



LAKEWOOD CITY COUNCIL STUDY SESSION AGENDA

Monday, August 24, 2020
City of Lakewood
7:00 P.M.

Residents can virtually attend City Council meetings by watching them live on the city's YouTube channel:

<https://www.youtube.com/user/cityoflakewoodwa>

Those who do not have access to YouTube can call in to listen by telephone via Zoom: Dial +1(253) 215- 8782 and enter participant ID: 868 7263 2373

Page No.

CALL TO ORDER

ITEMS FOR DISCUSSION:

- (3) 1. Joint Public Safety Advisory Committee meeting. – (Workplan)
- (4) 2. Point Defiance Bypass Rail Update. – *Mr. Peter Rogoff, CEO, Sound Transit*
- (12) 3. Review of potential 2021 Lakewood Comprehensive Plan and Zoning Map amendments and new City Industrial Center of Local Importance.
– (Memorandum)
- (38) 4. Biennial review of Downtown Subarea Plan, Planned Action and Hybrid Form-Based Code. – (Memorandum)
- (52) 5. JBLM North Access Improvement Project Update. – (Memorandum)
- (78) 6. Review of Edward Byrne Memorial Justice Assistance Grant.
– (Memorandum)

ITEMS TENTATIVELY SCHEDULED FOR THE SEPTEMBER 8, 2020 REGULAR CITY COUNCIL MEETING:

- 1. Proclamation declaring September 11, 2020 as Patriot Day and Day of Remembrance. – *Chief Mike Zaro, Lakewood Police Department and Chief Jim Sharp, West Pierce Fire and Rescue*
- 2. Proclamation recognizing Mr. Andrew Neiditz for his dedication, character and professionalism during his years of service to South Sound 911.
- 3. Youth Council Report.

Persons requesting special accommodations or language interpreters should contact the City Clerk, 253-983-7705, as soon as possible in advance of the Council meeting so that an attempt to provide the special accommodations can be made.

<http://www.cityoflakewood.us>

4. Clover Park School District Report.
5. Authorizing the execution of a purchase and sales agreement for the Wards Lake Park expansion project. – (Motion – Consent Agenda)
6. Authorizing the execution of an interlocal agreement with the Clover Park School District for the purchase of fuel. – (Motion – Consent Agenda)
7. This is the date set for a public regarding proposed code amendments related to fireworks. – (Public Hearings and Appeals – Regular Agenda)
8. Affirming the Downtown Subarea Plan, Planned Action and Hybrid Form-Based Code. – (Resolution – Regular Agenda)
9. Information Technology Strategic Plan Update. – (Reports by the City Manager)

REPORTS BY THE CITY MANAGER

CITY COUNCIL COMMENTS

ADJOURNMENT

Persons requesting special accommodations or language interpreters should contact the City Clerk, 253-983-7705, as soon as possible in advance of the Council meeting so that an attempt to provide the special accommodations can be made.

Public Safety Advisory Committee (PSAC) 2020 ANNUAL WORK PLAN AND MEETING SCHEDULE

Members:

Chair Ken Witkoe

Vice Chair James Hairston

Mark Peila

Alan Hart

Mark Terry

Ray Dotson

Council Liaison:

Councilmember Michael Brandstetter

City Staff Support:

Police Chief Michael Zaro

Administrative Assistant Joanna Nichols

Meeting Schedule:1st Wednesday of every other month, 5:15 p.m., Lakewood Police Station**2020 Work Plan:**

1.	Recruitment
2.	Infrastructure Safety Issues
3.	Energize Neighborhood Association Meetings

Date	Topic(s)
2/5	Western State Hospital and SummerFest Prep
4/1	Reserve Program Presentation and SummerFest Prep
6/3	Coalition Presentation and Final SummerFest Prep
8/5	
10/7	Election and Work Plan for 2021
12/2	Work Plan and Joint Meeting Prep

Special Events:

Date	Event
May 5	Pierce County Law Enforcement Memorial (6 p.m. at Sharon McGavick Center)
June 22	City Council/PSAC Joint Study Session
July 11	SummerFest
November 24	Fallen Officer Food Drive



Point Defiance Bypass Resumption of Passenger Service Update

*Lakewood City Council
8-24, 2020*



Why we are here

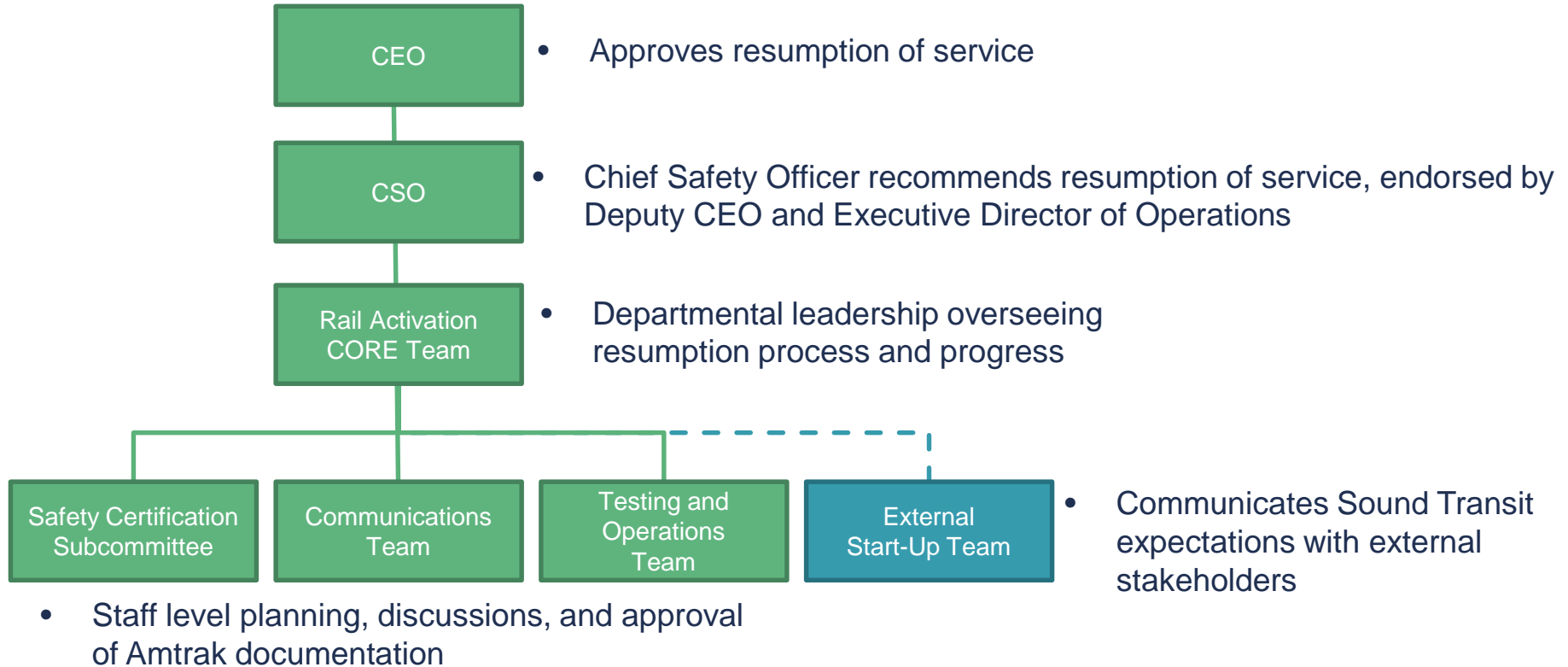
- *Update on PDB
Resumption of Passenger
Service*
- *Update on broader Safety
function*



