

Based on CBD Assessment stakeholder interviews and a Downtown Plan developer forum held in 2017, many assets, challenges, opportunities, and incentives were defined and considered in this Plans policies and strategies:

Assets

- **Natural assets** that attract residents to community and by extension Downtown: natural features such as the lakes, creeks, and trees – though lakes are hidden – how to connect.
- Strengths of community and market area for Downtown: **cultural diversity and adjacent to JBLM**.
- **Attractive entertainment** and civic uses (AMC Theater stadium seating, Farmers Market).
- **Access and transit** center including informal park and ride that brings customers. Traffic patterns – customers and visibility on major roads.

Challenges

- **Homelessness:** there are many homeless persons in Town Center area. Need solutions for services and housing, and will take broader effort by more than the City of Lakewood.
- **Perception of safety**, in part driven by factors unrelated to Town Center area or City conditions, that deter customers and residents.
- **Perceptions of quality of life:** Poorly maintained housing, lack of housing options, schools, and crime combine to deter new residents.

Opportunities

- **Housing Options:** Adding housing options in Town Center area that is attractive to all incomes and fits community needs is important – future retirees may want luxury apartments, seniors need different housing choices including ability to age in place, young professionals want to live and work in same area provided there are amenities.
- Create a downtown that **attracts businesses with primary, high wage jobs**. For example, the City could incentivize office uses and other living-wage businesses. Encourage live/work to encourage entrepreneurs and younger households.
- **Catalyst sites for private reinvestment** on parking lots, vacant shopping centers, other possible redevelopment sites – Colonial Center, Lakewood Colonial Plaza Project, Southeast corner of Towne Center, west side of Gravelly Lake Drive SW, Bridgeport Way/Lakewood Drive, others.
- **Making more walkable and attractive** – break up blocks, add park features.
- **Cohesive and Connected Transportation and Landscaping:** Better signage, wayfinding, and beautification from highway interchanges and gateways to Downtown, and connection from Lakewood Station to Town Center.
- **Business owners work together and in collaboration with City:** e.g. form a business improvement district; incentives and funding for cleanup and maintenance (e.g. graffiti).

Incentives

- **Have clear and flexible regulatory environment:** adjust zoning map and density; clear design standards and simple design review; address parking standards; other.
- Tax abatement and incentives.
- **Public and civic investments:** public spaces, art, seasonal events; streets, streetscapes, and parks; environmental remediation.

What We Heard

Between September and November 2017, Lakewood hosted twelve public outreach and engagement efforts to encourage residents and business and property owners to participate in conversations about the best future for Downtown. Over 645 persons were reached through going to community markets, festivals, and classrooms, facilitating focus groups, hosting a multi-day charrette, and conducting an online survey. A dedicated website was created with hundreds of unique views: <https://www.lakewooddowntownplan.org/>.

Activities promoted meaningful dialogue within Lakewood's diverse community of businesses and residents and included: imagining places for live, work, and play at four elementary school classrooms; a visioning exercise with the Lakewood Youth Council; intercept surveys at the BooHan Market, JBLM commissary, JBLM PX, and El Mercado Latino; a focus group discussion with the Korean Women's Association; and a developer's forum. See Figure 2.

Lakewood also provided comment opportunities on the Draft Plan during March 20 July 2018, including public meetings, hearings, and an online survey. Results are incorporated into this plan Vision, Policies, and Strategies.

OUTREACH THEMES

More **entertainment** venues and restaurants

More **retail choices**, both mom and pop and brand stores

Well-designed housing for seniors & disabled and **mixed use** with housing and commercial together, within walking distance of work, shopping, and buses

Pedestrian friendly street design, well-maintained and safe roads

Family activities and gathering spaces, including Outdoor recreation (e.g. spray park, climbing walls, skating rink, other) and indoor cultural facilities (e.g. expanded library, children's museum, etc.)

Figure 2. Outreach Summary



BERK Consulting, Inc.

Vision for Downtown

Based on feedback gained from the outreach with the Lakewood community described above, this Plan proposes a Downtown Vision Statement that is a basis for policies and actions in this Plan, and that will guide future Plan implementation. The Downtown Vision Statement is compatible with the City's Comprehensive Plan Vision that promotes a vibrant downtown.

Vision Statement

Our vision for downtown is that it is seen as the heart of Lakewood. Downtown is where people go to do fun things, see friends and neighbors, eat good food, and experience the cultural diversity of the City. Downtown brings a strong sense of pride for the community by celebrating all things Lakewood and bringing a strong sense of identity to the City and its people. Downtown is best experienced by walking or biking and is safe, inviting, accessible, and connected. Downtown has a mix of retail, restaurant, employment, and housing options that are cohesively and well-designed, and support civic life and a strong economy.

Guiding Principles

To help implement the vision, the City will consider the following guiding principles when making a decision or allocating resources.

Development and land uses, public investments, and ongoing programs and maintenance activities ensure that Downtown is:

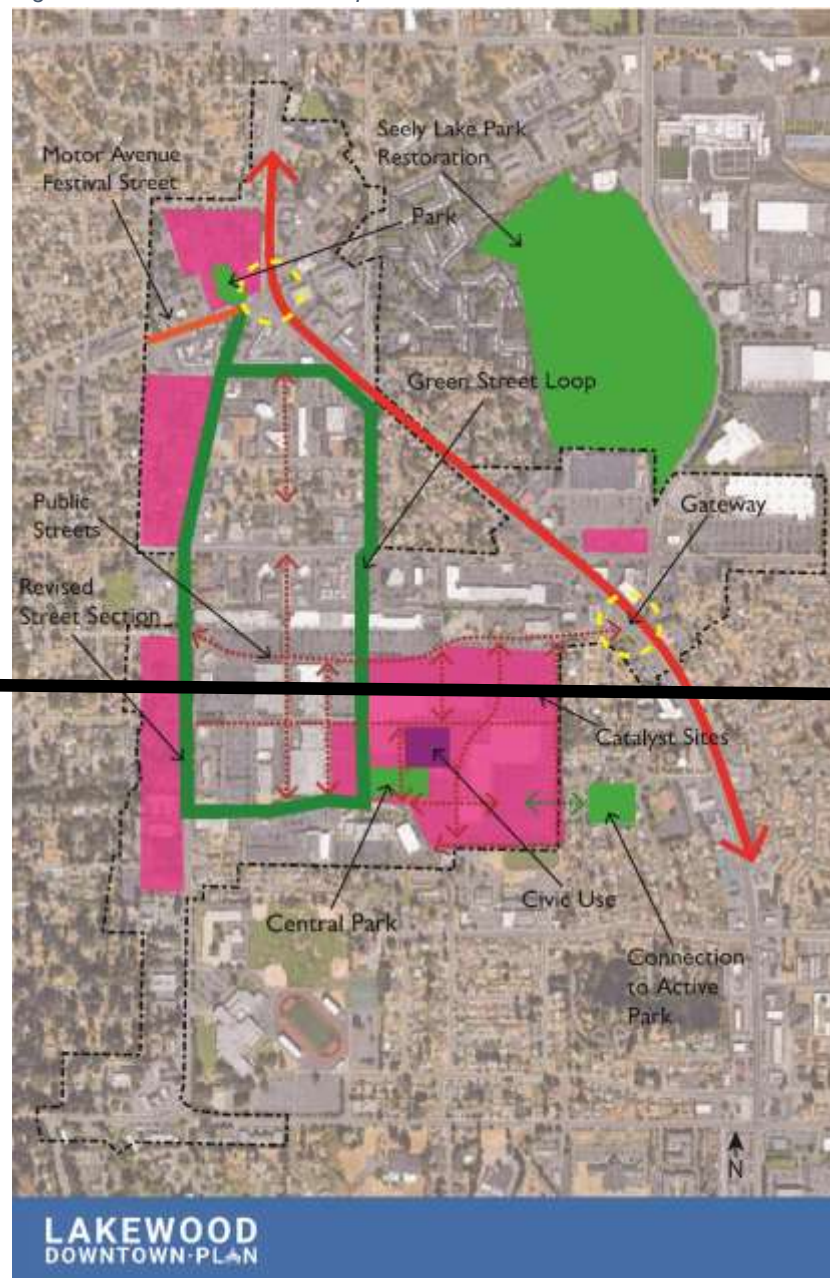
- The heart of the community and civic life
- Where all modes of travel are possible
- Designed for people to walk and bike
- Designed to be accessible by all ages and abilities
- Safe and welcoming
- Livable and affordable
- Where people of all ages go to do fun things, indoor and outdoor
- Rich with cultural diversity
- Sustainable and connected to nature
- Part of a thriving local economy and offering entrepreneurial opportunities
- A source of pride and identity for Lakewood
- Where people live, work, meet, play, shop, and eat

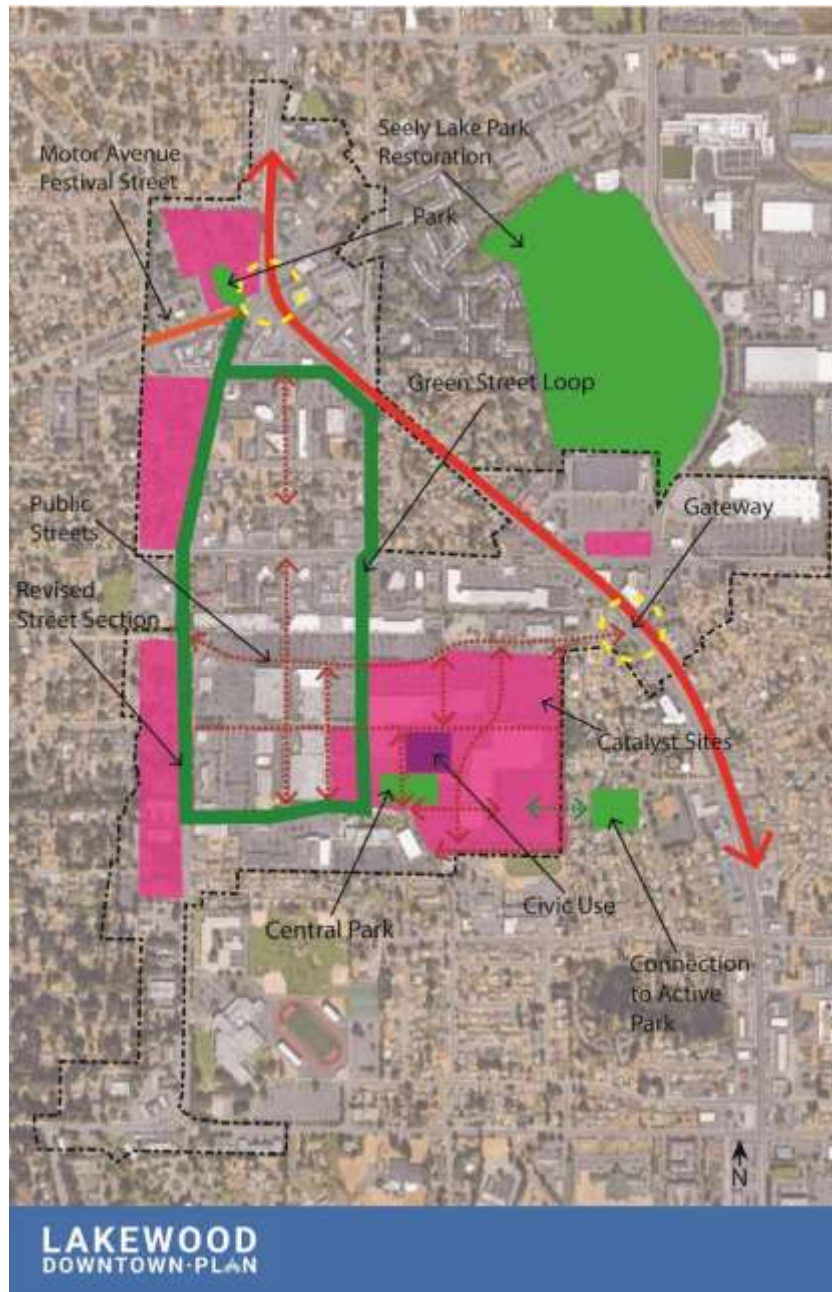
Concept Plan

The overall concept plan was initially developed during the 2017 charrette and informed by the public design exercise, public input to date, and insights from the planning and design team based on best practices and experience on similar projects (See Figure 3). The following are highlights from the concept plan:

- **Green Street Loop:** To address the lack of park space, improve public streets, and improve circulation for pedestrians and bicyclists the green loop will include park like elements, green infrastructure, and support redevelopment in Downtown.
- **New Public Streets:** The Downtown lacks a dense and walkable street grid to support urban development, circulation, and an active public realm.
- **Central Park:** A new urban park of between two to four acres is proposed just north of City Hall to serve as the main gathering space for the community and to include a variety of features and programming.
- **Revised Gravelly Lake Drive:** As part of the Green Street Loop, a revised road design for Gravelly Lake Drive SW- is proposed. The revision will allow for expanded sidewalks and a multi-use path on the east side of the street.
- **Catalyst Sites:** Catalyst sites are the best opportunities to weave together public improvements in infrastructure and amenities with infill and redevelopment by the private sector. The best opportunities for redevelopment based on vacant and underutilized sites, and large surface parking areas, and surrounding context have been identified as catalyst sites in the near term to further the implementation of this Plan.
- **Festival Street:** The City intends to move forward with creating a festival street along Motor Avenue consistent with the adopted concept plan for Lakewood Colonial Plaza Project. The plan includes a large central plaza, a pedestrian promenade, a farmer's market and event structure, street trees, landscaping, and public art opportunities.

Figure 3. Downtown Plan Concept





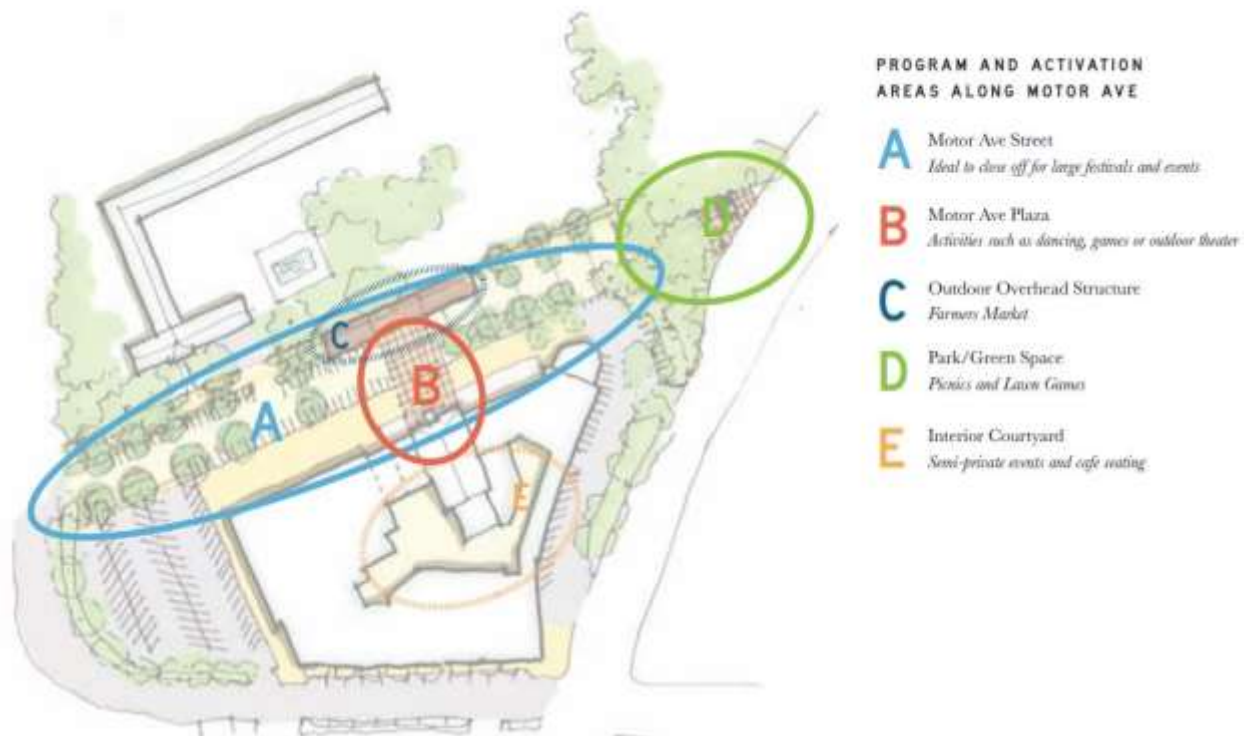
Framework, 2018

Placemaking

Many of the design concepts in this plan require significant capital investments and in some cases the purchase of additional property or right-of-way. Placemaking is an opportunity to improve public spaces in the short-term through low-cost improvements that may include seating, games, events of various sizes, public art, food trucks, and other activities. These shorter-term placemaking activities are becoming more popular around the world as a strategy to begin improving places now without the long-term planning and costs associated with larger public improvement projects. The Lakewood Farmer's Market is an excellent local example of such a placemaking event that utilizes the primary public space in Downtown around City Hall.

Figure 4 shows a concept plan for programming along Motor Avenue, part of the Lakewood Colonial Plaza Project. Placemaking activities could occur prior to the redevelopment of Motor Avenue SW into a Festival Street. Figure 5 and Figure 6 show programming and activation examples.

Figure 4. Lakewood Colonial Plaza Project Programming Ideas



Framework, 2016

Figure 5. Programming and Activation Examples



Compiled by Framework 2018

Figure 6. Programming and Activation Examples



Compiled by Framework 2018

Policies and Strategies

Each of this Plan's subsections below conclude with proposed policies and strategies that then form the basis of the Implementation Plan. A "policy" is a high-level overall statement. A "strategy" is a contemplated set of steps to be used toward a specific end.

Urban Design + Land Use

Context

Urban Design was identified by the Lakewood Community as the most important issue to be addressed by the City during a prior comprehensive planning process. Because the Downtown mostly developed as part of the unincorporated county prior to incorporation of the City in 1996, it lacks the physical features typical of a walkable, lively Downtown. Following is a summary of the existing physical qualities in the Downtown that will be addressed in this Plan:

- Lack of a dense public street grid network, particularly in the Towne Center.
- Auto-centric street design with gaps in pedestrian facilities.
- Absence of public parks in the Downtown Study Area.
- Minimal public spaces in the Downtown.
- Auto-oriented character with primarily vehicle access design for many Downtown land uses.
- Auto-oriented, suburban site design and building architecture.
- Run-down and unusable historically and culturally significant structures in the Colonial District.
- Minimal residential and mixed-use development.

Hybrid Form-Based Code

As part of implementing this Plan, the adoption of a hybrid form-based development code (that combines form-based code elements with traditional zoning) for the Downtown subarea is recommended.

Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development, rather than only distinctions in land-use types.

Most form-based codes have been applied to historic downtowns, neighborhood centers with well-established character and/or a well-defined vision, or master planned sites under consolidated ownership. By their nature, they are often very detailed and prescriptive in terms of streetscape design and development frontages. This makes them well suited to smaller targeted areas. These same features, however, make their application on a citywide basis or for areas with sloping terrain, irregular street patterns, and dispersed land ownership patterns much more challenging. Over time, various hybrid codes have been developed for unique local conditions

that combine form-based code elements with traditional zoning.² This is the recommended approach here.

Land Use Study Area

The land use Study Area is shown on Figure 7. Areas outlined in red are additions to the Study Area that were identified during the design charrette in November 2017. The maps and figures included in the remainder of this Plan incorporate these additional areas that have Residential Mixed designations into the Downtown Plan to resolve uneven CBD boundaries and increase residential density potential in the Downtown (see the Future Land Use discussion below.)

Figure 7. Land Use Study Area



BERK, 2018

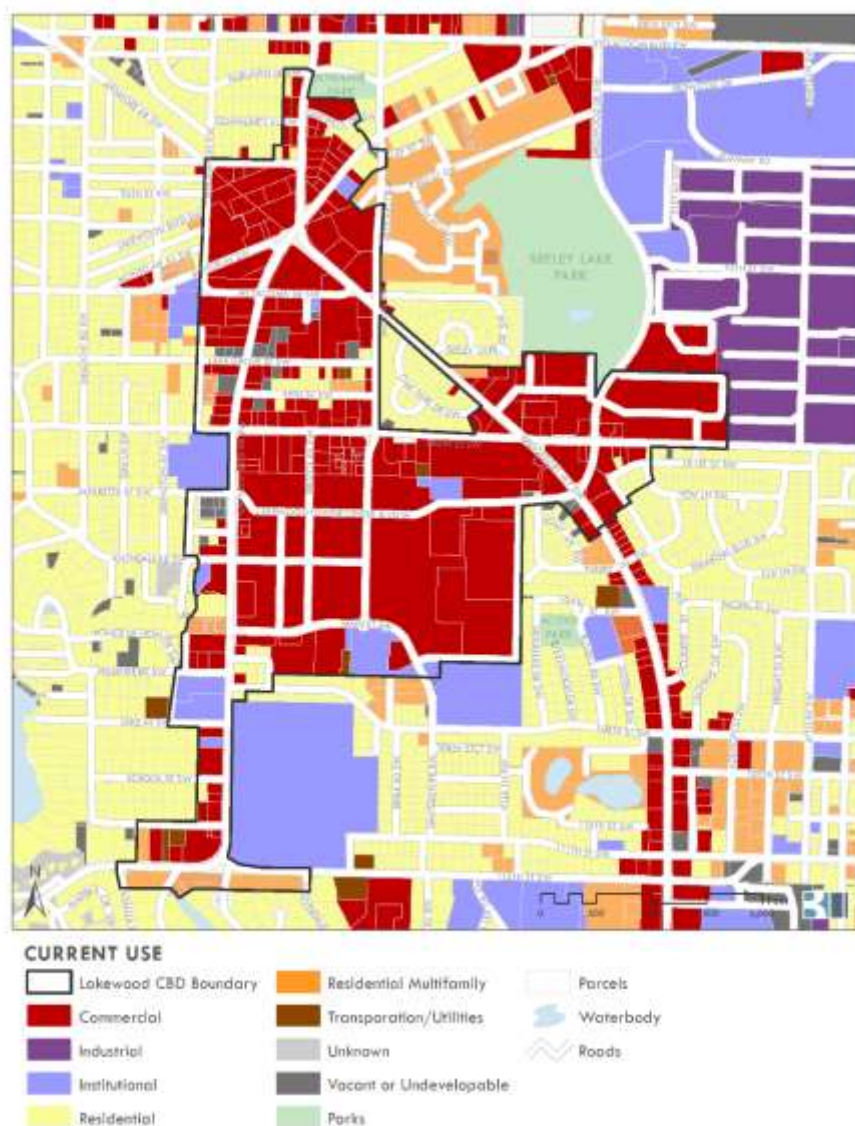
² Source: Form-Based Codes Institute, 2018; MRSC, 2012

Current + Future Land Use

Current Land Use

As shown in Figure 8, the current land use in Downtown is primarily commercial, but also includes institutional uses and limited residential development. Mixed-use development is currently permitted with a maximum building height of 90' and a maximum residential density of 54 units per acre. Many commercial uses also have large surface parking lots, often between the building and the street.

Figure 8. Downtown Current Land Use



BERK, 2018; City of Lakewood, 2017

Future Land Use

~~Figure 9~~~~Figure 9~~~~Figure 9~~ shows the current future land use designations for the Study Area. Most of the Study Area is designated as the Central Business District, except the area in the southeast; this area is designated Neighborhood Business and for residential uses. The proposed future land use map is shown in Figure 10.

Figure 9. Downtown Future Land Use Designations 2017



BERK, 2018; City of Lakewood, 2017

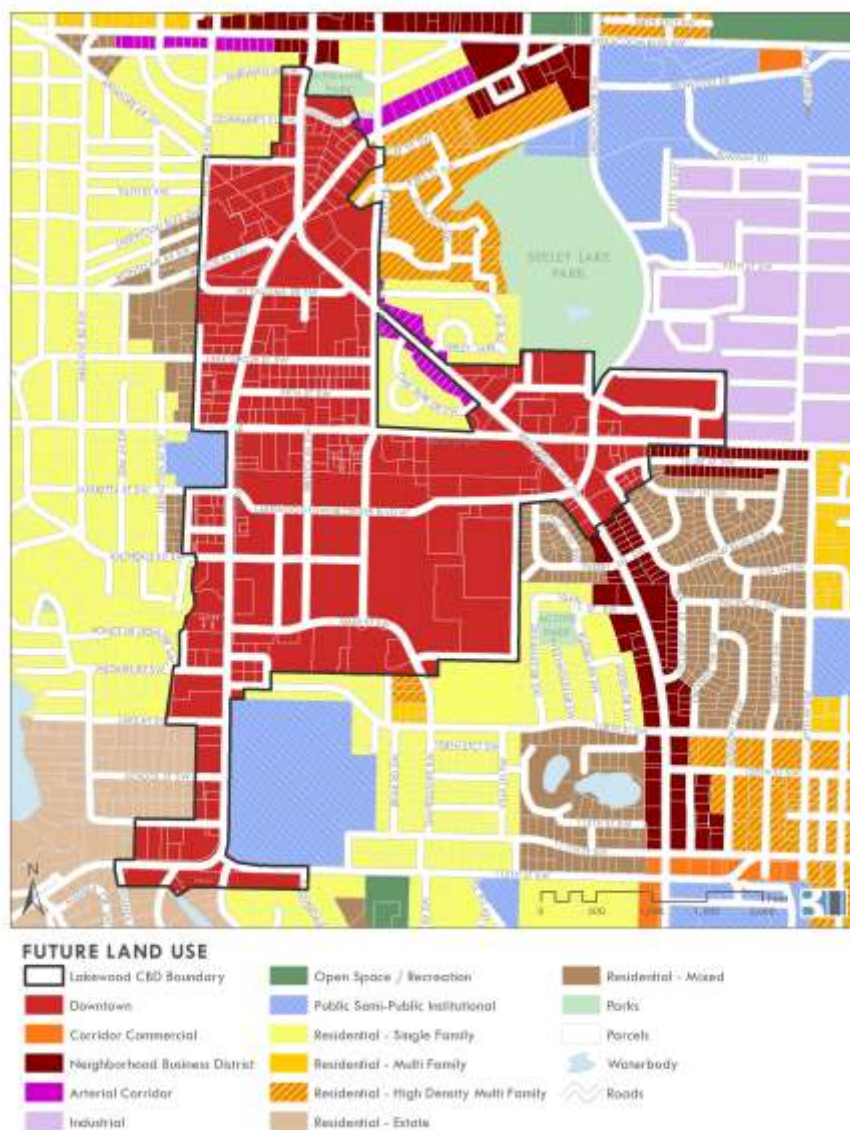
Proposed Future Land Use + Zoning

Future Land Use

The entire Study Area will be designated as Downtown in the updated Future Land Use Map for the City and will be subject to this Plan, its street typologies, and its associated development regulations.

The Downtown designation will also include an amended westward boundary to resolve uneven block boundaries and include properties presently designated Residential-Mixed as shown in Figure 7. Transitional building height, form, and landscaping standards would ensure compatibility with adjacent areas.

Figure 10. Proposed Future Land Use Map 2018

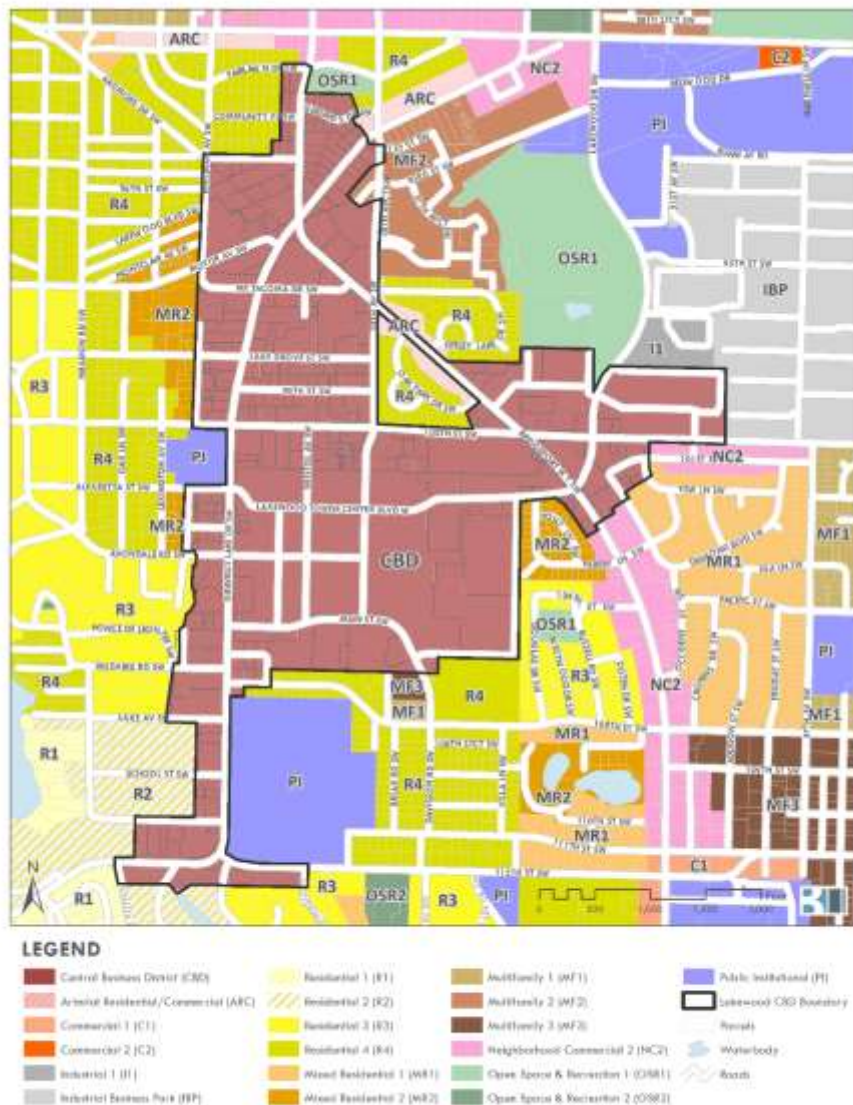


BERK, 2018; City of Lakewood, 2017

Zoning

Plan Area development will be regulated based on a simplified list of allowed land uses, street types, building frontage types, and overlay districts to provide for more specific standards based on location and context. As discussed above, the hybrid form-based development standards will emphasize building form as well as relationships between buildings, streets, and public spaces. The development code will emphasize creating an active public realm with streets, parks, and public spaces that are welcoming, active, and fun. The proposed zoning is Central Business District (CBD) throughout the study area.

Figure 11. Proposed Zoning Map

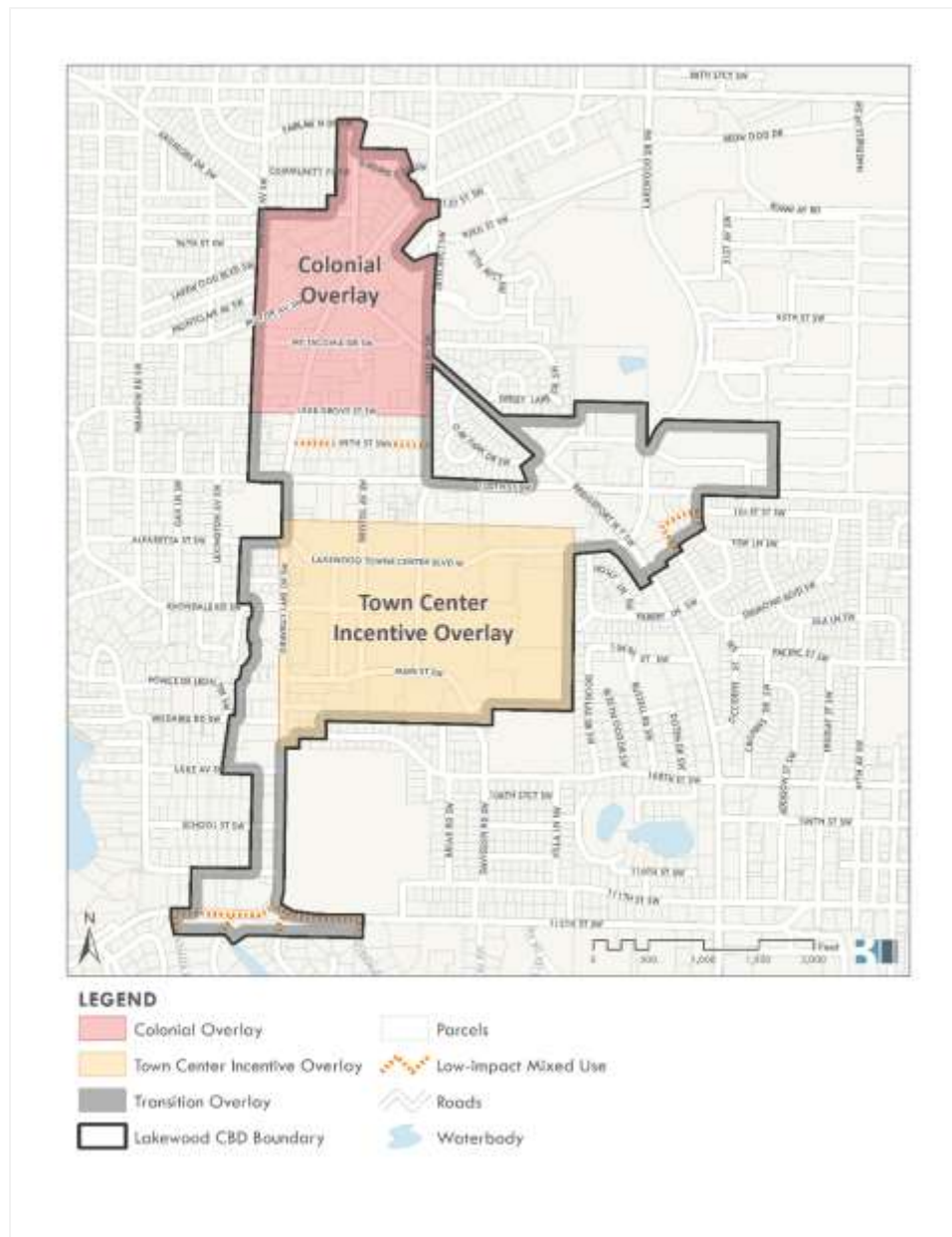


BERK, 2018; City of Lakewood,

2017

Overlay districts also apply to provide unique characters or to address compatibility of abutting uses. See the Figure below.

Figure 12. Overlay Districts Map



The base and overlay district is described below:

- The Central Business District (CBD) zoning district is the primary retail, office, social, urban residential, and government center of the city. The complementary and interactive mixture of uses and urban design provides for a regional intensity and viability with a local character. The regional focus and vitality of the district is evident in the urban density, intensity, and composition of the uses in the district. Local character is reflected in the district's design, people orientation, and connectivity between uses, structures, and public spaces that foster a sense of community.
- Colonial Overlay (C-O) district is a special design district in the CBD zone that preserves the unique colonial style aesthetic within that area. See Appendix A for design considerations.
- Town Center Incentive Overlay (TCI-O) district allows for the holistic development of the Lakewood Towne Center in alignment with the vision and policies of the Downtown Plan. This area is available for Master Planning accordance with the provisions in LMC 18A.35.720.
- Low-Impact Mixed-Use Roads (LIMU-0) district supports the transformation of the Downtown District according to the Downtown Plan and the fulfillment of the purpose of the CBD zone, but allows for existing single-family residential development to remain in place.
- Transition Overlay – The Transition Overlay (TO) is any property or portion of a property in the Downtown District that is within 100 ft. of an abutting single-family residential zone or mixed residential zone (also called the district receiving the transition). Properties within the Downtown District that are separated from a single-family residential or mixed residential zone by a city-owned right of way of at least 60 ft. in width do not have to provide a transition area.

More details regarding development standards is found in the Downtown Development Code.

Urban Design

Although Lakewood is a diverse community with a rich history, a strong sense of community pride, and many assets, the physical development of the City, including Downtown Lakewood, has resulted in a lack of identity. Auto-oriented development provides few opportunities for walking and biking or interacting with friends and neighbors. Most of the Lakewood Towne Center acreage is used for surface parking, and many sections of the surrounding arterials feel unsafe for walking. Buildings often have little relationship with the street and are designed to be accessed by a vehicle and through a parking lot. Many of the uses in Downtown are large national chains, reflect corporate architecture, and lack a human scale.

Figure 13 shows the Lakewood Towne Center's beautiful natural setting with Steilacoom Lake in the background. The Lakewood Towne Center was developed in 2001 to replace an enclosed shopping mall. The open-air shopping mall is dominated by surface parking between the large scale mostly one-story retail buildings. A large retail building was recently torn down and another is vacant. These large buildings may be repurposed or removed for redevelopment or other purposes.

Figure 13. Lakewood Towne Center



Google Earth, 2018

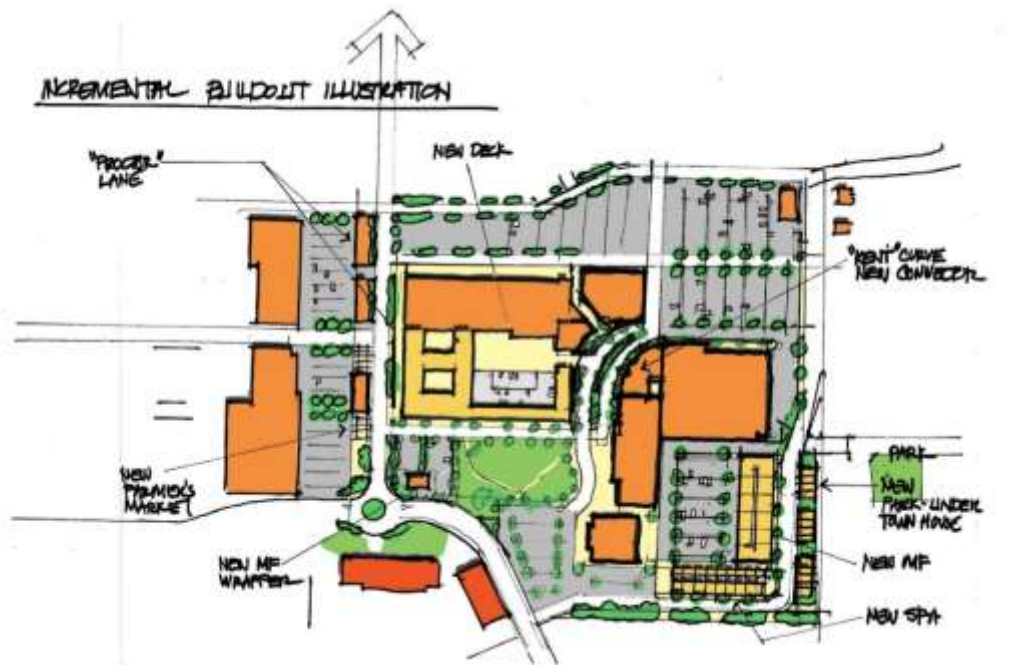
Included below are several redevelopment concepts for Lakewood Towne Center (“Incremental Build-Out” and “Reimagined”), as well as Lakewood Colonial Plaza Project (“Infill” and “Redeveloped”), and Mixed-Use Housing on Gravelly Lake Drive SW.

Lakewood Towne Center Concepts

Lakewood Towne Center Incremental Build-Out

This concept works with the existing building layout and street network to provide new mixed-use infill, a centralized parking structure, multi-family housing and active uses on 59th Avenue SW. A two-acre park is shown just northeast of City hall on a currently underutilized portion of the Towne Center. Figure 14 shows an earlier concept plan developed during the design charrette, and Figure 15 and Figure 16 show an updated model of the concept with more refinement.

Figure 14. Lakewood Towne Center Incremental Build-Out



Seth Harry and Associates, 2017

Figure 15. Lakewood Towne Center Incremental Build-Out 3D Model (View 1)



Seth Harry and Associates, 2017

Figure 16. Town Center Incremental Build-Out 3D Model (View 2)



Seth Harry and Associates, 2018

Figure 17 shows the building program for concept plan #1 including land uses and building square footages.

Figure 17. Lakewood Towne Center Incremental Build-Out Site Plan

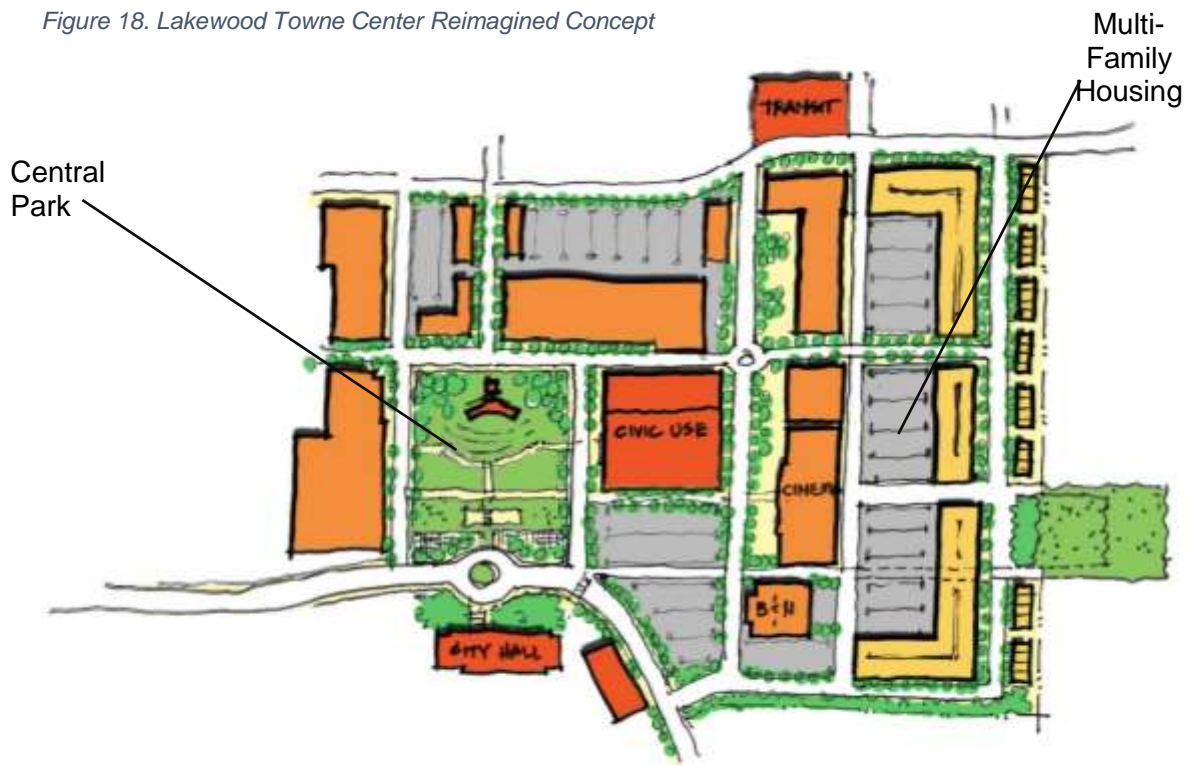


Seth Harry and Associates, 2017

Lakewood Towne Center Reimagined

This concept imagines a full redevelopment of the Lakewood Towne Center with a four-acre central park just north of City Hall, a new civic use near the park and City Hall, new pedestrian oriented mixed-use development, a reconfigured urban street grid and diverse multi-family housing to the east. Figure 18 shows an earlier concept plan developed during the design charrette, and Figure 19 shows the Lakewood Towne Center Reimagined 3D Model Close-Up. Figure 20 and Figure 21 show an updated model of the concept with more refinement.

Figure 18. Lakewood Towne Center Reimagined Concept



Framework, 2017

Figure 19. Lakewood Towne Center Reimagined 3D Model



Seth Harry and Associates, 2017, Framework, 2018

Figure 20. Lakewood Towne Center Reimagined 3D Model Close-Up



Figure 21. Lakewood Towne Center Reimagined Site Plan



Seth Harry and Associates, 2017; Framework, 2017

Lakewood Colonial Plaza Project Concepts

During the the Lakewood Colonial Plaza Project, the design team developed concepts for infill and redevelopment around Motor Avenue SW in addition to the redesign of the street.

The first concept shown in Figure 22 shows the existing shopping center north of Motor Avenue SW remaining and being renovated with small multi-family development in the northeast corner of the district. The second district concept shows the shopping center north of Motor Avenue SW as being fully redeveloped with an urban street grid, higher-density mixed-use development, and neighborhood green space (see [Figure 23](#)~~Figure 23~~~~Figure 23~~).

Figure 22. Lakewood Colonial Plaza District Infill Concept



Seth Harry and Associates, 2016

Figure 23. Lakewood Colonial Plaza District Redevelopment Concept



Seth Harry and Associates, 2016

Mixed-Use Housing Concept

The concept plan in Figure 24 shows the redevelopment of a parcel on the west side of Gravelly Lake Drive SW. The concept includes townhouses at the rear of the property, a three-story multi-family building with street level retail along Gravelly Lake Drive SW and a mix of surface, garage, and structured parking in the first floor of the mixed-use building. This concept results in approximately 100 housing units per acre.

Figure 24. Mixed-use Housing Concept



Seth Harry and Associates, 2017; Framework, 2017

ACTIVITY UNITS - POPULATION + EMPLOYMENT IN DOWNTOWN LAKEWOOD

The Lakewood Urban Center was designated as a Regional Growth Center by the Puget Sound Regional Council (PSRC) in 1995, recognizing the potential of the center to provide jobs and housing and to help eligibility for infrastructure funding. Guidance from PSRC is that center targets “must represent a significant portion of the jurisdictions’ overall housing and employment growth targets for the 20-year planning period” (PSRC 2014). The housing and/or employment targets for each center should exceed the center’s shares of existing housing and/or jobs and exceed the center’s shares of recent growth in housing and/or jobs. Based on 2011 guidance, new regional growth centers must have a minimum existing activity level (population + employment) of at least 18 activity units per gross acre. The future target is to have a minimum target activity level of 45 activity units per gross acre. While not required of a 1995 designated center, the guidance helps the City understand what a significant share of the City’s growth targets mean.

The Downtown Plan supports jobs and housing opportunities. The current level of activity units less than 20 in the proposed Downtown boundaries. Modified Alternative 1 would result in 45-54 activity units per acre, while Alternative 2 would result in 58-69 activity units per acre, depending on the calculation of gross acres (parcels and road centerlines or parcels only). For more information, see the Planned Action Environmental Impact Statement.

Urban Design Policies + Strategies

Policies

- **Policy:** Promote redevelopment of the Central Business District (CBD) as a mixed-use urban center that anchors the Downtown and bolsters Lakewood's sense of identity as a City.
- **Policy:** Develop Downtown as not only the “heart” of the city, but a regional urban center where commerce, culture, and government flourish.
- **Policy:** Promote the CBD as the primary center for retail, office, public services, cultural activities, urban residential, and civic facilities of Lakewood.
- **Policy:** Promote office development, open space, high density residential development and/or mixed-use development in the Towne Center.
- **Policy:** Promote the CBD as a daytime and nighttime center for social, entertainment, cultural, business and government activity.
- **Policy:** Adopt new urban design approaches to raise the aesthetic standards of the Downtown.
- **Policy:** Continue to foster transformation of the former mall to provide better public visibility; create additional public rights-of-way; and potentially develop entertainment, housing, visitor serving, and open space uses.

Strategies

- **Strategy:** Update the City's Future Land Use Map and Zoning Map to designate the entire Study Area as “Downtown.”
- **Strategy:** Adopt a hybrid form-based code that combines design elements with traditional zoning to regulate Downtown development. Use Overlay Districts, Street Types, Building Frontage Standards, and a simplified list of allowed land uses in the Study Area.
- **Strategy:** Adopt standards to address the transition and minimize impacts from more intense development Downtown to lower-density residential neighborhoods.
- **Strategy:** Encourage integrated mixed-use urban development, including housing, in the Downtown.
- **Strategy:** Train staff on maintenance and implementation of the hybrid form-based development code.
- **Strategy:** Remove underlying deed restrictions and/or covenants that prohibit office, high density residential, and/or mixed-use development or open space.
- **Strategy:** Conduct a parking study in the Downtown to understand the existing demand for parking and identify opportunities for redevelopment of existing surface parking lots to support the implementation of this Plan.
- **Strategy:** Update the City's parking requirements to “right size” the requirements based on the results of the parking study and to encourage shared parking and flexibility in meeting parking requirements. The updated parking requirements should consider parking maximums.
- **Strategy:** Monitor the impact of the Downtown Code in implementing this Plan at least annually and amend the Plan and its associated regulations as needed to improve outcomes.

Economic Development

Context

Surveys of business leaders and employees reveal that today's companies and employees "vote with their feet" and choose to be physically close to other knowledge workers, city infrastructure and cultural amenities. Workers in the new economy want to work in thriving locations that stimulate their creativity, along with an environment with openness and tolerance of ideas and people of all kinds. A 1998 KPMG survey of more than 1,200 high-technology workers examined the factors associated with the attractiveness of a new job. Community quality of life was second only to salary (outperforming benefits, stock options, or company stability). Given this preference, quality of life factors such as the availability of high quality public space, recreational amenities, transportation options, good schools, infrastructure, and safety are important drivers of economic development.

In terms of retail, larger trends within the industry indicate that retailers are exploring new business models given the threat of online competition and the ongoing fragmentation within the industry. One increasingly common response to these trends is the redevelopment of older retail areas as walkable, mixed-use, transit supportive neighborhoods. These redevelopments typically add housing and professional offices to the retail mix, with other non-retail uses such as parks, libraries, and town halls. This wide spectrum of uses in an attractive format work together to change the character and market perception of retail districts from generic retail areas to a distinctive place. (Seth Harry and Associates, 2017)

An unintended consequence of "placemaking" and similar quality of life investments (see further discussion of placemaking earlier in this Plan) is its potential to increase commercial rents and displace small, local businesses. Given this, economic development policies will need to address strategies around commercial affordability and support for small, local businesses.

Economic Development Policies + Strategies

Policies

- **Policy:** Develop Downtown as a destination for retail, office, public services, cultural activities (art, culture, and entertainment), urban residential, and civic facilities of Lakewood.
- **Policy.** Ensure Downtown is home to a wide spectrum of businesses that reflect the area's most competitive and desired industries.
- **Policy.** Prioritize and market catalytic sites identified through this Plan for mixed-use development.
- **Policy:** Improve the comfort and safety of residents, business owners and employees, customers, and visitors to the Downtown through design, maintenance, and policing strategies.

Strategies

- **Strategy:** Develop a Lakewood-specific business attraction and retention program with regional economic development partners including opportunities for incubator businesses.
- **Strategy.** Identify and implement incentives that would encourage new businesses to locate in Downtown Lakewood.
- **Strategy:** Provide resources for entrepreneurs and small businesses, including information available in multiple languages, and recruit key business services to the area.

- **Strategy:** Support a business improvement district and continue ongoing initiatives to make downtown Lakewood clean and safe.
- **Strategy:** Activate empty and underutilized places such as parking lots.
- **Strategy:** Seek neighborhood businesses that provide daily goods and services in the CBD.
- **Strategy:** Invest in civic amenities and infrastructure consistent with this Downtown Plan to attract business owners and investors who create living wage jobs.
- **Strategy:** Explore the feasibility of a business incubator in Downtown and consider incorporating economic gardening for microenterprises into it.
- **Strategy:** Work with local financial institutions on providing low interest loans for qualified small local businesses.
- **Strategy:** Implement “crime prevention through environmental design” principles at the time of design and through maintenance programs.
- **Strategy:** Improve regular police patrols through extension of public streets.
- **Strategy:** Evaluate regulations, procedures, and fees to remove barriers to business formation and development while remaining effective and reasonable to achieve the Vision of this plan.

Housing

Context

Very little housing is found in the Downtown area today; there are about 419 dwelling units. Lakewood has a tight housing supply with low vacancies, and as a built-out community has few opportunities to develop new housing. Downtown presents an opportunity as a place for a mixed-use, high amenity neighborhood.

Given the changing landscape of the retail sector described under Economic Development above, as well as infill opportunities on catalyst sites, Lakewood can attract a range of quality affordable housing choices.

Figure 25 Mixed Use Housing Examples – Rhode Island Avenue Development and Kirkland Juanita Village



Lakewood Downtown Survey 2017

MORE AND DIVERSE HOUSING WANTED

Over 300 respondents to an online survey about the Downtown vision showed a strong interest in:

- Housing for senior and disabled
- Mixed use with housing and commercial use on the same site or in the same building
- Transitional housing for homeless persons and families

With any housing type, the following design factors were heavily favored:

- Site design and architectural standards to ensure quality development
- Housing in walking distance of work, shopping, or bus service
- Stand-alone apartments and condominiums were not favored. Cottage housing was well liked and could serve as a transition housing type along with townhomes.

Adding residential to existing centers along with non-retail uses, such as civic functions, like libraries, or city halls, helps to increase the consumer base close in to the center itself, as well as changes the character and perception of the center from a generic retail experience to that of a genuine place, with amenities to match, including parks, civic, cultural, and recreational uses, along with quality dining and entertainment. (Seth Harry & Associates 2017)

LAKEWOOD'S RESPONSE TO HOMELESSNESS

Homelessness, the opioid crisis, and lack of state and federal funding for mental health conditions have individually and collectively created challenges for communities for quite some time. The City of Lakewood has responded to this problem, in multiple ways, through partnerships and contributing funding, including, but not limited to:

- Lakewood allocates 1% of its general fund in support of human and social services annually.
- In 2015 the City began to embed mental health professionals with patrol officers, and the program now has 2 full-time equivalents. In 2016, they helped 594 people find needed services, followed by another 629 in 2017. These are individuals who did not have to go to jail and/or hospital only to end up back in the same or similar dire straits.
- Lakewood partners with multiple organizations to address homelessness and mental health including Living Access Support Alliance (LASA), Habitat for Humanity, Western State Hospital, Catholic Community Services, Greater Lakes Mental Health, St Clare Hospital, and Tacoma Methadone Clinic. This has included funding for housing units and a homeless shelter.
- Lakewood is part of a consortium (Continuum of Care) with Pierce County and the City of Tacoma to qualify for Federal and Community Development Block Grant (CDBG) dollars that in turn is invested into program to address homelessness.
- The City of Lakewood has been partnering with Pierce County on a program modeled after the City of Albuquerque's called Homeless Empowerment Labor Program or HELP that would provide temporary employment opportunities for individuals to include access to social and human services. It is expected to be operational later this year.
- Lakewood is working with the Cohen Veterans Network who will be opening a clinic in Lakewood to serve the South Puget Sound region. The Cohen Veterans Network is a private foundation established to provide veterans and their family members with free accessible mental health care in select cities across the country.

Housing Policies + Strategies

Policies

- **Policy.** Encourage a diversity of housing types to ensure housing choices for current and future residents, workers, military families, and to strengthen commercial areas.
- **Policy:** Provide increased densities and regulatory flexibility in Downtown development regulations to attract diverse housing for all ages, abilities, and incomes.
- **Policy:** Create mechanisms that attract and increase multi-family development Downtown.
- **Policy:** Support hosting quality cultural, educational, and recreational activities to attract families to live Downtown.
- **Policy:** Promote well-designed and maintained diverse mixed use and multifamily housing opportunities available to all incomes.

Strategies

- **Strategy:** Adopt form-based development regulations that improve the quality of attached and mixed-use housing development and create a walkable attractive Downtown.
- **Strategy:** Revise land use and development regulations to promote mixed-use development within the Central Business District (CBD).
- **Strategy:** Adopt transitional height and landscape standards to ensure compatibility with abutting lower-density areas.
- **Strategy:** Engage affordable housing organizations about opportunities and partnerships to increase housing in the Downtown.
- **Strategy:** Explore opportunities for transitional housing and services with homelessness service providers to address the health, social, and shelter needs of homeless in Lakewood.
- **Strategy:** Foster neighbor engagement and create a sense of safety through “crime prevention through environmental design” principles integrated into development designs.
- **Strategy:** Explore expanding current tax abatement programs and other incentives.

Street Grids, Streetscapes & Public Spaces

Context

The amount and quality of public space are two defining features of successful Downtowns. Streets are the primary public spaces in Downtowns, in some cases accounting for almost half the land depending on the size and layout of the street grid. Lakewood currently lacks an urban street grid typical of a Downtown or the types of active public spaces that attract people to come Downtown.

Figure 26 shows the existing streetscape along 59th Avenue SW, which is one of the few public streets in the Towne Center. The existing streetscape has adequate sidewalks, but is not very active or pedestrian friendly. The concept plan in Figure 27 shows 59th Street SW reimagined as a pedestrian-oriented retail street with shops, restaurants, on-street parking, and mixed-use building. Figure 28 is an example of an active streetscape with street level retail and wide sidewalks.

Figure 26. 59th Avenue SW - Existing



Framework, 2017

Figure 27. 59th Avenue SW - Concept



Seth Harry and Associates, 2017

Figure 28. Active Retail Streetscape Example



1kfriends.org, 2018

Streets

Expanding the network of public streets, primarily in the Towne Center, is a primary objective for this Plan.

Figure 29 shows the proposed street network based in part on the existing circulation pattern and a goal to reduce block sizes to a maximum of about 400'. The expanded public street grid will improve connectivity, particularly for pedestrians and bicyclists, by reducing travel distances, providing greater opportunities for on-street parking, improved sidewalks, and bike facilities. It is expected that streets will be improved based on the street concepts in this Plan and existing public works standards as they become public streets.

Figure 29. Downtown Regulating Plan – Street Types



Framework, 2018

The relationship between streets and private development along the street edge has a major impact on the pedestrian experience. Active uses, including retail, personal services, restaurants, and cafes create pedestrian activity, make the streets lively and fun, and attract people to Downtown. Much of the existing development in the Downtown includes surface parking along the street edge and is designed for vehicular access while negatively impacting the pedestrian experience Downtown.

To implement this Plan, development in the Downtown will be regulated, in part, by street typologies that address the design and function of the street. The street typologies will be paired with building or site development frontage types that are permitted along that street edge. For

example, on the designated retail streets, either active first floor uses will be required with buildings primarily at the street edge, or any space between the street and building will be required to be active pedestrian space (e.g. outdoor dining, seating, public art, and other amenities.) Other street typologies will allow for a range of building frontage types and land uses to provide flexibility in design.

Street Concepts

The proposed street concepts support the expansion of the public street network, the green street loop, a better pedestrian experience and connectivity, and urban mixed-use infill development.

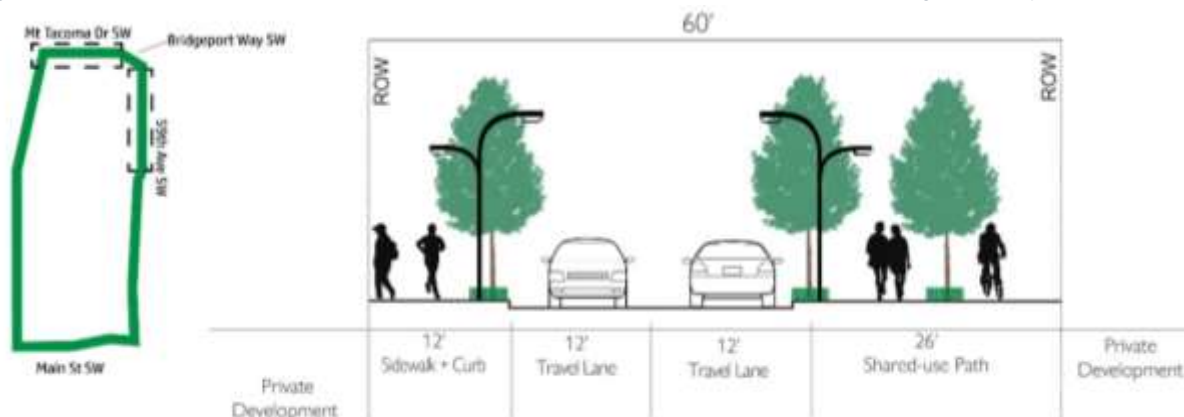
Green Street Loop

The Green Street Loop includes Gravelly Lake Drive SW, 59th Avenue SW, Mt Tacoma Drive SW, and a small portion of Bridgeport Way SW. The Green Loop proposes continuous pedestrian and off-street protected bike facilities, street trees, landscaping, and low-impact development stormwater improvements.

Mt Tacoma Drive SW/59th Avenue SW

The concept plan in Figure 30 for these streets is to reduce the number of travel lanes from three to two. The reduction in vehicle lanes allows for a 12' sidewalk on the west side and a 26' multi-use path on the east side.

Figure 30. Mt. Tacoma Drive SW and 59th Avenue SW between 100th Street SW and Bridgeport Way SW

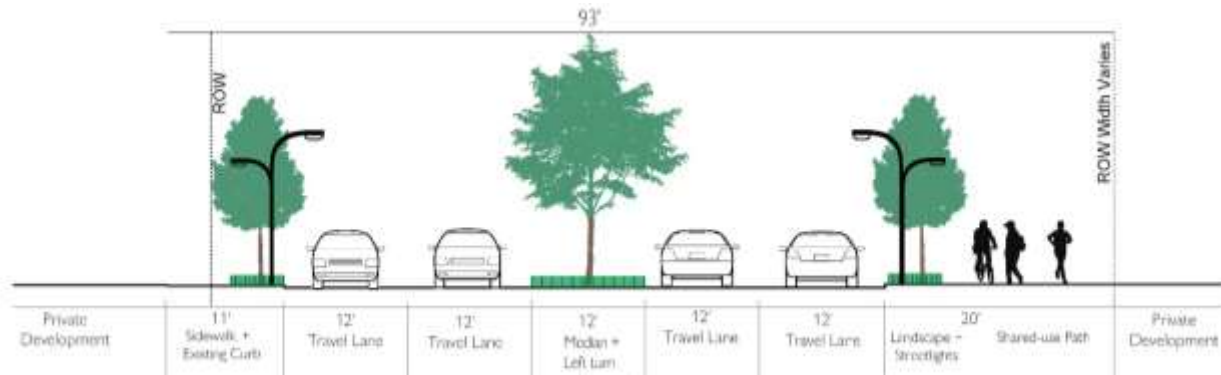


Framework and KPG, 2018

Gravelly Lake Drive SW

After evaluating several cross sections in the Draft EIS, Figure 31 illustrates the preferred section that includes four travel lanes and a center median with left turn pockets at public street intersections. The street section maintains the existing curbs and expands the sidewalks on the west side of the street through acquiring additional ROW potentially as properties redevelop. Sidewalks may be expanded on the west side as part of frontage improvements associated with private development or a City capital project.

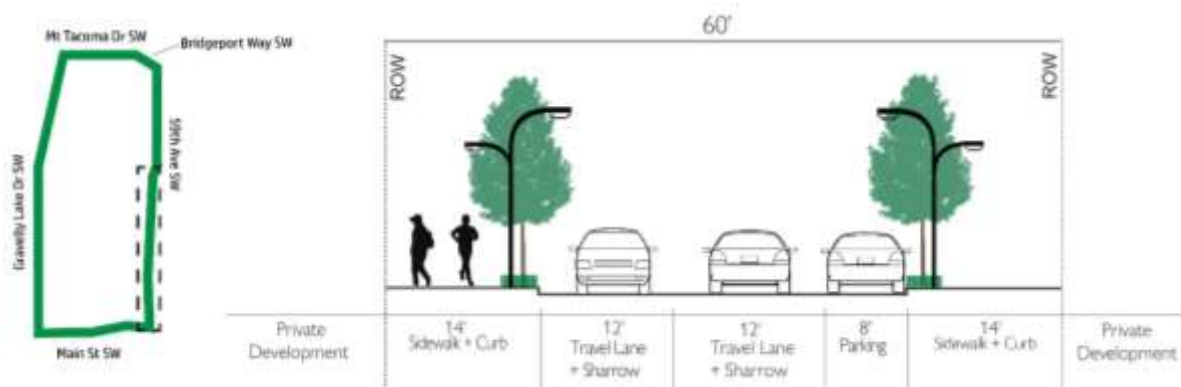
Figure 31. Gravelly Lake Drive SW Revision – Concept #3A (Looking north)



59th Avenue SW

CONCEPT #1

59th Avenue SW is one of the few public streets in the Towne Center. It currently has three vehicle lanes and sidewalks on both sides of the street within an approximately 60' right-of-way. The first concept shown in Figure 36 includes only the existing right-of-way and converts one of the travel lanes to on-street parallel parking and allows for sidewalks up to 14' in width on both sides. This concept supports the transition of 59th Street SW to a pedestrian oriented retail street.

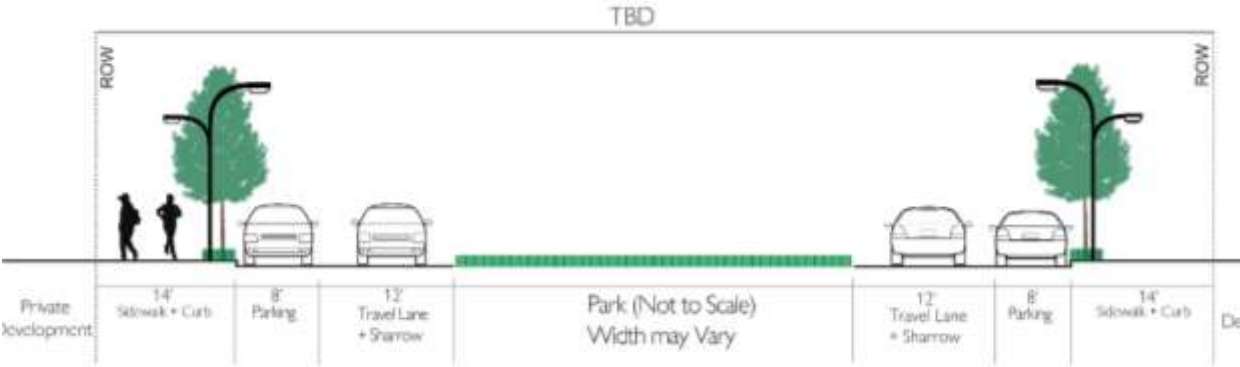
Figure 32. 59th Avenue NW (Existing ROW)

Framework and KPG, 2018

CONCEPT #2

The second concept shown in Figure 37 addresses the reconfiguration of 59th Avenue SW with the addition of the Central Park north of City Hall. Each side of the park would have a single one-way vehicle travel lane, 14' sidewalks, and on-street parallel parking. The final design of the park and street improvements will depend on the location, size, and layout for the Central Park.

Figure 33. 59th Avenue SW

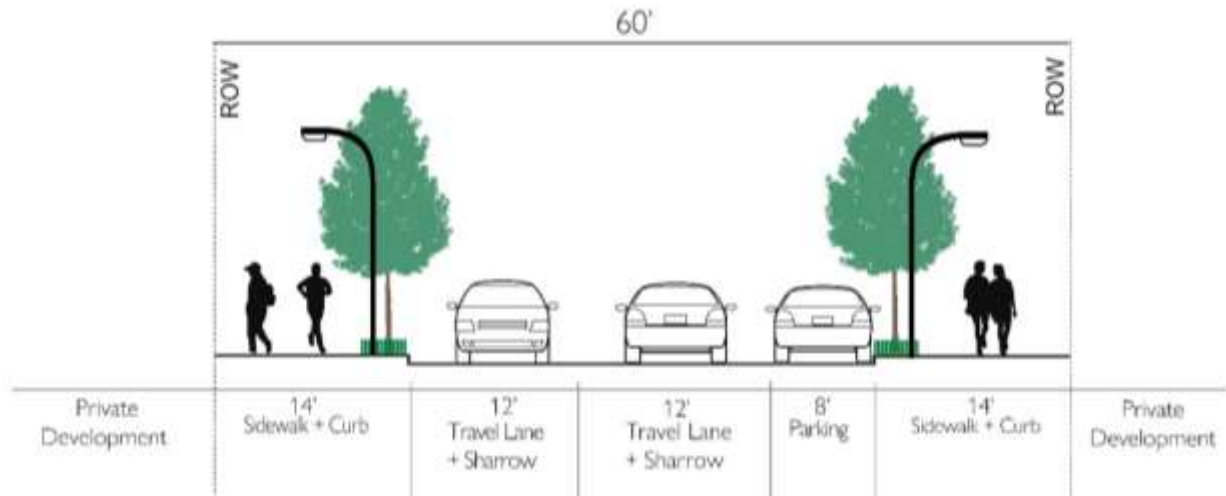


Framework and KPG, 2018

Lakewood Towne Center Boulevard SW

Lakewood Towne Center Boulevard SW is currently a private street with three vehicle travel lanes and sidewalks on both sides of the street. Figure 38 shows two 12' vehicle travel lanes with “sharrows” (i.e., road markings used to indicate a shared lane environment for bicycles and automobiles³), on-street parallel parking on one side of the street, and 14' sidewalks on both sides of the street.

Figure38. Lakewood Towne Center Boulevard between Bridgeport Way SW and Gravelly Lake Dr. SW



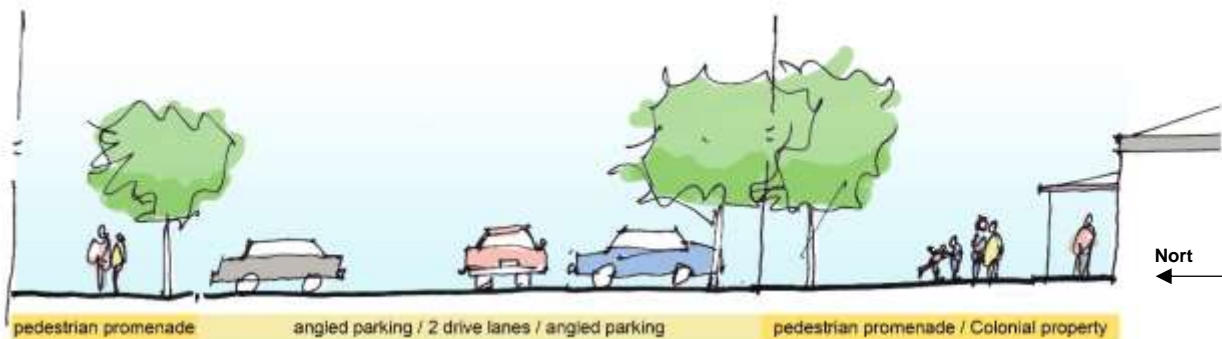
Framework and KPG, 2018

³ Source: NACTO Urban Bikeway Design Guide

Lakewood Colonial Plaza

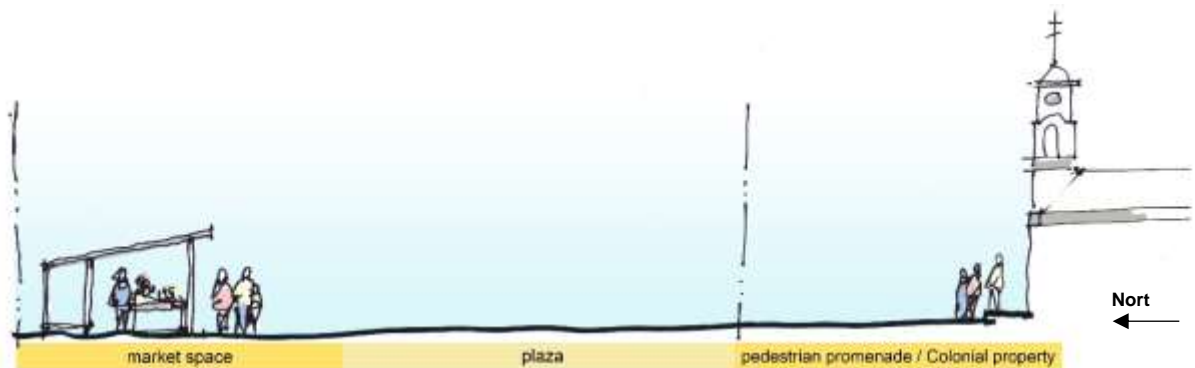
The concepts shown in Figure 39 and Figure 40 are from the preferred alternative developed as part of the Lakewood Colonial Plaza Project along Motor Avenue SW. The goal for the project is to expand public space in the Downtown and provide opportunities for programming, events, and to encourage redevelopment in the area. The typical section in Figure 39 shows angled parking on both sides of the street, wide sidewalks on the north side and a pedestrian promenade on the south side. The design supports programming for events with a variety of potential configurations depending on the size of the events including closing the street to vehicular traffic during major events. The concept design also includes a small structure to support a farmer's market, small concerts, and other events and a large central plaza to highlight the Lakewood Theater.

Figure 39. Lakewood Colonial Plaza Typical Section



Framework, 2016; KPG, 2016

Figure 40. Lakewood Colonial Plaza Typical Section



Framework, 2016; KPG, 2016

Public Spaces

Expanding the street grid, developing a large central park, creating the green street loop, and improving existing public streets are the core elements of the streets and public space strategy. Another element of the strategy is to identify opportunities for programming, testing design concepts with low-cost temporary improvements, and holding more events in the Downtown like the successful Lakewood Farmer's Market.

In addition, there is an opportunity to expand public space and semi-public space as infill and redevelopment occur. For example, on pedestrian and retail-focused streets, buildings may be set back from the street if public space with pedestrian amenities is designed between the building and the street. Figure 41 shows a potential Lakewood Colonial Plaza Project design.

Figure 41. Lakewood Colonial Plaza Design Concept



Framework, 2016; KPG, 2016

Parking

Context

The amount, design, and management of parking has a major impact on the success and experience in downtowns. The Study Area, particularly the Towne Center, currently has large surface parking areas that often fronts along the street edge and has very limited on- or off-street public parking.

More urban downtown environments generally have more public parking, on-street parking, and shared parking options that tend to be located either behind or to the side of buildings or in parking structures. In addition, downtowns typically have a greater level of parking management such as time limits, parking pricing, permits, and other management strategies to ensure that parking is being used efficiently. As redevelopment and infill occurs in the Downtown consistent with this Plan, the City should plan to become more active in regulating, providing, and managing parking to support the Plan's goals.

Street Grids, Streetscapes & Public Spaces Policies + Strategies

Policies

- **Policy:** Promote the Central Business District (CBD) as a daytime and nighttime center for social, entertainment, cultural, business and government activity. (See related policy in Urban Design + Land Use section).
- **Policy:** Promote cultural institutions, performing arts uses, and recreational activities within the CBD.
- **Policy:** Consider the use of the City's eminent domain powers to establish public streets and public open spaces in the Lakewood Towne Center.
- **Policy:** Maintain a pedestrian-orientation in building, site, and street design and development in the CBD.
- **Policy:** Maintain an appropriate supply of parking in the CBD as development intensifies.
- **Policy:** Foster the evolution of a CBD that is compact and walkable and not defined by large expanses of parking lots.
- **Policy:** Consider parking requirements for higher density areas that offer sufficient parking and access as well as encourage alternative transportation modes.
- **Policy:** Confine the location of parking areas to the rear of properties to increase pedestrian safety and minimize visual impact.
- **Policy:** Identify places where on-street parking can be added adjacent to street-facing retail to encourage shopping and buffer sidewalks with landscaping to create a pleasant walking environment.
- **Policy:** Encourage the use of structured, underbuilding, or underground parking, where feasible with site conditions, to use land more efficiently.
- **Policy:** Encourage shared parking agreements within the Lakewood Towne Center.
- **Policy:** Focus investments in Downtown by promoting joint and mixed-use development and integrating shared-use parking practices.

Strategies

- **Strategy:** Require land uses and development to support an active, safe, and engaging public realm in Downtown streets, parks, and public spaces.
- **Strategy:** Expand the number of events held in public spaces in Downtown by building off the success of the Lakewood Farmer's Market.
- **Strategy:** Implement public and civic investment programs such as: public spaces, art, seasonal events; streets, streetscapes, and parks; and environmental remediation.
- **Strategy:** Ensure parking in the Downtown reflects urban development patterns through use of right-sized parking requirements, a larger on-street parking network, parking facilities within structures or located away from the edges of streets and public spaces, and encouraged shared parking. (See related parking strategies in Transportation section.)

Transportation

Context

Downtown Lakewood is a predominantly auto-oriented environment. The local street network is made up of two-way streets with varying travel speeds. Auto congestion is minimal outside of several key intersections along routes leading to I-5. Bridgeport Way SW, 108th Street SW, and 100th Street SW are key access routes to Interstate 5 (I-5), so much of the traffic along the Study Area arterials is destined for I-5 rather than the Downtown itself. The arterials do not follow a typical grid pattern, and blocks vary in size considerably with smaller blocks in the Colonial District and East Commercial District and larger blocks in the Town Center District.

Pedestrian and bicycle connections in the Downtown could be improved within and between districts to make non-motorized travel a more attractive and comfortable option. Sidewalks are provided on most arterials within Downtown Lakewood, although there are some gaps, particularly along Gravelly Lake Drive SW at the north end of the Study Area. Most sidewalks are relatively narrow and do not have buffers, so pedestrians are walking alongside vehicle traffic, which can be uncomfortable for pedestrians on high speed and/or high-volume streets. Recently completed improvements, such as along Main Street SW, include more pedestrian friendly amenities such as buffered sidewalks and mid-block crossings.

While the arterial network has consistent sidewalk coverage, the adjacent residential areas generally lack sidewalks. The density of arterial connections is also a challenge for pedestrians who may have to complete out of direction travel to reach their destination. The Lakewood Towne Center at the heart of the Study Area includes wide swaths of surface parking lots. Some segments of the interior roadway network include sidewalks, but the segments are currently fragmented and would benefit from a more connected pedestrian network.

Lakewood's Transit Center acts as a hub for many Pierce Transit bus routes; this resource could be enhanced with better pedestrian and bicycle connections into the surrounding areas. Likewise, improved facilities between Downtown and Lakewood Station could help connect the Study Area with a valuable regional transit amenity.

Proposed Improvements

The City's six-year transportation improvement program (TIP) includes a "road diet" project ((i.e., removing travel lanes from a roadway and utilizing the space for other uses and travel modes"⁴) on Gravelly Lake Drive SW between Bridgeport Way and Steilacoom Drive which will reduce the road from four lanes to three lanes and proposes other various intersection pedestrian, and bicycle improvements. This Plan includes all of the City's six-year projects for the area, considers a revision to another section of Gravelly Lake Drive SW between 100th and 112th Streets SW, and proposes new public streets and connected non-motorized features.

Table 2. Proposed Transportation Improvements

Six-Year TIP	Downtown Subarea Plan – Additions
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⁴ Source: Federal Highway Administration

Six-Year TIP	Downtown Subarea Plan – Additions
<p>Per current plan. The City's 6-year TIP (2018-2023) includes the following relevant improvement projects:</p> <ul style="list-style-type: none"> 2.69B – Gravelly Lake Drive Road Diet b/w Bridgeport and Steilacoom (4 lanes to 3 lanes with bicycle lanes) 2.72 – 100th St & Lakewood Dr. curb, gutter, sidewalks, new signal 2.82 – New sidewalk east side of 59th Ave from 100th St to Bridgeport Way 3.13 – Install a traffic signal at Gravelly Lake Drive / Avondale Road 5.7 – Improve non-motorized connections on Motor Ave b/w Whitman and Gravelly Lake Dr. 9.16 – 59th Ave pavement restoration from Main St to 100th St 9.22 – 100th St pavement restoration from 59th Ave to Lakeview Ave 	<p>In addition to the six-year TIP:</p> <ul style="list-style-type: none"> Retain Bridgeport Way SW as primary vehicle entrance-strengthen gateway Retain 100th Street SW as a primary east-west vehicle connection between I-5 and subarea Modify cross section of Gravelly Lake Blvd. Study, 4, - lane cross sections with left turn pockets between Bridgeport and Nyanza Road SW to allow for improved bicycle and pedestrian facilities Conversion of Lakewood Towne Center Blvd and Bristol Ave as public streets Lakewood Towne Center Blvd at 59th Ave SW, consider roundabout Reduce 59th Avenue SW to two lanes, allowing for bicycle facilities Addition of new street connections to support walkability. Alternative 1 assumes fewer connections based on phasing or property owner preferences, compared with Alternative 2. Consider 400 feet as the desired maximum block lengths throughout Subarea.

City of Lakewood, KPG and Fehr & Peers 2017

Housing and job growth as proposed under this Plan would increase trips and create additional congestion Downtown, though this is offset in part by a greater network of public streets. It is anticipated that more persons would use non-motorized travel, particularly under Alternative 2, due to an increase in mixed use development.

Table 3. Land Use Assumptions and Daily Person Trip Ends Generated by Planned Action EIS Alternative

	Existing	No Action	Alternative 1	Modified Alternative 1	Alternative 2
Total Person Trip Ends	77,000	93,400	142,900	149,700	191,000
Vehicular Mode Trip Ends	71,000	85,700	129,800	135,300	168,900
Non-vehicular mode Trip Ends	6,000	7,700	13,100	14,400	22,100
Non-vehicular Mode Split	8%	8%	9%	10%	12%

City of Lakewood, BERK 2017 (Land Use); Fehr & Peers 2018 (Trips)

Mitigation

Additional Capital Improvements

Considering proposed transportation improvements and land use together in the City's transportation model, some Plan area intersections would require additional capital improvements, or alternatively changes in programs or policies, as described below.

The results without that change are described below the table.

Table 4. Potential Additional Transportation Mitigation

Intersection	No Action	Alt 1	Alt 1 Mitigated	Alt 2	Alt 2 Mitigated
Gravelly Lake Dr SW/59th Ave SW					
Signalize intersection	E/38	E/46	B/19	F/82	B/19
100th St SW/Bridgeport Way SW					
Add westbound right turn pocket, convert existing westbound through-right lane to through-only, and prohibit east and westbound left turns	E/68	F/85	C/34	F/102	D/49
100th St SW/Lakewood Dr SW					
Signal timing revisions to provide more green time to protected left turn phases and reduce time for eastbound and southbound through phases	D/50	E/56	D/49	E/56	D/54
Lakewood Dr SW/Bridgeport Way SW					
Convert westbound through-left lane to left only to remove split phase or move the pedestrian crossing to the north side of the intersection coincident with the WB phase*	C/34	E/66	D/39	E/67	D/48

Fehr & Peers 2018

Notes: * The LOS results are slightly better if the split phasing is removed (D/48) than if the pedestrian crossing is relocated (D/54).

Screening Transportation Improvements and Additional Mitigation

To assist with City decision-making, the major additional improvements proposed beyond the 6-year TIP or as a result of mitigation are evaluated across criteria. Based on the testing of the land use alternatives and transportation improvements, some are interdependent with others, some advance multi-modal travel, some reduce delay for automobiles, some serve to distribute traffic, and some provide opportunities to advance the linear park feature, green infrastructure, or streetscape amenities. Implementation costs have been developed for the preferred plan; see Appendix B. However, inclusion of improvements that require implementation of other improvements would have a greater cost than improvements that can be implemented independently.

Table 5. Transportation Improvements and Additional Mitigation Screening

Improvements	Reduced Vehicle Delay or Improved Auto Mobility	Multi-modal Focus	Traffic Distribution	Recreation or Amenity Value	Independent Implementation
1. Gravelly Lake Drive SW Revised Street Section	No	Yes	No	Yes	Yes, 4 or 5 lanes
2. Conversion of Lakewood Towne Center Blvd and Bristol Ave as public streets. Addition of new street connections to support walkability.	Yes	Yes	Yes	Yes	Yes
3. Lakewood Towne Center Blvd at 59th Ave SW, consider roundabout.	Yes	No	Yes	Yes	Yes
4. Reduce 59th Avenue SW to two lanes, allowing for bicycle facilities	No	Yes	No	Yes	Yes
5. Potential Additional Transportation Mitigation in Table 4.	Yes	No	No	No	Yes

BERK and Fehr & Peers 2018

Transportation Demand Management

To reduce capital and mitigation costs, a more robust implementation of Transportation Demand Management (TDM) strategies could be undertaken. With such a TDM program in place, it is expected that actual trip generation in the Downtown Plan area could be lowered below the levels analyzed in this plan and associated Planned Action EIS.

TDM strategies could include subsidies or discounts for non-auto travel, education, and assistance to help travelers identify non-auto commute options, rideshare, and ride match promotion, and local incentive and reward programs.

Transportation Policies + Strategies

Policies

- **Policy:** Balance the need for traffic flow with providing multi-modal travel options and supporting urban development in the Downtown.
- **Policy:** Emphasize pedestrian and bicycle connectivity and transit use within the Central Business District (CBD).
- **Policy:** Accommodate automobiles in balance with pedestrian, bicycle, and transit uses within the CBD and on individual sites.