Priorities before resuming service

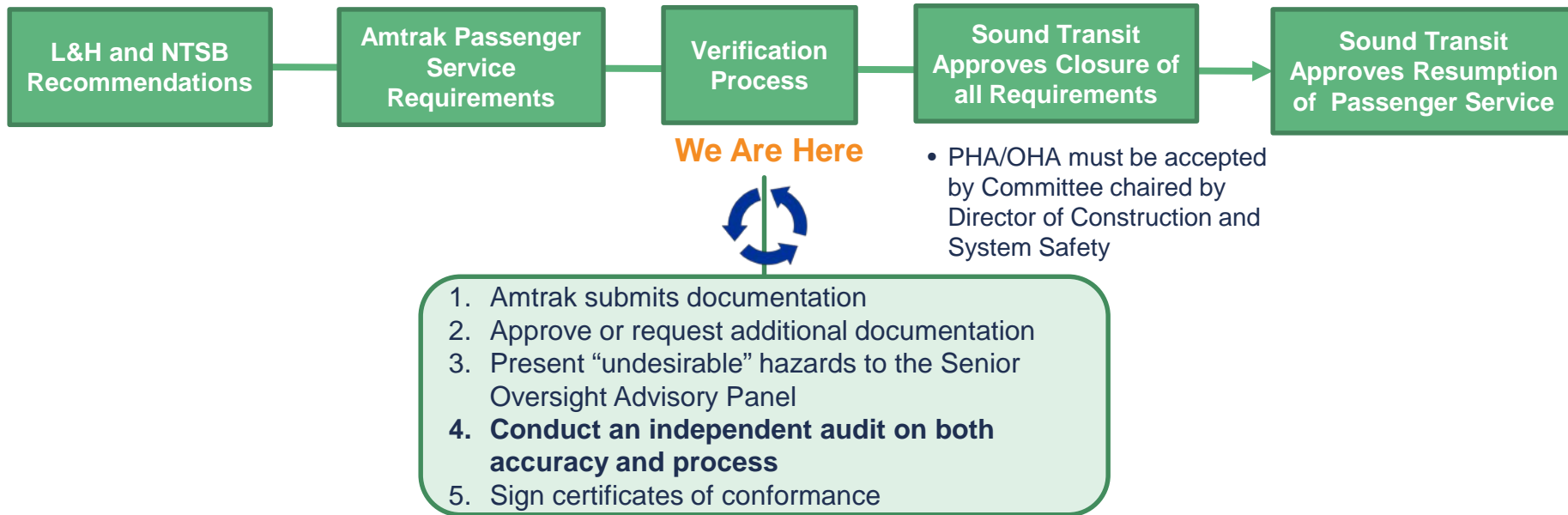
- ***Sound Transit is owner the host railroad***
 - Safety, not schedule, will continue to drive progress
 - Implementation of recommendations identified within the NTSB and L&H reports
 - Enforce compliance from Amtrak and WSDOT of all applicable requirements prior to the resumption of service

Rail Activation Process



Safety Certification Process Overview

- Safety drives review and approval of documentation and resumption of service*



Future Key Activities

- *Finalize readiness requirements and schedule*
- *Notify elected officials/community stakeholders and participate in community outreach*
 - Initiate ROW and operating environment certification activities
 - Testing is pending approval of WSDOT and Amtrak deliverables

At this time, no date has been identified for the resumption of Amtrak passenger service.

Broader Safety Function Changes

- ***Department reorganization under way to be laser-focused on safety***
 - National search for permanent Chief Safety Officer
- ***Safety Management System implementation: Agency Safety Plan Document Approval by Board***
- ***Established inter-departmental team***
 - Improve hazards management process
 - Improve safety certification process
 - Streamline committee structure to assign clear points of accountability and responsibility

Thank you.

Thank you.




 soundtransit.org





TO: Mayor and City Councilmembers

FROM: Tiffany Speir, Long Range & Strategic Planning Manager
Dave Bugher, Assistance City Manager, for Development Services

THROUGH: John Caulfield, City Manager 

DATE: August 24, 2020

SUBJECT: Potential 2021 Lakewood Comprehensive Plan and Zoning Map Amendments ("21CPAs") and potential new City Industrial Center of Local Importance (CoLI)

ATTACHMENT: Information regarding establishing a Countywide Industrial Center

BACKGROUND

Lakewood has begun its 2021 Comprehensive Plan and Zoning Map amendment ("21CPA") cycle process. There are several legally required steps in order to complete a Comprehensive Plan and Zoning Map amendment process, including:

- City level SEPA review;
- Department of Commerce (DOC) review;
- Planning Commission public hearing, review, and recommendation; and
- City Council public hearing, review and action.

The current schedule for the 21CPA process is as follows:

- August 1 - 28: Call for public 21CPA applications
- August 24: City Council review of preliminary draft 21CPA docket list and consider adding amendments to docket
- September 2: Planning Commission review and discussion of the list of initially proposed amendments and consideration of adding its own items to the docket;
- September 16: Planning Commission public hearing on the proposed 21CPA docket;
- October 21: Planning Commission action on 21CPA docket recommendation;
- November 23: City Council review of Commission-recommended 21CPA docket;
- December 7: City Council takes action on 21CPA docket Resolution with or without amendment;
- Winter - Spring 2021: City substantive review of the proposed 21CPAs and preparation of recommendations for each;
- Spring 2021: Planning Commission substantive review of 21CPAs;
- Summer 2021: Planning Commission public hearing on proposed 21CPA amendments; and
- Summer/Fall 2021: City Council adopts 2021 Comprehensive Plan Amendments.

DISCUSSION

Currently (and subject to change), the following amendments are proposed for the 2021 Comprehensive Plan and Zoning Map amendment cycle. The City Council is able to add or edit these proposals prior to the Planning Commission discussing the proposed docket list on September 2, or after the Planning Commission forwards its recommended docket list to the Council on November 23.

CITY-INITIATED TEXT APPLICATIONS (*Text for each being prepared*)

2021-01 Replacement of Sustainability Chapter with an Energy and Climate Change Chapter (funded by Commerce Grant awarded to Lakewood - \$20,000)

Draft Outline of chapter:

- 1) Purpose
- 2) Regulatory context
 - a) Overview of the element and relationship to energy efficiency
 - b) Relationship to other comprehensive plan elements
 - c) Guidance from Department of Ecology, Department of Commerce, Puget Sound Regional Council, Puget Sound Clean Air Agency, and PSRC
- 3) Potential impacts of climate change
 - a) Climate change forecasts for Puget Sound and Pierce County
 - b) Vulnerabilities in Pierce County and related impacts to Lakewood
- 4) Greenhouse gas emission (GHG) inventory
 - a) Baseline GHG inventory
 - b) GHG emissions forecast
 - i) Develop a reduction target for the year 2050 including mass emissions and per capita calculations
- 5) Key findings and recommendations
- 6) GHG reduction goals, policies, and programs
 - a) Goals
 - b) Policies and implementing actions
 - i) Examples:
 - (1) Take credit for the things we've already done (disaster preparedness plan, city's existing tree preservation regulations, storm water drainage master plan, NPDES compliance and permit, SMP, Clover Creek restoration, legacy plan, enforcement of FEMA regulations, JBLM lighting, workforce development strategy, sidewalk projects, safe route to schools, code construction enforcement, landscape design guidelines, green streets programs, subarea plans, street design guidelines, new sidewalk projects, dangerous building abatements, city government operations, non-motorized transportation plan, public transit, ST commuter rail,

(2) Establish ways to reduce consumption-based emissions having a particular focus on enforcement of current state energy and conservation codes, actual feasibility (taking into account economic, environmental, legal, social, and technological factors), and incentive-based measures.

(3) Develop a policy that recognizes specific situations where consumption-based emissions cause an adverse impact at the local level, but improve emissions at the regional level. For example, Lakewood makes a policy choice to allow increased housing density adjacent to transportation hubs in order to reduce region-wide emissions from vehicles.

(4) Develop policies regarding carbon biosequestration of the city's parks and open space areas. Revised policies include developing a carbon calculator for biosequestration, determining the feasibility of carbon credits (where one credit is equivalent to one ton of atmospheric CO₂ avoided), and improving carbon storage by changing current land management practices.

(5) Review the city's development standards. Determine the appropriateness of promulgating carbon offset projects for new development and/or major updates/expansions to existing projects. Specific types of offsets to be considered: solar power; fuel efficiency; fuel substitution; efficient lighting; environmental buildings; subsidizing or encouraging public transportation; and planting trees to absorb carbon dioxide from the atmosphere.

7) Summary of implementing actions

2021-02 Updates re 2020 rezone of Springbrook parcels to Industrial Business Park Zone

Update Comprehensive Plan maps and text to reflect the change for a targeted residential growth area to a targeted industrial growth area. Remove the Springbrook Center of Local Importance, CoLI 6, which was "designated as a CoLI based on its importance to the City and special status as a compact high-density residential area."