Strategies

- **Strategy:** Amend City design and engineering standards to implement Downtown street sections.
- **Strategy:** Ensure development standards require new development to provide convenient pedestrian connections to bus stops.
- **Strategy:** Provide pedestrian facilities and amenities, local access, on-street parking, and active streets on designated retail streets in the Downtown.
- **Strategy:** Prioritize the design and construction of the Green Loop, including the revision on Gravelly Lake Drive SW.
- **Strategy:** Provide sidewalks and/or upgraded sidewalk conditions within the Downtown area along the Green Loop roadways and along connections to parks and recreational spaces.
- **Strategy:** Construct high quality bicycle facilities for riders of all ages, including bicycle lanes and multi-use paths to provide safe east-west and north-south routes in the Downtown.
- **Strategy:** Actively pursue the acquisition of the proposed public streets based on the priorities established in the Implementation Plan and as strategic opportunities arise.
- **Strategy:** Work with Pierce Transit, Sound Transit, and other partners to offer incentives to small employers that promote multimodal travel.
- **Strategy:** Provide a high level of transit stop amenities, including pads, bus shelters, and traveler information within the Plan area.
- **Strategy:** Conduct a parking study in the Downtown to understand the existing demand for parking and identify opportunities for redevelopment of existing surface parking lots to support the implementation of this Plan.
- **Strategy:** Update the City's parking requirements to "right size" the requirements based on the results of the parking study and to encourage shared parking and flexibility in meeting parking requirements.
- **Strategy:** Pursue opportunities to add on-street parking consistent with the street concept plans and support the redevelopment of existing surface parking lots and prioritize access to street level retail uses..

Parks, Open Spaces, & Trails

Context

There are cultural facilities – a library, museum, and theater – in the Plan area, but the Downtown lacks parks and open space. Per its 2014 Legacy Plan, the City's open space level of service is 0.75-mile walking distance, or a 20-minute walking time, to urban parks serving residents living in high density residential or mixed-use areas. Most of the Downtown does not meet this standard.

North of Downtown, the City manages the Kiwanis Park, which is three acres and contains a skate park. The County's Seeley Lake Park abuts Downtown to the northeast near the East Commercial District and is about 47-acres containing a loop trail, woods, and wetlands. Active Park lies to the east of the Lakewood Towne Center Mall.

Community engagement showed a keen interest in outdoor recreation such as a spray park, a linear park, entertainment venues for art, music, and food and indoor cultural facilities.

Figure43. Outdoor Recreation: Spray Park and Linear Park



Lakewood Downtown Plan Survey 2017, McCament & Rogers LLC 2014

Park Concepts

Recognizing the value of gathering spaces and active, healthy lifestyles by residents and businesses, coupled with the current lack of parks and recreation space, this Plan proposes a focal central park and a linear green street connection most of the Plan area. Connections to adjacent parks, including Active Park and Seeley Lake Park, are also proposed.

Figure 44. Park Concepts for Downtown Lakewood

Central Park Case Studies



Downtown Puyallup – Pioneer Park – 2 acres

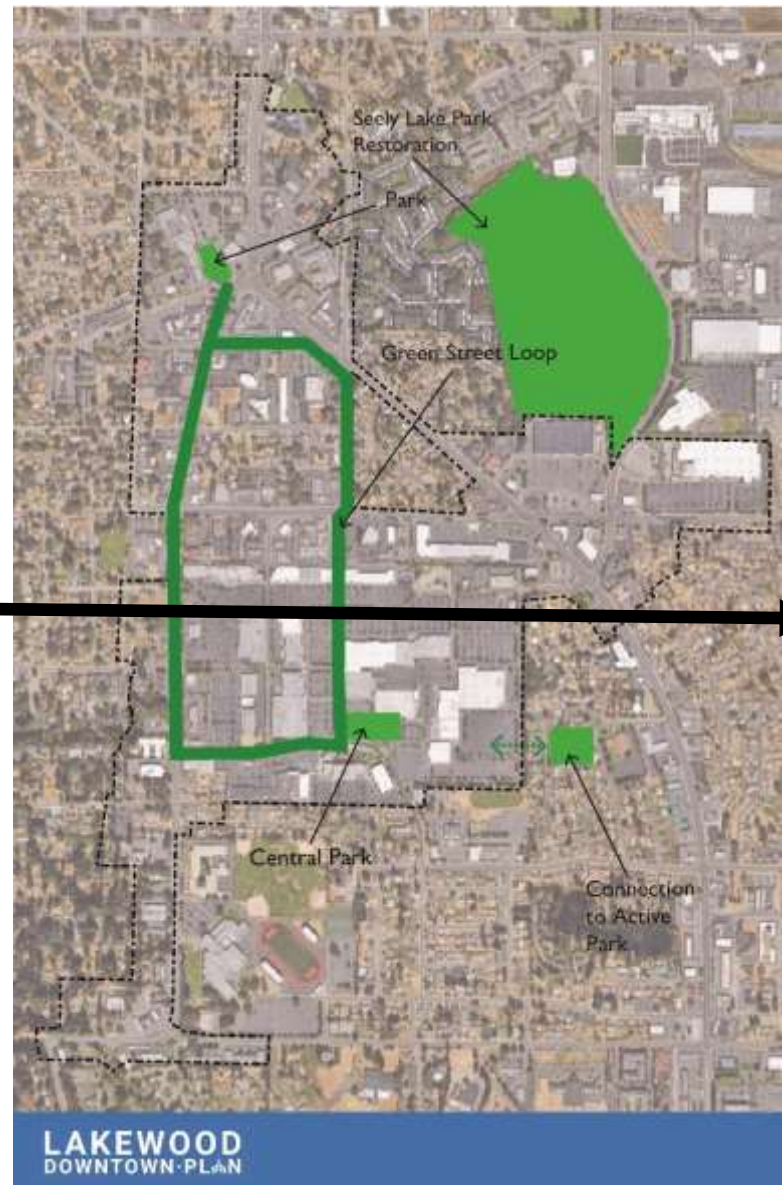


Downtown Burien – 1 acre



Downtown Redmond – 2 Acres, Under Construction

Downtown Lakewood Park Concept





Park, Open Spaces & Trails Policies + Strategies

Policies

- **Policy:** Create public spaces and amenities in the Central Business District (CBD) to support Downtown businesses and residents
- **Policy:** Acquire lands and construct community-gathering destinations such as plazas, open space or community facilities within the Towne Center.
- **Policy:** Invest in a quality park and recreation system to enhance economic benefit.
- **Policy:** Encourage the development of open space and recreation amenities in business parks or other commercial areas to support workers and nearby residents.

- **Policy:** Increase emphasis on making Lakewood accessible and convenient for pedestrians and bicycle riders.

Strategies

- **Strategy:** Implement the Lakewood Legacy Plan urban parks level of service standard.
- **Strategy:** Explore grant and other funding opportunities for public space improvements and programming.
- **Strategy:** Authorize partial fees-in-lieu of onsite parks and recreation facilities that would contribute to central and linear park implementation.
- **Strategy:** Acquire land for and develop a central park in Downtown to provide citizens with recreation and cultural features.
- **Strategy:** Develop the Green Loop to connect the Downtown's parks, recreation, cultural, transit, and retail assets.
- **Strategy:** Explore the potential to designate a cultural district within Downtown to celebrate art and creativity and to attract funding.
- **Strategy:** Program and host events (e.g., farmers market, parades, holiday festivals or Oktoberfest) for Downtown public spaces.
- **Strategy:** Create streetscapes and trails that link the Downtown area to parks and recreational facilities outside of Downtown.

Stormwater and the Natural Environment

Context

Natural Environment

Downtown is located to the west in the City and within the drainage basins of Steilacoom and Gravelly Lakes. Clover Creek flows northwest into Steilacoom Lake, crossing the southwest corner of the Town Center District. Clover Creek is a salmonid bearing stream with documented Coho salmon and presumed winter steelhead. Ponce de Leon Creek, another salmonid-bearing stream, flows to the west of the Town Center District. In addition to mapped critical areas, several streams and waterbodies are piped within the planning area.

Portions of Clover Creek are within a special flood hazard area. Special flood hazard areas are subject to flooding and have a 1% annual chance of flood (100-year food).

The entire Downtown Study Area is within an aquifer recharge area (Lakewood Water District, 2018). The soils are highly permeable and gravelly in nature, and the area is rated as highly vulnerable on the DRASTIC index range (LMC 14A.150; (Brown and Caldwell et al., 1990)). The City's sole source of drinking water is from underground aquifers and recharge (replenishing) of the aquifers comes from local rainfall in the Clover-Chambers watershed which includes the Downtown Plan Study Area.

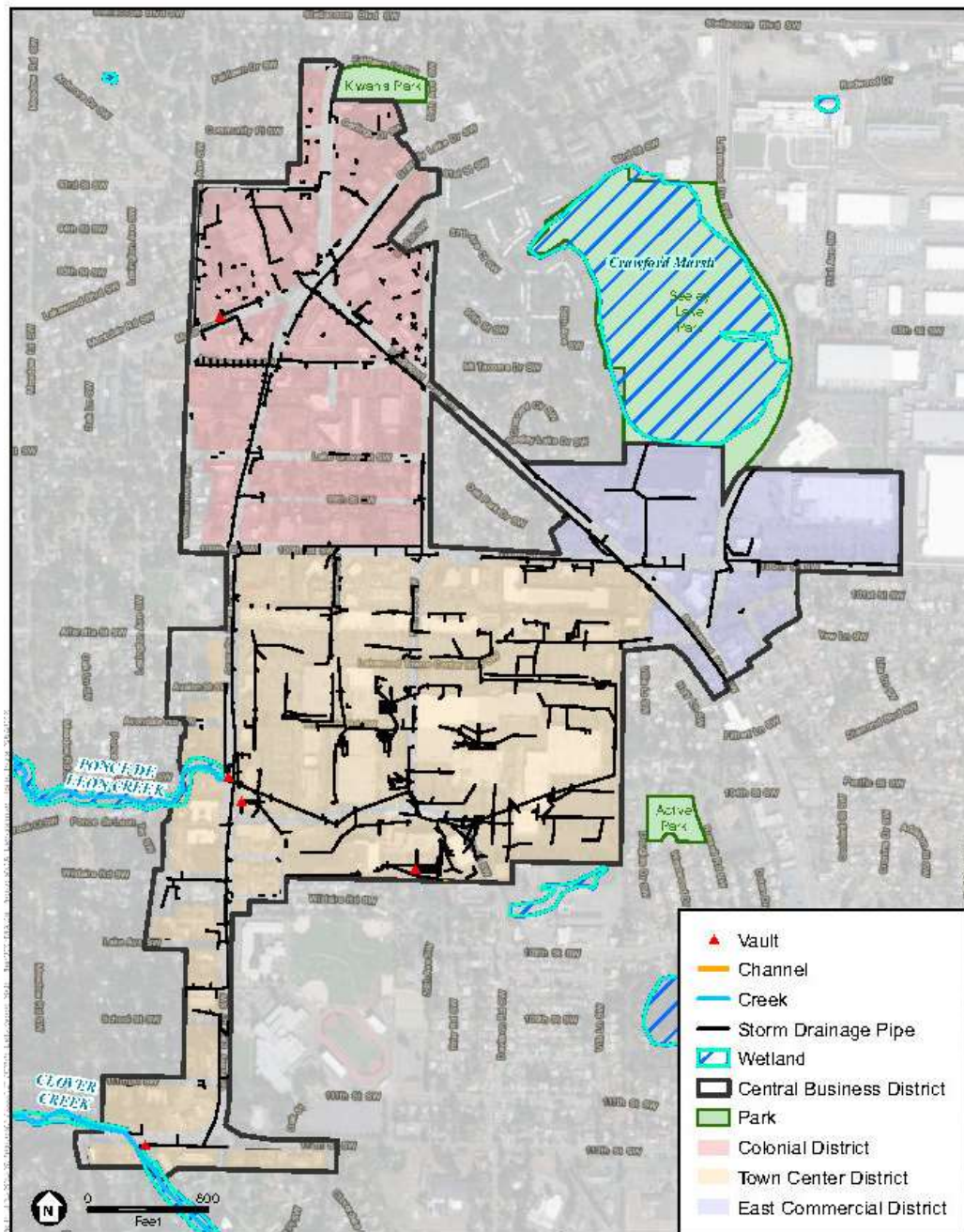
Urban adapted wildlife (e.g. rodents, raccoons, and some birds such as crows) may take advantage of the limited greenspace within Downtown Lakewood.

Stormwater

The natural surface waters have been modified over time and have been integrated into the manmade stormwater system to enable development. The Downtown stormwater pipes and vaults are shown in Figure 45.

Redevelopment in the Downtown will require compliance with modern stormwater standards, including which best management practices to minimize stormwater impacts on water quality and quantity.

Figure45. Surface Water Features



Digital Globe, 2016, City of Lakewood, Pierce County GIS, ESA

Proposed Improvements

This plan supports restoration of Seeley Lake Park outside the Study Area and an option to daylight a portion of Ponce de Leon Creek per Comprehensive Plan policies.

Depending on the extent and type of restoration of Seeley Lake Park, these changes could help to improve the water quality of the wetland and improve habitat for urban wildlife.

Daylighting a portion of Ponce de Leon Creek could provide additional instream and riparian habitat along the daylighted portion of the stream. Daylighting a portion of the creek could also have a community benefit and be an opportunity for education as it would be a natural feature in an urban environment. However, daylighting a portion of the creek would not necessarily address water quality issues, which could hinder ecological benefit. The area also has a high water table, and daylighting may have an effect on groundwater. Additionally, depending upon site constraints and easements acquired, the riparian area may be too narrow to provide any ecological benefit or costs may render daylighting impractical.,

Improvements in the stormwater system, which currently has limited areas of filtration or water quality treatment, would be supported by the City's application of its stormwater standards, including:

- 2012 Stormwater Management Manual for Western Washington (as amended in 2014) (Washington Department of Ecology, 2014);
- Pierce County Stormwater Management and Site Development Manual (Pierce County, 2015); and
- Washington State Department of Transportation (WSDOT) Highway Runoff Manual (WSDOT, 2014)

Stormwater and the Natural Environment Policies + Strategies

Policies

- **Policy:** Protect the quality and quantity of groundwater.
- **Policy:** Require that development follow adopted stormwater standards that incorporate low impact development (LID) principles and standards.
 - Where onsite filtration is feasible, it should be provided.
 - Permeable surfaces should be considered for sidewalks.

Strategies

- **Strategy:** Feature low impact development and green stormwater infrastructure along the Green Street Loop.
- **Strategy:** Use native and/or drought tolerant landscaping in the Downtown.
- **Strategy:** Provide educational signage at aboveground stormwater facilities and/or added natural features.
- **Strategy:** Encourage that open ponds be an amenity for the Downtown, with both natural landscape and urban access and edge treatments.
- **Strategy:** Address protection and potential restoration of piped streams in development to improve downstream function.
- **Strategy:** Require a conservation easement or other regulatory structure for piped streams to ensure the possibility of creek daylighting is not precluded by future redevelopment.

- **Strategy:** Identify types of acceptable low impact development and green stormwater infrastructure techniques for small parcels in the Plan area. Be open to emerging ideas.

Utility Infrastructure (Water, Sewer, Power)

Context

Water service is provided by the Lakewood Water District, and Downtown is fully served. The District began a 35-year program of replacement and rehabilitation in 1995, and some of the lines are mapped as needing replacement in the Downtown Plan area. Once these replacements are complete, water service will be sufficient for Downtown including daily use and fire suppression demand.⁵

Sewer service is provided by Pierce County Public Works and Utilities. Downtown is in the County's Lakewood East Sewerage Sub-basin and is fully served. Pierce County plans to increase sewer capacity in the area. Designs under consideration currently include either an increase in the size of the current interceptor (from 54" to 72") or the addition of a parallel sewer line. Any needs for additional flow can be considered and incorporated into Unified Sewer Plan updates in 2018 or beyond. (Bedi, 2018)

Power providers in the Downtown include Lakeview Light and Power and Tacoma Power.

Water and sewer lines traverse larger private properties within the Plan area such as the Lakewood Towne Center Mall. This could affect where and how public streets are added. The addition of new public streets could necessitate changes to some utility lines. Developers are responsible for the cost of these alterations, which may be identified during the design review for individual projects. The City should consider development incentives to advance public street improvements and to help offset developer responsibility for the cost of utility alteration.

Utility Infrastructure (Water, Sewer, Power) Policies + Strategies

Policies

- **Policy:** Ensure Downtown features a connected public street grid and updated utility infrastructure to support densification.
- **Policy:** Encourage energy efficient development in the Downtown Study Area.

Strategies

- **Strategy:** Facilitate the creation of public streets to maximize development potential that meets the Downtown Plan vision.
- **Strategy:** Develop a water line replacement phasing plan in conjunction with the Lakewood Water District that dovetails with the installation of public streets to reduce the costs of utility relocation.
- **Strategy:** Coordinate with Pierce County on the relocation of sewer lines as public streets are developed.
- **Strategy:** Promote energy-saving building materials and site designs (e.g., LEED or similar ranking systems) through development regulation incentives..

⁵ Water supply requirements for fire flow can be much greater than the average daily usage for single buildings. Developers are responsible for improvements needed to meet fire code requirements on their property, so additional improvements may be identified during the design review for individual projects.

Community Partnerships and Organization

Context

Successful Downtowns often have active community organizations to partner with the City and the community to manage and improve the Downtown. The National Main Street Association and the Washington Main Street Association are two of the best examples of national and organizations that provide guidance and resources for local communities interested in revitalizing their Downtown. There are many main street organizations in Washington and throughout the United States (see Figure 46).

Figure 46. Map of Main Street Associations in the United States



Mainstreet.org, 2018; Google Maps, 2018

The main street approach is based on the understanding that the City governments do not have the resources to take on all aspects of a downtown revitalization effort and need resources from the community. It includes creating a sustainable organization that is committed to the revitalization of the Downtown and uses the Four Point Approach (see Figure 47) that includes organization, promotion, design, and economic vitality subcommittees. Business improvement associations, merchant associations, chambers of commerce, historic preservation organizations, and arts and culture organizations can also contribute to the success of a city's Downtown. Lakewood currently has many community organizations, but none focused exclusively on the revitalization of the Downtown.

Figure 34. Main Street Four Point Approach



Mainstreet.org, 2018

Community Partnerships and Organization Policies + Strategies

Policies

- **Policy:** Focus on the revitalization of the Downtown through partnerships among the City, business and property owners, and the community; develop an organization whose primary function is to support implementation of this Plan.
- **Policy:** Support formation of business improvement organizations.
- **Policy:** Support the formation of a Lakewood Towne Center association or similar organization to establish economic improvement strategies and to sponsor social and safety events.

Strategies

- **Strategy:** Create a Downtown Plan Advisory Commission with staff support to assist with implementation efforts.
- **Strategy:** Connect businesses to other Lakewood business support organizations' missions and programs including the Lakewood Chamber of Commerce.
- **Strategy:** Work with Lakewood Chamber of Commerce on a "buy local" initiative that builds on the small business movement.
- **Strategy:** Seek community partnerships for the programming and management of public spaces for active use.
- **Strategy:** Explore becoming a designated Main Street program through the State of Washington.

Implementation Plan

During the public outreach for this Plan, the community expressed a very strong desire to see progress towards realizing their vision for the Downtown and some frustration that more has not happened to date. Therefore, the implementation plan is a critical component to advancing the Downtown vision. The implementation plan outlines the project actions, the timeline for implementation, the responsible department (See Table 5). The timeline for plan actions include short-term (0-3 years), Mid-term (3-5 years) and long-term (5+ years).

Planning level resource estimates will be developed with the preferred plan.

Table 5. Implementation Plan

	Plan Action	Timeline	Department
Urban Design + Land Use	<ul style="list-style-type: none"> Update the City's Future Land Use Map and Zoning Map to designate the entire Study Area as "Downtown." 	Short-term	Community Development
	<ul style="list-style-type: none"> Adopt a hybrid form-based code that combines design elements with traditional zoning to regulate Downtown development. Use Overlay Districts, Street Types, Building Frontage Standards, and a simplified list of allowed land uses in the subarea. 	Short-term	Community Development
	<ul style="list-style-type: none"> Adopt standards to address the transition and minimize impacts from more intense development Downtown to lower-density residential neighborhoods. 	Short-term	Community Development
	<ul style="list-style-type: none"> Encourage integrated mixed-use urban development, including housing, in the Downtown. 	Ongoing	Community Development
	<ul style="list-style-type: none"> Train staff on maintenance and implementation of a hybrid form-based development code. 	Short-term	Community Development
	<ul style="list-style-type: none"> Remove underlying deed restrictions and/or covenants that prohibit office, high density residential, and/or mixed-use development or open space. 	Mid-term	Community Development

	Plan Action	Timeline	Department
	<ul style="list-style-type: none"> Conduct a parking study in the Downtown to understand the existing demand for parking and identify opportunities for redevelopment of existing surface parking lots to support the implementation of this Plan. 	Short-term	Community Development
	<ul style="list-style-type: none"> Update the City's parking requirements to "right size" the requirements based on the results of the parking study and to encourage shared parking and flexibility in meeting parking requirements. The updated parking requirements should consider parking maximums. 	Short-term	Community Development
	<ul style="list-style-type: none"> Monitor the impact of the Downtown Code in implementing this Plan at least annually and amend the Plan and its associated regulations as needed to improve outcomes. 	Short-term; Ongoing	Community Development
Economic Development	<ul style="list-style-type: none"> Develop a Lakewood-specific business attraction and retention program with regional economic development partners including opportunities for incubator businesses. 	Ongoing	Community Development, Public Works Engineering, Parks and Recreation, Economic Development
	<ul style="list-style-type: none"> Identify and implement incentives that would encourage new businesses to locate in Downtown Lakewood. 	Short-term; Ongoing	Economic Development
	<ul style="list-style-type: none"> Provide resources for entrepreneurs and small businesses, including information available in multiple languages, and recruit key business services to the area. 	Short-term; Ongoing	Economic Development
	<ul style="list-style-type: none"> Support a business improvement district and continue ongoing initiatives to make downtown Lakewood clean and safe. 	Short-term	Economic Development
	<ul style="list-style-type: none"> Activate empty and underutilized places such as parking lots. 	Short-term	Community Development, Economic Development

	Plan Action	Timeline	Department
	<ul style="list-style-type: none"> Seek neighborhood businesses that provide daily goods and services in the CBD. 	Ongoing	Economic Development
	<ul style="list-style-type: none"> Invest in civic amenities and infrastructure consistent with this Downtown Plan to attract business owners and investors who create living wage jobs. 	Mid-term	Community Development, Public Works Engineering, Parks and Recreation
	<ul style="list-style-type: none"> Explore the feasibility of a business incubator in Downtown and consider incorporating economic gardening for microenterprises into it. 	Mid-term	Economic Development
	<ul style="list-style-type: none"> Work with local financial institutions on providing low interest loans for qualified small local businesses. 	Short-term; Ongoing	Economic Development
	<ul style="list-style-type: none"> Implement “crime prevention through environmental design” principles at the time of design and through maintenance programs. 	Short-term; Ongoing	Community Development, Public Works Engineering,,
	<ul style="list-style-type: none"> Improve regular police patrols through extension of public streets. 	Mid-term	Community Development, Public Works Engineering, Police Department
	<ul style="list-style-type: none"> Evaluate regulations, procedures, and fees to remove barriers to business formation and development while remaining effective and reasonable to achieve the Vision of this plan. 	Short-term	Community Development
Housing	<ul style="list-style-type: none"> Adopt form-based development regulations that improve the quality of attached and mixed-use housing development and create a walkable attractive Downtown. 	Short-term	Community Development
	<ul style="list-style-type: none"> Revise land use and development regulations to promote mixed-use development within the CBD. 	Short-term	Community Development
	<ul style="list-style-type: none"> Adopt transitional height and landscape standards to ensure compatibility with abutting lower-density areas. 	Short-term	Community Development

	Plan Action	Timeline	Department
Street Grid, Streetscapes and Public Spaces	<ul style="list-style-type: none"> Engage affordable housing organizations about opportunities and partnerships to increase housing in the Downtown. 	Short-term; Ongoing	Community Development, Economic Development
	<ul style="list-style-type: none"> Explore opportunities for transitional housing and services with homelessness service providers to address the health, social, and shelter needs of homeless in Lakewood. 	Short term; Ongoing	Community Development, Economic Development
	<ul style="list-style-type: none"> Foster neighbor engagement and create a sense of safety through “crime prevention through environmental design” principles integrated into development designs. 	Ongoing	Community Development
	<ul style="list-style-type: none"> Explore expanding current tax abatement programs and other incentives. 	Long Term	Community Development
	<ul style="list-style-type: none"> Require land uses and development to support an active, safe, and engaging public realm in Downtown streets, parks, and public spaces. 	Mid-term; Ongoing	Community Development, Economic Development, Public Works Engineering, Parks and Recreation
	<ul style="list-style-type: none"> Expand the number of events held in public spaces in Downtown by building off the success of the Lakewood Farmer’s Market. 	Short-term; Ongoing	Public Works Engineering, Community Development
	<ul style="list-style-type: none"> Implement public and civic investment programs such as: public spaces, art, seasonal events; streets, streetscapes, and parks; and environmental remediation. 	Mid-term	Public Works Engineering, Community Development, Parks and Recreation
	<ul style="list-style-type: none"> Adopt regulations for right-sized parking requirements, a larger on-street parking network, parking facilities within in structures or located away from the edges of streets and public spaces, and encouraged shared parking. 	Short-term; Ongoing	Community Development, Public Works Engineering
	<ul style="list-style-type: none"> Amend City design and engineering standards to implement Downtown street sections. 	Short-term	Public Works Engineering

Plan Action	Timeline	Department
<ul style="list-style-type: none"> Ensure development standards require new development to provide convenient pedestrian connections to bus stops. 	Short-term	Community Development, Public Works Engineering
<ul style="list-style-type: none"> Provide pedestrian facilities and amenities, local access, on-street parking, and active streets on designated retail streets in the Downtown. 	Ongoing	Public Works Engineering
<ul style="list-style-type: none"> Prioritize the design and construction of the Green Loop, including the revision on Gravelly Lake Drive SW. 	Ongoing	Community Development, Public Works Engineering
<ul style="list-style-type: none"> Provide sidewalks and/or upgraded sidewalk conditions within the Downtown area along the Green Loop roadways and along connections to parks and recreational spaces. 	Ongoing	Community Development, Public Works Engineering
<ul style="list-style-type: none"> Construct high quality bicycle facilities for riders of all ages, including bicycle lanes and multi-use paths to provide safe east-west and north-south routes in the Downtown. 	Long-term	Community Development, Public Works Engineering
<ul style="list-style-type: none"> Actively pursue the acquisition of the proposed public streets based on the priorities established in the Implementation Plan and as strategic opportunities arise. 	Short-term	Public Works Engineering
<ul style="list-style-type: none"> Work with Pierce Transit, Sound Transit, and other partners to offer incentives to small employers that promote multimodal travel. 	Short-term	Public Works Engineering
<ul style="list-style-type: none"> Provide a high level of transit stop amenities, including pads, bus shelters, and traveler information within the Plan area. 	Short-term	Pierce Transit, Public Works Engineering
<ul style="list-style-type: none"> Conduct a parking study in the Downtown to understand the existing demand for parking and identify opportunities for redevelopment of existing surface parking lots to support the implementation of this Plan. 	Short-term	Community Development

	Plan Action	Timeline	Department
	<ul style="list-style-type: none"> Update the City's parking requirements to "right size" the requirements based on the results of the parking study and to encourage shared parking and flexibility in meeting parking requirements. 	Short-term	Community Development
	<ul style="list-style-type: none"> Pursue opportunities to add on-street parking consistent with the street concept plans and support the redevelopment of existing surface parking lots and prioritize access to street level retail uses. 	Short Term; Ongoing	Community Development, Public Works Engineering
Parks, Open Spaces, & Trails	<ul style="list-style-type: none"> Implement the Lakewood Legacy Plan urban parks level of service standard. 	Mid-Term	Parks and Recreation, Community Development
	<ul style="list-style-type: none"> Explore grant and other funding opportunities for public space improvements and programming. 	Mid-term	Parks and Recreation, Community Development, Public Works Engineering, Administrative Services
	<ul style="list-style-type: none"> Authorize partial fees in lieu of onsite parks and recreation facilities to contribute to central and linear park implementation. 	Short-term	Parks and Recreation, Community Development
	<ul style="list-style-type: none"> Acquire land for and develop a central park in Downtown to provide citizens with recreation and cultural features. 	Long-term	Community Development, Public Works Engineering
	<ul style="list-style-type: none"> Develop the Green Loop to connect the Downtown's parks, recreation, cultural, transit, and retail assets. 	Short-term	Community Development, Public Works Engineering
	<ul style="list-style-type: none"> Explore the potential to designate a cultural district within Downtown to celebrate art and creativity and to attract funding. 	Mid-term	Parks and Recreation
	<ul style="list-style-type: none"> Program and host events (e.g., farmers market, parades, holiday festivals or Oktoberfest) for Downtown public spaces. 	Short-term; Ongoing	Parks and Recreation
	<ul style="list-style-type: none"> Create streetscapes and trails that link the Downtown area to parks and recreational facilities outside of Downtown. 	Mid-term	Community Development, Public Works Engineering

	Plan Action	Timeline	Department
Stormwater	■ Feature low impact development and green stormwater infrastructure along the Green Street Loop.	Short-term	Public Works Engineering, Community Development
	■ Use native and/or drought tolerant landscaping in the Downtown.	Short-term	Community Development, Public Works Engineering
	■ Provide educational signage at aboveground stormwater facilities and/or added natural features.	Short-term	Public Works Engineering
	■ Encourage that open ponds be an amenity for the Downtown, with both natural landscape and urban access and edge treatments.	Short-term	Public Works Engineering
	■ Address protection and potential restoration of piped streams in development to improve downstream function.	Mid-term	Community Development, Public Works Engineering
	■ Require a conservation easement or other regulatory structure for piped streams to ensure the possibility of creek daylighting is not precluded by future redevelopment.	Mid-term	Community Development, Public Works Engineering
	■ Identify types of acceptable low impact development and green stormwater infrastructure techniques for small parcels in the Plan area. Be open to emerging ideas.	Short-term; Ongoing	Public Works Engineering
Utility Infrastructure	■ Facilitate the creation of public streets to maximize development potential that meets the Downtown Plan vision.	Mid-term	Public Works Engineering, Community Development
	■ Develop a water line replacement phasing plan in conjunction with the Lakewood Water District that dovetails with the installation of public street to reduce the costs of utility relocation.	Short-term	Public Works Engineering
	■ Coordinate with Pierce County on the relocation of sewer lines as public streets are developed.	Short-term; Ongoing	Public Works Engineering

	Plan Action	Timeline	Department
	<ul style="list-style-type: none"> Promote energy-saving building materials and site designs (e.g., LEED or similar ranking systems) through development regulation incentives. 	Short-term; Ongoing	Community Development
Community Partnerships	<ul style="list-style-type: none"> Create a Downtown Plan Advisory Commission with staff support to assist with implementation efforts. 	Mid-term	Community Development, Economic Development
	<ul style="list-style-type: none"> Connect businesses to other Lakewood business support organizations' missions and programs including the Lakewood Chamber of Commerce. 	Short-term; Ongoing	Community Development, Economic Development
	<ul style="list-style-type: none"> Work with Lakewood Chamber of Commerce on a "buy local" initiative that builds on the small business movement. 	Short-term	Economic Development
	<ul style="list-style-type: none"> Seek community partnerships for the programming and management of public spaces for active use. 	Mid-term; Ongoing	Parks and Recreation
	<ul style="list-style-type: none"> Explore becoming a designated Main Street program through the State of Washington. 	Short-term	Community Development, Parks and Recreation

Appendix A Colonial District Design Overview

COLONIAL DISTRICT DESIGN OVERVIEW

LAKESWOOD
DOWNTOWN · PLAN



PRECEDENTS



ELEMENTS

* MATERIALS

- * BRICK
- * CLAPBOARDS
- * WOOD
- * GLASS
- * STONE

* COLOR

- * RED
- * WHITE
- * YELLOW
- * BLUE/GRAY
- * BLACK

* ARCHITECTURAL (COLONIAL REVIVAL)

- * CUPOLA
- * GABLET DORMERS
- * COLUMNS
- * PORTICO
- * PEDIMENTS
- * SHUTTERS
- * CHIMNEYS
- * PROMINENT ENTRY DESIGN
- * CORNICE WITH DETAILING
- * ORNATE DETAILING
- * ARCHES
- * ROOF FORMS
 - * SIDE GABLE
 - * GAMBREL
 - * HIPPED
 - * GABLE
- * WINDOWS
 - * SYMMETRICAL FENESTRATION
 - * MULTI-PANE
 - * ARCHED
 - * SMALLER UPPER STORY WINDOWS

THE ELEMENTS OF COLONIAL DESIGN PROVIDE A MENU OF OPTIONS FOR THE CITY AND THE COMMUNITY TO CONSIDER IN DEVELOPING DESIGN STANDARDS FOR THE DISTRICT



MOTOR AVENUE CONCEPT

ELEMENTS



ROOF TYPES



SIDE GABLE



GABLE



CAMBREL



HIPPED

DESIGN STANDARDS

Overview. American Colonial Revival Design is a part of Lakewood's history. The Lakewood Theater, constructed in 1937, is the most prominent example of Colonial Architecture in the District. Newer buildings in the district continue to exhibit Colonial Architectural elements and the community desires to reinforce the character of the district through adoption of design standards, but also provide flexibility to support other goals for activating public spaces in Downtown including along Motor Avenue adjacent to the Lakewood Theater.

Purpose and Intent. To maintain and enhance the colonial character and design elements within the district and require new development and modifications to be compatible with the scale, materials, and architectural elements of American Colonial Revival architecture. Sites and buildings should be designed to be recognizable as modern structures and not to appear as historic structures. Creativity is encouraged to design sites and buildings that represent modern interpretations of Colonial Architecture through building scale, materials, symmetry, window patterns, entry design, and other elements. Development shall be consistent with the Secretary of the Interiors Standards for the Rehabilitation of Historic Structures for new additions, exterior alterations, and related new construction (Standards 9 and 10). Additionally, the Colonial District Design Standards are intended to achieve the following:

1. To improve the image and character of the District and the Downtown.
2. To connect to Lakewood's History and identity as it relates to colonial architecture and the district's role

3. as a community gathering place
To support the community's vision for a vibrant Downtown for all and the implementation of the Downtown Subarea Plan
4. To create a great experience on Downtown Streets and in public spaces that is unique to Lakewood

Levels of Review. See Downtown Development Code, which addresses:

1. Facade Improvements and Modifications.
2. Additions.
3. New Buildings and Redevelopment.

Design Standards. See Downtown Development Code, Addresses Colonial Elements and Roof Types.

Appendix B: Capital Facility Plan

Capital Facilities Plan Text

The EIS and Downtown Plan identified new transportation and park improvements. This capital plan identifies priorities for public investments based on City levels of service and the Downtown Plan Vision and concepts. It identifies available funding sources including local, state, and federal funds in addition to grant opportunities, and considers the City's budget and revenue projections and the Transportation Improvement Program (TIP).

Transportation Improvements

The list below, together with Exhibit 1, summarizes the transportation network assumptions for the Downtown Plan including projects in the City's Six-Year TIP and additional projects.

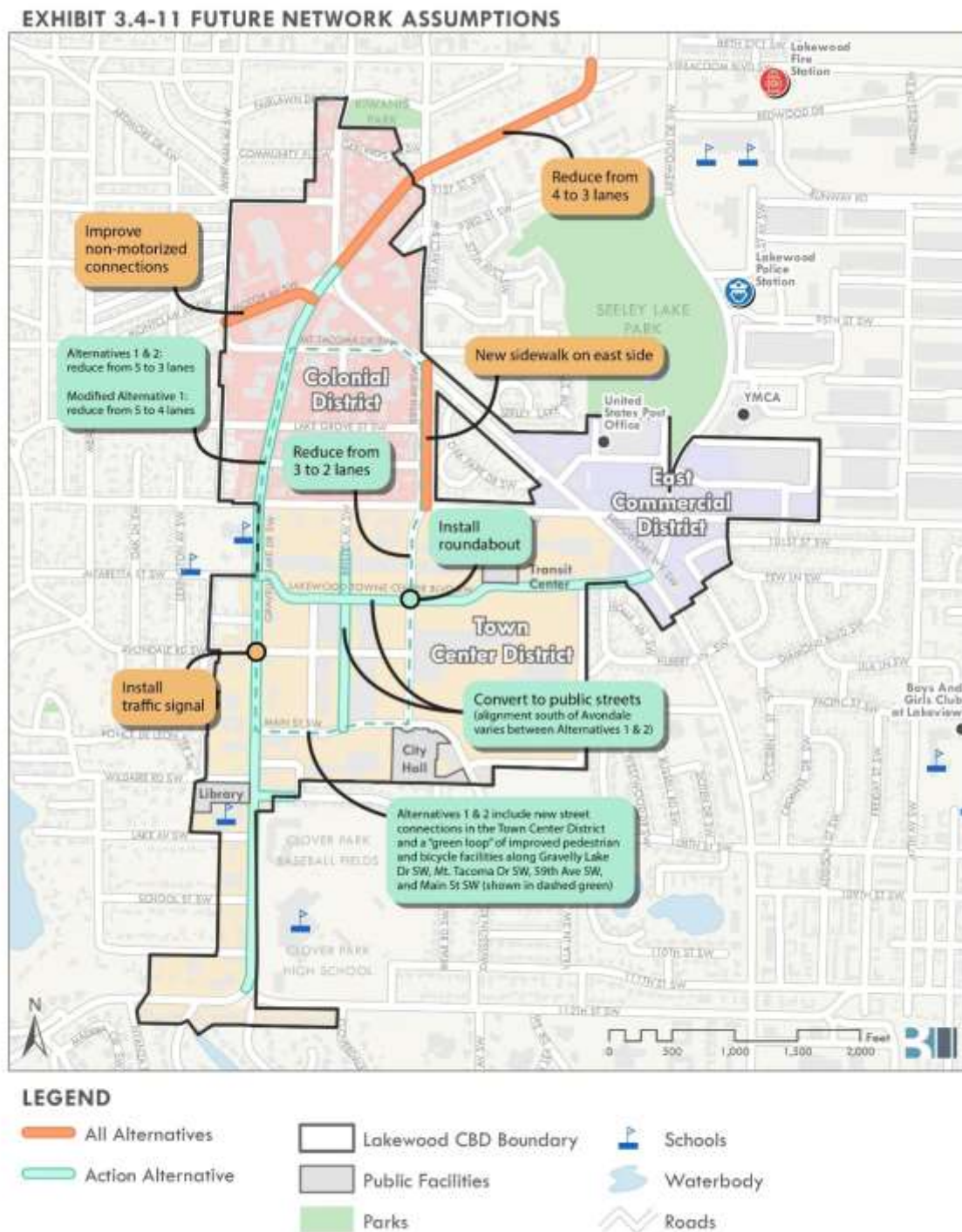
Transportation Improvement Program Improvements: 2018-2023

- 2.69B – Reduce Gravelly Lake Drive SW from four lanes to three lanes (with bicycle lanes) between Bridgeport Way SW to Steilacoom Blvd SW;
- 3.13 – Install a traffic signal at the Gravelly Lake Drive SW/Avondale Road SW intersection;
- 5.7 – Improve non-motorized connections on Motor Avenue SW between Whitman Avenue SW and Gravelly Lake Drive SW; and
- 2.82 – Construct sidewalk on the eastern side of 59th Avenue SW between Bridgeport Way SW and 100th Street SW.
- 2.72 – 100th St. & Lakewood Dr. curb, gutter, sidewalks, new signal
- 9.16 – 59th Ave pavement restoration from Main Street to 100th St
- 9.22 – 100th Street pavement restoration from 59th Ave to Lakeview Ave

Preferred Alternative Network Changes

- Consideration of reducing Gravelly Lake Drive SW from five lanes to four lanes with center turn lane/medians between Bridgeport Way SW and 112th Street SW and construct improved pedestrian and bicycle facilities;
- Convert Lakewood Towne Center Blvd SW and Bristol Avenue SW to public streets within Lakewood Towne Center;
- Reduce 59th Avenue SW from three lanes to two lanes between Main Street SW and 100th Street SW and construct bicycle facilities;
- Install a one-lane roundabout at the 59th Avenue SW/Lakewood Towne Center Blvd SW intersection; and
- Construct more street connections to support walkability.

Exhibit 1. Transportation Network Assumptions



Source: Fehr & Peers, BERK 2018

Additional Intersection Improvements

Based on the Planned Action EIS, in addition to the Six-Year TIP and additional Network Improvements described above, additional intersection improvements will be required as listed in Exhibit 2.

Exhibit 2. Proposed Mitigation Measures.

INTERSECTION	NO ACTION	ALT 1	ALT 1 MITIGATED	ALT 2	ALT 2 MITIGATED
Gravelly Lake Dr SW/59th Ave SW					
Signalize intersection	E/38	E/46	B/19	F/82	B/19
100th St SW/Bridgeport Way SW					
Add westbound right turn pocket, convert existing westbound through-right lane to through-only, and prohibit east and westbound left turns	E/68	F/85	C/34	F/102	D/49
100th St SW/Lakewood Dr SW					
Signal timing revisions to provide more green time to protected left turn phases and reduce time for eastbound and southbound through phases	D/50	E/56	D/49	E/56	D/54
Lakewood Dr SW/Bridgeport Way SW					
Convert westbound through-left lane to left only to remove split phase or move the pedestrian crossing to the north side of the intersection coincident with the WB phase *	C/34	E/66	D/39	E/67	D/48

Notes: * The LOS results are slightly better if the split phasing is removed (D/48) than if the pedestrian crossing is relocated (D/54)

Source: Fehr & Peers, 2018.

Transportation Costs

The table below identifies the cost for proposals in the Six-Year TIP. The total is about \$5.8 million. The City has funded about 40% of these improvements. About 58% is covered by grants, and the final 3% by Developer contributions.

Exhibit 3. Six-Year Transportation Improvement Program (2018-2023) in Downtown Study Area

PROJECT	COST	YEARS	FUNDING SOURCES
2.69B – Reduce Gravelly Lake Drive SW from four lanes to three lanes (with bicycle lanes) between Bridgeport Way SW to Steilacoom Blvd SW;	\$1,300,000	2018-2019	City: \$200,000 Grant: \$1,100,000

PROJECT	COST	YEARS	FUNDING SOURCES
3.13 – Install a traffic signal at the Gravelly Lake Drive SW/Avondale Road SW intersection;	\$250,000	2022	City: \$100,000 Other (Developer): \$150,000
5.7 – Improve non-motorized connections on Motor Avenue SW between Whitman Avenue SW and Gravelly Lake Drive SW; and	\$930,000	2018-2019	City: \$100,000 Grant: \$830,000
2.82 – Construct sidewalk on the eastern side of 59th Avenue SW between Bridgeport Way SW and 100th Street SW.	\$125,000	2019	City: \$25,000 Grant: \$100,000
2.72 – 100th St. & Lakewood Dr. curb, gutter, sidewalks, new signal	\$1,680,000	2018-2019	City: \$330,000 Grant: \$1,350,000
9.16 – 59th Ave pavement restoration from Main Street to 100th St	\$450,000	2020	City: \$450,000
9.22 – 100th Street pavement restoration from 59th Ave to Lakeview Ave	\$1,100,000	2022	City: \$1,100,000
Total	\$5,835,000		City \$2,305,000 Grant \$3,380,000 Other \$150,000

Note: Other includes Developer contributions.

Source: City of Lakewood 2017

The Planned Action EIS describes potential improvements to the network and impacted study intersections in addition to the City's 2018-2023 6-Year Transportation Improvement Program; see Exhibit 2. Implementation of improvements would occur through a SEPA fair share fee program such that new development contributes its share of the cost for these projects.

Planned Action EIS traffic modeling identified approximately 39% pass-through traffic in the study area under Modified Alternative 1; to support citywide or regional travel the City would provide some funding and much of it would come from grants or other funding sources. The responsibility of cumulative planned action development would equal 61% unless the combination of City and Grant resources was more successful. The proportionate share of costs of the Planned Actions would be determined based on their proportionate share of trips identified in the Planned Action Ordinance.

Exhibit 4. Transportation Improvements in addition to Six-Year Transportation Improvement Program

PROJECT	TITLE	COST (100%) 2018\$ ROUNDED	PLANNED ACTION SHARE 61%
1	Gravelly Lake Dr SW Revised Section: 4-lane section plus median/turn lane shown in the May 2018 Subarea Plan concept #3A.	\$19,410,000	\$11,840,100
2.1	Conversion of Lakewood Towne Center Blvd as	\$11,757,000	\$7,171,770

PROJECT	TITLE	COST (100%) 2018\$ ROUNDED	PLANNED ACTION SHARE 61%
	Public Street		
2.2	Conversion of Bristol Ave as Public Street	\$7,357,000	\$4,487,770
3	Lakewood Towne Center Blvd at 59th Ave SW, Roundabout	\$2,402,000	\$1,465,220
4	Reduce 59th Ave SW to two lanes, allowing for bicycle facilities (sharrows)	\$189,000	\$115,290
5*	Gravelly Lake Dr / Avondale Rd SW New Signalized Intersection	\$1,178,000	\$718,580
6	100th St SW / Bridgeport Way SW	\$649,000	\$395,890
7	100th St SW / Lakewood Dr SW	\$8,000	\$4,880
8	Option A: 100th St SW / Lakewood Dr SW: Convert westbound through-left lane to left only to remove split phase	\$13,000	\$7,930
	Option B: 100th St SW / Lakewood Dr SW: Move the pedestrian crossing to the north side of the intersection coincident with the WB phase	\$269,000	\$164,090
Total	with 8A	\$42,962,000	\$26,918,690
	with 8B	\$43,218,000	\$27,074,850

**To the extent this improvement overlaps the 2018-2023 TIP, the total could be reduced by \$250,000 to \$1.2 Million.*

Source: KPG, BERK 2018

Potential Funding Sources

The City would need to blend funding sources to pay for infrastructure improvements. Traditional funding sources include sales, property, and utility taxes, state and federal competitive grants and legislative allocations, and mitigation from development similar to the above. The City is also considering several sources in its Six-Year Financial Forecast Update (January 2018), including: an additional \$20 vehicle licensing fee (total \$40 VLF), property tax levy lid lift and capital bond.

The City could also consider specialized funding options like community revitalization financing, community facility districts, Local Improvement Districts or Road Improvement Districts, and latecomer agreements. These various sources of revenue are described below.

OPPORTUNITIES TO CAPTURE CONTRIBUTIONS FROM NEW DEVELOPMENT

- **Sales Tax Generated on Development.** Sales tax is generated from the taxable sales of goods occurring within the city boundaries. Sales tax impacts from potential site development in the Downtown study area will be generated in two ways:
 - The initial construction of the development will generate sales tax for the full cost of supplies, material, and labor used in construction.
 - Retail and hotel development will generate significant ongoing sales and use tax revenues.
- **Property Tax Generated on Development.** Assessed value (AV) from new construction is the only way for a jurisdiction to increase its property tax base and revenues beyond the 1% per year cap on the property tax levy.

- **Utility Tax Generated on Development.** Utility taxes and franchise fees are charged against total utility revenues, and revenue from utility taxes scales in proportion with the quantity of utilities purchased by the study area's future tenants. The development in the study area would generate utility tax revenue for the City, based on the total utility billing generated by the area occupants.

In addition to the general tax benefits described above, there are funding mechanisms that provide opportunities to more directly tap the value increase in the land to support infrastructure development for the Downtown properties, summarized as follows:

- **Community Facility Districts.** Allow jurisdictions (including cities and counties) to finance infrastructure improvement through establishing a special assessment district for a variety of improvements including water, sewer, roads, storm drainage, sidewalks, and other forms of infrastructure. The formation of a district requires 100% of property owners within the district to sign a petition to form the district.
- **Road Improvement Districts (RID).** Levy a special assessment on properties that would benefit from roadway improvements to pay for those improvements. This mechanism can be particularly effective when: (1) there are significant and demonstrable benefits to the property values associated with the road improvements; and, (2) there are relatively few large property owners within the assessment area and they see the benefit of participating in the RID.

Finally, there are mechanisms that provide opportunities to address some of the equity balancing issues associated with allocating some of the funding responsibility to future development.

- **Latecomer Agreements.** Funding agreements that allow property owners who have paid for capital improvements to recover a portion of the costs from other property owners in the area who later develop property that will benefit from those improvements. This approach reflects the reality that it is difficult to phase some of these infrastructure investments which can result in the early participants carrying a larger financial burden to get the project off the ground. Latecomers agreements would offer a mechanism for the early commitments to recover some of their investment.

COMMUNITY CONTRIBUTIONS

Development of the Downtown area will result in general tax revenue and economic benefits. As a result, there is an appropriate role for public funding to build some of the infrastructure necessary to generate these broader community benefits. Investing in infrastructure with public funds (City or other agency) can result in several benefits:

- **Economic Opportunity.** The range of employment opportunities and the real wage gains of employees.
- **Constituent Tax Burdens.** Efficient land use and public services and high-value development opportunities can keep tax burdens lower than they would otherwise be.
- **Productive and Efficient Returns on Infrastructure.** Infrastructure is by nature a capacity building asset. Effectively leveraging infrastructure capacity and targeting new investments to open up economic opportunities are integral to supporting private investment in the community.

The following is a brief discussion of the mechanisms available to local jurisdictions seeking to generate public funding to support infrastructure development in the area.

- **Transportation Benefit District (TBD).** Funding districts that may be established for the construction and operation of improvements to roadways within their jurisdiction. TBDs have two available funding mechanisms:
 - **Sales and Use Tax (RCW 82.14.0455).** TBDs can levy up to a 0.2% local sales and use tax with voter approval. This tax must be authorized by voters, and may not be in effect longer than 10 years unless reauthorized by voters.
 - **Motor Vehicle Excise Tax (MVET) (RCWs 81.100 and 81.104).** TBDs can levy up to a \$100 fee for each new vehicle weighing less than 6,000 pounds registered in its jurisdiction. Initially, \$20 of this fee can be leveraged without a public vote. After two years that amount increases to \$40, and later to \$50.

On September 15, 2014, the Lakewood City Council, acting as the Transportation Benefit District Board, voted to enact a \$20 vehicle license fee. In 2015, the legislature increased the allowable nonvoted vehicle license fee up to a \$50 maximum. However, a TBD may only impose a nonvoted vehicle license fee above \$20 as follows:

- Up to \$40, but only if a \$20 fee has been in effect for at least 24 months.
 - Up to \$50, but only if a \$40 fee has been in effect for at least 24 months. Any nonvoted fee higher than \$40 is subject to potential referendum.
- **Property Tax Levy Lid Lift.** A taxing jurisdiction that is collecting less than its maximum statutory levy rate may ask a simple majority of voters to “lift” the total levy amount collected from current assessed valuation by more than 1% (RCW 84.55.050; WAC 458-19-045). With a single-year lid lift, a jurisdiction can exceed the 1% annual limit for one year only, and then future increases are limited to 1% (or inflation) for the remainder of the levy. With a multi-year lid lift, a jurisdiction can exceed the 1% annual limit for up to 6 consecutive years. A multi-year levy lid lift may be used for any purpose, but the ballot must state the limited purposes for which the increased levy will be used (unlike a single-year lid lift, where there is no requirement to state the purpose). (MRSC 2018)
- **Grants and Loans.** There are state and federal grant and revolving loan programs, which could provide some funding. These programs are extremely competitive; however, any grant funding that could be made available would significantly improve the funding and economic feasibility of the Downtown development, since these funds would reduce the amount that needs to come from development and local public sources.
- **Legislative Allocation.** In addition to the grant programs, some infrastructure funding is allocated through the state budget process. Since there are investments required for state transportation facilities, a contribution through the state budget would have the same benefits as a grant. As with grants, these discretionary funds are limited, subject to state appropriation, and very competitive.
- **Community Revitalization Financing.** A form of tax increment financing from local property taxes generated within the area authorized by Chapter 39.89 RCW. The law authorizes counties, cities, towns, and port districts to create tax increment areas within their boundaries where community revitalization projects and programs are financed by diverting a portion of the regular property taxes imposed by local governments within the tax increment area. The law allows local governments raise revenue to finance public improvements that are designed to “encourage economic growth and development in geographic areas characterized by high levels of unemployment and stagnate employment and income growth.” Use of the funds is expected to “encourage private development within the increment area and to increase the fair market value of real property within the increment

area.” The law requires there be a signed, written agreement among taxing districts, a public hearing, and adoption of an ordinance. The agreement indicates that taxing districts in the aggregate will levy at least 75 percent of the regular property tax within the increment area.

Parks Costs

The roadway improvements above address the Green Loop, a linear park and non-motorized travel improvement. In addition to the Green Street Loop the Downtown Plan supports a Central Park. A two to four-acre park has been evaluated. It is likely that with the Preferred Alternative: Modified Alternative 1 level of growth the City would initially pursue a two-acre Central Park. This would also result in less potential disruption to future public road improvements and retain more area for private redevelopment.

The capital costs per acre (not including cost of land and design) will be in a range of \$3 to \$5 million. For reference, Downtown Redmond’s construction cost is \$11 million for 2.2 acres. Depending on land costs and design the costs could increase by \$5 to \$10 Million for a total of \$15 to \$30 Million.

Exhibit 5. Park Size and Costs Excluding Acquisition and Design

	TWO-ACRE PARK	FOUR-ACRE PARK
Capital Cost	\$10,000,000	\$20,000,000

Source: KPG, BERK 2018

The Downtown Development Code allows a developer to pay an in-lieu fee for up to half of the required private common and unit-specific open space, and instead contribute to the Central Park or the Green Loop.

Citywide the City is considering park financing options and exploring metropolitan park district options.

Downtown Development Code

~~Draft May 24~~ June 20, 2018 | BERK and Framework

18A.35 Downtown Development Code

18A.35.100 Downtown District

18A.35.200 Land Use and Zoning

18A.35.300 Streets and Blocks

18A.35.400 Site Design, Buildings, and Frontage

18A.35.500 Landscaping, Open Space, and Green Infrastructure

18A.35.600 Parking

18A.35.700 Administration

18A.35.100 Downtown District _____

The purpose of the Downtown District is to implement the direction and policies of the Lakewood Comprehensive Plan, the Lakewood Community Vision, and the Downtown Plan. The Downtown District will be redeveloped into an area of rich civic amenities, walkable streets, and a mix of uses including housing, entertainment, restaurants, and retail that builds upon the cultural and economic assets of the city.

The Downtown District is defined as the area shown in the map below.

18A.35.100-1. Downtown District



18A.35.110 Vision and Objectives

Downtown is the heart of Lakewood where people go to do fun things, see friends and neighbors, eat good food, and experience the cultural diversity of the City. Downtown carries a strong sense of pride for the community by celebrating all things Lakewood. Downtown is best experienced by walking or biking and is safe, inviting, accessible, and connected. It has a mix of retail, restaurant, employment, and housing options that are cohesively and well-designed, and support civic life and a strong economy.

The following objectives are intended to guide the development of Downtown according to the community's vision for the district. All land use decisions made for Downtown shall demonstrate how they are consistent with and implement these objectives. Downtown is:

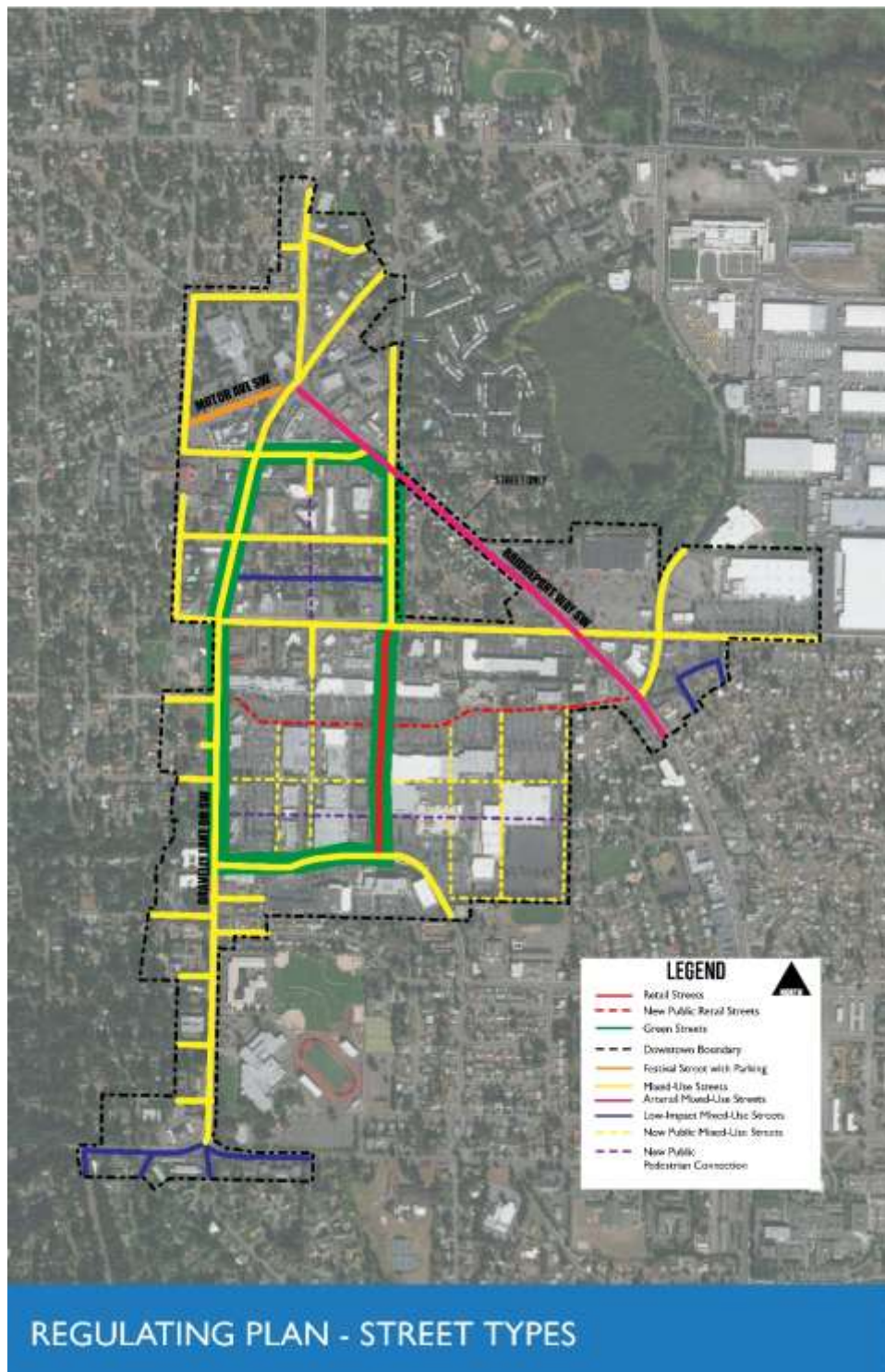
- A vibrant mixed- use community. It is an inviting place where people live, work, meet, play, shop, and recreate.

- A multi-modal and accessible environment. It is designed for all modes of travel. It is accessible by all ages and abilities. People can move, walk, and bike safely and freely throughout the district.
- A signature part of Lakewood's identity. Downtown is a community gathering place that celebrates Lakewood's rich heritage, cultural communities, and civic pride.
- Environmentally sustainable. Greenery, open space, and landscaping connect this urban environment to nature and mimic natural systems where possible.
- A thriving business community. Increased day-time and night-time populations support local businesses and create a lively place to shop, eat, or own a business.

18A.35.120 THE REGULATING PLAN MAP

The Regulating Plan translates the community vision into a map. The Regulating Plan designates the locations, subdistricts, and streets that are intended to embody specific physical characteristics. It specifies the location and applicability of specific design treatments and maps where they are required. The Regulating Plan works in tandem with the development standards, tables, and figures to define the shape, size, and location of streets, through connections, infill blocks, buildings, and landscaping.

18A.35.120 -1. Regulating Plan



18A.35.130 DEFINITIONS

Definitions shall be consistent with Chapter 18A.90 LMC Definitions. Interpretations of certain terms and phrases shall be consistent with LMC 18A.02.130 Rules of Construction.

18A.35.140 RELATIONSHIP TO OTHER REGULATIONS

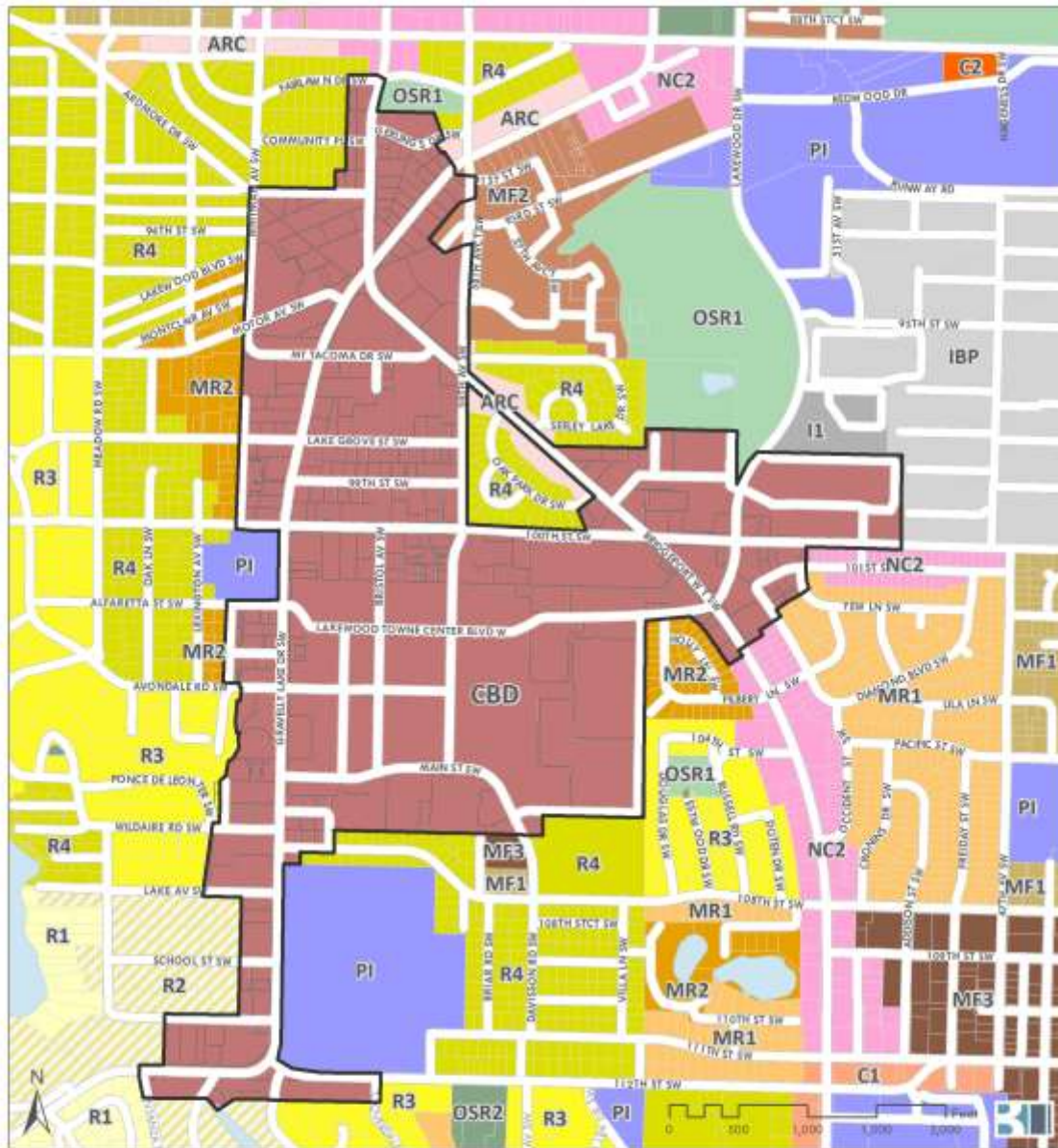
In the case of a conflict between the regulations in 18A.35 Downtown District and the rest of the Lakewood Municipal Code, the regulations in 18A.35 Downtown District shall control.

18A.35.200 Land Use and Zoning

One base zone and several zoning overlays are applied within the Downtown District, as shown in the map below.

- A. The Central Business District (CBD) zoning district is the primary retail, office, social, urban residential, and government center of the city. The complementary and interactive mixture of uses and urban design provides for a regional intensity and viability with a local character. The regional focus and vitality of the district is evident in the urban density, intensity, and composition of the uses in the district. Local character is reflected in the district's design, people orientation, and connectivity between uses, structures, and public spaces that foster a sense of community.
- B. Colonial Overlay (C-O) district is a special design district in the CBD zone that preserves the unique colonial style aesthetic within that area.
- C. Town Center Incentive Overlay (TCI-O) district allows for the holistic development of the Lakewood Towne Center in alignment with the vision and policies of the Downtown Plan. This area is available for Master Planning accordance with the provisions in LMC 18A.35.720.
- D. Low-Impact Mixed-Use Roads (LIMU-0) district supports the transformation of the Downtown District according to the Downtown Plan and the fulfillment of the purpose of the CBD zone, but allows for existing single-family residential development to remain in place.
- E. Transition Overlay – The Transition Overlay (TO) is any property or portion of a property in the Downtown District that is within 100 ft. of an abutting single-family residential zone or mixed residential zone (also called the district receiving the transition). Properties within the Downtown District that are separated from a single-family residential or mixed residential zone by a city-owned right of way of at least 60 ft. in width do not have to provide a transition area.

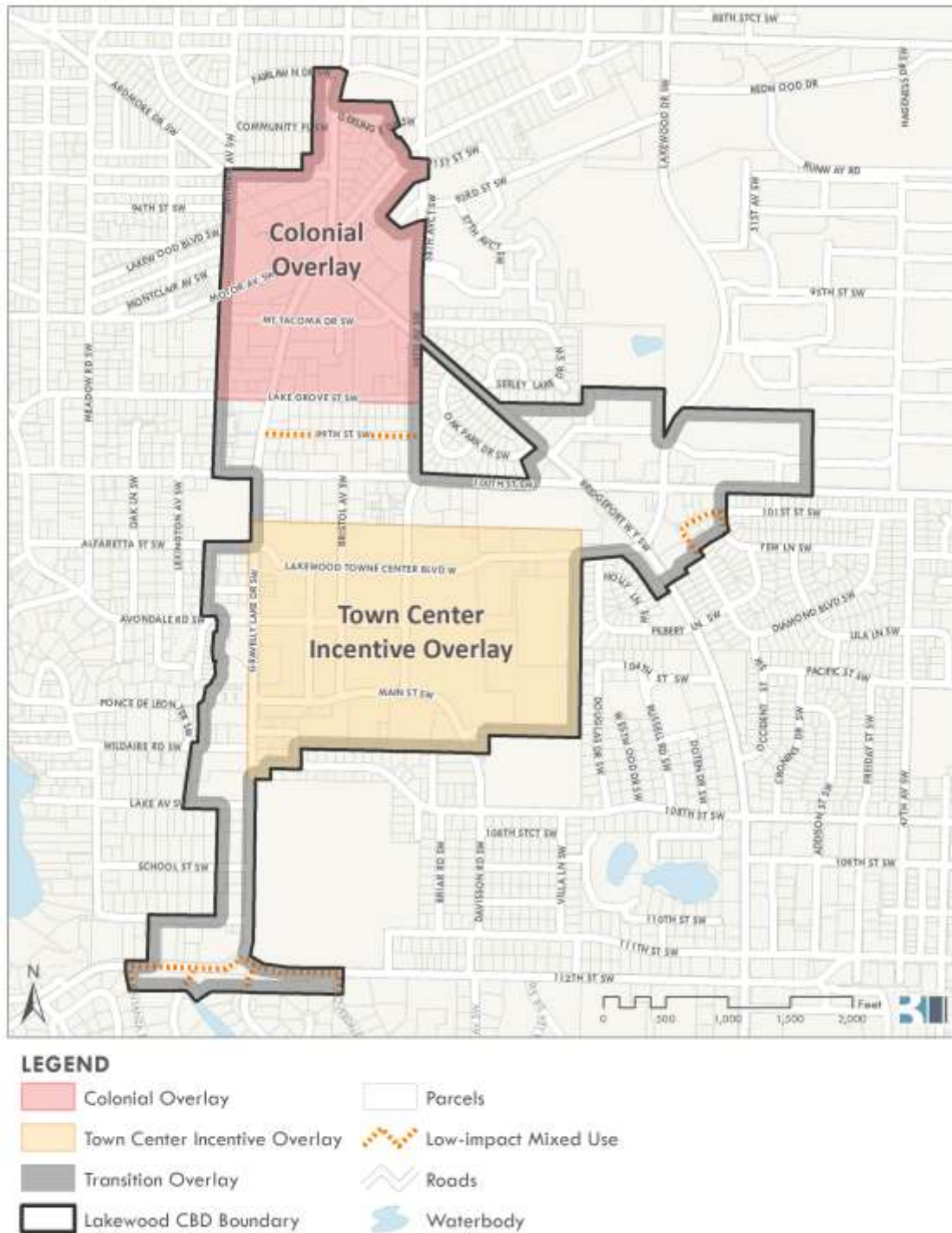
18A.35.200-1. Central Business District (CBD) Zoning Map



LEGEND

Central Business District (CBD)	Residential 1 (R1)	Multifamily 1 (MF1)	Public Institutional (PI)
Arterial Residential/Commercial (ARC)	Residential 2 (R2)	Multifamily 2 (MF2)	Lakewood CBD Boundary
Commercial 1 (C1)	Residential 3 (R3)	Multifamily 3 (MF3)	Parcels
Commercial 2 (C2)	Residential 4 (R4)	Neighborhood Commercial 2 (NC2)	Waterbody
Industrial 1 (I1)	Mixed Residential 1 (MR1)	Open Space & Recreation 1 (OSR1)	Roads
Industrial Business Park (IBP)	Mixed Residential 2 (MR2)	Open Space & Recreation 2 (OSR2)	

18A.35.200-2. Overlay Districts Map



18A.35.220 USES

- A. All Residential Uses, Civic Uses, and Commercial Uses and their related Accessory Uses as defined in LMC Chapter 18A.20 are permitted within the Downtown District, except in the Low-Impact Mixed-Use Roads district. Permitted uses are subject to the approval of all required development permits. Provided that the following uses are prohibited:
1. Prohibited Residential Uses:
 - a. Single-Family Residential, Levels 1, 2, 3, and 4.
 - b. Group Homes, Type 4 or 5
 2. Prohibited Civic Uses:
 - a. Military Installations
 - b. Postal Services, Level 3
 - c. Public Maintenance, Level 2/3
 - d. Public Safety Services, Level 3/4
 - e. Transportation, Level 4/5
 3. Prohibited Commercial Uses:
 - a. Bulk Fuel Dealers
 - b. Funeral Services, Level 2/3
 - c. Lodging, Level 2, primary or accessory
 - d. Manufactured and Modular Home Sales
 - e. Motor Vehicle Sales and Rental
 - f. Motor Vehicles Service and Repair, Level 3/4/5
 - g. Pet Sales and Service, Level 3/4
 - h. Rental and Repair, Level 4
 - i. Sales of Secondhand Property, Level 2/3
 - j. Sexually Oriented Businesses
 - k. Storage
 4. The following uses are allowed administratively provided conditions are met:
 - a. Single-Family Residential, Level 5, if part of a mixed-use development with other Multifamily Residential, Civic Uses, and Commercial Uses.
 - b. Drive-Through Facilities, provided:
 - i. Drive-through facilities are limited to one drive-through lane per establishment;

- ii. Drive-through facilities must have a primary customer entrance and cannot provide customer service exclusively from a drive-through or walk-up window;
- iii. Drive-through facilities shall be designed so that vehicles, while waiting in line to be served, will not block vehicle or pedestrian traffic in the right-of-way;
- iv. Drive-through facilities shall be appropriately and attractively screened from the public right-of-way:
 - 1. Drive-through facilities shall not parallel the Green Street Loop;
 - 2. Drive-through lanes shall only be placed parallel to a road if separated by a distance of 30 feet, or if fully screened by a 15-foot landscape setback with a designed landscape berm (six feet high at center of berm in 15-foot landscape setback) or three-and-one-half-foot decorative masonry wall;
 - 3. Drive-through lanes oriented perpendicular to a public right-of-way shall include landscape screening to shield headlights from shining directly into an abutting or adjacent street right-of-way.

5. Allowed Residential Uses, Civic Uses, and Commercial Uses subject to approval of a conditional use permit and all applicable development permits:

- a. Group Homes, Type 3
- b. Enhanced Services Facilities
- c. Education Facilities
- d. Outdoor Recreation, Level 4
- e. Amusement and Recreation, Level 2 outdoor and Level 4 outdoor
- f. Building/Garden Supply and Nurseries, Level 3
- g. Buy-Back Recycling Center
- h. Essential Public Facilities not otherwise permitted or prohibited

B. All Utilities Uses, Industrial Uses, and Agricultural Uses are prohibited within the Downtown District with the exception of the following uses, which are subject to the approval of all required development permits:

1. Permitted Utilities Uses:

- a. Communication Facilities
- b. Electrical Facilities
- c. Natural Gas, Level 1
- d. Sewage Collection Facilities
- e. Stormwater Facilities

- f. Water Supply Facilities
- 2. Conditionally Permitted Utility Uses:
 - a. Pipelines
- 3. Permitted Industrial Uses allowed in the Downtown, except not allowed on Retail Streets, Festival Streets, Or Low-Impact Mixed Use Streets. Where permitted, such uses shall be as part of mixed use development with commercial, retail, or residential uses:
 - a. Limited Manufacturing/Assembly, Level 1
 - b. Flex Space, Level 1/2
 - c. Food and Related Products, Level 1
 - d. Printing and Publishing
 - e. Research, Development, and Laboratories, Level 1
 - f. Industrial Accessory Uses, if accessory to one of the permitted Industrial Uses listed above.
- 4. Conditionally-Permitted Industrial Uses allowed in the Downtown, except not allowed on Retail Streets, Festival Streets, Or Low-Impact Mixed Use Streets. Where part of a mixed-use development with commercial, retail, or residential uses:
 - a. Food and Related Products, Level 2
- C. Low-Impact Mixed-Use Roads district: Permitted uses include professional office uses, personal services, private training school, community and cultural services, single-family residential uses, multiple-family residential uses, and community and cultural services in areas not suitable for general commercial development or adjacent to residential development. The Director may permit other uses consistent with the uses allowed in the NC2 zoning district where the footprint of development and customer visits are compatible with adjacent single-family residential development within or outside the Downtown district.

18A.35.230 District-wide Development Standards

Unless otherwise specifically modified by an adopted development agreement or Master Plan, in addition to the regulations and requirements contained in other sections of this title, the following property development standards apply to all land and buildings in the Downtown District:

- A. *Density*. Maximum density 80 units per acre except that density may be increased up to 100 units per acre for affordable housing according to the provisions of LMC 18A.50.740 Inclusionary Density Bonus-Housing Incentives Program. No density limit may be allowed in the Town Center Incentives Overlay if a Master Plan is approved per LMC 18A.35.720, provided that that total number of dwellings is consistent with the Planned Action Ordinance (xxx) and allowable height and bulk per 18A.35 design parameters.
- B. *Lot Size*. There is no minimum established lot size for the Downtown District. Proposed uses and the applicable design standards in this Chapter shall be used to establish the minimum lot size for a project.

- C. *Lot Coverage*. There is no maximum lot coverage standard for the Downtown District. However, lot coverage may be reduced on individual properties due to stormwater or landscaping requirements.
- D. *Setbacks*. The minimum distance [setbacks](#) for the Downtown District shall be determined by frontage type in LMC 18A.35.400, except where increased [setbacks](#) due to [building](#)/fire code requirements apply.
- E. *Building Height*. The maximum [building height](#), not including any applicable height bonus, for the Downtown District shall be determined by frontage type in LMC 18A.35.400, except where the Transition Area Standards under LMC 18A.35.250, require less height.
- F. *Large-Scale Commercial Facilities*. [Large-Scale Commercial Facilities](#) shall meet the additional requirements specified in LMC [18A.50.241\(L\)](#).
- G. *Design*. Design features shall be required as set forth in LMC 18A.35.300 Streets and Blocks and 18A.35.400 Site Design, Buildings, and Frontage and the community design standards in 18A.50.231.
- H. *Tree Preservation*. [Significant tree](#) identification and preservation and/or replacement shall be required as set forth in LMC [18A.50.300](#), [Tree](#) Preservation.
- I. *Landscaping*. [Landscaping](#) shall be provided as set forth in LMC 18A.35.500 and [18A.50.400](#), [Landscaping](#).
- J. *Parking*. Parking shall conform to the requirements of LMC 18A.35.600 and [18A.50.500](#), Parking.
- K. *Signs*. Signage shall conform to the requirements of LMC [18A.50.600](#), Sign Regulations.
- L. *Tax Incentive*. The Downtown District is considered a residential target area for purposes of LMC 3.64, Tax Incentive Urban Use Center Development.

18.35A.240 Colonial District Standards

- A. American Colonial Revival Design is a part of Lakewood's history. The Lakewood Theater, constructed in 1937, is the most prominent example of Colonial Architecture in the District. Newer buildings in the district continue to exhibit Colonial Architectural elements and the community desires to reinforce the character of the district through adoption of design standards, but also provide flexibility to support other goals for activating public spaces in Downtown including along Motor Avenue adjacent to the Lakewood Theater, also called the Lakewood Colonial Plaza. The Downtown Plan contains an appendix with the Colonial District Guide and is a reference to help interpret and apply the Colonial District Standards in this section.
- B. Purpose and Intent. To maintain and enhance the colonial character and design elements within the district and require new development and modifications to be compatible with the scale, materials, and architectural elements of American Colonial Revival architecture. Sites and buildings should be designed to be recognizable as modern structures and not to appear as historic structures. Creativity is encouraged to design sites and buildings that represent modern interpretations of Colonial Architecture through building scale, materials, symmetry, window patterns, entry design, and other

elements. Development shall be consistent with the Secretary of the Interiors Standards for the Rehabilitation of Historic Structures for new additions, exterior alterations, and related new construction (Standards 9 and 10). Additionally, the Colonial District Design Standards are intended to achieve the following:

1. To improve the image and character of the District and the Downtown.
 2. To connect to Lakewood's History and identity as it relates to colonial architecture and the district's role as a community gathering place
 3. To support the community's vision for a vibrant Downtown for all and the implementation of the Downtown Subarea Plan
 4. To create a great experience on Downtown Streets and in public spaces that is unique to Lakewood
- C. Relationship to Other Standards. Development in the Colonial District shall be consistent with the frontage standards in Section 18A.35.400.A and all other standards in Section 18A.35 unless waived by the City based on site specific conditions and to further purpose and intent of the Colonial District design standards.
- D. Colonial District Guide. The Downtown Plan contains an appendix with the Colonial District Guide and is a reference to help interpret and apply the Colonial District Standards in this section.
- E. Review Levels. The following types of review are required for development and modifications in the Colonial District.
1. Facade Improvements and Modifications. Modifications to the facade of existing structures are required to comply with the standards of the Colonial District only when determined by the City to be practical and consistent with the scope of the planned improvements. The addition of detailed Colonial Architectural elements to non-colonial style buildings is not required. Examples of modifications that require compliance with the Colonial District standards may include:
 - i. Replacement of facade materials
 - ii. Replacement of windows
 - iii. Modification of building entrances
 - iv. Roof replacement
 2. Additions. Building additions shall comply with the requirements of the Colonial District Design Standards where practical and consistent with the design of the existing building and other buildings on the site. Additions and modifications that are valued at more than 50% of the value of existing improvements on site shall comply with the Colonial District Design Standards for new buildings and redevelopment.
 3. New Buildings and Redevelopment. New buildings and redevelopment shall comply with all Colonial District Design Standards.

- F. Design Standards. Buildings and structures in the Colonial District shall comply with the following design standards:
1. Roofs. Building shall use the following roof lines:
 - i. Gambrel
 - ii. Gable
 - iii. Side-Gable
 - iv. Hip Roof
 2. Symmetrical Window Fenestration. Window patterns shall be designed to be symmetrical and consistent with American Colonial Revival architecture for all stories above the first floor. First floor facades shall meet the frontage and transparency requirements in Section 18A.35.400.A.
 3. Facade Materials. The following facade materials shall be used unless an alternative is Approved by the City upon determination it is consistent with the purpose and intent of the Colonial District Design Standards
 - i. Brick
 - ii. Stone
 - iii. Clapboards
 - iv. Wood
 4. Prominent Front Entry Design. The entry shall be designed to be prominent and, where practical, centered along the primary street frontage.
 5. Design Elements. Designs should include some of the following architectural elements:
 - a. Columns
 - b. Chimney
 - c. Cupola
 - d. Arched Windows
 - e. Gablet Dormers
 - f. Pediment
 - g. Shutters
 - h. Portico
 - i. Other elements, as approved by the City, that are consistent with American Colonial Revival Architecture.

18.35A.250 Transition Area Standards

The transition area provides a buffer between higher intensity uses in the Downtown District and lower intensity uses in the residential zones that surround Downtown. When development is planned adjacent to residential uses it shall incorporate the following elements into its site and building design to soften its impact and result in a compatible transition.

A. Building Height. Building Height in the transition area is limited to 10 feet higher than the maximum height of the district receiving the transition.

B. Building Setbacks. Structures within the transition area must be setback 30 feet from the interior property line of the district receiving the transition. At least 20 feet of the setback shall be planted as a landscaped buffer consistent with the landscape standards in LMC 18A.50.400. This does not apply to street setbacks.

C. Parking and Loading. Surface parking lots and loading zones shall be located away from adjacent residential properties when feasible. Surface parking lots and loading zones that are visible from the ground level views of the abutting residential district shall be screened through the use of berms, hedges, walls, or combinations thereof.

D. Refuse Containers. Refuse and recycling containers shall be located on the side of the building facing away from the abutting residential district, but may not be located in a front setback. All refuse and recycling containers shall be contained within structures enclosed on all four sides and utilize lids made of molded plastic or other sound buffering materials.

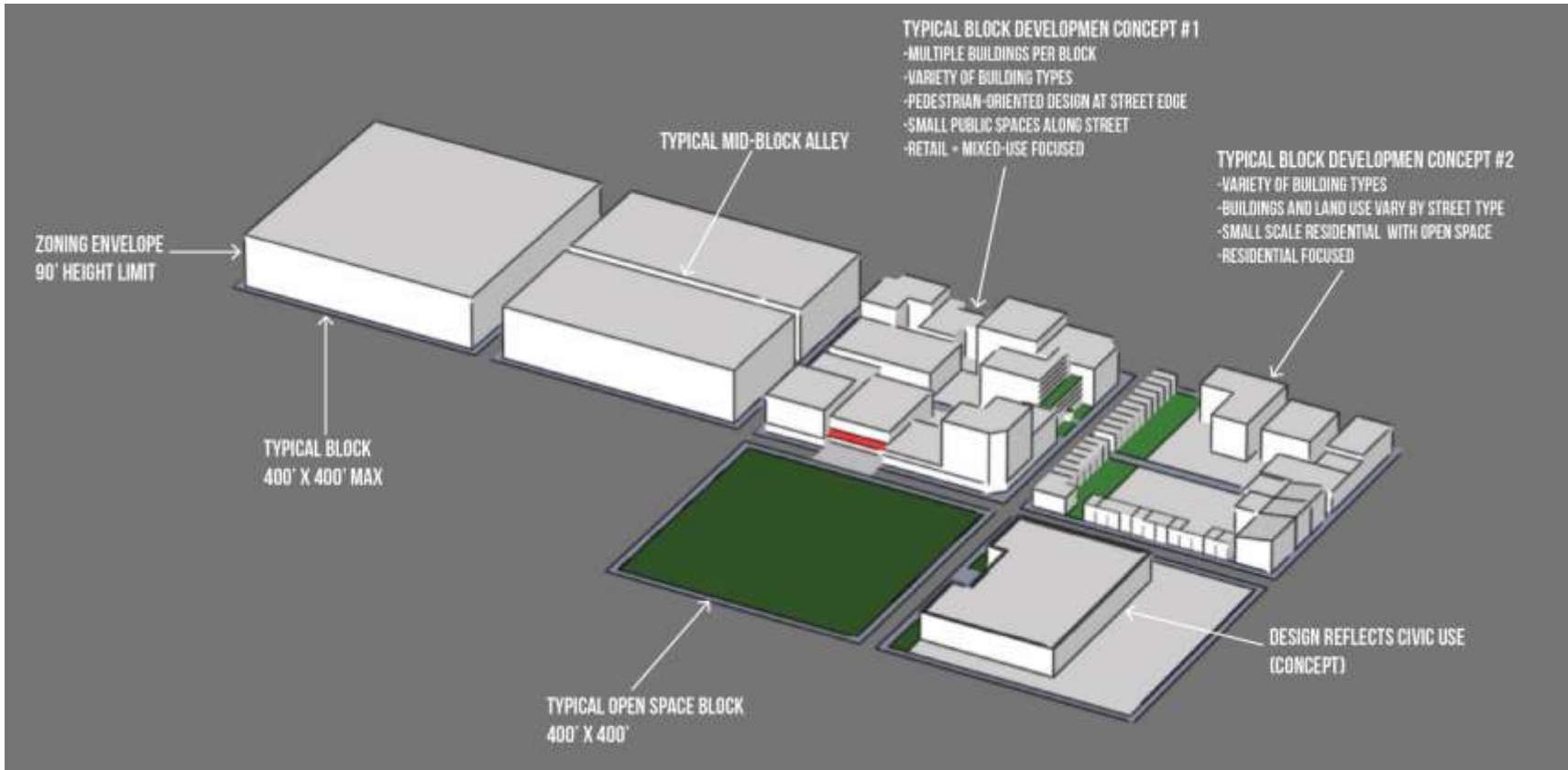
E. Mechanical Equipment. All mechanical equipment which is located on the roof shall be incorporated into the roof form and not appear as a separate penthouse or box. Mechanical equipment shall be fully screened and accommodated within the maximum height limit.