[Sections 1.4.1, 1.6.7, 1.7, 2.5.6, Figure 2.9, Sections 3.2.10 (LU-2.8), 3.4, 3.10.3, 3.11, Goals LU-51 and LU-53, Table 4.3, 4.5.2, Goal UD-12, Goal ED-5, 7.5.1, PS-13.8, and Section 11.3.3]

2021-03 Updates to reflect adoption of 2020 City Parks Legacy Plan

Update Comprehensive Plan maps and text to reflect adoption of 2020 Parks Legacy Plan.

[Section 3.10, Goals LU-44 and LU-49, section 4.1, Table 4.3, and Table 9.6]

2021-04 Updates related to allowing and/or encouraging various housing types (e.g., transitory accommodations, accessory dwelling units, and “missing middle” housing)

Update Comprehensive Plan text to reflect state law and regional policy requirements, and to include actions already taken by Lakewood to preserve and encourage affordable and attainable housing (e.g., MFTE program, ADU regulation updates and zoning expansion, Downtown Subarea housing increases, etc.)

[Sections 3.2, 3.11, 5.2, 5.4, Goals ED-3 and ED-5, Sections 8.1 and 8.10, Tables 11.1 and 11.2]

2021-05 Updates related to Western State Hospital (WSH) and Public and Semi-Public Institutional Uses

Update Comprehensive Plan maps and text in relation to 2020 WSH Master Plan and/or other updates as needed per state law updates.

[Section 2.5.2, Table 3.4 (I), Sections 3.9, 5.2.10, 7.3, and 7.4.1]

2021-06 Updates to reflect adoption of the Downtown Subarea Plan and the Lakewood Station District Subarea (LSDS) Plan (LSDS scheduled for adoption by 5/24/21)

Downtown Subarea (adopted 10/18): Update Comprehensive Plan maps and Sections 1.4.1, 1.4.3, and 2.4, Table 3.2, Section 3.3, Goals LU-43 and LU-49, Sections 4.1, 4.2, text above Table 4.4, Sections 4.5.1, Goal UD-8, Sections 5.2.1, 5.2.8, and 5.4, Goals ED-5, T-16, U-14, and S-5, Sections 11.3.3, 11.3.11, 11.3.14, and Transportation Implementation Strategies

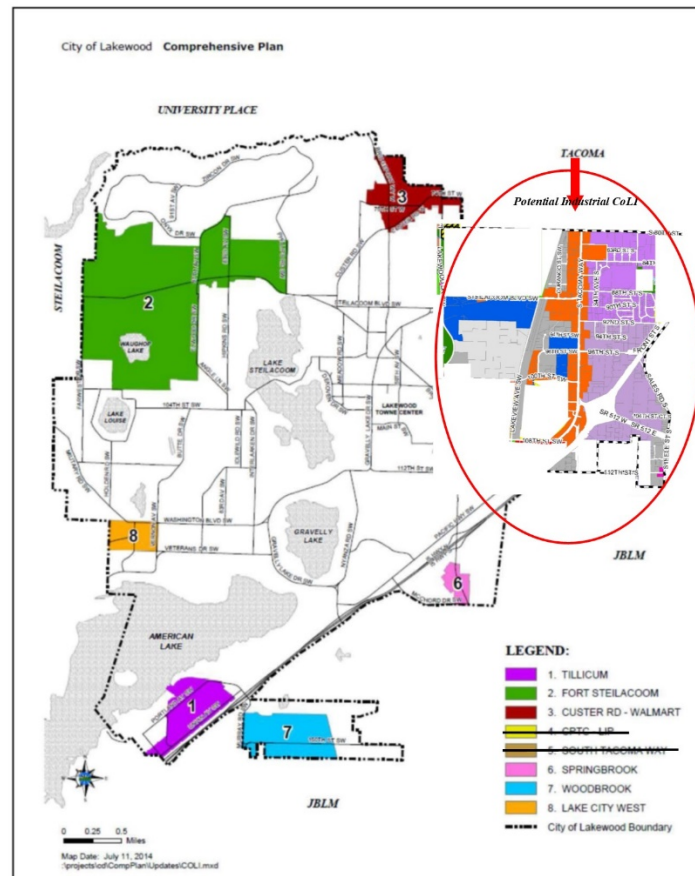
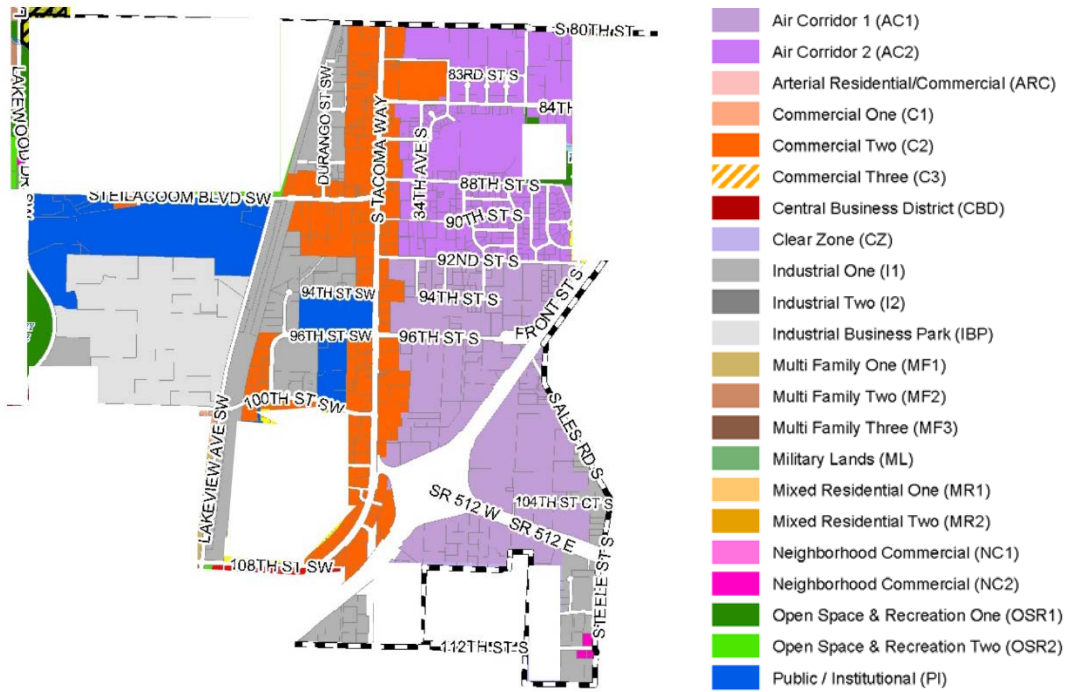
Lakewood Station District Subarea (adoption by 6/1/21): Update Comprehensive Plan maps and Sections 1.4.1, 1.4.3, 1.6.7, 2.3.5, 2.3.7, and 2.3.16, LU-17.3, Sections 3.3.3, 3.3.5, 4.1, 4.2, 4.4, 4.5, 4.5.2, 5.2.1, 5.2.7, 5.3.1, Goal UD-9, ED-5, and T-13, Sections 11.3.3 and 11.3.11, and Transportation Implementation Strategies. Rezone OSR parcels owned by Sound Transit within LSDS boundaries to Industrial.

2021-07 Updates related to City’s Center of Local Importance (CoLI) 4 (Industrial Business Park/Clover Park Technical College) and CoLI 5 (South Tacoma Way)

Update Comprehensive Plan maps and text to remove current CoLIs 4 and 5 and create a new industrial CoLI recognized at the Countywide level in order to spur economic development and also qualify for new transportation funding to support the industrial development within the new CoLI boundaries. (See Attachment A for more details about creating a new industrial CoLI and having it designated a Countywide Industrial Growth Center.) A map of the proposed CoLI is included below.