18A.35.300 Streets and Blocks

A. Street Grid and Blocks.

1. *Street Grid.* New and redevelopment must demonstrate the plan supports and accommodates the expansion of the public street grid to improve circulation for vehicles, pedestrians, and bicyclists. A circulation plan must be submitted for review by the City as part of any development permit in Downtown unless waived by the City upon finding the project will not impact circulation or the enhancement of the public street grid.
2. *Block Size.* The maximum block size is 400' and the maximum distance permitted between public streets. New public street alignments shall be consistent with the regulating plan map. The City may approve modifications to the street alignments and waive the 400' maximum block size to take advantage of existing travel corridors, the location of utilities, and required improvements.
3. *Private Streets.* Private streets shall only be permitted when the City has determined there is no public benefit for circulation in the Downtown. All private streets must be constructed to public standards.
4. *Mid-block Connections.* A minimum 20' wide mid-block connection shall be provided at the midpoint along each block face or every 200'. The mid-block connections shall be designed to accommodate service needs and for pedestrian use and be free from permanent obstructions.
5. *Street Sections.* The typical street sections provided below are the minimum requirements for the design of public streets. The City may approve modifications to the typical street section based on localized conditions and adjacent land uses. Modifications may include adding or removing on-street parking, wider sidewalks, loading zones, bicycle facilities, and transit accommodations.
6. *Block Development.* The minimum number of buildings per 400' of block frontage is 4 or one building per 100' to create variety in the streetscape experience and support human-scale design. A single-building may meet this requirement through building design and architecture that visually appears as multiple buildings. The City may approve modifications to this requirement based on site specific conditions including parcel ownership and configuration.
7. *Street Grid and Block Diagram.* The diagram in Figure 2 highlights the major features of the form-based code for the CBD including block size, building height, mid-block connections, and typical development within the block and grid structure. Development in the CBD should be generally consistent with the major features highlighted in this diagram.

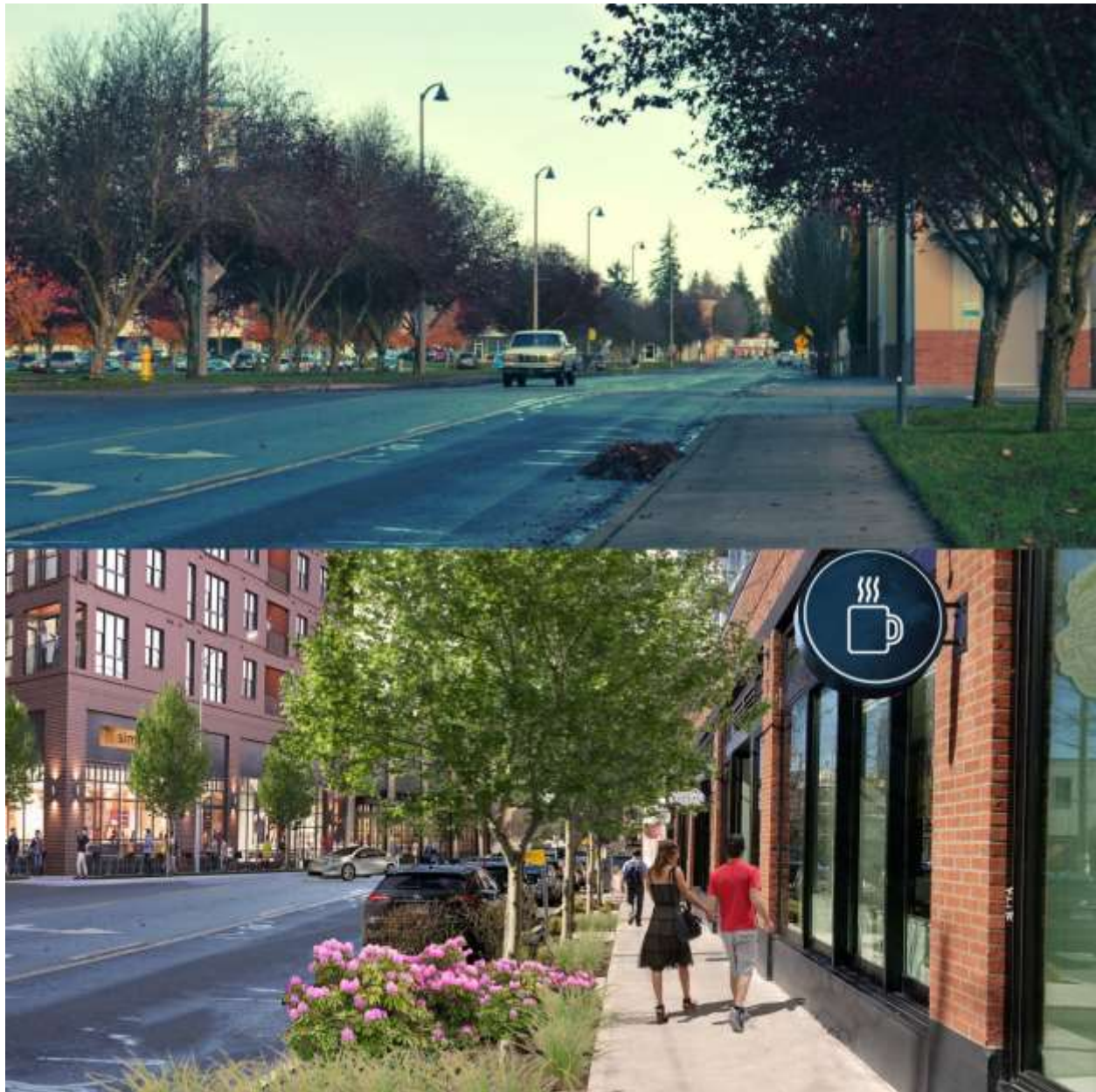
18A.35-300-1. Street Grid and Block Diagram



B. Street Types

1. *Retail Streets.* Street level retail is required along the frontage of designated retail streets including 59th Street SW and Lakewood Towne Center Boulevard SW. Pedestrian-oriented design standards for retail streets address site and building design, building frontages, window transparency, weather protection, sidewalk widths, street entrances, access, and on-street parking. Building frontage types are more limited on retail streets.

18A.35-300-2. 59th Street SW Retail Street Concept



2. *Mixed-Use Streets.* Mixed-use streets support a variety of activities and functions both in the public right-of-way and development along the street edges. Street level retail is permitted, but not required and a wider range of building frontage types are permitted including street-level residential and office uses. Mixed-use streets also require pedestrian oriented design and requirements may vary based on the location with the Downtown.
 3. *Arterial Mixed-Use Streets.* Arterial mixed-use streets maintain the existing vehicle capacity and allow a range of land use and building frontage types and including surface parking lots.
 4. *Low-Impact Mixed-Use Streets.* Low-impact mixed-use streets allow for less intense commercial uses while maintaining the existing residential character for site and building design. Lower-density multi-family residential uses are permitted. Street design shall be consistent with City standards for residential streets including sidewalks.
 5. *Green Loop.* Streets designated as part of the Green Loop include design features for pedestrian and bicycle use and vary by street. Pedestrian and bicycle facilities include a shared-use path, sharrows, sidewalks, and other park like amenities that may include seating, bicycle parking, a bicycle repair station, signage, and landscaping.
 6. *Festival Street.* Festival streets are designed to support a variety of activities and events in addition to typical street elements such as travel lanes, parking, and sidewalks. Festival streets are developed with high-quality materials and are intended to be significant community gathering places within the CBD.
- C. *Street Standards and Frontage Types.* The following street standards are the minimum required and modifications to the standards may be approved by the City upon finding that the modification is consistent with the Vision and Objectives in 18A.35.110 and the Downtown Plan, supports pedestrian-oriented design, and balances the needs for traffic flow to minimize congestion.

18A.35-300-3. Street Standards and Frontage Types

Street Type	Sidewalk Width	Linear	Forecourt	Plaza	Landscape	Porch/Stoop/Terrace	Parking
Retail Street	14' Minimum	P	P	P/R ¹	X	X	X
Mixed-Use Street	10' Minimum	P	P	P	P	P	X
Low-Impact Mixed-Use Streets	As determined by Public Works	P	P	P	P	P	X
Arterial Mixed-Use Street	As determined by Public Works	P	P	P	P	P	P
Festival Street	10' Minimum	P	P	R ²	X	X	X

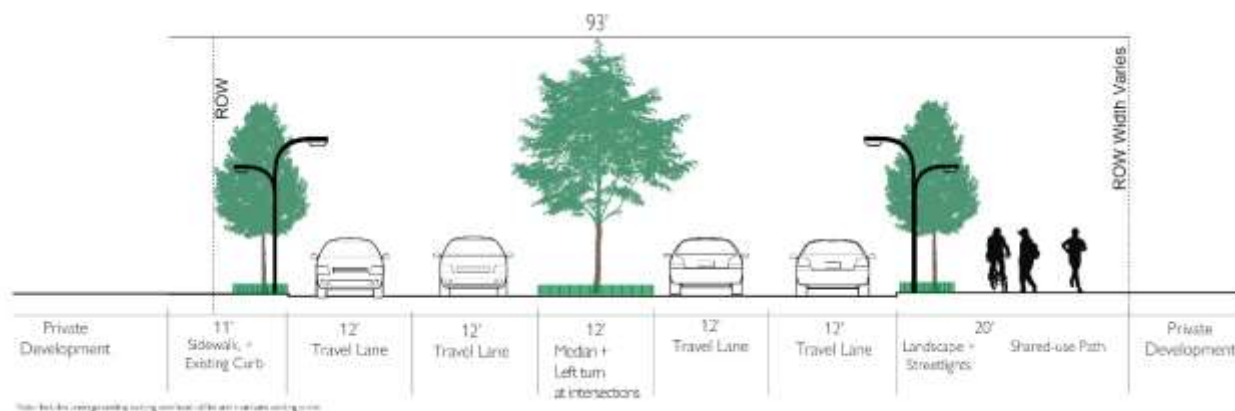
P=permitted, X=Prohibited, Required

¹Required when on a corner lot.

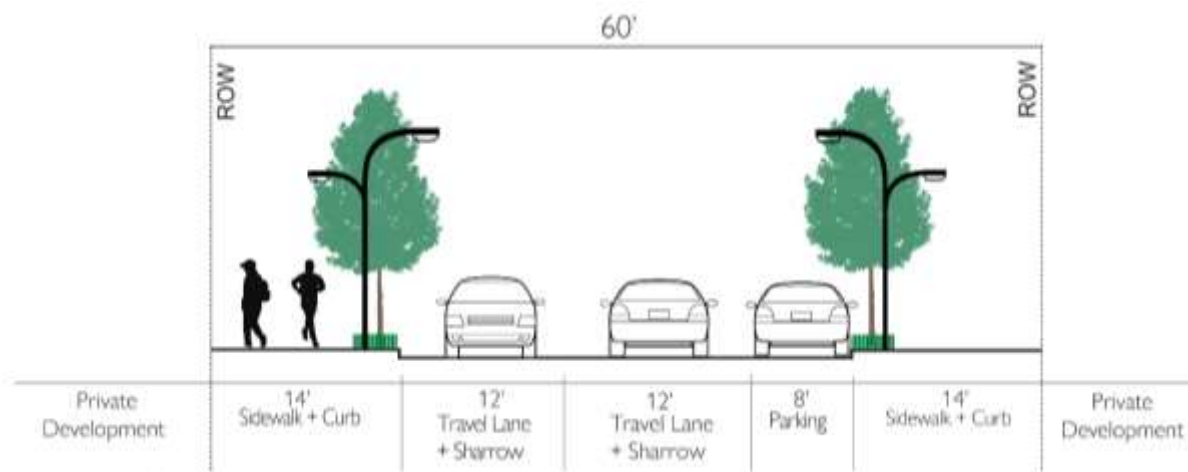
²Required pursuant to Motor Avenue Design Plan also known as the Lakewood Colonial Plaza.

- D. Street Sections. The following street sections show the basic elements of the streetscape for each of the streets highlighted in the CBD. The City may approve modifications to the typical cross sections based on site-specific conditions including adjacent land uses, traffic management, parking needs, and right-of-way constraints.

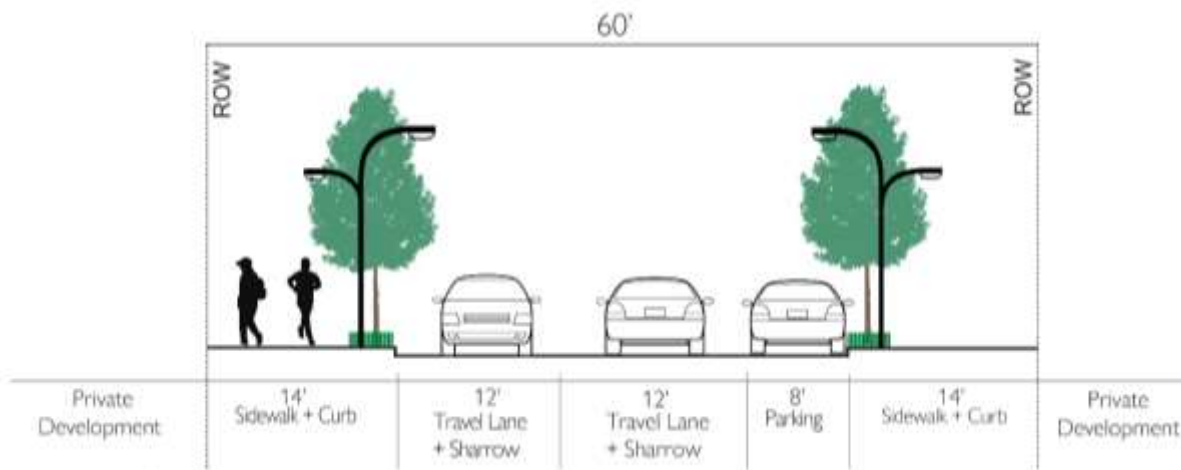
18A.35-300-4. Gravelly Lake Drive (Between Main Street SW and Bridgeport Way SW Looking North)



18A.35-300-5. 59th Avenue SW (Between Main St SW and 100th St SW Looking North)

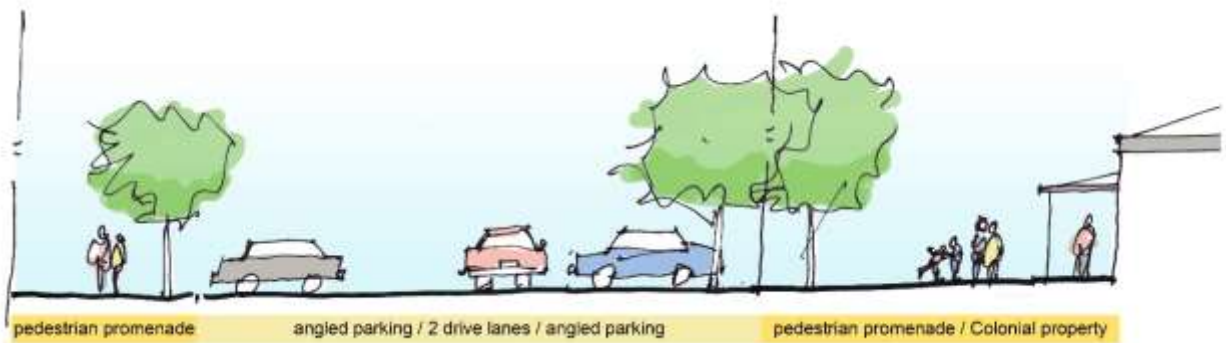


18A.35-300-6. Lakewood Towne Center Boulevard SW Looking North

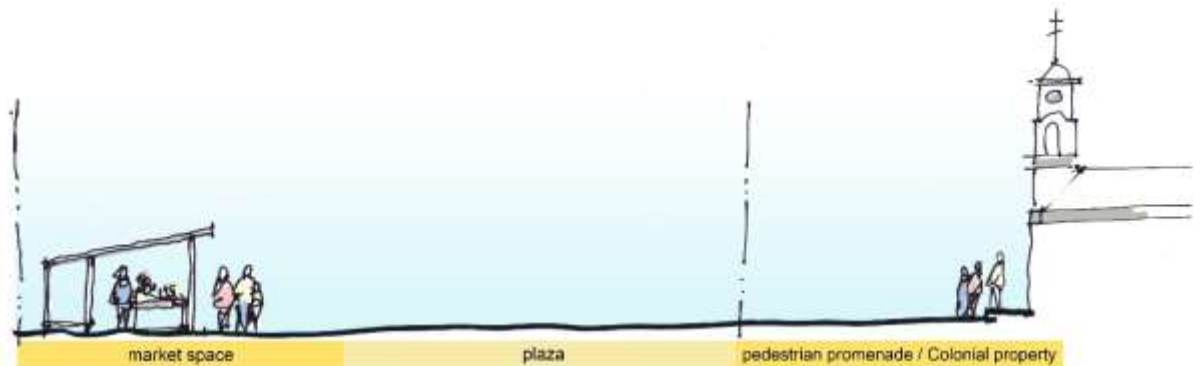


1. Lakewood Colonial Plaza Festival Street. Improvements to Motor Avenue should be consistent with the Motor Avenue Urban Design Plan Preferred Alternative as adopted by the City Council or as modified by the City, also known as the Lakewood Colonial Plaza.

18A.35-300-7. Lakewood Colonial Plaza Festival Street Section Looking Northeast (Preferred Alternative Selected by City Council)



18A.35-300-8. Lakewood Colonial Plaza Festival Street Plaza Section (Typical)



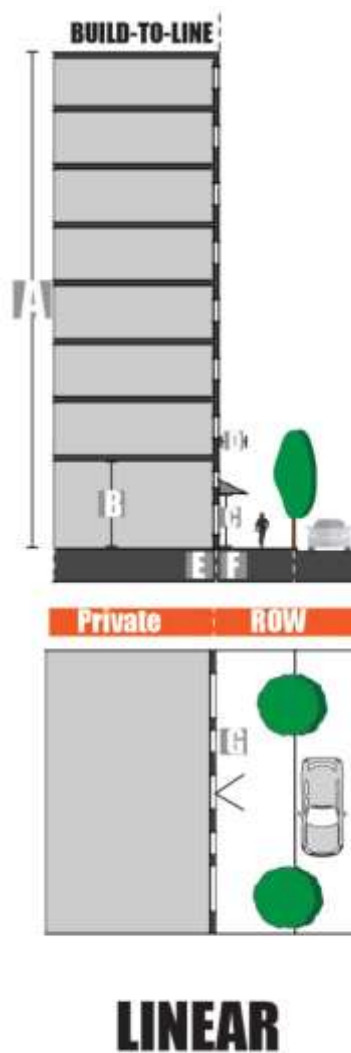
- E. Alleys. Alleys are encouraged to provide secondary access to properties, de-emphasize parking lots, and to promote continuous building frontages. Alleys shall meet Public Works Engineering Standards.
- F. Weather Protection-Easements. Weather protection or building overhangs that extend over public rights of way may be permitted by the Community Development Director subject to execution of an easement and requirements for maintenance by the property owner or developer.
 1. Access to existing and future utilities within and under the street and boulevard must be maintained.
 2. Freedom of movement of existing and future vehicular and pedestrian activity must not be restricted.

3. Weather protection depth and percentage coverage shall be consistent with LMC 18.A.400.A for frontage types.
4. All overhead weather protection shall be placed at a height that relates to architectural features of the building and adjacent storefront weather protection, while offering effective protection from weather. Weather protection shall have a minimum vertical clearance of 8 feet, measured from the sidewalk, and should not be greater than 12 feet above the pedestrian sidewalk level.
5. The slope of the weather protection feature shall allow for proper drainage and self-cleaning action of rain and wind. Materials used should be durable and require minimum maintenance.

18A.35.400 Site Design, Buildings, and Frontage

- A. Frontage Types. The building frontage types below address the required standards for the relationship of buildings to the edge of the street and other site plan and design requirements. The permitted frontage types vary by street type as shown in Section 18A.35.300.C. The building setback may be modified as approved by the City when necessary to expand the width of the right-of-way to accommodate the desired street design and cross section.
1. Linear. The linear building frontage has zero setback from the street edge and is the primary frontage type on retail streets and is also appropriate for land uses such as townhouses and row houses.

18A.35-400-1. Linear Building Frontage



18A.35-400-2. Linear Frontage Standards

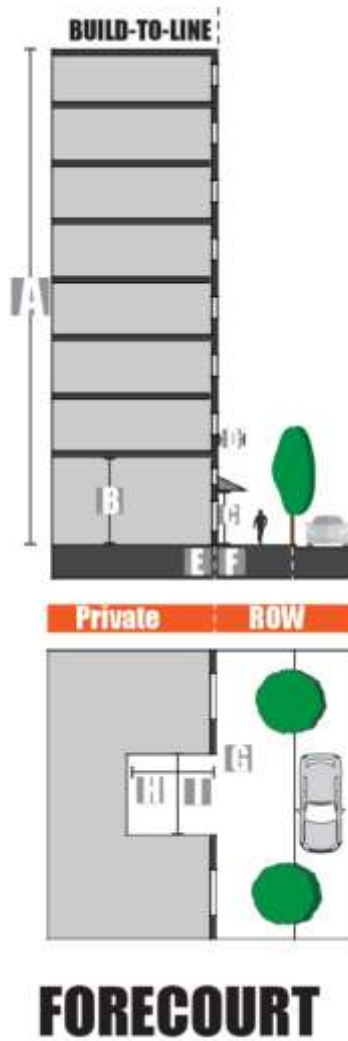
	Standard	CBD	Retail Street	Mixed-Use Street	Mixed-Use Arterial	Low-Impact Mixed-Use Streets	Festival Street
A	Building Height	90'	90'	90'	90'	35'	90'
B	First Floor Minimum Height	16'	16'	16'	16'	None	16'
C	Weather Protection Height	10'	10'	10'	10'	None	10'
D	Weather Protection Minimum Depth and Linear Frontage	10' Depth 60% of frontage must have weather protection	10' Depth Weather projection required for minimum of 60% of frontage	10' Depth Weather projection required for minimum of 60% of frontage	10' Depth Weather projection required for minimum of 60% of frontage	None	10' Depth 60% of frontage must have weather protection
E	Building Maximum Setback from Planned Right of Way ¹	<u>0'-10'</u>	<u>0'-10'</u>	<u>0'-10'</u>	<u>0'-10'</u>	<u>0'-10'</u>	<u>0'-10'</u>
F	Building Setback Minimum	0'	0'	0'	0'	0'	0'
G	Front Entrance	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required
H	Window Transparency ²⁺	A minimum 70% transparency required at street level between 30" and 8'	A minimum 70% transparency required at street level between 30" and 8'	A minimum 60% transparency required at street level between 30" and 8' for non-residential uses.	None.	None.	A minimum 70% transparency required at street level between 30" and 8'

¹ The maximum setback shall be up to 10' where the Public Works Engineering Director has determined property may be needed to accommodate the City's planned right-of-way at full build out. Otherwise the maximum setback is 0'.

²⁺ In Colonial District Overlay, minimum transparency is 50% between 30" and 8'.

2. Forecourt. The forecourt building frontage type that has an open area at the entrance along the street edge. This building type is applicable to a wide range of land use types and mixed-use development.

18A.35-400-3. Forecourt Frontage Type



18A.35-400-4. Forecourt Frontage Standards

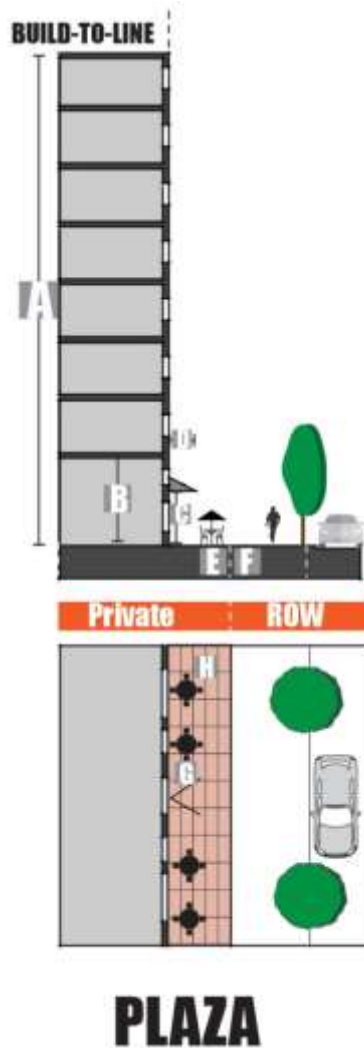
	Standard	CBD	Retail Street	Mixed-Use Street	Mixed-Use Arterial	Low-Impact Mixed-Use Streets	Festival Street
A	Building Height	90'	90'	90'	90'	35'	90'
B	First Floor Minimum Height	16'	16'	16'	16'	None	16'
C	Weather Protection Height	10'	10'	10'	10'	None	10'
D	Weather Protection Minimum Depth and Linear Frontage	5' min depth; 60% of frontage along sidewalk must have weather protection. Weather protection required over primary entrance.	5' min depth; 60% of frontage along sidewalk must have weather protection. Weather protection required over primary entrance.	15' min depth 60% of frontage along sidewalk must have weather protection. Weather protection required over primary entrance.	5' min depth; 60% of frontage along sidewalk must have weather protection. Weather protection required over primary entrance.	None	5' min depth; 60% of frontage along sidewalk must have weather protection. Weather protection required over primary entrance.
E	Building Maximum Setback from Planned Right of Way ¹	<u>0'-10'</u>	<u>0'-10'</u>	<u>0'-10'</u>	<u>0'-10'</u>	<u>0'-10'</u>	<u>0'-10'</u>
F	Building Setback Minimum	0'	0'	0'	0'	0'	0'
G	Front Entrance	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required
H	Forecourt Depth	10' minimum; 30' maximum	10' minimum; 30' maximum	10' minimum; 30' maximum	10' minimum; 30' maximum	10' minimum; 30' maximum	10' minimum; 30' maximum
I	Forecourt Width	10' minimum; 30' maximum	10' minimum; 30' maximum	10' minimum; 30' maximum	10' minimum; 30' maximum	10' minimum; 30' maximum	10' minimum; 30' maximum
J	Window Transparency ^{2,1}	A minimum 70% transparency required at street level between 30" and 8'	A minimum 70% transparency required at street level between 30" and 8'	A minimum 60% transparency required at street level between 30" and 8' for non-residential uses	None	None	A minimum of 70% transparency required at the street level between 30" and 8'

¹ The maximum setback shall be up to 10' where the Public Works Engineering Director has determined property may be needed to accommodate the City's planned right-of-way at full build out. Otherwise the maximum setback is 0'.

¹⁻² In Colonial District Overlay, minimum transparency is 50% between 30" and 8'.

3. Plaza. The plaza frontage type includes a pedestrian-oriented plaza between the building and the street edge. The plaza frontage type is applicable to retail and dining uses and can support activities such as outdoor dining, public art displays, seating, entertainment, and events. The plaza must be designed to support human activity and support a safe and inviting streetscape environment.

18A.35-400-5. Plaza Frontage Type



18A.35-400-6. Plaza Frontage Type Standards

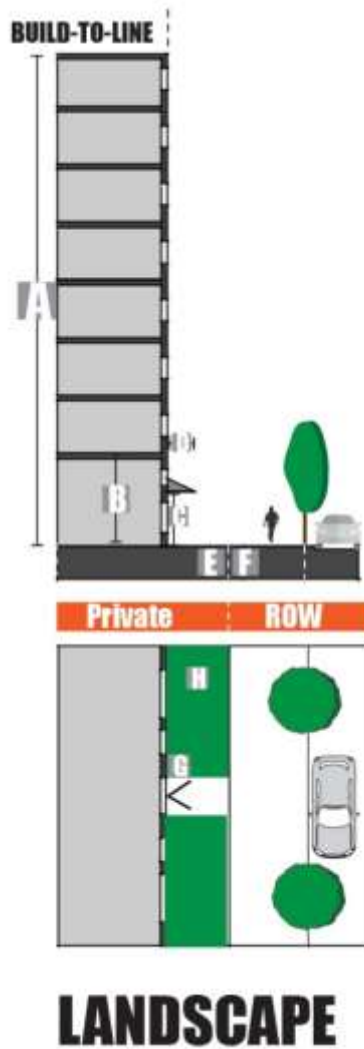
Standard	CBD	Retail Street	Mixed-Use Street	Mixed-Use Arterial	Low-Impact Mixed-Use Streets	Festival Street
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	Standard	CBD	Retail Street	Mixed-Use Street	Mixed-Use Arterial	Low-Impact Mixed-Use Streets	Festival Street
A	Building Height	90'	90'	90'	90'	35'	90'
B	First Floor Minimum Height	16'	16'	16'	16'	None	16'
C	Weather Protection Height	10'	10'	10'	10'	None	10'
D	Weather Protection Minimum Depth and Linear Frontage	5' min depth; 60% of frontage along sidewalk must have weather protection.	5' min depth; 60% of frontage along sidewalk must have weather protection.	5' min depth; 60% of frontage along sidewalk must have weather protection.	5' min depth; 60% of frontage along sidewalk must have weather protection.	None	5' min depth; 60% of frontage along sidewalk must have weather protection.
E	Building Maximum Setback from Planned Right of Way ¹	<u>95'-25'40'</u>	<u>50'-40'-25'</u>	<u>50'-40'-25'</u>	<u>95'-40'-25'</u>	<u>50'-40'-25'</u>	<u>95'-40'-25'</u>
F	Building Setback Minimum	<u>50'</u>	<u>50'</u>	<u>50'</u>	<u>50'</u>	<u>50'</u>	<u>50'</u>
G	Front Entrance	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required
H	Plaza Design	Plaza area must be designed for human activity and include seating, landscaping, and other amenities	Plaza area must be designed for human activity and include seating and other amenities.	Plaza area must be designed for human activity and include seating and other amenities.	Plaza area must be designed for human activity and include seating and other amenities.	n/a	Plaza area must be designed for human activity and include seating, landscaping, and other amenities

¹ The maximum setback shall be up to 25'40' where the Public Works Engineering Director has determined property may be needed to accommodate the City's planned right-of-way at full build out. Otherwise the maximum setback is 50'.

4. Landscape. The landscape frontage has landscaping between the building and street edge. The landscape frontage is not permitted on retail streets and is appropriate for office and residential uses particularly when on the ground floor.

18A.35-400-7. Landscape Frontage



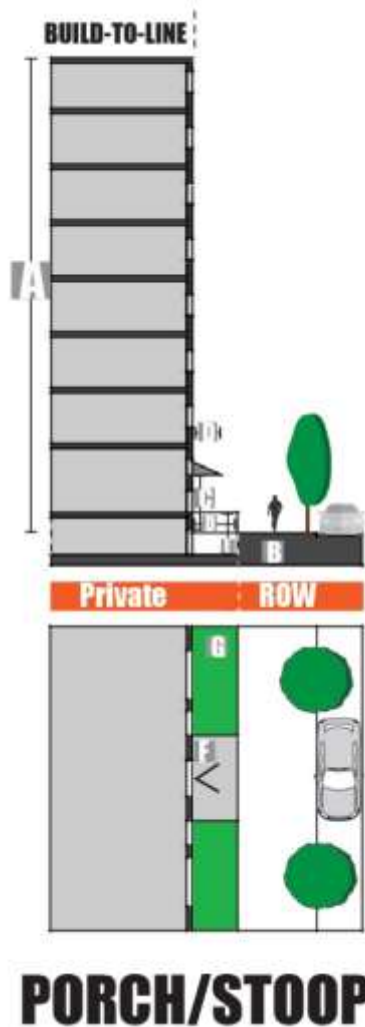
18A.35-400-8. Landscape Frontage Standards

Standard	CBD	Retail Street	Mixed-Use Street	Mixed-Use Arterial	Low-Impact Mixed-Use Streets	Festival Street
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	Standard	CBD	Retail Street	Mixed-Use Street	Mixed-Use Arterial	Low-Impact Mixed-Use Streets	Festival Street
A	Building Height	90'	n/a	90'	90'	35'	n/a
B	First Floor Minimum Height	16'	n/a	16'	16'	None	n/a
C	Weather Protection Height	10'	n/a	10'	10'	None	n/a
D	Weather Protection Minimum Depth and Linear Frontage	5' minimum depth; required over primary entrance	n/a	5' minimum depth; required over primary entrance	5' minimum depth; required over primary entrance	5' minimum depth; required over primary entrance	n/a
E	Building Maximum Setback from Planned Right of Way	<u>20'</u>	n/a	<u>20'</u>	<u>20'</u>	<u>20'</u>	n/a
F	Building Setback Minimum	10'	n/a	10'	10'	10'	n/a
G	Front Entrance	An entrance must be located along the primary street frontage	n/a	An entrance must be located along the primary street frontage	An entrance must be located along the primary street frontage	An entrance must be located along the primary street frontage	n/a
H	Landscape Requirements	The landscape area shall comply with the City's landscaping requirements.	n/a	The landscape area shall comply with the City's landscaping requirements.	The landscape area shall comply with the City's landscaping requirements.	The landscape area shall comply with the City's landscaping requirements.	n/a

5. Porch/Stoop/Terrace. This frontage type has the building setback from the street edge to accommodate a porch, stoop, or terrace to serve as the primary access to the building. This frontage type is applicable primarily to residential and non-retail commercial uses and is not permitted on retail streets.

18A.35-400-9. Porch/Stoop/Terrace Frontage Type



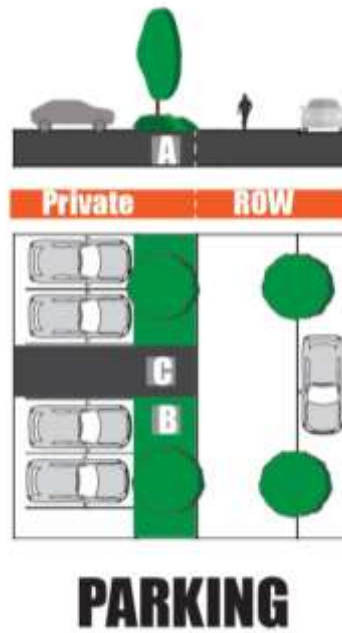
18A.35-400-10. Porch/Stoop/Terrace Frontage Standards

Standard	CBD	Retail Street	Mixed-Use Street	Mixed-Use Arterial	Low-Impact Mixed-Use Streets	Festival Street
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	Standard	CBD	Retail Street	Mixed-Use Street	Mixed-Use Arterial	Low-Impact Mixed-Use Streets	Festival Street
A	Building Height	90'	n/a	90'	90'	35'	n/a
B	First Floor Minimum Height	16'	n/a	16'	16'	None	n/a
C	Weather Protection Height	10'	n/a	10'	10'	None	n/a
D	Threshold Depth	4' minimum	n/a	4' minimum	4' minimum	None	n/a
E	Threshold Height	Below-grade maximum 4'; Above-grade maximum 5'	n/a	Below-grade maximum 4'; Above-grade maximum 5'	Below-grade maximum 4'; Above-grade maximum 5'	Below-grade maximum 4'; Above-grade maximum 5'	n/a
F	Front Entrance	An entrance must be located along the primary street frontage; ±	n/a	An entrance must be located along the primary street frontage; ±	An entrance must be located along the primary street frontage; ±	An entrance must be located along the primary street frontage; ±	n/a
G	Landscape Requirements	The landscape area shall comply with the City's landscaping requirements.	n/a	The landscape area shall comply with the City's landscaping requirements.	The landscape area shall comply with the City's landscaping requirements.	The landscape area shall comply with the City's landscaping requirements.	n/a

6. **Parking.** The parking frontage type is only permitted on Arterial Mixed-Use streets and is the only frontage type where parking is allowed between the building and the street edge. Landscape and trees are required in the landscaped area between the street edge and the parking area.

18A.35-400-11. Parking Frontage Type



18A.35-400-12. Parking Frontage Standards

Standard	CBD	Retail Street	Mixed-Use Street	Mixed-Use Arterial	Low-Impact Mixed-Use Streets	Festival Street
A Landscape Buffer Width	Minimum 10'; Maximum 20'	n/a	n/a	Minimum 10'; Maximum 20'	n/a	n/a
B Landscape Requirements	The landscape area shall comply with the City's landscaping requirements. A minimum of one tree must be planted every 30'.	n/a	n/a	The landscape area shall comply with the City's landscaping requirements.	n/a	n/a
C Pedestrian Walkway	Required from the street to primary building entrance(s)	n/a	n/a	<u>Minimum width 8' - see LMC 18A.35.520</u>	n/a	n/a

- B. Civic Uses. Sites and buildings where the primary use is civic should be designed to reflect a public use and therefore may deviate from the frontage standards. Civic buildings and sites should be recognizable and accessible as public buildings in the Downtown and to reflect civic pride in the community. The following standards address the design of civic uses:
1. Civic uses are permitted on the ground level on all street types except the low-impact mixed-use streets and may be designed in accordance with any of the frontage types except Parking.
 2. Civic uses are not subject to the maximum setback requirements.
 3. Civic uses may provide the main entry on the side of the building when necessary to the function of the site including safety and security. A pedestrian connection shall be provided from the sidewalk to the entry.
 4. The design sites and buildings for civic uses should incorporate public open space when feasible and practical and provide for a variety of activities such as public art, seating, play equipment, games, and events.

18A.35.500 Landscaping, Open Space, and Green Infrastructure

18A.35.510 BASIC STANDARDS

Landscaping shall be provided consistent with 18A.50.400 Landscaping except as supplemented or superseded by this Chapter 18A.35.

18A.35.520 SPECIAL LANDSCAPE TREATMENTS

The following special landscape treatments are required or permitted along street types.

18A.35.520 -1. Special Landscape Treatments

Street Type	Foundations	Plazas/Courtyards	Pedestrian Walkways
Retail Street	R	P	R
Mixed-Use Street	R	P	R
Low-Impact Mixed-Use Streets	P	P	P
Arterial Mixed-Use Street	P	P	R
Festival Street	R	R	R

P=permitted, R=Required

- A. Foundations: Buildings shall be accented by foundation plantings. Foundation plantings may frame doors, anchor corners, or screen undesirable areas with. Foundation plantings shall allow for 5' of unobstructed movement on the sidewalk. Examples of foundation plantings include raised planter boxes, containers, and similar.
- B. Plazas and Courtyards: Where provided consistent with frontage standards, plazas or courtyards shall meet the following standards:
 1. Plazas and courtyards shall be visible and accessible to the public.
 2. Minimum dimensions of plazas and courtyards are 20'. Courtyards may qualify as common open space per 18A.35.520 Common and Open Space Standards.
 3. Plazas or courtyards shall include one or more element from each category below.
 - i. Special Paving: Scored concrete, stained/colored concrete, concrete pavers, paving inlays, mosaics, or other special paving material.
 - ii. Landscaping: Trees, shrubs, trellises, flowers, or container plants. Landscaping shall be consistent with LMC 18A.35.500 and 18A.50.400, Landscaping.

- iii. Seating Area: Benches or low seating walls. Walls or benches shall be a min. of 4' long. Seating shall be provided at a ratio of at least one seat per 60 square feet of plaza area or open space.

C. Pedestrian Walkways: Pedestrian walkways are required as follows:

1. Street to Building: Required between a public right-of-way and building entrances where the building is set back from the street, sidewalk, or parking area.
2. Parking: Required between parking lots and building entrances.
3. Mid-block connections: One pedestrian walkway shall be provided between the street and the rear property line, spaced an average of every 200' or less of street frontage.

D. Dimensional Standards:

1. Pedestrian Walkway Width

- a. 6' minimum exclusive of landscaping or site furnishings, except that mid-block crossings shall have minimum walkway widths of 12'.
- b. Lines of Sight: Walkways shall be located and designed with clear sight lines for safety.
- c. Definition: Pedestrian walkways shall be defined through paving, landscaping, furnishings, and lighting.

2. Design:

- a. Pedestrian walkways shall be defined using a combination of one or more of the following techniques as follows:
- b. Special Paving: Scored concrete, stained/colored concrete, concrete pavers, paving inlays, mosaics, or other special paving material. Not all portions of the pedestrian walkway are required to be paved; however, a min. of 4' in width of the pedestrian walkway shall provide an all-weather walking surface.
- c. Architectural Features: Trellises, railing, low seat walls, weather protection, bollards, or other architectural features. Chain link fences are not allowed.
- d. Landscaped Edges: A continuous, landscaped area consistent with Type II Streetscapes where the pedestrian walkway is from the street to building or mid-block connection, otherwise Type III, Open Space is required, per LMC 18A.50.400, Landscaping. If the walkway abuts a driveway or driving aisle on both sides, the landscaped edge shall apply to both sides.
- e. Lighting: Pedestrian walkways shall include lighting such as pedestrian lights, bollards, and accent lighting to assist pedestrian navigation and promote a safe and comfortable walking space.

18A.35.530 COMMON AND OPEN SPACE STANDARDS

The purpose of this section is to provide residents with access to useable privately maintained and owned open space to create opportunities for active living and respite for onsite residents. This section provides a fee in lieu of providing onsite open space recognizing different site configurations, resident needs and desires, and opportunities to provide and enhance publicly owned and maintained system parks. Publicly

owned urban parks include nodal and linear parks consistent with the Downtown Plan and the City's Parks, Recreation, and Open Space Plan. Transferring the fee in lieu to a nearby nodal or linear park reinforces accessibility to larger public open spaces within walking distance of current and future residential and mixed-use development in Downtown Lakewood.

A. Common Open Space – Private:

1. Each mixed-use or residential development shall provide a common open space per dwelling unit of 100 square feet per dwelling unit.
2. For the purposes of this section, common open space means an open air area intended for use by all residents, guests, employees or patrons of a site and may include lawns, gardens, squares, plazas, courtyards, terraces, barbecue and picnic areas, games court or multi-use recreational areas, and other types of built space.
3. Design Standards:
 - i. Required setback areas shall not count toward the open space requirement unless they are part of an open space that meets the other requirements of common open space.
 - ii. Space shall have a minimum dimension of 20 feet in any direction to provide functional leisure or recreational activity. This dimension can be adjusted by the Community Development Director based on site conditions such as topography or irregular lot geometry.
 - ii. Space shall feature paths or walkable areas, landscaping, seating, lighting, play structures, sports courts, or other pedestrian amenities to make the area more functional and enjoyable for a range of users.
4. Common space shall be separated from ground level windows, streets, service areas and parking lots with landscaping, low-level decorative fencing (no chain link), or other treatments as approved by the Community Development Director that enhance safety and privacy for both the common open space and dwelling units.
5. The space shall be oriented to receive sunlight and preferably face south, if possible. Open space may also face east or west, but not north, unless the Community Development Director determines that site conditions such as topography or irregular lot geometry warrant waiving this requirement. The common open space shall be designed to provide landscaping that defines the open space but permit surveillance from units and roads.
6. The space must be accessible from the dwelling units. The space must be oriented to encourage activity from local residents.
7. No more than thirty (30) percent of the area may be covered by a structure.
8. The common open space may include multi-use stormwater detention facilities, if the Community Development Director determines that the facilities are designed to function as common open space by providing an enhanced nature or visually aesthetic design.
9. The common space shall be designed to ensure that the open space network addresses Crime Prevention Through Environmental Design (CPTED) principles such as security and surveillance from residential units. Common recreational spaces shall be located and arranged to allow windows to overlook them.

10. The common space shall provide adequate lighting in the open space network, but place and shield lighting so that it does not glare into housing units.

B. Private Open Space:

1. Each dwelling unit shall have a private open space, at a minimum of 48 square feet with a minimum width or depth of 6 feet.
2. For the purposes of this section, private open space includes individual decks, balconies, or patios.

C. Fee in Lieu for Portion of Open Space:

1. Within the Downtown Planned Action Area, a development may pay a fee in lieu of providing common open space or a portion of the private open space to support park land purchase and improvements within the Downtown Planned Action Area for urban nodal or urban linear parks identified in the Downtown Plan.
2. The fee in lieu is allowed for each 100 square feet of common open space not provided. No less than 50 square feet of common open space per unit shall be provided on-site.
3. The fee in lieu is allowed for balconies or patios not provided on street-front façade. No less than 50 percent of the units shall include private open spaces.
4. The fee shall be equal to the average fair market value of the land otherwise required to be provided in on-site common or private open space.
5. Fee payment and use:
 - a. The payment shall be held in a reserve account by the City and may only be expended to fund a capital improvement for parks and recreation facility identified in the Downtown Plan;
 - b. The payment shall be expended in all cases within five years of collection; and
 - c. Any payment not so expended shall be refunded with interest to be calculated from the original date the deposit was received by the City and at the same rate applied to tax refunds pursuant to RCW 84.69.100; however, if the payment is not expended within five years due to delay attributable to the developer, the payment shall be refunded without interest.

18A.35. 540 GREEN INFRASTRUCTURE

- A. Development shall implement stormwater standards that incorporates low impact development (LID) principles and standards consistent with City standards in LMC Chapter 12A.11.
- B. Where onsite filtration is feasible, it shall be provided.
- C. Permeable surfaces shall be incorporated into plazas, courtyards, and pedestrian walkways, unless demonstrated infeasible to the satisfaction of the City Engineer, and shall meet City standards per LMC Chapter 12A.11.
- D. Open ponds shall be designed with both natural landscape and urban access and edge treatments consistent with LMC 18A.50.420.

- E. Native and/or drought tolerant landscaping shall be incorporated into required landscape plans.

18A.35.600 Parking

- A. **Off-street Parking Requirements.** The following off-street parking requirements supersede the requirements in 18A.50.560. Uses not listed below must comply with the requirements in 18A.50.560.

18A.35-600-1. Off-street Parking Requirements.

Land Use	Parking Requirement
Residential	1 per dwelling unit
Retail, Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum
Office	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum
Street level retail 3,000 sq ft or less per business	None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail

- B. **Parking Reductions or Increases.** The amount of required parking may be reduced or eliminated, or increased above the maximum, based on a site- specific parking study that demonstrate one or more of the following:
1. *Reduction due to Shared Parking at Mixed-use Sites and Buildings.* A shared use parking analysis for mixed-use buildings and sites that demonstrate that the anticipated peak parking demand will be less than the sum of the off-street parking requirements for specific land uses.
 2. *Reduction due to Public Parking Availability.* The availability of public parking to accommodate the parking demand generated by the site or building. The City may approve a reduction in the amount of required parking by up to 50% for any parking stalls that will be open and available to the public.
 3. *Reduction due to Lower Parking Demand or Increase based on Greater Parking Demand.* Demonstrating that anticipated parking demand will be less than the minimum parking required, or greater than the maximum allowed, based on collecting local parking data for similar land uses on a typical day for a minimum of 8 hours.
- C. **Parking Location and Design.** Parking shall be located behind the building or in a structure except in locations where the parking frontage type is permitted.
- D. **Shared Parking.** Shared parking is encouraged to support a walkable and pedestrian-oriented CBD where people can park once and visit multiple destinations. Off-site shared parking may be authorized per the standards in 18A.50.550.
- E. **Public Parking.** Public parking is permitted as a principal or accessory use in the Downtown District subject to the frontage and design standards.
- F. **Dimensional Standards.** Parking stall and circulation design shall meet the standards of 18A.50.

18A.35.700 Administration

18A.35.710 FORM-BASED CODE REVIEW

- A. Purpose. The purpose of Form-Based Code Review is to ensure that all development in the Downtown District implements the Downtown Plan.
- B. Applicability. All development requiring a land use or building permit in the Downtown District shall be subject to Form-Based Code Review.
- C. Review Process. Form-Based Code Review is a Process I application type under 18A.02.540. Review shall be conducted concurrently with any related planning review process or building permit, including consideration of the proposal as a Planned Action (Ordinance ~~XXX~~), and is subject to LMC 18A.02.530 Permit Procedures.
- D. Preapplication Conference. A preapplication conference is required for all development in the Downtown District. The preapplication conference shall be conducted in accordance with LMC 18A.02.622. The site plan, landscaping plan, and building design may be conceptual in form for the preapplication conference.
- E. Submittal Requirements. Applications for Form-Based Code Review shall be filed with the Community Development Department. All projects submitted for Form-Based Code Review shall be subject to the submittal requirements in LMC 18A.02.630 Project Permit Applications. Additional information or materials may be requested during the review process if the Community Development director determines they are necessary for proper review of the application. Request for additional materials shall not affect the Determination of Completeness under LMC 18A.02.635, but is subject to LMC 18A.02.735 Time Limitations.
- F. Review Decision. The Community Development Director shall provide the applicant with a written decision either approving, denying, or approving the application with modifications and/or conditions of approval. In such case that the application is processed in conjunction with a Process III or higher permit application under the provisions of LMC 18A.02.630 Permit Procedures, the Community Development Director shall provide a written recommendation to either approve, deny, or approve with modifications and/or conditions of approval to the appropriate decision-making body for the higher process permit, as listed in LMC 18A.02.502 Table 3.
- G. Review Standards. A decision on a Form-Based Code Review Application shall be based on the standard criteria for Process I Permits in LMC 18A.02.540 and the following:
 - 1. Consistency with the vision and policies of the Lakewood Comprehensive Plan.
 - 2. Consistency with the vision and objectives of the Downtown Plan in LMC 18A.35.110.
 - 3. Compliance with the standards in LMC Chapter 18.35.
 - 4. Compliance with the Downtown Planned Acton Ordinance (~~XXX~~).
- H. Amendments to Approved Applications. Applicants wishing to amend approved applications may submit the amendment to the Community Development Director for review. The application shall meet the submittal requirements of 18A.35.610C unless waived by the Community Development Director. A preapplication conference is not required, but is encouraged for amendment applications that incorporate major changes.

18A.35.720 MASTER PLANNED DEVELOPMENT – TOWN CENTER INCENTIVE OVERLAY

A. Purpose. The purpose of a Master Planned Development in the Downtown District is to provide the developer and the City the opportunity to implement the Downtown Plan in way that could not be achieved through strict application of the standards in this chapter. It also allows for the development of larger, more complex, and multi-phased projects to develop with certainty.

B. Applicability. Development within the Town Center Incentive Overlay may apply for a Master Plan for the development of ten or more acres.

C. Allowed Modification. Adoption of a Master Planned Development allows for the modification of Downtown District development standards within the Town Center Incentive overlay district including modification of standards for height, site design, building design, landscaping, parking, and signage. In addition, density may be calculated by evaluating the number of residential units over the entire acreage subject to the Master Plan instead of the acreage of a particular site. This allows housing units to be clustered at higher intensities, if desired.

D. Review Process. A Master Planned Development is a Process III application under LMC 18A.02.550. Notice of application shall be provided pursuant to LMC [18A.02.670](#).

E. Submittal Requirements. Applications for a Master Planned Development shall be filed with the Community Development Department on forms provided by the Department along with established fees. An applicant for a Master Planned Development shall submit the following items to the City, unless the director finds in writing that one or more submittals are not required due to unique circumstances related to a specific development proposal:

1. A detailed narrative that includes:

- a. A description detailing how the proposed [development](#) will be superior to or more innovative than conventional [development](#) methods as allowed under the City's land use regulations and how the approval criteria set forth in LMC [18A.35.720F](#) have been satisfied;
- b. A description of how the proposed [Master](#) Planned Development will benefit the public in a manner greater than that achieved if the project was to be developed under the adopted standards of the CBD zone;
- c. A table illustrating the density and [lot coverage](#) of the overall [development](#), with the proportion of the site devoted to public and [open space](#) clearly indicated;
- d. A description of the land use planned for the site, including types and numbers for commercial, civic, industrial, and residential land uses;
- e. A description of the [dwelling units](#) proposed and the overall density and intensity, including the types and numbers of affordable housing units;
- e. A description of the proposed park, [open space](#) and [recreation](#) areas including any proposed improvements, including specific details regarding the [ownership](#) and [maintenance](#) of such areas;
- f. Detailed information regarding all proposed [landscaping](#) that is not included on an associated [landscaping](#) plan;

- g. A description of the specific City standards as set forth in the underlying zoning district that the applicant is proposing for modification;
 - h. A description of how the Master Plan meets vision and objectives of the Downtown Plan in LMC 18A.35.110.
2. A site plan with the heading “Master Planned Development Site Plan” that includes information including, street frontage types, building footprints, proposed landscaping, open space and parks and/or recreational areas including trails, public spaces, pedestrian walkways, parking locations, and proposed setbacks;
 3. Conceptual elevation drawings illustrating facade and building design elements, including height, overall bulk/mass and density and proposed residential design features that will provide for a superior development;
 4. A conceptual landscape plan/map showing the proposed location and types of vegetation and landscaping. The landscape plan may also be incorporated into the Master Planned Development site plan and narrative;
 5. A phasing plan, if the development will occur in distinct phases with a written schedule detailing the timing of improvements;
 6. A draft development agreement, if proposed by the applicant, or as required by the City; and
 7. All of the submittal requirements in LMC 18A.02.630 Project Permit Applications.

E. Additional Information. Additional information or materials may be requested during the review process if the Community Development director determines they are necessary for proper review of the application.

F. Required Findings: A Master Planned Development shall only be granted after the Hearing Examiner has reviewed the proposed use and has made written findings that all of the standards and criteria set forth below have been met or can be met subject to conditions of approval:

1. The Master Planned Development is consistent with the comprehensive plan; and
2. The Master Planned Development is consistent with the vision and objectives of the Downtown Plan in LMC 18A.35.110.
3. The Master Planned Development by the use of permitted flexibility and variation in design, is a development practice that results in better urban design features than found in traditional development. Net benefit to the City may be demonstrated by one or more of the following:
 - a. Placement, type or reduced bulk of structures, or
 - b. Interconnected usable open space, or
 - c. Recreation facilities, or
 - d. Other public facilities, or
 - e. Conservation of natural features, or
 - f. Conservation of critical areas and critical area buffers beyond, or

- g. Aesthetic features and harmonious design, or
 - h. Energy efficient site design or building features, or
 - i. Use of low impact development techniques;
4. The Master Planned Development results in no greater burden on present and projected public utilities and services than would result from traditional development and will be served by adequate public or private facilities including streets, fire protection, and utilities; and
 5. Open space within the Master Planned Development is an integrated part of the project rather than an isolated element of the project; and
 6. The design is compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity; and
 7. Roads and streets, whether public or private, within and contiguous to the site comply with guidelines for construction of streets and the street frontage standards; and
 8. Each phase of the proposed development, as it is planned to be completed, contains the parking spaces, open space, recreation space, landscaping and utility area necessary for creating and sustaining a desirable and stable environment.
 9. The Master Plan development is consistent with the Planned Action Ordinance (xxx).

G. Action of the Hearing Examiner. In addition to demonstrating compliance with the criteria as determined by the Hearing Examiner, the applicant shall accept those conditions that the Hearing Examiner finds are appropriate to obtain compliance with the criteria.

18A.35.730 UPDATE OF NONCONFORMING LOTS

A. Purpose. The establishment of design standards to implement the Downtown Plan resulted in the creation of nonconforming lots. This section defines how nonconforming lots are to be updated to meet the Downtown District design standards for street frontage, site design, and landscaping when incremental changes occur.

B. Applicability. This section applies to all nonconforming lots in the Downtown District, with the exception of lots subject to a development agreement or Master Planned Development. It supplements the standards and requirements for nonconformities in LMC 18A.02.800 through 18A.02.870.

C. Full Compliance. Within any three (3) year period, the expansion of any structure or complex of structures on a lot, which constitutes fifty percent (50%) or more of the existing floor area or building footprint, whichever is less, shall activate the requirement to bring the lot into full compliance with the Downtown District standards for street type, site design, and landscaping.

D. Proportional Compliance. Remodels, alterations, or other improvements to the existing structure activate the requirement to make improvements to the nonconforming lot to reduce the extent of the nonconformity. The degree to which the standards are applied shall be evaluated on a project specific basis and related to the improvement proposed. For example, if new windows are proposed to be installed, the project should address standards related to window transparency and weather protection (if located on a designated street frontage). The Community Development Director shall determine the type, location, and phasing sequence of proposed proportional compliance.

Additional Code Amendments Related to Downtown Development Code

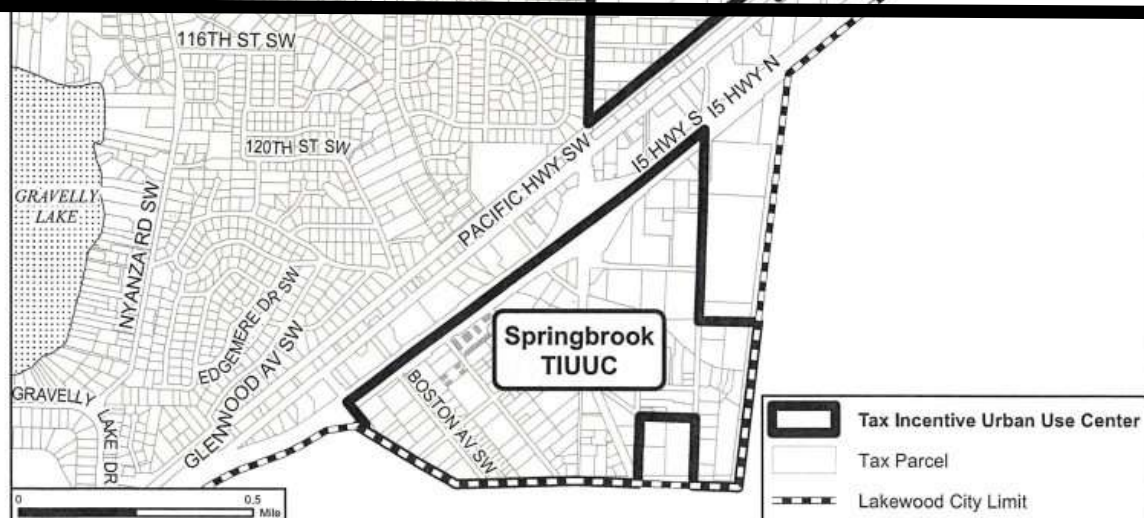
Note: In place of advisory footnotes, related code changes are formalized under headings below.

~~3.64.020 RESIDENTIAL TARGET AREA DESIGNATION AND STANDARDS.~~

~~A. Designation. The boundaries of the Tax Incentive Urban Use Centers shall be by Ordinance. The map depicting these boundaries shall be on file in the City Clerk's Office.~~

~~E. Designated Residential Target Areas. The proposed boundaries of the Residential Target Areas must be within the boundaries of a Tax Incentive Urban Use Center. A map and accompanying legal descriptions shall be on file in the City Clerk's Office; provided that the Residential Target Areas shall also include the Urban Use Center(s) designated as noted above and as may hereafter be amended. (Ord. [588](#) § 1, 2014; Ord. [588](#) § 1, 2014; Ord. [452](#) § 1 (part), 2007; Ord. [383](#) § 1, 2005; Ord. [286](#) § 1 (part), 2002.)~~

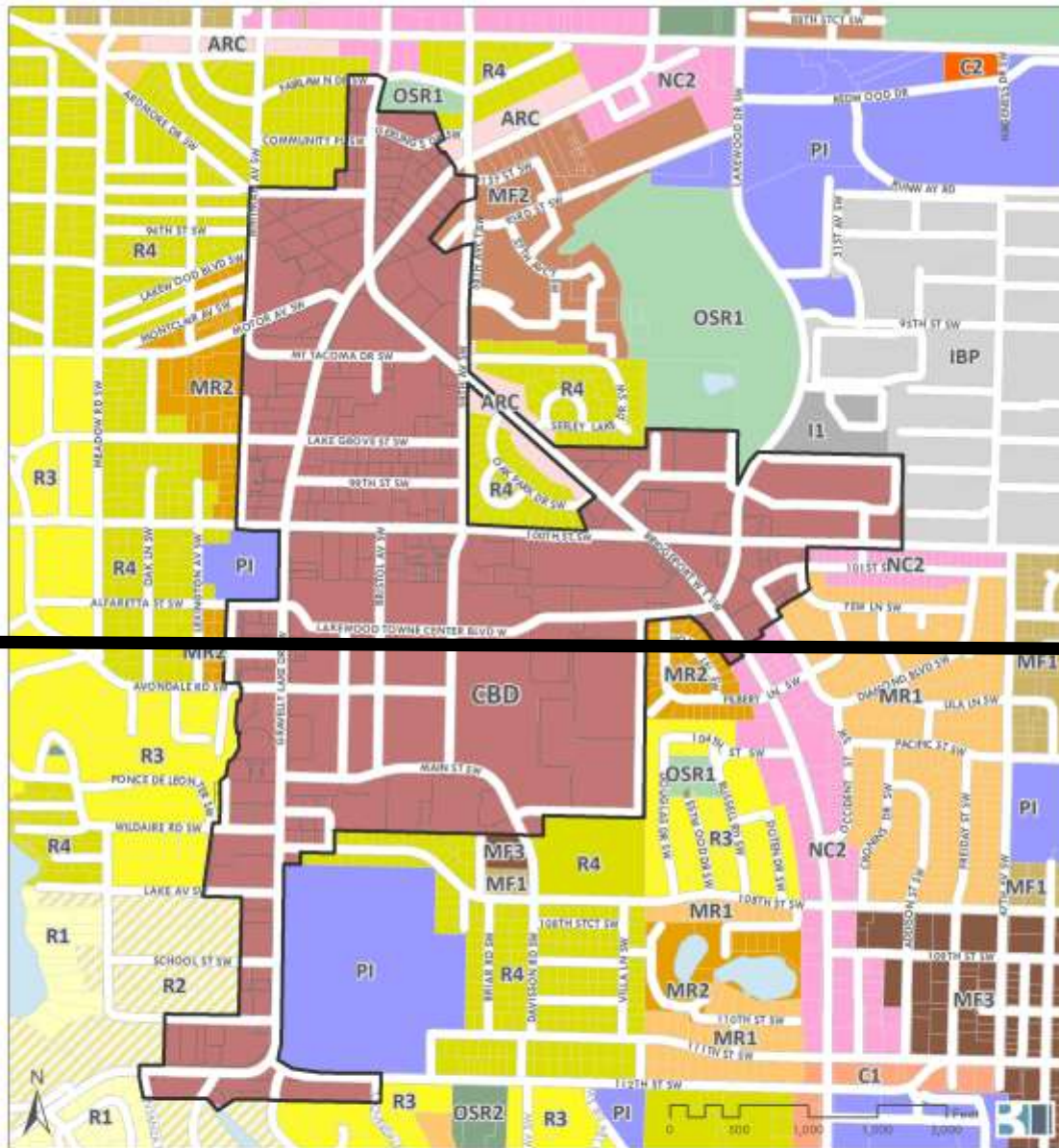
Proposed: Amend Maps on File with City Clerk so that CBD TIUUC adds all areas zoned CBD.



Map Date: March 11, 2015
 \\projects\cd\SR\TIUUCs.mxd

This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.

CBD Zone — Add areas not otherwise included to Exhibit A above



LEGEND

Central Business District (CBD)	Residential 1 (R1)	Multifamily 1 (MF1)	Public Institutional (PI)
Arterial Residential/Commercial (ARC)	Residential 2 (R2)	Multifamily 2 (MF2)	Lakewood CBD Boundary
Commercial 1 (C1)	Residential 3 (R3)	Multifamily 3 (MF3)	Parcels
Commercial 2 (C2)	Residential 4 (R4)	Neighborhood Commercial 2 (NC2)	Waterbody
Industrial 1 (I1)	Mixed Residential 1 (MR1)	Open Space & Recreation 1 (OSR1)	Roads
Industrial Business Park (IBP)	Mixed Residential 2 (MR2)	Open Space & Recreation 2 (OSR2)	

18A.02.502 PROCESS TYPES- PERMITS

Add to Table 3 Application Processing Procedures, Row 1, Process 1:

TABLE 3: APPLICATION PROCESSING PROCEDURES

	Process I Administrative Action	Process II Administrative Action	Process III Hearing Action	Process IV Hearing Action	Process V Legislative Action
Permits	Zoning certification ; Building permit; Design Review; Sign permit; Temporary Sign permit; Accessory Living Quarters ; Limited Home Occupation ; Temporary Use ; Manufactured or Mobile Home permit; Boundary Line Adjustments; Minor modification of Process II and III permits; Final Site Certification; Certificate of Occupancy ; ***Sexually Oriented Business extensions, Form-Based Code Review	Administrative Uses ; Short Plat ; SEPA ; Home Occupation ; Administrative Variance ; Binding Site Plans ; Minor Plat Amendment ; Major modification of Process II permits; Shoreline Conditional Use ; Shoreline Variance ; Shoreline Substantial Development Permits; Cottage Housing Development (may be considered together with residential binding site plan)	Conditional Use ; Major Variance ; Preliminary Plat ; Major Plat Amendment ; Major modification of Process III permits: Shoreline Conditional Use ; Shoreline Variance ; Shoreline Substantial Development Permit when referred by the Shoreline Administrator ; Public Facilities Master Plan; Master Planned Development – Town Center Incentive Overlay	Zoning Map Amendments ; Site-specific Comprehensive Plan map amendments ; Specific Comprehensive Plan text amendments ; Shoreline Redesignation, Final Plat ; Development Agreement *** No hearing required or recommendation made by Planning Commission**	Generalized or comprehensive ordinance text amendments ; Area-wide map amendments ; Annexation; Adoption of new planning-related ordinances;

18A.90.200 DEFINITIONS.

Add the following:

Building Recess: A recessed portion of a development created by the overhanging upper portion of the building to provide a sheltered area at grade level for pedestrians.

Marquee: A roof-like projection over the entrance to a theater, hotel, or other building.

Weather Protection: Awnings, canopies, marquees, building recesses, and arcades designed to shield pedestrians from precipitation or to offer shade.

Amend the following definition:

NONCONFORMING LOT. A lot which does not conform to the design or density requirements of the zoning district in which it is located. A non-conforming lot is a lot that was legal when it was created but no longer meets the current area, width, or depth dimensional requirements and/or does not meet the landscaping, site planning, or site design requirements for the zoning district in which the property is located. Nonconforming lots may be occupied by any permitted use in the district, provided that all other development regulations in effect at the time of development must be met.

18A.02.850 TERMINATION OF NONCONFORMING STATUS.

A. A nonconforming development structure or use or lots shall terminate under the following conditions:

1. When the use has been discontinued for a period of six (6) or more months.
2. When a nonconforming structure has been damaged or destroyed to an extent exceeding fifty (50) percent or more of its fair market value as indicated by the records of the Pierce County Assessor.

3. When a nonconforming lot becomes subject to landscaping, site planning, or site design requirements.

B. Provided; that damaged uses that are allowed to reestablish, as provided in LMC 18A.02.855, Damage or Destruction, shall not be considered to be terminated. Once terminated, the use shall not be reestablished, and any subsequent use must comply with the regulations of the zoning district in which it is located. (Ord. 264 § 1 (part), 2001.)

18A.02.855 DAMAGE OR DESTRUCTION -

NONCONFORMITIESNONCONFORMING USES.

A. If a nonconforming use or structure is damaged or destroyed by any means to the extent of fifty (50) percent or more of fair market value, it may not be reestablished except in compliance with the regulations of the zoning district in which it is located. This provision shall not apply to dwelling units located in residential districts or in established mobile home parks, which may be reconstructed or replaced with no substantial change in floor area or other nonconforming feature.

B. If a nonconforming use or structure is damaged due to an involuntary event of fire, natural disaster or other casualty, to the extent of less than fifty (50) percent of fair market value, it may be restored to substantially the same extent of nonconformance as preexisted the damage, provided that all applicable construction permits are obtained prior to commencement of demolition and reconstruction. This provision shall not be construed as reducing any requirements of construction standards in effect for rebuilt structures. Restoration or replacement shall commence within one (1) year from the date of damage or the use shall be terminated pursuant to LMC 18A.02.850, Termination of Nonconforming Status. (Ord. 264 § 1 (part), 2001.) Subsection B shall not apply to the Downtown District in LMC 18A.35; instead proportional compliance 18A.35.730 C and D shall apply.

C. A nonconforming lot landscaping or site design must be brought into conformity if improvements are damaged or destroyed greater than 50% of the value. Restoration or replacement shall commence within one (1) year from the date of damage or the use shall be terminated pursuant to LMC 18A.02.850, Termination of Nonconforming Status.

18A.20.700 INDUSTRIAL USE CATEGORY - LAND USE TYPES AND LEVELS

E. *Flex Space*. Mixed-use industrial buildings or parks adaptable to multiple use types which primarily serve a number of small to medium-size tenants, which predominantly require direct access for truck deliveries and have limited or controlled on-site customer service, and which are generally comprised of adaptable open floor space with a delineated office area.

Level 1: Commercial office/warehouse/retail/residential uses combined within a single structure or structures, where residential is limited to live/work space and where a maximum of thirty-five (35) percent may be office use and a maximum of twenty-five (25) percent may be retail use.

Level 2: Commercial office/warehouse combined within a single structure or structures, where a maximum of thirty-five (35) percent may be office use. In the Central Business District zone, Level 2 Flex Space may include retail to a maximum of twenty-five (25) percent.

Level 3: Commercial office/secondary manufacturing and major assembly and limited manufacturing/assembly at the level allowed in the zoning district, combined within a single structure or structures, where a maximum of twenty-five (25) percent may be office use and where a maximum of fifty (50) percent may be warehouse use.

18A.50.425 LANDSCAPING TYPES.

A. The landscaping types are intended to provide a basic list of landscaping standards that may be applied within a proposed project as necessary to provide for the intent of the comprehensive plan.

2. Type II, Streetscapes. A unifying theme of canopy type trees along a public or private street within the right-of-way, with an optional landscaping strip and a minimum five (5) to eight (8) foot wide sidewalk citywide, or eleven (11) to twenty (20) feet in the CBD zone, as required by the City Engineer, shall apply to all zones and shall be applied to all proposed developments other than a single family dwelling. The following standards shall be applied:

a. Curb, gutter, and sidewalks standards as required in LMC 18A.50.135 Streetscapes, LMC 17.46 Site Development Regulations, ~~and~~ LMC Title 12, Streets Sidewalks and Public Thoroughfares, and LMC 18A.35 Downtown Districts.

b. Landscaping strip of vegetative groundcover of three to eight feet in width, or as specified in LMC 18A.35 Downtown Districts, at the discretion of the City Engineer, located between the curb and the sidewalk.

c. Deciduous street trees, pursuant to LMC 18A.50.440 Street Tree Standards are required along the entire street frontage at a spacing of no more than thirty (30) feet on center or as required to continue the existing pattern of street, whichever is less distance.

d. Tree wells, a minimum of four (4) foot in any dimension, with a grating system approved by the City Engineer, are required when trees are placed within the sidewalk. Sidewalks must maintain a minimum 48-inch clear width exclusive of curbing. Trees not located on the sidewalk shall be centered on the landscaping strip, or behind the sidewalk within 10 feet of the right-of-way if the right-of-way is insufficient to accommodate street trees, or if curbs, gutters and sidewalks already exist.

e. Level 1 Utilities shall be placed underground as appropriate.

f. Street lights as directed by the City Engineer.

g. Landscaped medians within the roadway may be required at the discretion of the City Engineer and the Community Development Director including.

(1) Curb, gutter, four (4) to twelve (12) foot wide landscaping strip within the roadway with a length determined by the City Engineer.

(2) One (1) street tree at each end of the median, plus one (1) street tree per thirty (30) feet of median.

(3) Vegetative groundcover.

(4) Small shrubs shall be placed within the landscaping strip so as to cover thirty (30) percent of the strip, have a maximum bush height of three (3) feet, and provide year-round screening.

h. Bus stop(s), benches and/or bus shelter(s) as deemed necessary by the Community Development Director and Pierce Transit.

18A.50.430 LANDSCAPING REGULATIONS BY ZONING DISTRICTS.

A. Type II, Streetscape shall apply to all zones and shall be applied to all proposed developments other than a single family dwelling, pursuant to LMC 18A.50.135 Streetscapes, LMC 17.46 Site Development Regulations, ~~and~~ LMC 12.02, Streets Sidewalks and Public Thoroughfares, and LMC 18A.35 Downtown Districts.

G. Zones and Uses Minimum Landscaping Requirements

2. Multi Family Uses/Zones that abut:

Single Family Uses/Zones Type I, Vegetative Buffer, 10' landscape strip, except CBD 20 feet landscape strip in Transition Overlay

Open Space and Recreation Zones Type I, Vegetative Buffer, 10' landscape strip

3. Neighborhood Business and Commercial Uses/Zones that abut:

Single Family Uses/Zones Type I, Vegetative Buffer, 15' landscape strip, except CBD 20 feet landscape strip in Transition Overlay

Multi Family Uses/Zones Type I, Vegetative Buffer, 10' landscape strip, except CBD 20 feet landscape strip in Transition Overlay

Open Space and Recreation Zones Type I, Vegetative Buffer, 10' landscape strip

Lakewood Comprehensive Plan Amendments

To maintain consistency with the Comprehensive Plan and Downtown Plan, which will be considered a subarea plan and element of the plan, some text and policy changes are proposed. As the preferred alternative is fleshed out and implementation strategies and costs are developed, further edits to the Transportation Element and Capital Facilities Element will be needed. This document presents the basic land use and urban design related changes.

2.0 OFFICIAL LAND USE MAPS

2.3 Land Use Designations

2.3.6 ~~Central Business District (CBD)~~Downtown

~~The CBD~~Downtown is the primary retail, office, social, urban residential, and government center of the City. The complementary, interactive mixture of uses and urban design provides for a regional intensity and viability with a local character. The regional focus and vitality of the district are evident in the urban intensity and composition of the uses in the district. Local character is reflected in the district's design, people-orientation, and connectivity, which foster a sense of community. The CBD is intended to attract significant numbers of additional office and retail jobs as well as new high-density housing. The plan anticipates that the properties within the CBD will be developed into ~~75 percent commercial and 25 percent commercial and~~ residential ~~mixed~~ uses.

Table 2.1 Comprehensive Plan Designation by Density and Housing Type

Land-Use Designation	Major Housing Types Envisioned	Density ¹		Acres
		Low	High	
Residential Districts:				
Residential Estate	Larger single-family homes	1	2	1,044.97 1,045.00
Single-Family Residential	Single-family homes	4	6	4,080.77 4,083.43
Mixed Residential	Smaller multi-unit housing	8	14	344.07 354.21
Multi-Family Residential	Moderate multi-unit housing	12	22	313.59
High Density Multi-Family	Larger apartment complexes	22	40	442.82
Mixed Use Districts:				
Central Business District Downtown	High-density urban housing	30	54-80- 100	318.69 289.78

Land-Use Designation	Major Housing Types Envisioned	Density ¹		Acres
		Low	High	
Neighborhood Business District	Multi-family above commercial	12	40	287.30 299.61
Arterial Corridor	Live/work units	6	6	18.85
Air Corridor 2	Single-family homes	2	2	235.77
Non-Residential Districts:				
Corridor Commercial	N/A	--	--	471.48
Industrial	N/A	--	--	752.48
Public/Semi-Public Institutional	N/A	--	--	807.18 810.65
Air Corridor 1	N/A	--	--	376.18
Open Space & Recreation	N/A	--	--	1945.26
Military Lands	N/A	--	--	24.95
Total designated area	10969.06			
Excluded: Water & ROW	N/A	--	--	1172.14
TOTAL:				12,141.20

1 As expressed in the comprehensive plan for new development; existing densities are unlikely to match and may already exceed maximums in some cases.

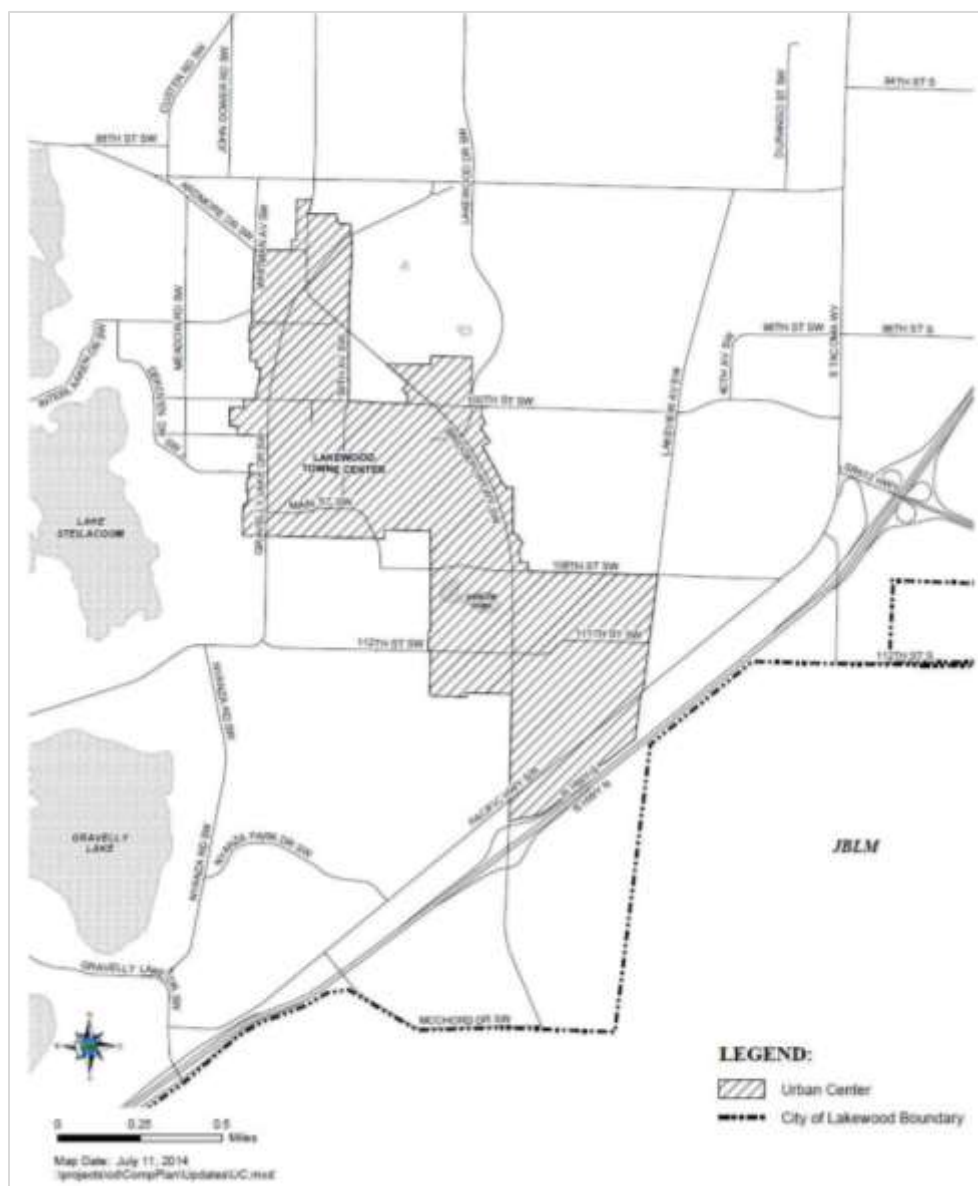
2.4.1 Urban Center

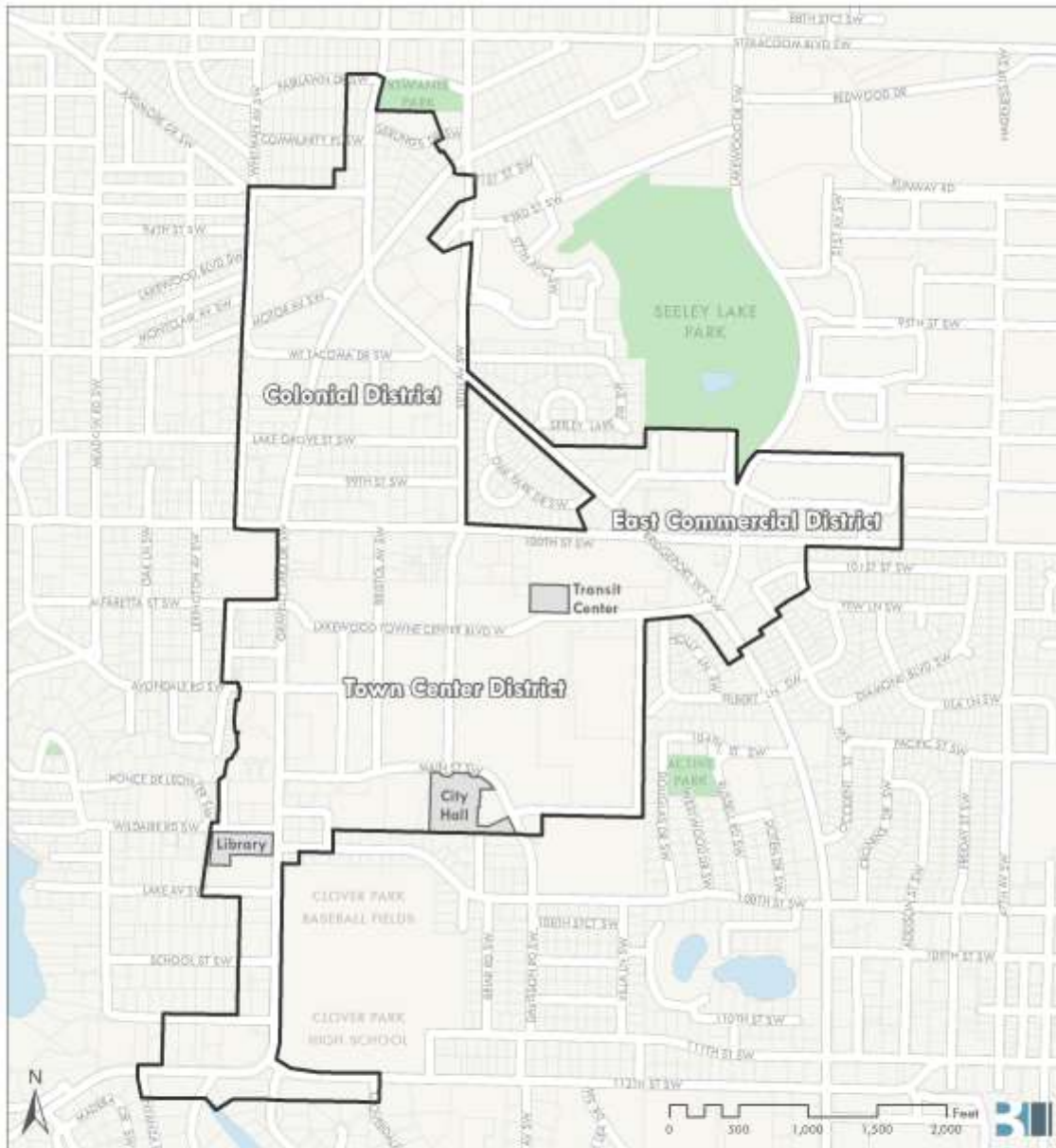
Urban centers as relatively compact clusters of densely mixed business, commercial, and cultural activity.

Urban centers are targeted for employment and residential growth with excellent transportation, including high capacity transit service and major public amenities.

Lakewood has one Urban Center; see Figure 2.2. The boundaries of the Urban Center were drawn to include the most appropriate balance of high-density employment and housing in the City. The Urban Center includes the entire ~~CBD Downtown and the majority of the Lakewood Station District. The span of mixed residential and neighborhood commercial connecting the two ends of the Bridgeport corridor are also included.~~ High capacity transit is provided by the existing Pierce Transit Center in Lakewood Towne Center, with connections to and the Sound Transit commuter rail at Lakewood Station and direct high occupancy vehicle (HOV) access to I-5 for bus service outside the center. ~~In addition to the commuter rail station, there is direct high occupancy vehicle (HOV) access to I-5 for bus service, as well as general vehicle on-ramps located nearby at the intersection of Bridgeport Way and I-5.~~ Major public amenities will include improved pedestrian facilities such as design treatments, trails, and parks to be developed concurrent with implementation of the comprehensive plan. Policy language addressing designation of the urban center is located in Section 3.5 of this plan.