[Sections 1.7, 2.1, 2.5, Goal T-2, Figures 2.3 – 2.11, and Chapter 5]

Proposed new Industrial CoLI



PRIVATELY-INITIATED TEXT OR DESIGNATION/ZONE APPLICATIONS

The period for the public to submit applications ran August 1 – 28. XXX applications were received:

1. **TBA** – application to rezone parcels around I-5 bridge/interchange in Tillicum area expected (similar to 2020 CPA cycle application)

COMPREHENSIVE PLAN MAP OR TEXT AMENDMENTS INITIATED BY CITY COUNCIL

1. **TBA**

ATTACHMENT A

Memo re Potential Designation of a Lakewood Countywide Industrial Center

TO: John Caulfield, City Manager

FROM: Tiffany Speir, Long Range & Strategic Planning Manager

THROUGH: Dave Bugher, Assistance City Manager for Development Services

DATE: August 13, 2020

SUBJECT: Consideration of Amendments to Centers of Local Importance (CoLIs) to establish Countywide Industrial Center in Lakewood

BACKGROUND

CED and PWE have considered the potential to apply for the designation of a Countywide Industrial Center to include the Lakewood Industrial Park (LIP), which would in turn make Lakewood eligible for countywide transportation project funding competitions. This memo includes an exploration of required processes and actions to begin doing so by updating several of the city's CoLIs in the 2021 Comprehensive Plan amendment cycle.

Allowed uses within the potential industrial CoLI's zones are included as Exhibit A to this memo. Exhibit B to this memo includes the process and criteria to seek designation of a Countywide Industrial Center.

DISCUSSION

Lakewood's Adopted Centers of Local Importance (CoLIs):

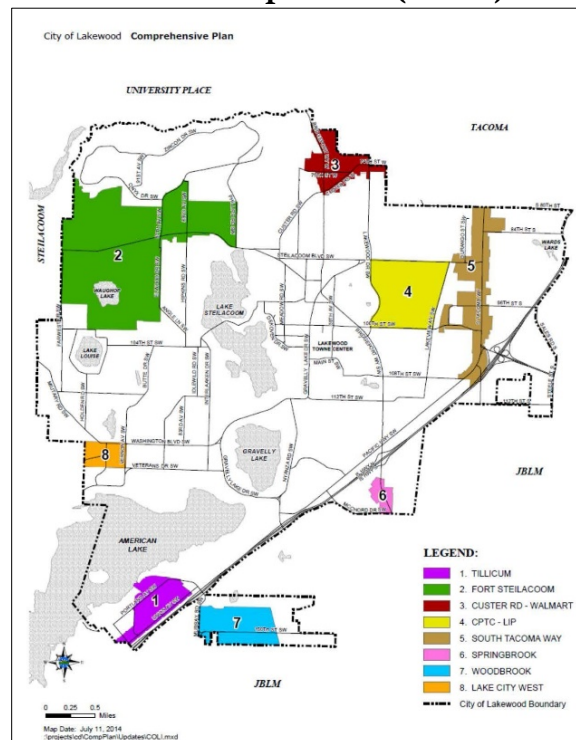


Figure 2.3 City-Wide CoLI

CoLI 5 (South Tacoma Way) is described in the Comprehensive Plan as follows:

2.5.1 South Tacoma Way

The South Tacoma Way Center, Figure 2.8, is designated as a CoLI **based on its commercial significance** to the City. Prior to the construction of I-5 in the late 1950's, South Tacoma Way was part of State Route 99, the primary north-south highway through the Puget Sound region. The South Tacoma Way area is now the City's most prolific commercial area and home to a nascent "International District". The area supports the Star-Lite Swap Meet, the B&I marketplace, the Paldo World commercial center, Pierce Transit headquarters, the Grand Central and Macau casinos, and many other commercial centers and businesses.

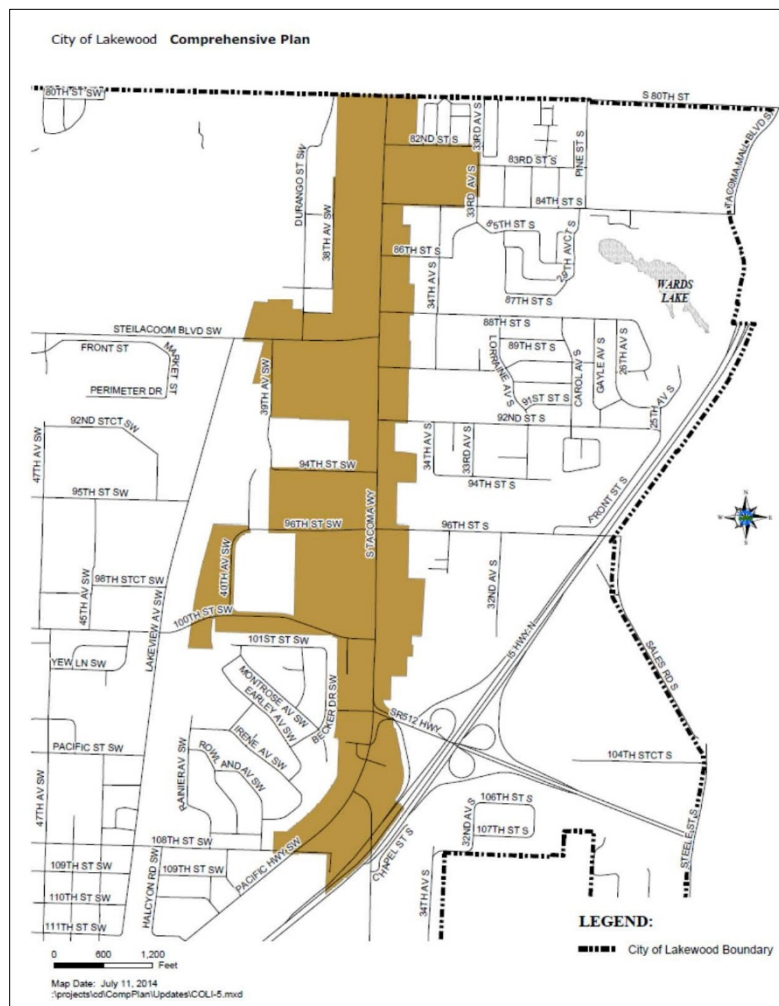
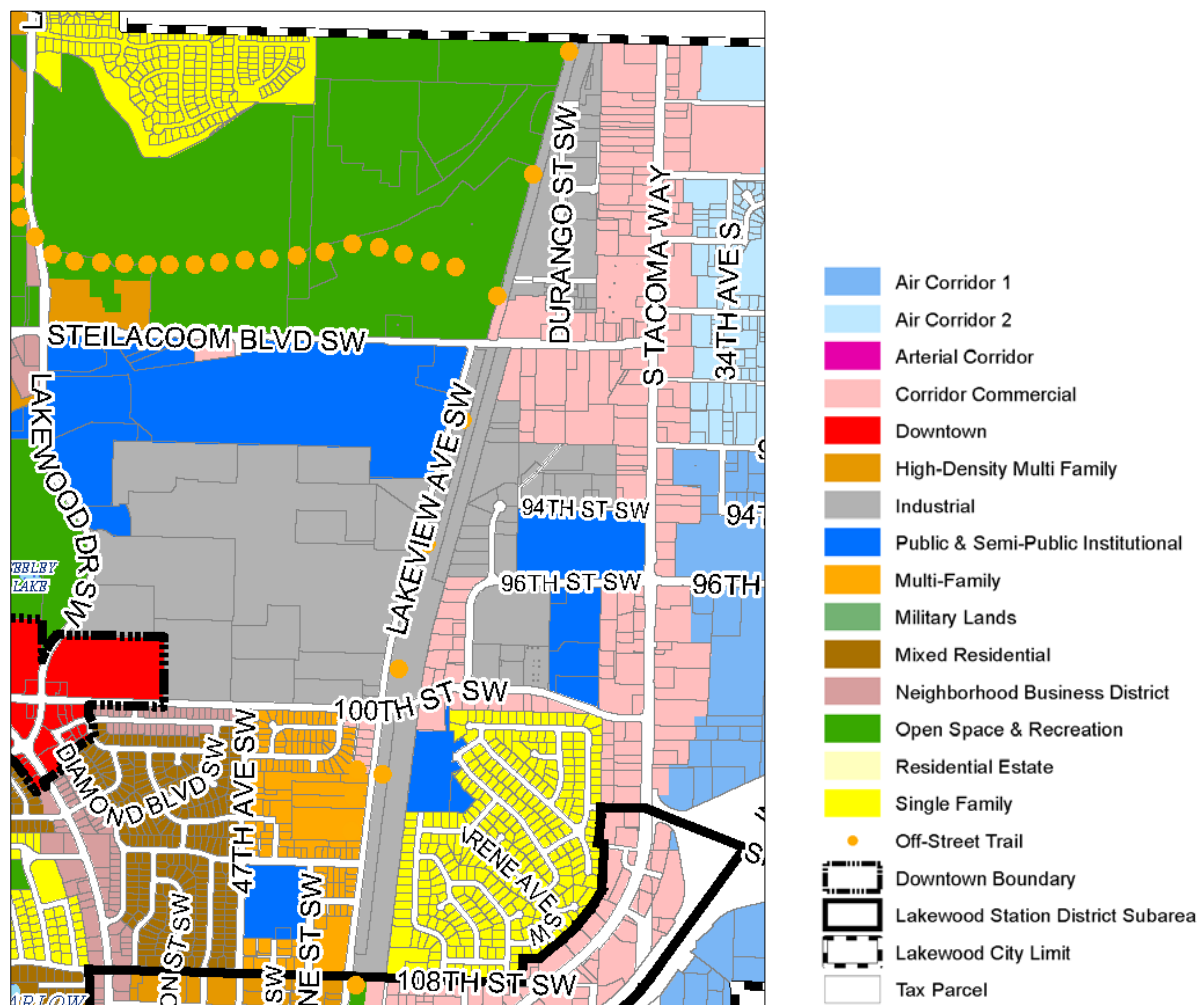


Figure 2.8 South Tacoma Way Center of Local Importance

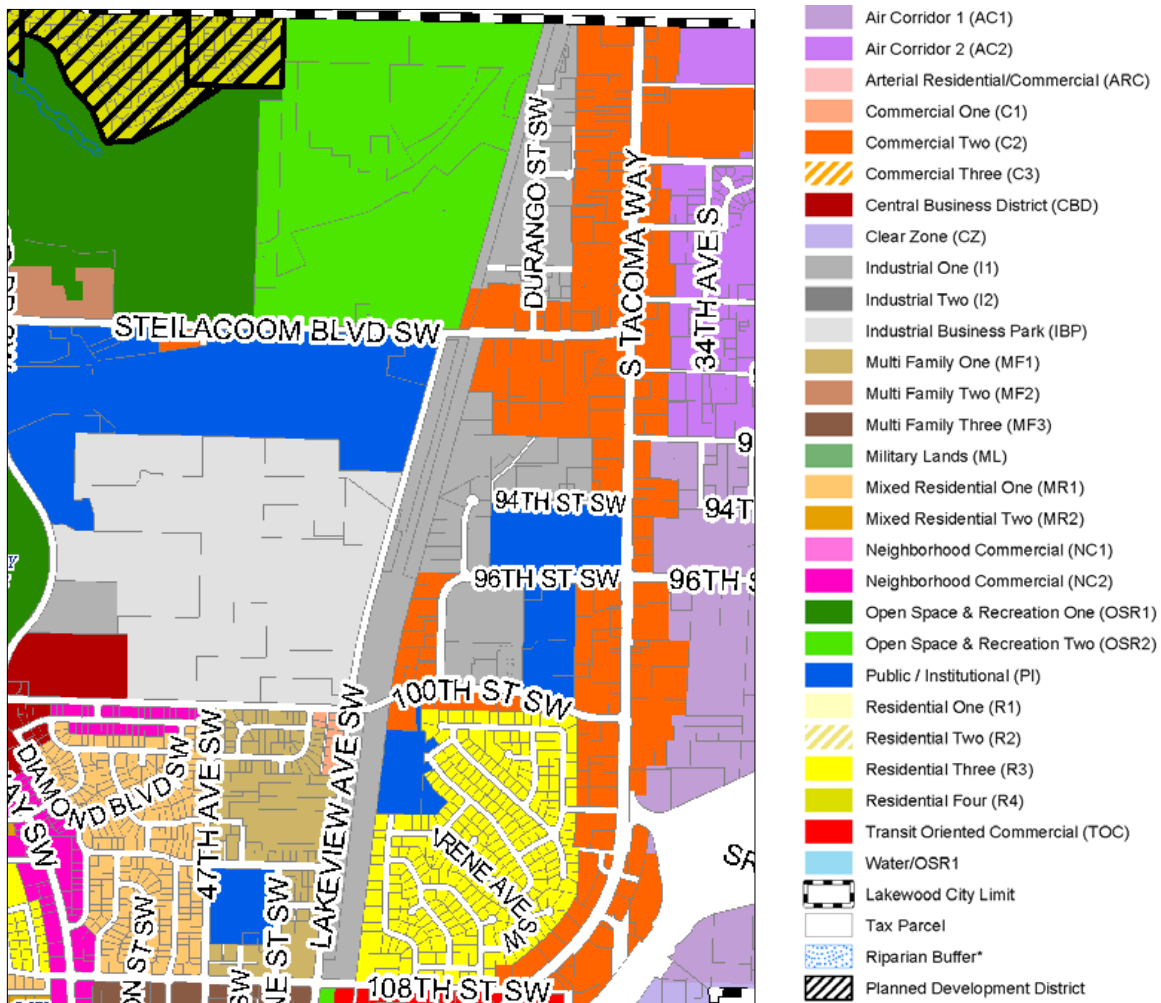
In light of the city's explicit desire to support industrial economic development¹, when looking at current development within both CoLI 4 and CoLI 5, it makes sense to consider

¹ See, e.g., Comprehensive Plan Sections 3.4 Industrial Lands and Uses, 5.3 Lakewood's Position in the Region, and 5.6 Economic Goals and Policies (Goals ED-5 and ED-6 in particular)

Future Land Use Map Excerpt - Much of the area is designated Industrial, Open Space & Recreation, Public & Semi-Public Institutional, Downtown, and Neighborhood Business District.



Zoning Map Excerpt - Much of the area is zoned Industrial 1 (I1), Industrial Business Park (IBP), Open Space & Recreation 1 & 2 (OSR1 & OSR2), Commercial 2 (C2), Central Business District (CBD) and Public/Institutional (PI).