OLD





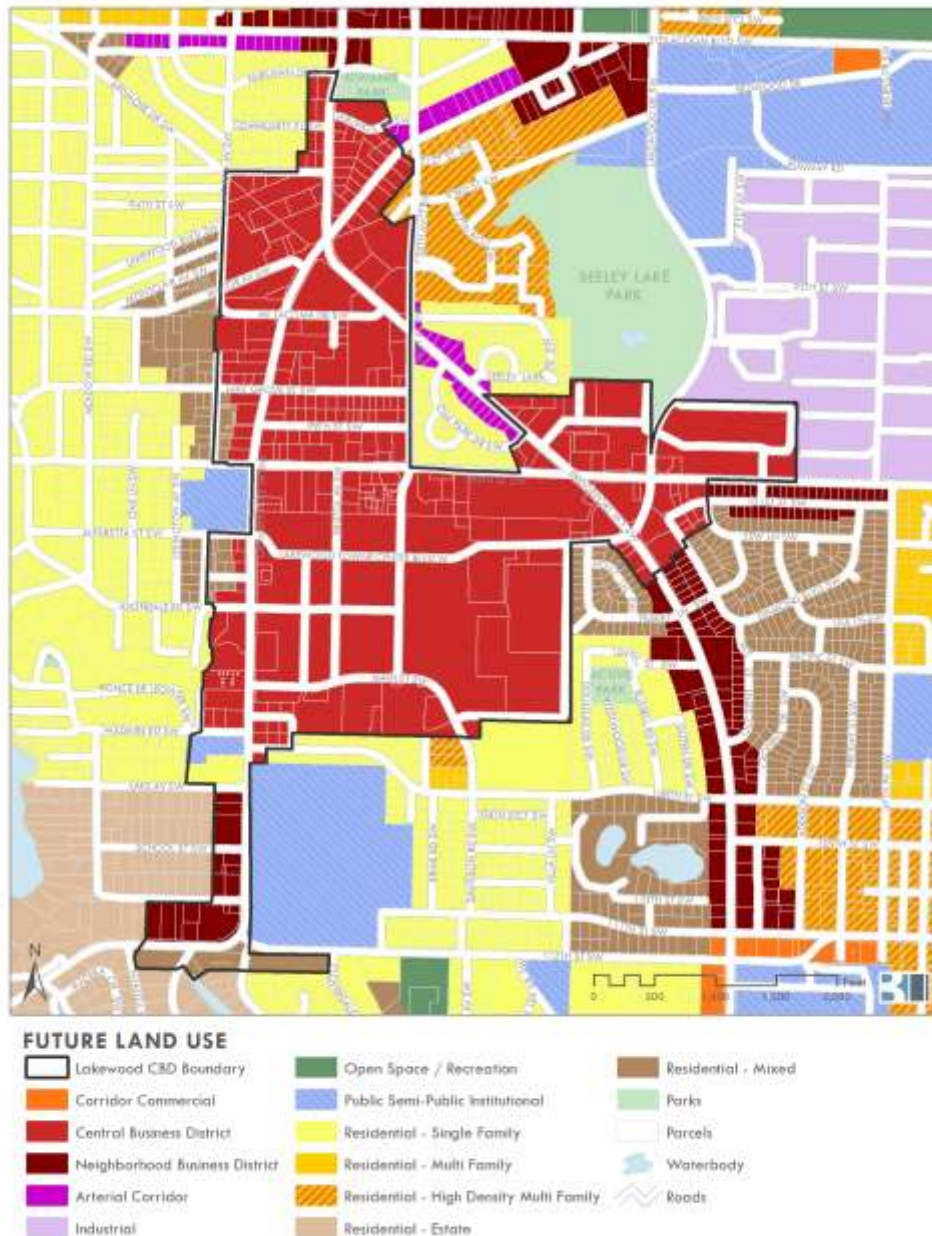
LEGEND

- Lakewood CBD Boundary
- Public Facilities
- Parks
- Parcels
- Waterbody
- Roads

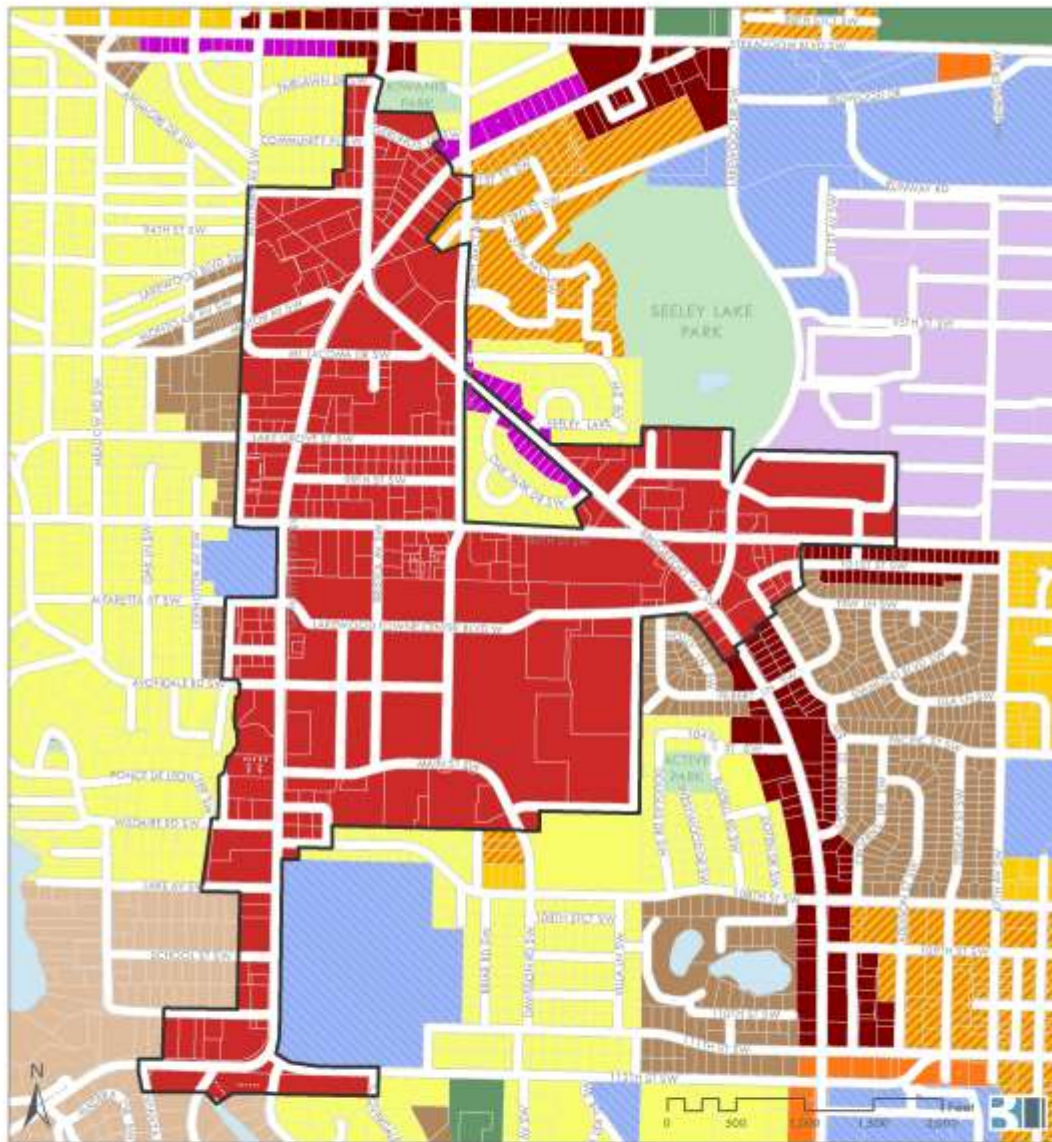
Future Land Use Map

Staff Description: A portion of the Future Land Use Map (Figure 2.1 in the plan; see map here: https://www.cityoflakewood.us/documents/community_development/FLU_11x17.pdf) would be amended to show the whole Downtown area as “Downtown” – the City would implement it with a CBD zone or other multifamily or commercial zones.

OLD portion of map (with study area as described in Draft Plan)



New portion of map (similar study area also shows Bridgeport ROW included on north for consistent landscaping)



FUTURE LAND USE

Lakewood CBD Boundary	Open Space / Recreation	Residential - Mixed
Downtown	Public Semi-Public Institutional	Parks
Corridor Commercial	Residential - Single Family	Parcels
Neighborhood Business District	Residential - Multi Family	Waterbody
Arterial Corridor	Residential - High Density Multi Family	Roads
Industrial	Residential - Estate	

3.0 LAND USE

3.2.6 Lakewood's 2030 Housing Capacity

In 2014, Pierce County Planning and Land Services prepared a capacity analysis for Lakewood based on their buildable lands methodology. That model is based on existing land inventories, and a calculation of underutilized parcels based on transportation and land use demand. The accompanying map, Figure 3.1, which originates from the Pierce County 2014 Buildable Lands Report, identifies vacant, vacant single family, and underutilized properties. The analysis shows that by 2030, Lakewood would need to provide 9,565 new housing units. The data is described in Table 3.1. Current "built-in" capacity based on existing zoning densities and shown in Table 3.2 shows a new housing unit capacity of 11,885-12,563 – Preferred is 12,027¹~~10,915~~.

*** See plan for Table 3.1 ***

Table 3.2 City of Lakewood: Housing Unit Capacity

Zoning District	Adjusted Net Acres	Assumed Density	Unit Capacity	Plus 1 Dwelling Unit per Vacant (single-unit) Lot	Housing Capacity
R-1	47.97	1.45	70	3	73
R-2	132.76	2.2	292	12	304
R-3	376.08	4.8	1,805	43	1,848
R-4	71.28	6.4	456	5	461
MR-1	21.65	8.7	188	0	188
MR-2	60.65	14.6	885	3	888
MF-1	46.54	22	1,024	0	1,024
MF-2	67.44	35	2,360	0	2,360
MF-3	31.44	54	1,698	0	1,698
ARC	13.23	15	198	0	198
NC-1	1.59	22	35	2	37
NC-2	15.02	35	526	7	533
TOC	12.78	54	690	0	690
CBD	17.46	54	943	0	613 <u>1,579-2,257</u> <u>Preferred: 1,725</u> ¹
Total Housing Capacity					10,915 <u>11,885-12,563</u> <u>Preferred: 12,027</u> ¹

¹The total is about four units higher than adding absolute values due to rounding in the Pierce County Buildable Lands Report 2014, upon which much of this analysis is based.

3.3.1 General Commercial Goals and Policies

LU-17.2: Promote the [CBD Downtown](#) as the primary location for businesses serving a Citywide market.

3.3.2 Central Business District

GOAL LU-19: Promote redevelopment of the [CBD Downtown](#) as a mixed-use urban center that creates a downtown and bolsters Lakewood's sense of identity as a City.

LU-19.1: Promote the [CBD Downtown](#) as the primary center for retail, office, public services, cultural activities, urban residential, and civic facilities of Lakewood.

LU-19.2 Encourage neighborhood businesses that provide daily goods and services in the [CBD Downtown](#).

LU-19.3: Promote the [CBD Downtown](#) as a daytime and nighttime center for social, entertainment, cultural, business and government activity.

LU-19.4: Promote cultural institutions, performing arts uses, and recreational activities within the [CBD Downtown](#).

LU-19.5: Remove underlying deed restrictions and/or covenants that prohibit office development, open space, high density residential development and/or mixed-use development in the Towne Center.

LU-19.6: Acquire lands and construct community-gathering destinations such as plazas, open space or community facilities within the Towne Center.

LU-19.7: Support the formation of a Towne Center association or similar organization to establish economic improvement strategies and to sponsor social and safety events.

LU-19.8: Consider the use of the City's eminent domain powers to establish public streets and public open spaces in the Towne Center.

LU-19.9: Revise land use and development regulations to require mixed use development within the [CBD Downtown](#) for any new development excepting standalone commercial pads and service commercial uses.

[LU-19.10: Implement the policies and strategies in the Downtown Plan, which is hereby incorporated by reference as amended, to serve as a subarea plan and to supplement the Downtown policies of the comprehensive plan.](#)

GOAL LU-20: Emphasize pedestrian and bicycle connectivity and transit use within the [CBD Downtown](#) while accommodating automobiles.

LU-20.1: Accommodate automobiles in balance with pedestrian, bicycle, and transit uses within the [CBD Downtown](#) and on individual sites.

LU-20.2: Maintain the Pierce Transit Center located in the Lakewood Towne Center.

LU-20.3: Maintain an appropriate supply of parking in the [CBD Downtown](#) as development intensifies.

LU-20.4: Encourage shared parking agreements within the Towne Center.

[LU-20.5: Encourage multi-modal policies, improvements, and strategies consistent with the Downtown Plan.](#)

3.5 Urban Center

Lakewood's Urban Center, Chapter 2, Figure 2.2 includes the entire ~~CBD Downtown, the majority of the Lakewood Station district, and a significant amount of residential and commercial land along the Bridgeport corridor.~~ Designation of this urban center is consistent with the vision of this plan and the region's VISION 2040 strategy.

GOAL LU-33: Achieve the VISION 2040 Urban Center criteria.

LU-33.1 Designate the ~~Bridgeport Corridor from Pacific Highway SW to the Colonial Center~~Future Land Use Map "Downtown" designation -as an Urban Center.

LU-33.2 Adopt by reference and implement the Countywide Planning Policies for Urban Centers.

4.0 URBAN DESIGN AND COMMUNITY CHARACTER

4.3 Relationship Between Urban Design and Transportation

See Element for framework of streets

Civic Boulevards: These are the key vehicular routes people use to travel through or to districts and neighborhoods. These road corridors should be a priority for improvements to vehicular and pedestrian functioning and safety, and for general streetscape improvements such as street trees, street lighting, landscaping, signage and pedestrian sidewalks, building orientation, and the location of on-street parking. They have been identified as civic boulevards due to the prominent role they play in carrying people into the city and therefore creating an image of the city. The urban design framework plan identifies the following arterials as civic boulevards: the full length of Bridgeport Way, Gravelly Lake Drive from Nyanza Boulevard to Steilacoom Boulevard, 100th Street from South Tacoma Way to Gravelly Lake Drive, and the entirety of S. Tacoma Way and Pacific Highway Southwest, the entire length of Steilacoom Blvd., Veterans Drive from Vernon Ave. to Gravelly Lake Drive, Washington Blvd. from Military Road to Gravelly Lake Drive, and Military Road from 107th Ave. to Washington Blvd, as well as N. Thorne Lane and Union Avenue in Tillicum (Table 4.2).

Table 4.2: Civic Boulevards.

Civic Boulevards	Locations
Bridgeport Way	Full length
Gravelly Lake Drive 100th Street	from Nyanza Boulevard to Steilacoom Boulevard from South Tacoma Way to Gravelly Lake Drive See also Downtown Plan for street sections
S. Tacoma Way/ Pacific Hwy SW	All (except So. Tac. Way extension)
N. Thorne Lane	from I-5 to Union Avenue
Union Avenue	from N. Thorne Lane to Berkeley Street
Veterans Drive	Vernon Ave SW to Gravelly Lake Drive
Steilacoom Blvd SW	South Tacoma Way to Far West Drive

Civic Boulevards	Locations
Washington Blvd.	Military Road to Gravelly Lake Drive
Military Road	107th Avenue to Washington Blvd.

Key Pedestrian Streets or Trails (“Green Streets”): This term identifies streets that function as preferred pedestrian routes between nodes of activity, trails that link open space areas, or streets with a distinctive pedestrian oriented character, such as a shopping street. Key pedestrian streets should have wide sidewalks; streetscape features such as street trees, benches, way-finding signage, and pedestrian-oriented street lighting; and safe street crossings. The framework plan identifies pedestrian-friendly green streets in several areas including the [CBD Downtown](#) where they are important to create a downtown atmosphere. Lastly, Lakewood’s Legacy Parks Plan identifies a system of off-street trails to be developed that link the city’s major open spaces.

Table 4.3: Key Pedestrian Routes.

Green Streets	Neighborhood	Extents
83rd Ave.	Oakbrook	Steilacoom Blvd. to Garnett
Onyx Drive	Oakbrook	Oakbrook Park to 87th Ave.
Phillips Road	Oakbrook	Steilacoom Blvd. to 81st St.
87th Ave SW	Oakbrook	Onyx Drive to Fort Steilacoom Park
Hipkins Road		104th to Steilacoom Blvd.
Green Street Loop with Arterial and Local Streets in Downtown	Downtown	See Downtown Plan for extent and street sections
Lakewood Town Center	CBD	Various pedestrian links within LTC property
Lakewood Drive	CBD	Bridgeport Way to Steilacoom Blvd.
Steilacoom Blvd.	CBD	Lakeview Drive to 63rd Ave.
63rd Ave.	CBD	Steilacoom Blvd. to Motor Ave.
Motor Avenue	CBD	Gravelly Lake Dr. to Whitman
72nd Ave.	Lakewood Center	Steilacoom Blvd. to Waverly Dr.
Waverly Drive	Lakewood Center	72nd Ave. to Hill Grove Lane
Hill Grove Lane	Lakewood Center	Waverly Drive to Mt. Tacoma Drive
Mt. Tahoma Drive	Lakewood Center	Dekoven to Bridgeport Way
108th Street	Lakeview	Pacific Hwy. to Davisson Road
Kendrick Street	Lakeview	Entire length
San Francisco Ave.	Springbrook	Bridgeport Way to 49th Ave.

Green Streets	Neighborhood	Extents
49th Ave.	Springbrook	San Francisco Ave. to 127th St.
127th St.	Springbrook	49th Ave. to 47th Ave.
Bridgeport Way	Springbrook	123rd St. to McChord Gate
123rd St.	Springbrook	Entire length
47th Ave.	Springbrook	From Pacific Hwy. SW to 127th St.
Washington Ave.	Tillicum	W. Thorne Lane to N. Thorne Lane
Maple Street	Tillicum	Entire length
Custer Road	Flett	Bridgeport Way to Lakewood Drive

4.5 Focus Area Urban Design Plans

Three areas of the city were selected for a focused review of urban design needs: the [CBD Downtown](#), the Lakewood Station district, and Tillicum. These areas were singled out for their prominence, for the degree of anticipated change, and for the rich mixture of land uses within a limited space, calling for a higher level of urban design treatment. Each area is discussed in terms of a vision for that area, its needs, and proposed actions to fulfill those needs and realize the vision. A graphic that places those identified needs and proposed actions in context accompanies the discussion.

4.5.1 Central Business District

A major goal of this comprehensive plan is to create a downtown in the [CBD Urban Center where CBD zoning is largely applied](#), redeveloping it into a rich urban area with civic amenities, walkable streets, and a mix of uses including housing, entertainment, restaurants, and retail. The [CBD Downtown](#) has significant economic assets such as the Lakewood Towne Center, historic and cultural assets such as the Colonial Center, nearby open space assets such as Seeley Lake, civic assets such as Clover Park High School and City Hall, and other major retail and entertainment assets. There is a strong street pattern, including the intersection of three of the city's major civic boulevards: Bridgeport Way, Gravelly Lake Drive, and 100th Street.

To create a downtown atmosphere, a number of land use and infrastructure changes will be needed, including:

- [Green Street Loop: To address the lack of park space, improve public streets, and improve circulation for pedestrians and bicyclists the green loop will include park like elements, green infrastructure, and support redevelopment in Downtown.](#)
- [New Public Streets: The Downtown lacks a dense and walkable street grid to support urban development, circulation, and an active public realm.](#)
- [Central Park: A new urban park of between two to four acres is proposed just north of City Hall to serve as the main gathering space for the community and to include a variety of features and programming.](#)

- **Revised Gravelly Lake Drive:** As part of the Green Street Loop, a revised road design for Gravelly Lake Drive SW is proposed. The revision will allow for expanded sidewalks and a multi-use path on the east side of the street.
- **Catalyst Sites:** Catalyst sites are the best opportunities to weave together public improvements in infrastructure and amenities with infill and redevelopment by the private sector. The best opportunities for redevelopment based on vacant and underutilized sites, and large surface parking areas, and surrounding context have been identified as catalyst sites in the near term to further the implementation of this Plan.
- **Motor Avenue Festival Street:** The City intends to move forward with creating a festival street along Motor Avenue consistent with the adopted concept plan. The plan includes a large central plaza, a pedestrian promenade, a farmer's market and event structure, street trees, landscaping, and public art opportunities.

- intensification of land use within the CBD, including some higher density residential infill;
- development of more urban civic amenities, including park space, civic plazas, and recreation opportunities;
- establishment of pedestrian linkages between the Colonial Center and Lakewood Towne Center; and
- creation of an urban streetscape with pedestrian-oriented spaces, buildings that define street edges, and high quality design in the streetscape.

Key to this vision for the CBD is continuation of the successful and creative evolution of Lakewood Towne Center. Specific actions the City can take in support of this redevelopment include assistance with strengthening the street grid within the CBD, including specific streetscape improvements along major civic boulevards; good transportation planning, including a strong transit link between the CBD and the new commuter rail station; and good land use planning, working with the development community to promote residential growth within the CBD where it is close to available jobs and services.

The urban design framework plan depicting some of the potential land use and urban design changes in the CBD is shown in Figure 4.2. Some of the specific urban design actions shown in that figure that may occur as the CBD develops are as follows:

Landmarks/Activity Nodes: Streetscape enhancements to the intersection of Gravelly Lake Drive and Bridgeport Way would create a positive image of the city, with new landscaping, crosswalks, signal poles, central island, signage, and other treatments.

Civic Boulevards: The framework plan identifies various safety and image-oriented streetscape improvements to Bridgeport Way, Gravelly Lake Drive, and 100th Street, including the use of landscaped medians in the current turning lanes, crosswalks, undergrounding of utilities, and general aesthetic improvements. Improvements to the intersection of Bridgeport Way with Lakewood Boulevard and 100th Street would improve visibility and access to the Towne Center.

Green Streets: For the network of pedestrian-oriented streets identified in between the Colonial Center and the Towne Center, improvements would be made to increase pedestrian interest and safety, such as curb ramps, street trees, crosswalks, and lighting.

Open Space: Improved access and recreational opportunities are shown for Seeley Lake Park. The development of smaller urban parks within the CBD could occur through density bonuses to private

developers in exchange for development of public open space. Integrated park/plaza spaces are a priority in the CBD, particularly in the Towne Center and Colonial Center areas. Such spaces should provide for the display of public art, other cultural and festive celebration, and for visitors and workers to relax and enjoy.

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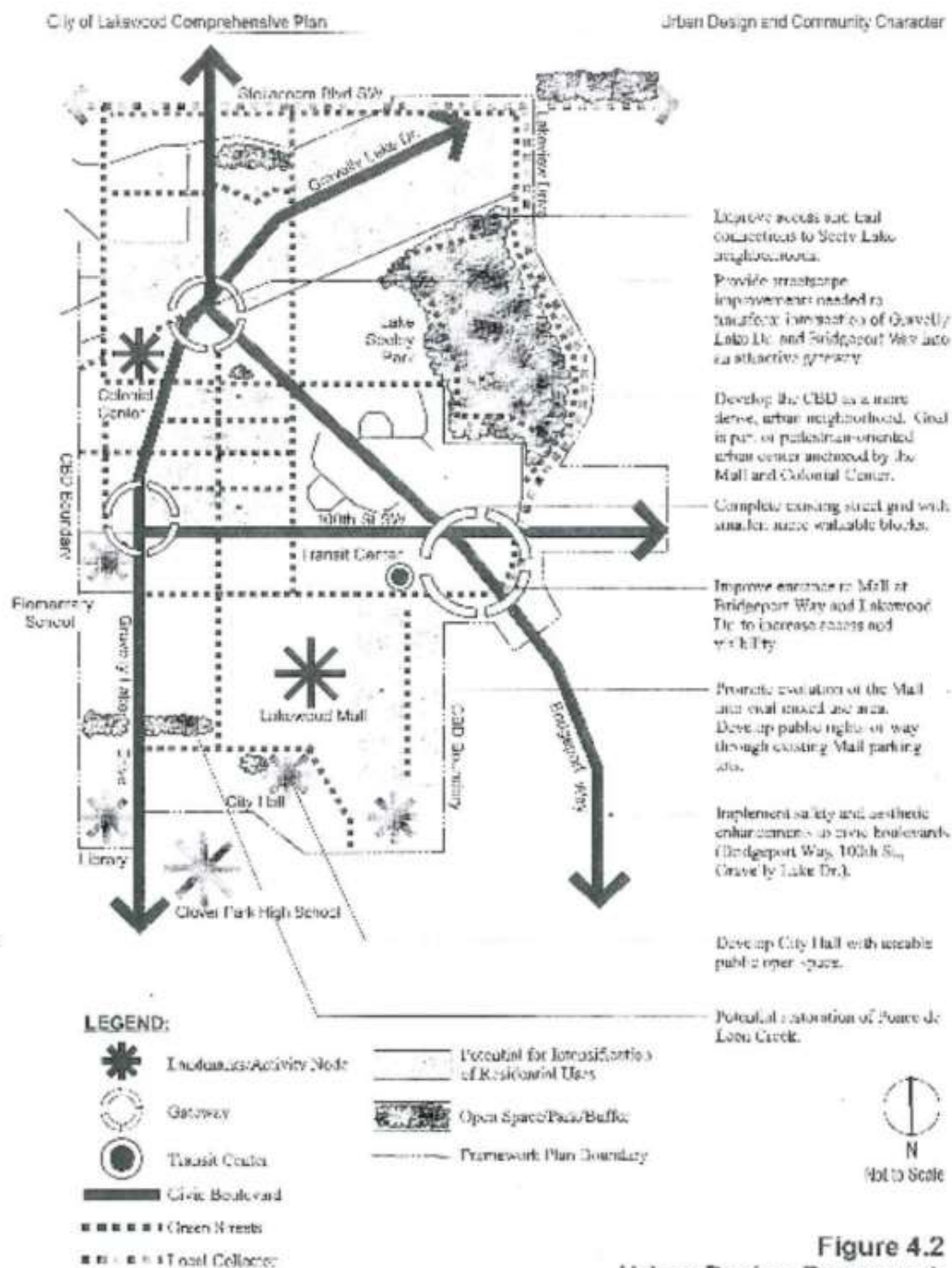


Figure 4.2
Urban Design Framework
for Central Business District (CBD)

Chapter 4, page

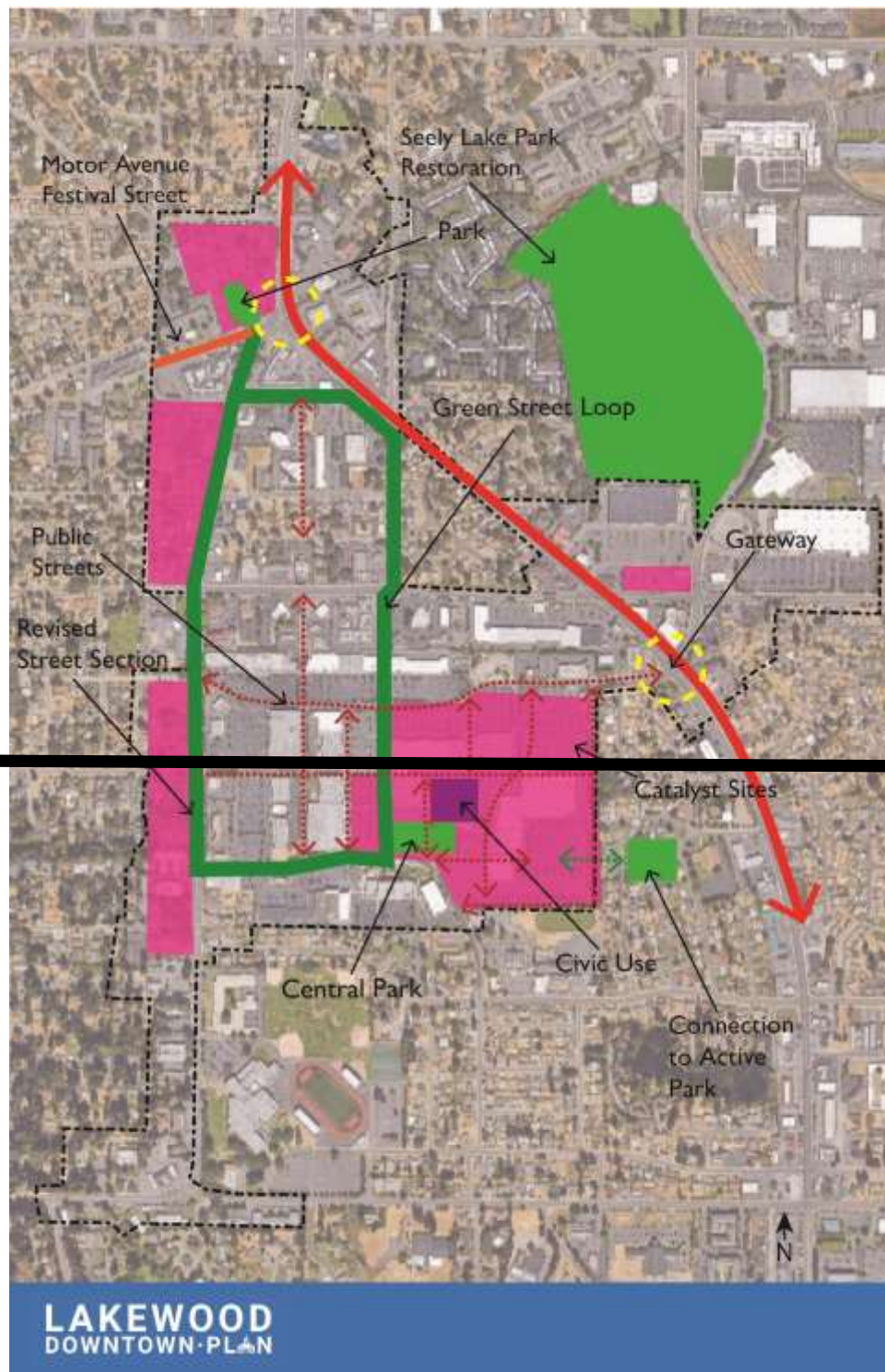
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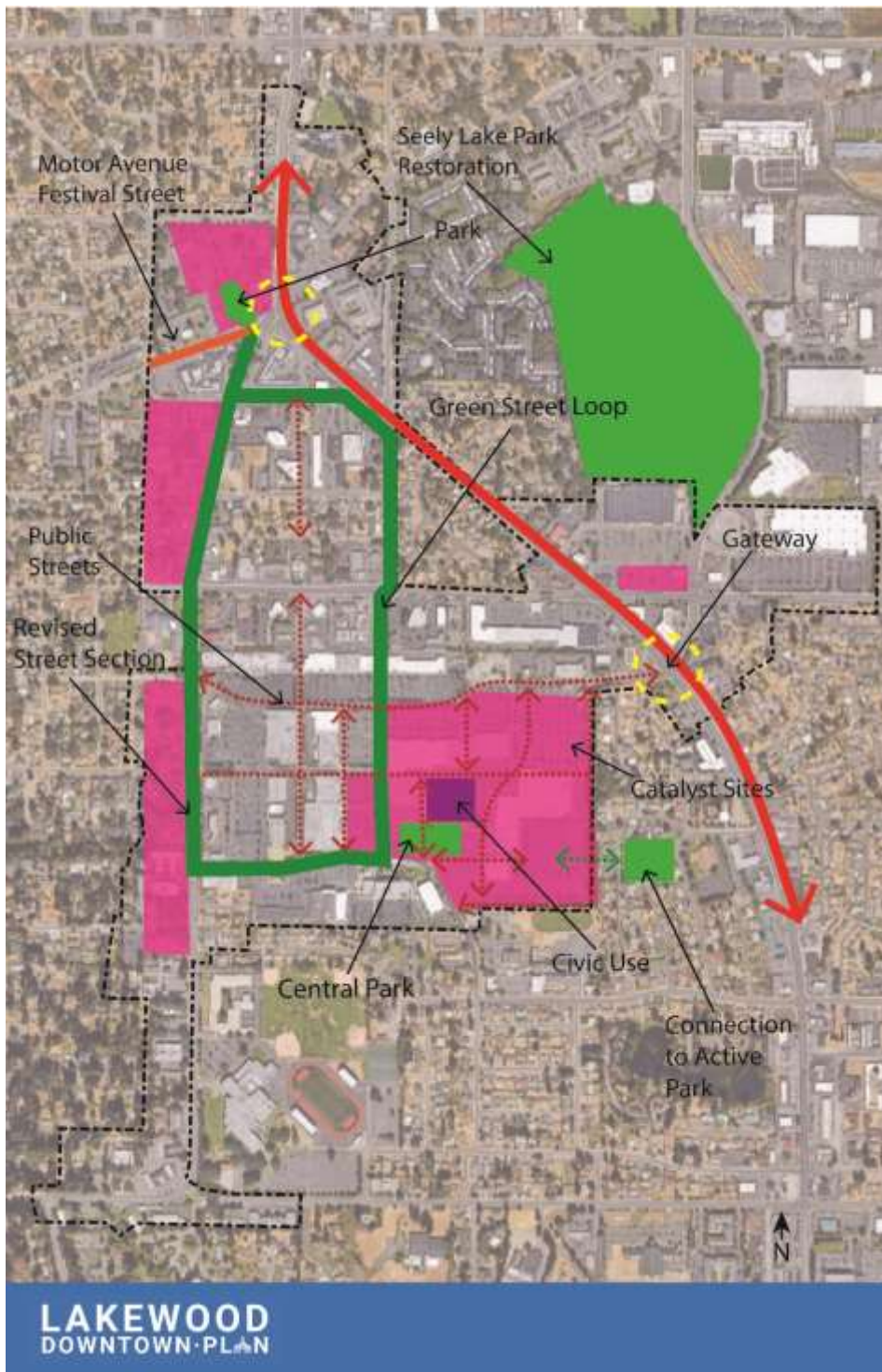
July 2000

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NEW

Figure 4.2 Downtown Plan Concept





[Framework, 2018](#)

PLANNING COMMISSION RESOLUTION NO. 2018 – XX

A RESOLUTION OF THE CITY OF LAKEWOOD PLANNING COMMISSION
RECOMMENDING ADOPTION OF THE DOWNTOWN SUBAREA PLANNED ACTION

I. RECITALS

APPENDIX B

ORDINANCE NO. ____

AN ORDINANCE of the City Council of the City of Lakewood, Washington,
establishing a planned action for Downtown Lakewood pursuant to the State
Environmental Policy Act.

WHEREAS, the State Environmental Policy Act (SEPA) and its implementing regulations provide for the integration of environmental review with land use planning and project review through the designation of planned actions by jurisdictions planning under the Growth Management Act (GMA), such as the City of Lakewood (“City”); and

WHEREAS, Section 43.21C.440 of the Revised Code of Washington (RCW), Sections 197-11-164 through 172 of the Washington Administrative Code (WAC) allow for and govern the adoption and application of a planned action designation under SEPA, and Section 14.02.030 of the Lakewood Municipal Code (LMC) adopts Chapter 197-11 WAC by reference as amended; and

WHEREAS, the designation of a planned action expedites the permitting process for projects of which the impacts have been previously addressed in an environmental impact statement (EIS); and

WHEREAS, a subarea of the City commonly referred to as the “Downtown”, as depicted on the map attached hereto as **Exhibit A** and incorporated herein by this reference, has been identified as a planned action area for future redevelopment to a mixed-use center (“Planned Action Area”); and

WHEREAS, the City has developed and adopted a subarea plan complying with the GMA (RCW 36.70A), dated July 16, 2018, to guide the redevelopment of the Planned Action Area (“Downtown Plan”); and

WHEREAS, after extensive public participation and coordination with all affected parties, the City, as lead SEPA agency, issued the Downtown Planned Action Final Environmental Impact Statement (“Final EIS”) dated June 15, 2018, which identifies the impacts and mitigation measures associated with planned development in the Planned Action Area as identified in the Downtown Plan;

WHEREAS, the Final EIS includes by incorporation the Downtown Planned Action Draft Environmental Impact Statement issued on March 16, 2018 (collectively referred to herein as the “Planned Action EIS”); and

WHEREAS, the City desires to designate a planned action under SEPA for the Downtown (“Planned Action”); and

WHEREAS, adopting a Planned Action for the Downtown with appropriate standards and procedures will help achieve efficient permit processing and promote environmental quality protection; and

WHEREAS, the City is amending the Lakewood Comprehensive Plan to incorporate maps, text and policies specific to the Downtown; and

WHEREAS, the City is adopting zoning and development regulations concurrent with the Downtown Plan to implement said Plan, including this Resolution; and

WHEREAS, the Planning Commission finds that adopting this Resolution is in the public interest and will advance the public health, safety, and welfare.

II. FINDINGS

The procedural and substantive requirements of the State Environmental Policy Act (RCW 43.21C) have been complied with.

The procedural requirements of the Growth Management Act (RCW 36.70A) have been complied with.

The proposed action is consistent with the requirements of Revised Code of Washington, and the Washington Administrative Code.

The proposed action is consistent with the City of Lakewood Comprehensive Plan.

The proposed amendments have been reviewed and processed in accordance with the requirements of Title 14 Environmental Protection, Title 14A Critical Areas, and Title 18A Land Use and Development of the City of Lakewood Municipal Code.

All of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the City's municipal code.

The Lakewood Planning Commission finds and determines that the regulation of development and land use within the Downtown is within the City's regulatory authority.

The Lakewood Planning Commission finds and determines that approval of such amendments to the Comprehensive Plan and Land Use and Development Code is in the best interests of the residents of Lakewood, and will promote the general health, safety and welfare.

The Lakewood Planning Commission finds and determines that regulation of land use and development is subject to the authority and general police power of the City, and the City reserves its powers and authority to appropriately amend, modify and revise such land use controls in accordance with applicable law.

The Planned Action Environmental Impact Statement (EIS) adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area.

The mitigation measures identified in the Planned Action EIS, attached to this Resolution as **Exhibit B** and incorporated herein by reference, together with adopted City development regulations are adequate to mitigate significant adverse impacts from development within the Planned Action Area.

The Downtown Plan and Planned Action EIS identify the location, type, and amount of development that is contemplated by the Planned Action.

Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public, and enhance economic development.

The City provided several opportunities for meaningful public involvement and review in the Downtown Plan and Planned Action EIS processes, including a community meeting consistent with RCW 43.21C.440; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments.

Essential public facilities as defined in RCW 36.70A.200 are excluded from the Planned Action as designated herein and are not eligible for review or permitting as Planned Action Projects unless they are accessory to or part of a project that otherwise qualifies as a Planned Action Project.

The designated Planned Action Area is located entirely within an Urban Growth Area.

Implementation of the mitigation measures identified in the Planned Action EIS will provide for adequate public services and facilities to serve the proposed Planned Action Area.

The documents and other materials that constitute the record of the proceedings upon which the Planning Commission's recommendations are based, including, but not limited to, the staff reports for the Project and all of the materials that support the staff reports for the Project, are located in the City of Lakewood, Community and Economic Development Department at 6000 Main Street SW, Lakewood, Washington, 98499-5027. The custodian of these documents is the Assistant City Manager for Development Services of the City of Lakewood.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF LAKEWOOD, WASHINGTON DOES HEREBY RESOLVE, FIND AND DETERMINES:

Section 1. Adoption of Planning Commission Findings. The Findings of the Planning Commission are adopted as part of this Resolution.

Section 2. Purpose. The purpose of this Resolution is to:

A. Combine environmental analysis, land use plans, development regulations, and City codes and ordinances together with the mitigation measures in the Planned Action EIS to mitigate

environmental impacts and process Planned Action development applications in the Planned Action Area;

B. Designate the Downtown shown in Exhibit A as a Planned Action Area for purposes of environmental review and permitting of designated Planned Action Projects pursuant RCW 43.21C.440;

C. Determine that the Planned Action EIS meets the requirements of a planned action EIS pursuant to the State Environmental Policy Act (SEPA);

D. Establish criteria and procedures for the designation of certain projects within the Planned Action Area as “Planned Action Projects” consistent with RCW 43.21C.440;

E. Provide clear definition as to what constitutes a Planned Action Project within the Planned Action Area, the criteria for Planned Action Project approval, and how development project applications that qualify as Planned Action Projects will be processed by the City;

F. Streamline and expedite the land use permit review process by relying on the Planned Action EIS; and

G. Apply applicable regulations within the City’s development regulations and the mitigation framework contained in this Resolution for the processing of Planned Action Project applications and to incorporate the applicable mitigation measures into the underlying project permit conditions in order to address the impacts of future development contemplated by this Ordinance.

Section 3. Procedures and Criteria for Evaluating and Determining Planned Action Projects within the Planned Action Area.

A. Planned Action Area. This “Planned Action” designation shall apply to the area shown in Exhibit A of this Ordinance.

B. Environmental Document. A Planned Action Project determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Planned Action EIS. The mitigation measures contained in Exhibit B of this Ordinance are based upon the findings of the Planned Action EIS and shall, along with adopted City regulations,

provide the framework the City will use to apply appropriate conditions on qualifying Planned Action Projects within the Planned Action Area.

C. Planned Action Project Designated. Land uses and activities described in the Planned Action EIS, subject to the thresholds described in Subsection 3.D of this Ordinance and the mitigation measures contained in Exhibit B of this Ordinance, are designated “Planned Action Projects” pursuant to RCW 43.21C.440. A development application for a site-specific project located within the Planned Action Area shall be designated a Planned Action Project if it meets the criteria set forth in Subsection 3.D of this Ordinance and all other applicable laws, codes, development regulations, and standards of the City, including this Ordinance, are met.

D. Planned Action Qualifications. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the Planned Action EIS:

(1) Qualifying Land Uses.

(a) Planned Action Categories: The following general categories/types of land uses are defined in the Downtown Plan and can qualify as Planned Actions:

- i. Townhome dwelling units
- ii. Multi-family dwelling units
- iii. Commercial Office
- iv. Services,
- v. Medical
- vi. Hotel and Lodging
- vii. Retail and Eating and Drinking Establishments
- viii. Open Space, Parks, Plazas, Trails, Gathering Spaces, Recreation
- ix. Cultural Facilities
- x. Governmental Facilities

(b) Planned Action Project Land Uses: A primary land use can qualify as a Planned Action

Project land use when:

- i. it is within the Planned Action Area as shown in Exhibit A of this Ordinance;
- ii. it is within one or more of the land use categories described in Subsection 3.D(1)(a) above; and
- iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

A Planned Action Project may be a single Planned Action land use or a combination of Planned Action land uses together in a mixed-use development. Planned Action land uses may include accessory uses.