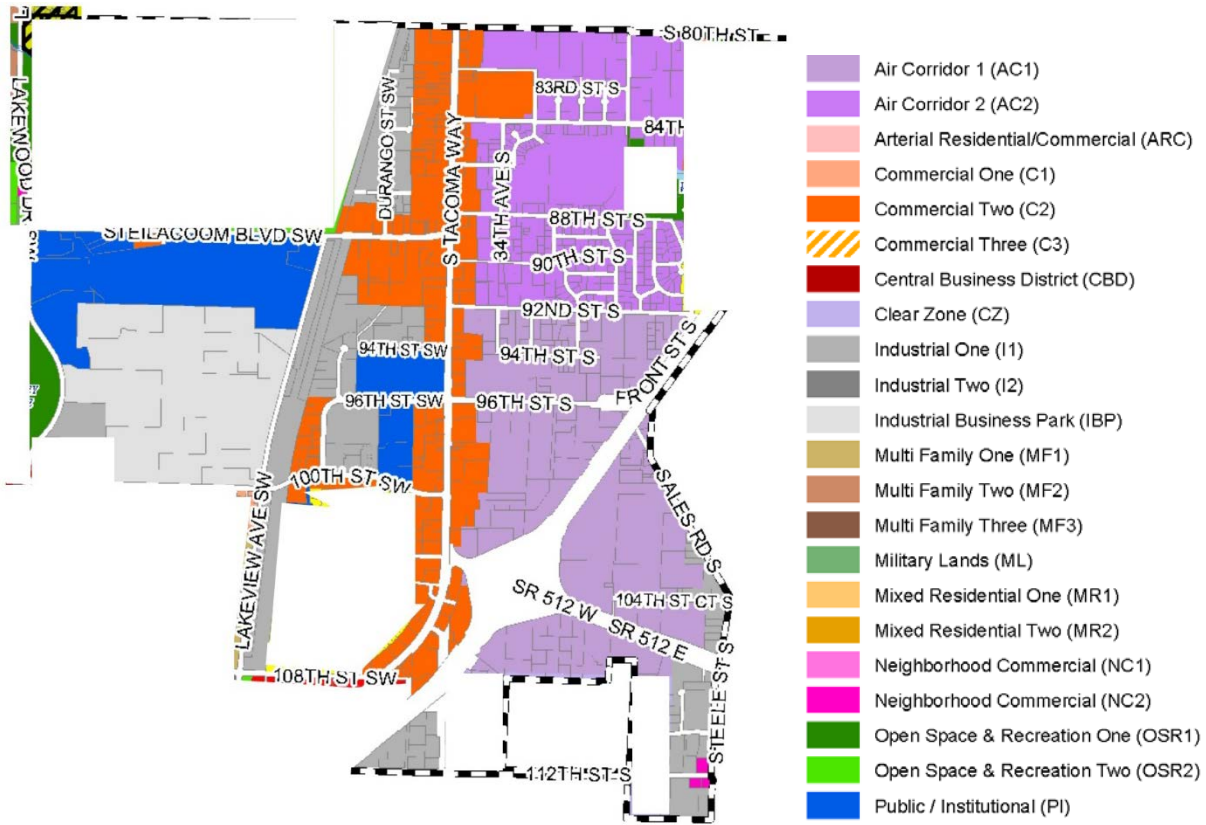


Potential New Industrial CoLI Boundaries

A map of a possible new Industrial CoLI that incorporate areas from both current CoLIs 4 and 5 is included below. The new Industrial CoLI would encompass parcels currently zoned Industrial 1 (I1), Industrial Business Park (IBP), Commercial 2 (C2), Air Corridor 1 and 2 (AC1 and AC2), and Public/Institutional (PI.)

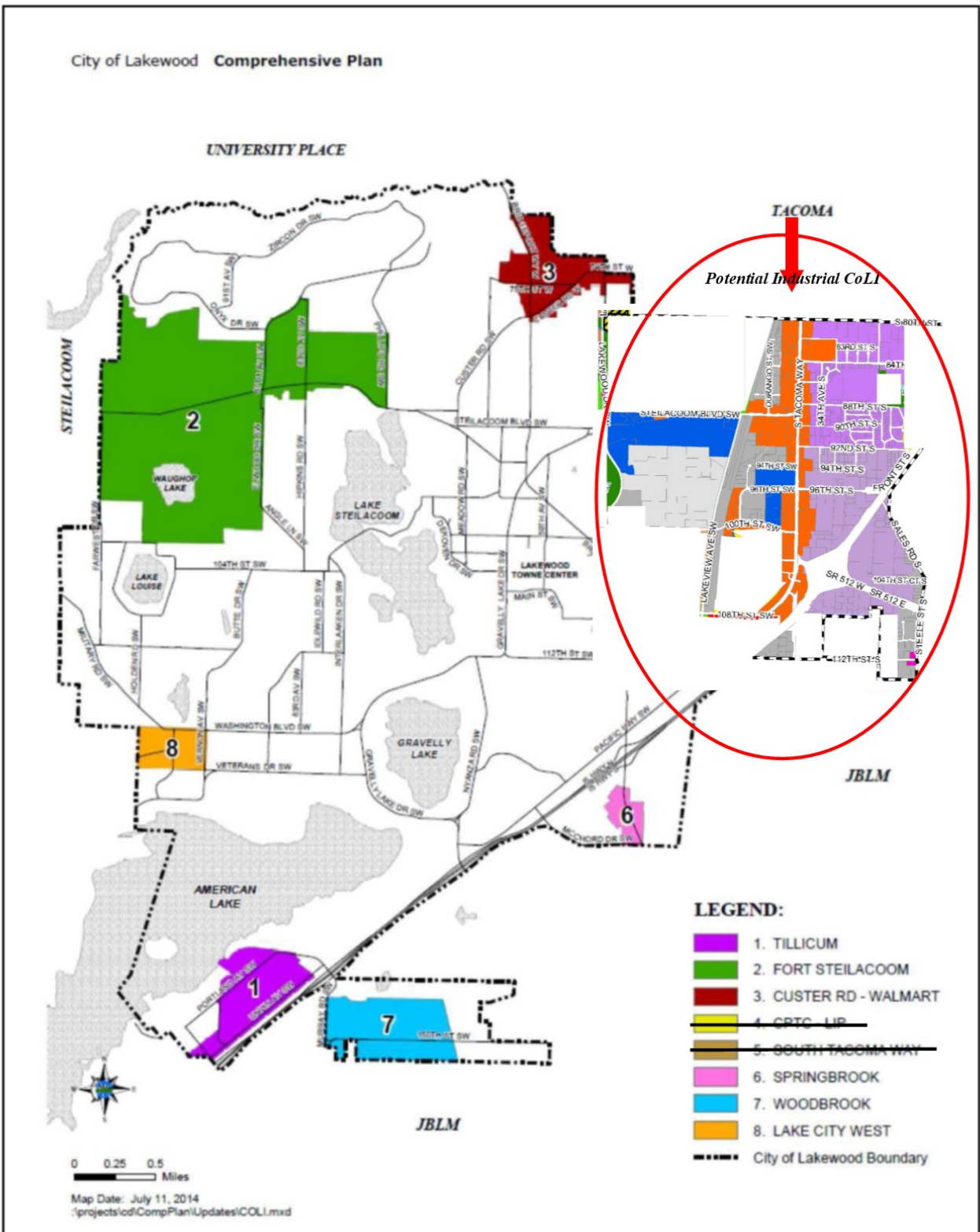
Allowed uses within the potential industrial CoLI zones are included as Exhibit A to this memo.

Potential New Industrial CoLI Map (Southern boundary at 108th St SW to incorporate all of Commercial 2 zoning on South Tacoma Way and 112th to incorporate all Industrial zoning between I-5 and SR 512)



A map of all city CoLIs including the potential Countywide Industrial CoLI is included below.

Citywide CoLIs including potential Countywide Industrial CoLI



STEPS TO SECURING A COUNTYWIDE INDUSTRIAL CENTER DESIGNATION IN LAKEWOOD

1. Amend Comprehensive Plan and Zoning Map in 2021 City Comprehensive Plan amendment cycle to eliminate current CoLIs 4 and 5 and create a new Industrial CoLI.
2. Conduct study of area (funded by EDA EAA grant) to verify that Industrial CoLI satisfies criteria for Countywide Industrial Center; draft report required for submission to PCRC.
3. Request that Industrial CoLI be identified as a Countywide Center in the Countywide Planning Policies in 2021 or 2023 cycle.

Would the Proposed New Industrial CoLI Meet Countywide Industrial Center Criteria?

Center must meet each of the following criteria:

- ✗ Identified as a Center in the local Comprehensive Plan and adopted regulations. **Yes once adopted in 2021 CPA cycle**
- ✗ Identified as a Countywide Center in the Countywide Planning Policies. **Yes once PCRC approves for inclusion**
- ✓ Located within a city, multiple adjacent cities, or unincorporated urban area.