(c) Public Services: The following public services, infrastructure, and utilities can also qualify as Planned Actions: onsite roads, utilities, parks, trails, and similar facilities developed consistent with the Planned Action EIS mitigation measures, City and special district design standards, critical area regulations, and the Lakewood Municipal Code.

(2) Development Thresholds:

(a) Land Use: The following thresholds of new land uses are contemplated by the Planned Action:

FEATURE	PHASE 1: ALTERNATIVE 1: MODIFIED	PHASE 2: ALTERNATIVE 2
Residential Dwellings (units): Net 2018-2035	1,725	2,257
Commercial Square Feet: Net 2018-2035	1.65 million square feet	2.85 million square feet
Jobs: Net 2018-2035	4,531	7,369

Modified Alternative 1 is the Preferred Alternative, but the Planned Action Ordinance does not preclude Action Alternative 2.

(b) Shifting development amounts between land uses in identified in Subsection 3.D(2)(a) may be permitted when the total build-out is less than the aggregate amount of development

reviewed in the Planned Action EIS; the traffic trips for the preferred alternative are not exceeded; and, the development impacts identified in the Planned Action EIS are mitigated consistent with Exhibit B of this Ordinance.

(c) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action Project or combination of Planned Action Projects exceeds the development thresholds specified in this Ordinance and/or alter the assumptions and analysis in the Planned Action EIS.

(3) Transportation Thresholds:

(a) Trip Ranges & Thresholds. The number of new PM peak hour trips anticipated in the Planned Action Area and reviewed in the Planned Action EIS for 2035 is as follows:

LAND-USE	LAND USE QUANTITY					PM PEAK HOUR TRIPS			
	(NET NEW)					(NET NEW)			
	ITE	No	Alt. 1	Mod	Alt. 2	No	Alt. 1	Mod	Alt. 2
	CODE	Action		Alt. 1		Action		Alt. 1	
Multi-family DU	220	456	1,579	1,725	2,257	283	979	1,070	1,399
Retail Jobs*	820	280	865	923	1,346	519	1,606	1,714	2,497
Office Jobs	710	1,243	3,157	3,464	5,814	572	1,452	1,593	2,674
Light Industrial Jobs	110	144	125	144	209	60	53	60	88
<i>ITE Gross PM Peak Hour Vehicle Trips</i>						1,434	4,090	4,437	6,658
Mainstreet Adjustments									
Internal Capture (% / % / %)						20%	22%	22%	22%
External Walk/Bike/Transit (% / % / %)						6%	8%	8%	8%
External Vehicle Trips						1,060	2,877	3,119	4,658

LAND USE	LAND USE QUANTITY					PM PEAK HOUR TRIPS			
	(NET NEW)					(NET NEW)			
	ITE	No	Alt. 1	Mod	Alt. 2	No	Alt. 1	Mod	Alt. 2
	CODE	Action		Alt. 1		Action		Alt. 1	
Multi-family DU	220	456	1,579	1,725	2,257	283	979	1,070	1,399

<u>LAND USE</u>	<u>LAND USE QUANTITY</u> <u>(NET NEW)</u>					<u>PM PEAK HOUR TRIPS</u> <u>(NET NEW)</u>			
	<u>ITE CODE</u>	<u>No Action</u>	<u>Alt. 1</u>	<u>Mod Alt. 1</u>	<u>Alt. 2</u>	<u>No Action</u>	<u>Alt. 1</u>	<u>Mod Alt. 1</u>	<u>Alt. 2</u>
<u>Retail Jobs*</u>	<u>820</u>	<u>280</u>	<u>865</u>	<u>923</u>	<u>1,346</u>	<u>519</u>	<u>1,606</u>	<u>1,714</u>	<u>2,497</u>
<u>Office Jobs</u>	<u>710</u>	<u>1,243</u>	<u>3,157</u>	<u>3,464</u>	<u>5,814</u>	<u>572</u>	<u>1,452</u>	<u>1,593</u>	<u>2,674</u>
<u>Light Industrial Jobs</u>	<u>110</u>	<u>144</u>	<u>125</u>	<u>144</u>	<u>209</u>	<u>60</u>	<u>53</u>	<u>60</u>	<u>88</u>
<u>ITE Gross PM Peak Hour Vehicle Trips</u>						<u>1,434</u>	<u>4,090</u>	<u>4,437</u>	<u>6,658</u>

Notes: ITE Trip Generation Manual, 9th Edition

*Retail jobs converted to KSF for trip generation calculations using estimate of 2 employees per KSF

Source: Fehr & Peers, 2018

- i. In no case shall trips exceed Action Alternative 2. At the time each level of trips is reached – No Action, Alternative 1, Modified Alternative 1, monitoring shall be conducted by the City to ensure planned improvements are implemented concurrent with development before the final level of trips in Action Alternative 2 is authorized for development.
- ii. A range of alternative results are illustrated as they may help phase desired transportation improvements. No Action level of trips is supported by the 2018 Transportation Improvement Program (TIP). All Action Alternatives require additional transportation improvements tested in the Planned Action EIS and listed in **Exhibit D**; the improvements consider arterial throughput on Gravelly Lake Drive is retained at four lanes or more. Additional improvements are identified in the Final EIS if higher volumes are found on Bridgeport Way though not expected if improvements are implemented consistent with Exhibit D.

- (b) Concurrency. All Planned Action Projects shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in LMC 18A.50.195.
- (c) Traffic Impact Mitigation. Transportation mitigation shall be provided consistent with mitigation measures in Exhibit B-1 and Exhibit D of this Ordinance, attached hereto and incorporated by this reference.

(d) The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in Subsection 3.D(3)(a) are not exceeded, that the project meets the concurrency and intersection standards of Subsection 3.D(3)(b), and that the project has mitigated impacts consistent with Subsection 3.D (3)(c).

(e) Discretion.

i. The responsible City official shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City's Public Works Director at his or her sole discretion, for each project permit application proposed under this Planned Action.

ii. The responsible City official shall have discretion to condition Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Lakewood Municipal Code.

iii. Planned Action Project applicants shall pay a proportionate share of the costs of the projects identified in Exhibit D. The responsible City official shall have the discretion to adjust the allocation of responsibility for required improvements between individual Planned Action Projects based upon their identified impacts.

(4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action EIS would not qualify as a Planned Action Project.

(5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City's SEPA Responsible Official may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

E. Planned Action Project Review Criteria.

- (1) The City's SEPA Responsible Official, or authorized representative, may designate as a Planned Action Project, pursuant to RCW 43.21C.440, a project application that meets all of the following conditions:
- (a) the project is located within the Planned Action Area identified in Exhibit A of this Ordinance;
 - (b) the proposed uses and activities are consistent with those described in the Planned Action EIS and Subsection 3.D of this Ordinance;
 - (c) the project is within the Planned Action thresholds and other criteria of Subsection 3.D of this Ordinance;
 - (d) the project is consistent with the Lakewood Comprehensive Plan including the policies of the Downtown Plan incorporated into the Comprehensive Plan and the regulations of the Downtown Plan integrated into the Lakewood Municipal Code;
 - (e) the project's significant adverse environmental impacts have been identified in the Planned Action EIS;
 - (f) the project's significant impacts have been mitigated by application of the measures identified in Exhibit B of this Ordinance and other applicable City regulations, together with any conditions, modifications, variances, or special permits that may be required;
 - (g) the project complies with all applicable local, state and/or federal laws and regulations and the SEPA Responsible Official determines that these constitute adequate mitigation; and
 - (h) the project is not an essential public facility as defined by RCW 36.70A.200, unless the essential public facility is accessory to or part of a development that is designated as a Planned Action Project under this Ordinance.
- (2) The City shall base its decision to qualify a project as a Planned Action Project on review of the SEPA Checklist form in WAC 197-11 and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

F. Effect of Planned Action Designation.

- (1) Designation as a Planned Action Project by the City's SEPA Responsible Official means that a qualifying project application has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein and with the environmental analysis contained in the Planned Action EIS.
- (2) Upon determination by the City's SEPA Responsible Official that the project application meets the criteria of Subsection 3.D and qualifies as a Planned Action Project, the project shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA. Planned Action Projects will still be subject to all other applicable City, state, and federal regulatory requirements. The Planned Action Project designation shall not excuse a project from meeting the City's code and ordinance requirements apart from the SEPA process.

G. Planned Action Project Permit Process. Applications submitted for qualification as a Planned Action Project shall be reviewed pursuant to the following process:

- (1) Development applications shall meet all applicable requirements of the Lakewood Municipal Code and this Ordinance in place at the time of the Planned Action Project application. Planned Action Projects shall not vest to regulations required to protect public health and safety.
- (2) Applications for Planned Action Projects shall:
 - (a) be made on forms provided by the City;
 - (b) include the SEPA checklist in WAC 197-11;
 - (c) meet all applicable requirements of the Lakewood Municipal Code and this Ordinance.
- (3) The City's SEPA Responsible Official shall determine whether the application is complete and shall review the application to determine if it is consistent with and meets all of the criteria for qualification as a Planned Action Project as set forth in this Ordinance.
- (4) (a) If the City's SEPA Responsible Official determines that a proposed project qualifies as a Planned Action Project, he/she shall issue a "Determination of Consistency" and shall mail or

otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440(3)(b).

(b) Upon issuance of the Determination of Consistency, the review of the underlying project permit(s) shall proceed in accordance with the applicable permit review procedures specified in Chapter 18A.02 LMC, except that no SEPA threshold determination, EIS, or additional SEPA review shall be required.

(c) The Determination of Consistency shall remain valid and in effect as long as the underlying project application approval is also in effect.

(d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.

(5) (a) If the City's SEPA Responsible Official determines that a proposed project does not qualify as a Planned Action Project, he/she shall issue a "Determination of Inconsistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to Chapter 1, Laws of 2012 (Engrossed Substitute Senate Bill (ESSB) 6406).

(b) The Determination of Inconsistency shall describe the elements of the Planned Action Project application that result in failure to qualify as a Planned Action Project.

(c) Upon issuance of the Determination of Inconsistency, the City's SEPA Responsible Official shall prescribe a SEPA review procedure for the non-qualifying project that is consistent with the City's SEPA regulations and the requirements of state law.

- (d) A project that fails to qualify as a Planned Action Project may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet the non-qualifying project's SEPA requirements. The City's SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.
- (6) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq.
- (7) A Determination of Consistency or Inconsistency is a Process I land use decision and may be appealed pursuant to the procedures established in Chapter 18A.02 LMC. An appeal of a Determination of Consistency shall be consolidated with any pre-decision or appeal hearing on the underlying project application.

Section 4. Monitoring and Review.

A. The City should monitor the progress of development in the designated Planned Action area as deemed appropriate to ensure that it is consistent with the assumptions of this Ordinance and the Planned Action EIS regarding the type and amount of development and associated impacts and with the mitigation measures and improvements planned for the Planned Action Area.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official no later than five (5) years from its effective date in conjunction with the City's regular Comprehensive Plan review cycle, as applicable. The timing of subsequent reviews after the first review shall be determined with the completion of the first review. The review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and required mitigation measures (Exhibit B) and Public Agency Actions and Commitments (**Exhibit C**). Based upon this review, the City may propose amendments to this Ordinance or may supplement or revise the Planned Action EIS.

ADOPTED this 20th day of June, 2018 upon a motion of Commissioner _____,

seconded by Commissioner _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

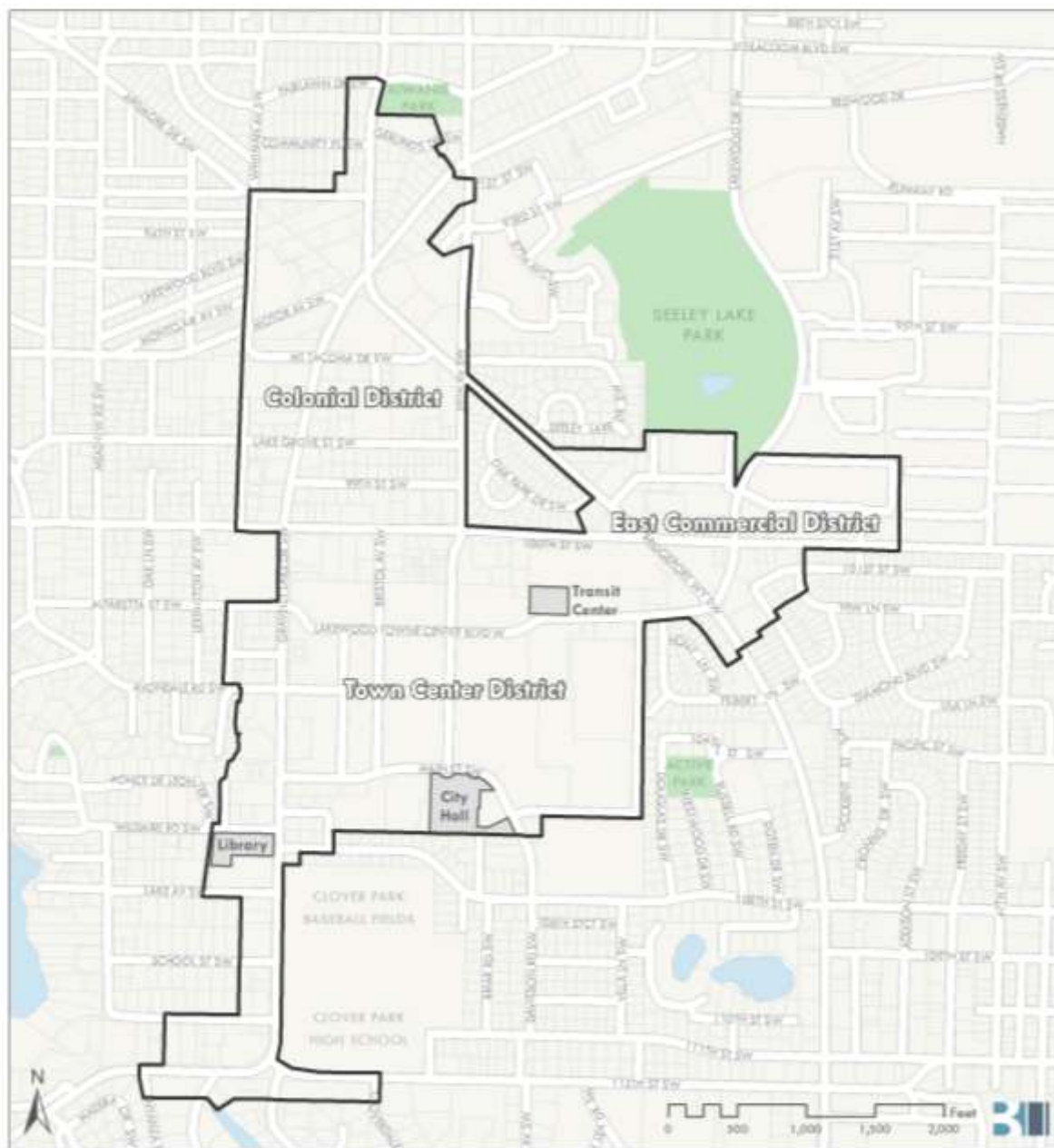
APPROVED:

Chair

ATTEST:

KAREN DEVEREAUX, Secretary

EXHIBIT A. PLANNED ACTION AREA



LEGEND

- Lakewood CBD Boundary
- Public Facilities
- Parks
- Parcels
- Waterbody
- Roads

Map Note: The right of way for Bridgeport Way between the East Commercial Area and Colonial District is included for consistent landscaping. Abutting land use is not included in that segment.

EXHIBIT B. MITIGATION DOCUMENT

The Planned Action EIS has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts. Please see Final EIS Chapter 1 Summary for a description of impacts, mitigation measures, and significant unavoidable adverse impacts.

A Mitigation Document is provided in this Exhibit B-1 to establish specific mitigation measures based upon significant adverse impacts identified in the Planned Action EIS. The mitigation measures in this Exhibit B-1 shall apply to Planned Action Project applications that are consistent with the Preferred Alternative range reviewed in the Planned Action EIS and which are located within the Planned Action Area (see Exhibit A).

Where a mitigation measure includes the words “shall” or “will,” inclusion of that measure in Planned Action Project application plans is mandatory in order to qualify as a Planned Action Project. Where “should” or “would” appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action Project. Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

Any and all references to decisions to be made or actions to be taken by the City’s SEPA Responsible Official may also be performed by the City’s SEPA Responsible Official’s authorized designee.

Section B-1. Mitigation Required for Development Applications

Natural Environment

1. With major redevelopment that would propose activities that could involve groundwater discharge or potential changes to groundwater flow (such as underground structures), the City shall require site specific evaluation of groundwater protection. The susceptibility and vulnerability of the critical aquifer recharge area shall be evaluated by a licensed hydrogeologist. All stormwater shall be treated appropriately to avoid any potential groundwater contamination. Stormwater improvements should be designed to improve aquifer recharge.
2. The City shall require a conservation easement or other regulatory structure for piped streams to ensure that the possibility of creek daylighting is not precluded by future redevelopment.

Transportation

3. Implementation of transportation improvements identified as mitigation measures shall occur through a SEPA fair share fee program such that new development contributes its share of the cost for these projects. See Appendix D.

Environmental Health (SEPA Checklist Draft EIS Appendix A)

4. Applicants for development shall conduct a site assessment to determine if contamination is present from past use.

Section B-2. Advisory Notes to Applicants: Applicable Regulations and Commitments

The Planned Action EIS identifies specific regulations that act as mitigation measures. These are summarized in this section by EIS topic. All applicable federal, state, and local regulations shall apply to Planned Action Projects. Planned Action Project applicants shall comply with all adopted regulations where applicable including those listed in the Planned Action EIS and those not included in the Planned Action EIS. In addition, this section identifies voluntary water and energy conservation measures that may be implemented by new development.

Natural Environment

Planned Actions shall comply with applicable regulations:

- City of Lakewood Critical Area Regulations (Title 14A), which includes protection of:
 - Aquifer recharge areas;
 - Fish and wildlife habitat areas (including streams) and their buffers;
 - Flood hazard areas;
 - Wetlands and their buffers;
- City of Lakewood Engineering Standards Manual (City of Lakewood, 2016);
- 2012 Stormwater Management Manual for Western Washington (as amended in 2014) (Washington Department of Ecology, 2014);
- Pierce County Stormwater Management and Site Development Manual (Pierce County, 2015) ; and
- WSDOT Highway Runoff Manual (Washington State Department of Transportation, 2014)

Planned Actions shall comply with the Downtown Development Code:

- 18A.35. 540.E: Native and/or drought tolerant landscaping shall be incorporated into required landscape plans.
- 18A.35. 540.F: The City may require educational signage for aboveground stormwater facilities and/or added natural features.

Population, Employment, and Housing

The City allows for tax exemptions for development projects including low and moderate-income housing units in “Tax Incentive Urban Use Centers” in Chapter 3.64 in the Lakewood Municipal Code. As defined in 3.64.010, such a center means “a compact, identifiable district where urban residents may obtain a variety of products and services” and which has businesses, adequate public facilities, and a mix of uses including housing, recreation, and cultural activities. The Downtown Study Area is included in this boundary. Planned actions are encouraged to implement this voluntary incentive.

Land Use

- Planned Actions shall comply with the Downtown Development Code: Title 18A.35.

Transportation

- Washington State Commute Trip Reduction (CTR) law focuses on employers with 100 or more employees whose shifts begin during the typical AM commute. This law requires employers to develop commute trip reduction plans and work toward meeting their mode share targets through internal programs and monitoring.

Public Services and Utilities

Planned Actions shall comply with applicable regulations:

- City of Lakewood Comprehensive Plan including the Capital Facilities and Utilities elements, and Legacy Plan for Parks, regarding levels of service.
- Downtown Development Code: 18A.35.530 Common and Open Space Standards.
- Lakewood Municipal Code standards for water, sewer, and stormwater infrastructure for new development. (LMC Title 12A)
- Lakewood Municipal Code requires application of the national energy code (LMC Chapter 15A.25).

Following are voluntary measures that result in water and energy efficiency and are encouraged in new development:

- Developments may reduce water demand by using new technologies that would reduce per-capita water use (and therefore wastewater service demand) by using newer, low- or no-flow plumbing fixtures and equipment.
- Implementation of sustainable requirements including the construction and operation of LEED-compliant (or similar ranking system) buildings could reduce the increase required in power systems.
- Implementation of conservation efforts and renewable energy sources to conserve electricity in new developments, including energy efficient equipment (i.e., light bulbs, appliances, and heating and air conditioning), could reduce energy consumption.

Environmental Health (SEPA Checklist)

The State Model Toxics Control Act (MTCA) sets standards for cleanup of lower levels of contaminants that are incorporated into new development and redevelopment parcels noted to have contamination potential. The City applies relevant standards regarding hazardous materials handling in the International Fire Code and Zoning Codes.

EXHIBIT C. PUBLIC AGENCY ACTIONS AND COMMITMENTS

Under some elements of the Planned Action EIS, specific City or other agency actions are identified.

Generally, incorporation of these actions is intended to provide for consistency within the City's

Comprehensive Plan, Downtown Plan, or between the Downtown Plan and implementing regulations; to

document pending City actions; to establish a protocol for long-term measures to provide for

coordination with other agencies; or to identify optional actions that the City may take to reduce

impacts. These actions are listed in Exhibit 1.

Exhibit 1. Public Agency Actions and Commitments

MITIGATION MEASURES	PROPOSED SYNCHRONOUS AMENDMENTS	SHORT TERM: NEXT DOCKET OR WITHIN 5 YEARS	LONG TERM	OTHER AGENCY	ESTIMATED YEAR OF IMPLEMENTATION AND RESPONSIBLE DEPARTMENT
Natural Environment					
The ecological benefits of daylighting a portion of Ponce de Leon Creek could be evaluated by the City. An evaluation could include leaving the stream piped but identifying its historic location, as well as considering water quality treatments that benefit the nearby open channel stream, and serve as landscape amenities in the Study Area.			X		Public Works
The Downtown Plan offers support for Pierce County efforts to address potential habitat, stormwater, and recreation improvements to Seeley Lake Park.		X		X	Parks and Community Development

MITIGATION MEASURES	PROPOSED SYNCHRONOUS AMENDMENTS	SHORT TERM: NEXT DOCKET OR WITHIN 5 YEARS	LONG TERM	OTHER AGENCY	ESTIMATED YEAR OF IMPLEMENTATION AND RESPONSIBLE DEPARTMENT
Population, Employment, and Housing					
The City works with the Economic Development Board for Tacoma-Pierce County on business retention, expansion, and recruitment activities, as well as the Lakewood Chamber of Commerce. If small business relocation assistance is needed, the City could work with these agencies or others to develop strategies and solutions.			X	X	Economic Development
Land Use					
Amend the Comprehensive Plan Land Use Designation for the Study Area and create a new implementing “form-based code”. Amend capital facility and transportation elements.	X				Community Development
In collaboration with Pierce County, the 2014 Buildable Lands Report methods for Lakewood should be updated at the next Buildable Lands Report Update to reflect an alternative method to the jobs per acre approach. The analysis		X		X	Community Development

MITIGATION MEASURES	PROPOSED SYNCHRONOUS AMENDMENTS	SHORT TERM: NEXT DOCKET OR WITHIN 5 YEARS	LONG TERM	OTHER AGENCY	ESTIMATED YEAR OF IMPLEMENTATION AND RESPONSIBLE DEPARTMENT
should also reflect a higher density in the Downtown.					
Transportation					
The City of Lakewood has policies aimed at managing auto travel demand in its Comprehensive Plan. The policies call for the City to encourage and assist employers who are not affected by the CTR law to offer TDM programs on a voluntary basis, encourage large employers to offer flexible or compressed work schedules to reduce localized congestion, and implement a public awareness and educational program to promote TDM strategies.		X			Public Works
Public Services					
Implement the Legacy Plan and Downtown Plan to promote urban nodal and urban linear parks meeting distance standards.	X		X		Parks
Utilities					
City of Lakewood Comprehensive Plan including the Capital Facilities and Utilities element that set levels	X		X		Community Development

MITIGATION MEASURES	PROPOSED SYNCHRONOUS AMENDMENTS	SHORT TERM: NEXT DOCKET OR WITHIN 5 YEARS	LONG TERM	OTHER AGENCY	ESTIMATED YEAR OF IMPLEMENTATION AND RESPONSIBLE DEPARTMENT
of service and coordination policies with service providers.					
Ongoing updates to Comprehensive Water System Plan by the Lakewood Water District and the Unified Sewer Plan by Pierce County would address the increases in density in the Study Area and ensure services are in place to meet the growing demand.			X	X	Community Development in association with Lakewood Water District and Pierce County
Power service providers conduct regular electric utility resource planning to address service demand and conservation.			X	X	Community Development in association with Tacoma Public Utilities and Lakewood Light and Power

Exhibit D. Transportation Cost Estimates

The Planned Action EIS describes potential improvements to the network and impacted study

intersections in addition to the City's 2018-2023 6 Year Transportation Improvement Program.

Implementation of improvements identified in Exhibit 2 shall occur through a SEPA fair share fee

program such that new development contributes its share of the cost for these projects.

The maximum responsibility of cumulative planned action development is 61%. The proportionate share

of costs of the Planned Actions shall be determined based on their proportionate share of trips identified

in Section 3.D(3) of this ordinance.

Exhibit 2. Transportation Improvements in addition to Six-Year Transportation Improvement Program Alternative 1—Modified

PROJECT	TITLE	COST (100% IN 2018\$ ROUNDED)	PLANNED ACTION SHARE 61%
1	Gravelly Lake Dr SW Revised Section: 4 lane section plus median/turn lane shown in the Downtown Plan concept #3A	\$19,410,000	\$11,840,100
2.1	Conversion of Lakewood Towne Center Blvd as Public Street	\$11,757,000	\$7,171,770
2.2	Conversion of Bristol Ave as Public Street	\$7,357,000	\$4,487,770
3	Lakewood Towne Center Blvd at 59th Ave SW, Roundabout	\$2,402,000	\$1,465,220
4	Reduce 59th Ave SW to two lanes, allowing for bicycle facilities (sharrows)	\$189,000	\$115,290
5	Gravelly Lake Dr / Avondale Rd SW New Signalized Intersection	\$1,178,000	\$718,580
6	100th St SW / Bridgeport Way SW	\$649,000	\$395,890
7	100th St SW / Lakewood Dr SW	\$8,000	\$4,880
8	Option A: 100th St SW / Lakewood Dr SW: Convert westbound through left lane to left only to remove split phase	\$13,000	\$7,930
-	Option B: 100th St SW / Lakewood Dr SW: Move the pedestrian crossing to the north side of the intersection coincident with the WB phase	\$269,000	\$164,090
Total	with 8A	\$42,962,000	\$26,918,690
-	with 8B	\$43,218,000	\$27,074,850

EXHIBIT D. TRANSPORTATION COST ESTIMATES

1. Improvements and Fair Share: The Planned Action EIS describes potential improvements to the network and impacted study intersections in addition to the City's 2018-2023 6-Year Transportation Improvement Program. Implementation of improvements identified in Exhibit 2 shall occur through a SEPA fair share fee program such that new development contributes its share of the cost for these projects.
 - a. The maximum responsibility of cumulative planned action development is 61%. The proportionate share of costs of the Planned Actions shall be determined based on their proportionate share of trips identified in Section 3.D(3) of this ordinance and this section.

Exhibit 3. Transportation Improvements in addition to Six-Year Transportation Improvement Program Alternative 1 – Modified

<u>PROJECT</u>	<u>TITLE</u>	<u>COST (100% IN 2018\$ ROUNDED)</u>	<u>PLANNED ACTION SHARE 61%</u>
<u>1</u>	<u>Gravelly Lake Dr SW Revised Section: 4-lane section plus median/turn lane shown in the Downtown Plan concept #3A</u>	<u>\$19,410,000</u>	<u>\$11,840,100</u>
<u>2.1</u>	<u>Conversion of Lakewood Towne Center Blvd as Public Street</u>	<u>\$11,757,000</u>	<u>\$7,171,770</u>
<u>2.2</u>	<u>Conversion of Bristol Ave as Public Street</u>	<u>\$7,357,000</u>	<u>\$4,487,770</u>
<u>3</u>	<u>Lakewood Towne Center Blvd at 59th Ave SW, Roundabout</u>	<u>\$2,402,000</u>	<u>\$1,465,220</u>
<u>4</u>	<u>Reduce 59th Ave SW to two lanes, allowing for bicycle facilities (sharrows)</u>	<u>\$189,000</u>	<u>\$115,290</u>
<u>5</u>	<u>Gravelly Lake Dr / Avondale Rd SW New Signalized Intersection</u>	<u>\$1,178,000</u>	<u>\$718,580</u>
<u>6</u>	<u>100th St SW / Bridgeport Way SW</u>	<u>\$649,000</u>	<u>\$395,890</u>
<u>7</u>	<u>100th St SW / Lakewood Dr SW</u>	<u>\$8,000</u>	<u>\$4,880</u>
<u>8</u>	<u>Option A: 100th St SW / Lakewood Dr SW: Convert westbound through-left lane to left only to remove split phase</u>	<u>\$13,000</u>	<u>\$7,930</u>
<u>-</u>	<u>Option B: 100th St SW / Lakewood Dr SW: Move the pedestrian crossing to the north side of the intersection coincident with the WB phase</u>	<u>\$269,000</u>	<u>\$164,090</u>
<u>Total</u>	<u>with 8A</u>	<u>\$42,962,000</u>	<u>\$26,918,690</u>
<u>-</u>	<u>with 8B</u>	<u>\$43,218,000</u>	<u>\$27,074,850</u>

- b. Cost Basis: Unless amended, or replaced with a transportation impact fee, mitigation fees consistent with the proportionate share of costs shall be applied to planned action applications.

Exhibit 4. Cost Basis and Per Trip Fee

<u>SCENARIO</u>	<u>COST BASIS</u>	<u>FEE PER TRIP: MOD ALT 1</u>	<u>FEE PER TRIP: ALT 2</u>
PM Peak Hour Trips		<u>4,437</u>	<u>6,658</u>
Full Costs	<u>\$42,962,000</u>		
Study Area Share 61%	<u>\$26,207,430</u>	<u>\$5,907</u>	<u>\$3,936</u>
Study Area Share 50%	<u>\$21,481,000</u>	<u>\$4,841</u>	<u>\$3,226</u>
Study Area Share 25%	<u>\$10,740,500</u>	<u>\$2,421</u>	<u>\$1,613</u>

[One fee will be established to a maximum of 61% share]

2. Expenditure of Funds – Account: The City shall earmark mitigation fee receipts and retain them in an interest-bearing account, expending them on projects identified in Exhibit 2.
3. Mitigation Fee Payable at Permit Issuance: The mitigation fee shall be payable at the time of building permit issuance. For projects that require longer-term construction periods prior to occupancy and impacts to the transportation system, the City may allow for the mitigation fee to be paid prior to the issuance of occupancy permits subject to a construction schedule and supporting information provided to the satisfaction of the City.
4. Credit: The City shall provide a credit for the value of dedication or improvement to or new construction of any system improvements provided by the developer per subsection 1 above. The applicant shall be entitled to a credit for the value of the land or actual costs of capital facility construction against the fee that would be chargeable under the formula in subsection 1 above.
 - a. The dedication, improvement, or construction shall be conducted at suitable sites and constructed at acceptable quality as determined by the City. Such improvement or construction shall be completed, dedicated, or otherwise transferred to the City prior to the determination and award of a credit.
 - b. The value of a credit for right of way and easements shall be established on a case-by-case basis by an appraiser selected by, or acceptable to the City. The appraiser must be licensed in good standing by the State of Washington for the category of the property appraised. The appraisal shall be in accord with the most recent version of the Uniform Standards of Professional Appraisal Practice and shall be subject to review and acceptance by the City. The appraisal and review shall be at the expense of the applicant.
5. Period of Expenditure: The current owner of property on which traffic mitigation fees have been paid may receive a refund of such fees if the mitigation fees have not been expended or encumbered within 10 years of receipt of mitigation fees, unless the City has made a written finding that extraordinary or compelling reasons exist to extend the time for expending or encumbering the mitigation fees.



TO: Planning Commission

FROM: Tiffany Speir, Planning Manager, Special Projects

DATE: June 20, 2018

SUBJECT: Regional Planning Status Update

I. Background: In the State of Washington, the Growth Management Act requires cities to not only plan for growth and land use independently, but to also coordinate planning with surrounding cities and county, and in the Puget Sound, to coordinate within the four-county region including Pierce, King, Kitsap, and Snohomish Counties. There are a number of planning projects underway at the county-wide and regional levels that will affect Lakewood's future.

II. Regional Planning Projects:

- **Centers Framework Update** The Puget Sound Regional Council's (PSRC's) Executive Board has adopted a new structure under which to review and approve regional and countywide centers. The 2018 Regional Centers Framework Update (RCFU) outlines a revised structure and criteria for regional and countywide centers, and includes direction to update policies and procedures to become consistent with the regional centers framework. Adoption of the framework in itself does not change regional or local policies, regulations, or funding mechanisms. The framework proposal focuses on the criteria and process to designate and evaluate regional and countywide centers. The proposal does not recommend prioritizing funding based on center size or type.

Each county's countywide planning policies include criteria and processes for **countywide centers**, though the approach currently varies significantly by county. Through the RCFU, designation of countywide centers remains delegated to a countywide process while providing a baseline of consistent regional standards for each county to use. PSRC reviews and certifies countywide planning policies, but PSRC's role does not include review of countywide centers.

PSRC has directed that countywide planning policies be updated during the next GMA update cycle (by 2023/2024) to achieve consistency with the RCFU. Pierce County's Growth Management Coordinating Committee has begun the process of drafting updates to the Countywide Planning Policies to be consistent with the RCFU's minimum criteria for county-wide centers, and may develop additional

criteria to apply to existing and potential centers. The GMCC's recommendation will be reviewed and approved by the Pierce County Regional Council in 2019.

The first evaluation of **existing centers** will occur in 2018-2020 as part of the VISION 2040 update. In the initial iteration of its comprehensive plan, Lakewood identified a manufacturing/industrial center, but this was not incorporated into the Countywide Planning Policies or recognized by PSRC. Therefore, Lakewood's manufacturing/industrial center was removed at the time of the 2004 review.

Under the RCFU, application and review of new regional centers will be limited to major regional growth plan updates (VISION 2040 and its successor plans) and approximately every five years, following the results of performance monitoring. As an interim measure, the application period for new centers will remain open through the fall of 2019.

Lakewood does have a regionally designated Urban Center (shown below):



All designated regional centers as of 2017 are automatically redesignated, provided that they meet the following criteria:

- Adopted center plan (subarea plan, plan element or functional equivalent)

should be completed by 2020. Jurisdictions may request an extension from the Growth Management Policy Board if substantial progress on subarea planning has been made by 2020. Different approaches to subarea planning may be appropriate and input from other affect government entities, such as public ports, will be considered, but future updates should be equivalent to a subarea plan by 2025. Plans should include goals and policies that specifically address the center and should be adopted by the jurisdiction(s) with local land use authority for the center. Plan adoption should meet public notice and involvement requirements established under the Growth Management Act.

- Designation of the regional center in the adopted local comprehensive plan and countywide planning policies.

The first monitoring review period of pre-existing centers is scheduled for 2025 and will follow the next major comprehensive plan periodic update (due in 2023 and 2024); reviews will reoccur about every five years thereafter. At the first monitoring review in 2025, existing regional growth centers will be expected to fully meet eligibility and designation criteria similar to new centers.

The RCFU defines two distinct types of **new regional growth centers** with tailored minimum criteria: Urban Growth Centers and Metro Growth Centers. The type of regional center does not establish a distinction for the purpose of PSRC's regional funding process. The criteria are expanded to include discussion of appropriate size, minimum transit service, market potential, and regional role. The center types will be used to inform future growth planning.

The RSFU also identifies two distinct pathways to designate **new manufacturing/industrial centers**: Industrial Employment Center and Industrial Growth Center. The criteria are expanded to include discussion of appropriate employment type, core industrial zoning, industrial preservation strategies, and regional role. The center pathways may be used to inform future growth planning.

The region recognizes military installations are major employers, associated with congestion, and that regional designation can help work to alleviate impacts. **Major Military Installations** will be identified in Vision 2050 (the update to Vision 2040), subject to adoption of the plan by the General Assembly. Major installations are defined as installations with more than 5,000 enlisted and service personnel. As of 2017, four installations met the minimum size criteria:

- Joint Base Lewis-McChord in Pierce County,
- Naval Base Kitsap–Bangor and Naval Base Kitsap–Bremerton in Kitsap County, and
- Naval Station Everett in Snohomish County.

This recognition in the regional plan advances active collaboration between military installations, neighboring jurisdictions, and the region. Through this recognition, regional expectations include:

- Ongoing coordination between the military installation, countywide planning forum, and neighboring jurisdictions regarding planned growth, regional impacts, and implementation of multimodal transportation options
- Support for multimodal commute planning and mode split goals for Installation
- Completed Joint Land Use Study or similar coordinated planning effort

Per the RCFU, PSRC staff will research other potential funding sources or programs to support improvement of transportation corridors serving recognized military installations. PSRC, countywide groups, and local jurisdictions should continue to work with state and federal partners to secure infrastructure resources, provide support for military installations, and address impacts on surrounding jurisdictions.

The PSRC Executive Board also directed staff to identify issues for ongoing the Vision 2050 update (discussed below), to include but not be limited to:

- Identification of military installations as a regional geography*
- Preservation of industrial land, both within designated manufacturing/industrial centers and in other industrial areas in the region
- Growth goals for regional centers

(*The centers framework may inform an update to the Regional Growth Strategy, but does not commit the region to any particular distribution of growth or definition of regional geographies.)

During the Vision 2050 process, PSRC staff will research and update the guidelines to manage the number and distribution of centers, factoring in minimum density standards, projected growth, jurisdictional size, location within the county, competition for market share, and allocation of limited regional resources.

- **Vision 2050 (Update of Vision 2040)**

The Puget Sound Regional Council (PSRC) is the planning agency for the central Puget Sound region, which includes King, Pierce, Snohomish and Kitsap counties. PSRC has specific responsibilities under federal and state law for transportation planning and funding, economic development, and growth management. Vision 2040 is the region's current plan for managing growth forecasted through the year 2040.

Vision 2040's Regional Growth Strategy defines roles for different types of places in accommodating the region's residential and employment growth. The strategy is organized around guiding most employment and housing growth to the region's largest cities and urban centers. Other cities and unincorporated urban areas are expected to play a more modest role as locations for new growth. Outside the urban area, rural communities, farms and forests are preserved.

PSRC's latest draft forecasts predict 1.8 million more residents and 1.2 million more jobs in the region by 2050. PSRC has developed a two year schedule, through final adoption at the May, 2020 General Assembly, to develop Vision 2050 (V2050), the

update to Vision 2040.

In February 2018, Lakewood's City Manager submitted a comment letter regarding the scope of V2050 in which he highlighted a number of concerns, including:

- There are increasing pockets of “haves” and “have-nots” throughout the Puget Sound;
- Most communities and cities as municipal organizations are struggling with a number of issues, including: negligible revenue growth; unfunded mandates from the state and federal government; and increasing responsibility for what should be multi-scalar responses to crises such as homelessness, mental health, and opioid addictions;
- One of the Vision 2050 alternatives to be reviewed under SEPA and as part of PSRC's serious consideration must be a regional planning “reboot.” Instead of assuming the regional growth strategy is a success and should be simply extended another decade, current transportation, housing, and economic development conditions should be used as a new baseline for planning into the future;
- Vision 2050 should include policies focused on helping current residents and communities versus the projected 1.8 million yet to arrive;
- As presented, Vision 2050's scope does not address its members' existing infrastructure capacity requirements. Vision 2050 must incorporate policies that address filling regional - and local – current infrastructure system gaps (i.e., water, sewer, storm water, roads, schools, public safety, public transit, etc.) while protecting and preserving our area's natural resources;
- What policies are being contemplated to ensure adequate affordable & low income housing can be provided within all member agencies? How do we ensure the protection and preservation of our single-family neighborhoods? Lakewood's position on housing is that PSRC should not be involved; this is a local matter best handled at the neighborhood level. This allows PSRC membership to focus on allocating federal funding coupled with coordinating local land use policies; and
- What will be included within Vision 2050 to address the intensifying polarization of disparate economic conditions? Geographic equity in economic development is contemplated in the recently updated Puget Sound Regional Economic Strategy; this concept must be incorporated into Vision 2050 as well.

The Growth Management Hearings Board is currently reviewing the proposed scope of V2050 and is scheduled to approve it on June 7. City staff will be tracking the progress of the V2050 update throughout the next several years. Areas of specific focus for Lakewood staff will be regional growth allocations, military installation recognition, affordable housing, economic geographic equity, and infrastructure deficiency funding. The anticipated schedule for V2050 follows below.

VISION 2050 Work Plan Summary – GMPB May 2018

2018																2019				
Calendar/milestones:	Apr	May	June	July	Aug	Sept	Oct	Nov	Late Nov	Jan	Feb	Mar	Apr	May	June					
GMPB Meetings *extended session	Mtg	Scoping Report	Reg. Gr. Strategy*	Housing*	No mtg	Reg. Gr. Strategy*	Mtg	Topics TBD*	Mtg	Mtg	Social Equity*	Mtg	Mtg	Mtg	Release draft V2050					
Phases of Work	Research, policy analysis, and work sessions <ul style="list-style-type: none">Selected topics addressed in briefings and issue papers							Goals, policies, actions, and other content for draft VISION 2050 <ul style="list-style-type: none">Draft new or revised multicounty planning policies and implementation actions, where neededDevelop supporting text, graphics, and maps for draft plan												
	Regional Growth Strategy <ul style="list-style-type: none">Updated definitions for Regional GeographiesExplore modifications to existing growth strategyApply performance criteria							Regional Growth Strategy <ul style="list-style-type: none">Modeling and analysisRefine alternativesRelease Draft Supplemental EIS												
2019																2020				
Calendar/milestones:	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May									
GMPB Meetings *extended session	Public hearing	No mtg	Review comments*	Direct edits	Rcmd final V2050 to EB	No mtg	Exec. Bd.	Exec. Bd.	Exec. Bd.	General Assembly adopts VISION 2050										
Phases of Work	From draft to final VISION 2050 <ul style="list-style-type: none">Public comment period, respond to commentsEdits and revisions, as neededGMPB recommendation to Executive Board											VISION 2050 adoption <ul style="list-style-type: none">Final Supplemental EISExecutive Board recommendation to General Assembly								