Demonstration that:

The Center is a local planning and investment priority:

- Identified as a Countywide Center in a local Comprehensive Plan; Subarea Plan recommended ✗ **Yes once adopted in 2021 CPA cycle**
- Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure ✓ **See Comprehensive Plan, Economic Strategies, City Priorities**

The Center supports industrial sector employment:

- Minimum 1,000 existing jobs and/or 500 acres of industrial land ✓
- Defined transportation demand management strategies in place ✓ 18A.80.030, .060
- At least 75% of land area zoned for core industrial uses* (*“Core industrial uses”: Core industrial zoning is characterized by allowing, and preferring, most industrial uses. Incompatible land uses are generally prohibited but may be allowed in limited instances.) ✓? **Verify Allowed uses within zones included in proposed new Industrial CoLI boundaries**
- Industrial retention strategies in place ✓? **Verify Comprehensive Plan, Economic Strategies, City Priorities**
- Capacity and planning for additional growth ✓ **See Comprehensive Plan, Zoning, Economic Strategies, City Priorities**
- Important county role and concentration of industrial land or jobs with evidence of long-term demand ✓ **See Comprehensive Plan, Zoning, Economic Strategies, City Priorities**

EXHIBIT A
Allowed Uses within Zones within potential Countywide Industrial CoLI

Type of Use	Use	C2 35 dua	IBP	I1	PI
Agricultural	Commercial beekeeping	C	C	C	C
	Growing and harvesting of crops	P	P	P	P
	Plant nurseries and greenhouses	P	P	P	P
	Raising and keeping of animals for agricultural purposes	-	-	-	-
	Residential beekeeping	-	-	-	-
Commercial and Industrial	Accessory commercial	P	P	-	-
	Accessory Industrial	-	P	P	-
	Accessory retail or services	P	-	-	P
	Artisan shop	P	-	-	-
	Auto and vehicle sales/rental	P	-	-	-
	Auto parts sales	P	-	-	-
	Bank, financial services	P	-	-	-
	Brewery – production	C	P	-	-
	Building and landscape materials sales	P	-	-	-
	Building contractor, light	-	P	P	-
	Building contractor, heavy	-	C	C	-
	Business support service	P	P	-	-
	Catering service	P	-	-	-
	Cemetery, mausoleum, columbarium	-	-	C	-
	Club, lodge, private meeting hall	C	-	-	-
	Commercial recreation facility – indoor	-	C	C	C
	Commercial recreation facility – outdoor	-	C	-	-
	Community center	P	-	-	C
	Construction/heavy equipment sales and rental	-	-	P	-
	Convenience store	P	-	-	-
	Equipment rental	P	-	P	-
	Flex Space	P	P	P	-
	Fuel dealer	-	P	P	-
	Furniture/fixtures manufacturing, cabinet shop	-	C	P	-
	Furniture, furnishings, appliance/ equipment store	P	-	-	-
	Gas station	P	-	-	-
	General retail	P	P	-	-
	Golf course, country club	-	-	-	-
	Grocery store, large	P	-	-	-
	Grocery store, small	P	-	-	-
	Handcraft industries, small-scale manufacturing	C	P	P	-
	Health/fitness facility, commercial	-	C	-	-
	Health/fitness facility, quasi-public	P	-	-	P

Kennel, animal boarding B(3)	C	C	P	-
Laboratory – Medical/Analytical	-	P	P	P
Laundry, dry cleaning plant	-	C	C	-
Library, museum	C	-	-	-
Live/work and work/live units	C	C	C	-
Maintenance service, client site services	P	P	P	-
Manufacturing, Assembling and Packaging - Light	P	P	P	-
Manufacturing, Assembling and Packaging - Medium	C	P	P	-
Manufacturing, Assembling and Packaging - Heavy	-	C	C	-
Metal Products Fabrication, Machine and Welding – American Direct	P	P	P	-
Medical Services - Lab	P	P		P
Mixed use	-	-	-	-
Mobile home, RV, and boat sales	P	-	-	-
Mortuary, funeral homes and parlors	P	-	-	-
Motion Picture Production Studios	-	P	P	-
Office – business services	P	P	-	-
Office – processing	-	P	-	-
Office – professional	P	P	-	-
Outdoor storage	-	P	P	-
Pawn Brokers and Second Hand Dealers	-	-	-	-
Personal services	P	-	-	-
Personal services – restricted	C	-	-	-
Petroleum product storage and distribution	-	P	P	-
Places of assembly	P	P	-	p
Printing and publishing	P	P	P	-
Produce stand	P	-	-	-
Recycling facility – processing facility	C	-	C	-
Repair service - equipment, large appliances	C	C	P	-
Research and development	-	P	-	-
Recycling Facility - Scrap and dismantling yards	-	-	-	-
Second hand store	P	-	-	-
Shelter, animal B(3), B(4)	C	-	P	C
Shopping center	P	-	-	-
Social service organization	C	-	-	-
Solid waste transfer station	-	C	P	-
Small craft distillery	P	P	-	-
Sports and active recreation facility	-	-	-	C
Storage - personal storage facility	P	C	P	-
Studio - art, dance, martial arts, music, etc.	P	-	-	-
Swap meet	-	-	-	-
Theater, auditorium	-	-	-	-
Veterinary clinic B(3)	P	-	P	C
Vehicle services – major repair/body work	C	C	P	-

	Vehicle services – minor maintenance/repair	P	P	P	-
	Vehicle storage	-	P	P	-
	Warehouse	-	P	P	-
	Warehouse retail	-	P	-	-
	Wholesaling and distribution	-	P	P	-
	Wildlife preserve or sanctuary	-	P	P	P
	Wine production facility	-	P	P	-
Eating and Drinking Establishments	Bar/tavern	P	-	-	-
	Brewery - brew pub	P			
	Microbrewery	P			
	Mobile food vending facility	P	P	P	P
	Night club	C	-	-	-
	Restaurant, café, coffee shop – counter ordering	P	-	-	-
	Restaurant, café, coffee shop –drive-through services	C	-	-	-
	Restaurant, café, coffee shop –table service	P	-	-	-
	Restaurant, café, coffee shop – outdoor dining	P	-	-	-
	Restaurant, café, coffee shop – serving alcohol	P	-	-	-
	Tasting room	P	-	-	-
	Vendor stand	P	-	-	-
Essential Public Facilities	Airport (Seaplane)	-	-	-	-
	Community and technical colleges, colleges and universities	-	C	-	C
	Correctional facilities	-	-	C	-
	Electrical transmission lines of higher voltage than 115 kV, in existing corridors of such transmission lines	P	P	P	P
	Electrical transmission lines of higher voltage than 115 kV, in new corridors	C	C	C	C
	Group Home				
	In-Patient Facility Including but not Limited to Substance Abuse Facility B(1), B(2)	-	-	-	C
	Intercity High-Speed Ground Transportation	-	-	P	-
	Intercity Passenger Rail Service	-	-	P	-
	Interstate Highway “I-5”	P	-	-	-
	Mental Health Facility	-	-	-	C
	Military Installation	-	-	-	-
	Minimum Security Institution	-	-	-	C
	Secure Community Transition Facility (SCTFs)	C	-	-	-
	Solid Waste Transfer Station	C	C	C	-
	Sound Transit Facility	-	-	P	-
	Sound Transit Railroad Right-of-Way	P	-	P	-
	Transit Bus, Train, or Other High Capacity Vehicle Bases	-	-	-	-
	Washington State Highway 512	P	-	P	-
	Work/Training Release Facility	C	-	-	-
	City, county, special district, state, and federal offices	P	C	C	P

Government Services, General	Fire stations	P	C		P
	Maintenance shops and vehicle and equipment parking and storage areas for general government services	-	P	P	P
	Police stations, including temporary holding cells	P	P	-	P
	Post offices	P	-	-	P
Health and Social Services	Day care center in existing and new schools	-	-	-	-
	Day care center in existing or new churches	C	-	-	-
	Day care center providing care for children and/or adult relatives of owners or renters of dwelling units located on the same site	-	-	-	-
	Day care center providing care for children and/or adult relatives of employees of a separate business establishment located on the same site B(2), B(3)	-	P	-	C
	Day care center, independent	-	-	-	C
	Human service agency offices	P	P	-	-
	Medical service - clinic, urgent care	P	-	-	-
	Medical service - doctor office	P	-	-	-
	Medical service – hospital	-	-	-	C
	Medical service - integrated medical health center	-	-	-	C
	Medical service – lab	C	P	-	C
	Pharmacy	P	-	-	-
	Preschool/nursery school	C	C	-	C
Lodging	Bed and breakfast guest houses	-	-	-	-
	Hostels	-	-	-	-
	Hotels and motels	P	-	-	-
	Short term vacation rentals	-	-	-	-
Residential Uses	Accessory caretaker's unit	P	-	P	-
	Accessory dwelling unit	-	-	-	-
	Babysitting care	-	-	-	-
	Boarding house	-	-	-	-
	Cottage housing	-	-	-	-
	Co-housing (dormitories, fraternities and sororities)	-	-	-	-
	Detached single family	-	-	-	-
	Two family residential, attached or detached dwelling units	-	-	-	-
	Three family residential, attached or detached dwelling units	-	-	-	-
	Multifamily, four or more residential units	-	-	-	-
	Mixed use	-	-	-	-
	Family daycare	-	-	-	-
	Home agriculture	-	-	-	-
	Home occupation	-	-	-	-
	Mobile home parks	-	-	-	-

	Mobile and/or manufactured homes, in mobile/manufactured home parks	-	-	-	-
	Residential accessory building	-	-	-	-
	Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	-	-	-	-
	Small craft distillery	P	-	P	-
	Specialized senior housing	-	-	-	-
	Accessory residential uses	-	-	-	-
Special Needs Housing	Assisted Living Facility	P	-	-	
	Confidential Shelter	-	-	-	
	Continuing Care Retirement Community	P	-	-	
	Enhanced Services Facility	C	-	-	
	Hospice Care Center	C	-	-	
	Nursing Home	P	-	-	
	Type 1 Group Home – Adult Family Home	-	-	-	
	Type 2 Group Home, Level 1	-	-	-	
	Type 2 Group Home, Level 2	-	-	-	
	Type 2 Group Home, Level 3	-	-	-	
	Type 3 Group Home, Level 1	-	-	-	
	Type 3 Group Home, Level 2	-	-	-	
	Type 3 Group Home, Level 3	-	-	-	
	Type 4 Group Home	C	-	-	
	Type 5 Group Home	C	-	-	
Transportation	Parking facilities (surface or structured)	P	P	P	P
	Streets and pedestrian and bicycle facilities	P	P	P	P
	Transit park and ride lots	P	-	-	P
	Transit shelter	P	P	P	P

Land Use Categories	APZ-I	APZ-II	CZ	Density
Existing uses				
Continuation of uses already legally existing within the zone at the time of adoption of this chapter. Maintenance and repair of existing structures shall be permitted.	P	P	-	N/A
Alteration or modification of non-conforming existing uses and structures.	C	C	-	N/A
Agriculture and natural resources				
Agriculture	-	-	-	N/A
Agriculture, clear zone	-	-	P	N/A
Agriculture, home	P	P	-	N/A
Natural resource extraction/recovery	C	C	-	Maximum FAR of 0.28 in APZ-I, no activity which produces smoke, glare, or involves explosives.
Research – scientific (small scale)	C	P	-	Office use only. Maximum FAR of 0.22 in APZ-I & APZ-II.
Undeveloped land	P	P	P	N/A
Residential uses				
Accessory caretaker's unit	-	-	-	N/A
Accessory dwelling unit	-	-	-	N/A
Cottage housing	-	-	-	N/A
Co-housing (dormitories, fraternities and sororities)	-	-	-	N/A
Detached single family on lot less than 20,000 square feet	-	-	-	N/A
Detached single family on lot greater than 20,000 square feet	-	P	-	N/A
Two family residential, attached or detached dwelling units	-	-	-	N/A
Three family residential, attached or detached dwelling units	-	-	-	N/A
Multifamily, four or more residential units	-	-	-	N/A
Mixed use	-	-	-	N/A
Home occupation	P	P	-	N/A
Mobile home parks	-	-	-	N/A
Mobile and/or manufactured homes, in mobile/manufactured home parks	-	-	-	N/A
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	-	P	-	N/A
Child care facility	-	-	-	N/A
Child day care center	-	-	-	N/A
Family day care provider	-	-	-	N/A
Special needs housing (Essential Public Facilities)				
Type 1 group home	-	-	-	N/A
Type 2 group home	-	-	-	N/A
Type 3 group home	-	-	-	N/A
Type 4 group home	-	-	-	N/A
Type 5 group home	-	-	-	N/A
Assisted living facilities	-	-	-	N/A
Continuing care retirement community	-	-	-	N/A
Hospice care center	-	-	-	N/A
Enhanced services facility	-	-	-	N/A
Nursing home	-	-	-	N/A
Commercial and industrial uses				

Land Use Categories	APZ-I	APZ-II	CZ	Density
Building and landscape materials sales	P	P	-	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II.
Building contractor, light	P	P	-	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II.
Building contractor, heavy	C	-	-	Maximum FAR of 0.11 in APZ I & 0.22 in APZ II.
Business support service	P	-	-	Maximum FAR of 0.22 in APZ I.
Catering service	P	P	-	Maximum FAR of 0.22 in APZ II.
Construction/heavy equipment sales and rental	C	C	-	Maximum FAR of 0.11 in APZ I; & 0.22 in APZ II.
Equipment rental	P	P	-	Maximum FAR of 0.11 in APZ I; & 0.22 in APZ II.
Furniture, furnishings, appliance/ equipment store	-	C	-	Maximum FAR of 0.28 in APZ II.
Handcraft industries, small-scale manufacturing	P	P	-	Maximum FAR of 0.28 APZ I; Maximum FAR of 0.56 in APZ II.
Kennel, animal boarding	P	P	-	Maximum FAR of 0.11 APZ I; Maximum FAR of 0.22 in APZ II.
Laundry, dry cleaning plant	P	-	-	Maximum FAR of 0.22 in APZ II.
Live/work and work/live units	P	P	-	N/A
Maintenance service, client site services	P	P	-	Maximum FAR of 0.22 in APZ II.
Military installations	P	P	P	N/A
Mobile home, RV, and boat sales	C	C	-	Maximum FAR of 0.14 in APZI & 0.28 in APZ II.
Office – business services	P	P	-	Maximum FAR of 0.22 in APZII.
Office – professional	P	-	-	Maximum FAR of 0.22 in APZII.
Places of assembly	-	-	-	N/A
Personal services	P	-	-	Office uses only. Maximum FAR of 0.11 in APZ II.
Small craft distillery	-	P	-	Maximum FAR 0.56 in APZ II.
Storage - personal storage facility	P	P	-	Maximum FAR of 1.0 in APZ I; 2.0 in APZ II.
Vehicle services – minor maintenance/repair	P	P	-	Maximum FAR of 0.11 APZ I; 0.22 in APZ II.
Vehicle storage	C	C	-	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II.
Warehouse retail	P	-	-	Maximum FAR of 0.16 in APZ II.
Warehouse	P	P	-	Maximum FAR of 1.0 in APZ I; 2.0 in APZ II.
Wholesaling and distribution	P	P	-	Maximum FAR Of 0.28 in APZ I & 0.56 in APZII.
Wildlife preserve or sanctuary	P	P	-	N/A
Eating and drinking establishments				
Bar/tavern	-	-	-	N/A
Brewery - brew pub	-	-	-	N/A
Mobile food vending facility	P	P	-	N/A
Night club	-	-	-	N/A

Land Use Categories	APZ-I	APZ-II	CZ	Density
Restaurant, café, coffee shop – counter ordering	-	-	-	N/A
Restaurant, café, coffee shop – drive-through services	-	-	-	N/A
Restaurant, café, coffee shop – table service	-	-	-	N/A
Restaurant, café, coffee shop – outdoor dining	-	-	-	N/A
Restaurant, café, coffee shop – serving alcohol	-	-	-	N/A
Tasting room	-	-	-	N/A
Lodging				
Bed and breakfast guest houses	-	-	-	N/A
Hostels	-	-	-	N/A
Hotels and motels	-	-	-	N/A
Recreational vehicle parks	-	-	-	N/A
Transportation				
Parking facilities (surface)	P	P	-	N/A
Parking facilities (structured)	--	-	-	N/A
Streets with pedestrian and bicycle facilities	P	P	-	N/A
Transit park and ride lots	P	P	-	N/A
Transit shelter	P	P	-	N/A
Utilities				
Above-ground electrical distribution lines, pipes, and support poles, transformers, and related facilities, not including substations	P	P	-	N/A
Underground electrical distribution lines, pipes, and support poles, transformers, and related facilities, not including substations	P	P	P	N/A
Electrical distribution substations	P	P	-	N/A
Electrical transmission lines of 115 kV or less and support poles	P	P	-	N/A
Electric vehicle battery charging stations	P	P	-	N/A
Above ground natural gas conveyance facilities	-	-	-	N/A
Underground natural gas conveyance facilities	P	P	P	N/A
Potable water conveyance facilities	P	P	-	N/A
Potable water storage facilities	C	P	-	N/A
Storm water collection and conveyance facilities	P	P	P	N/A
Storm water detention/retention facilities	P	P	C	N/A
Telecommunications earth receiving stations (satellite dishes)	P	P	-	N/A
Telecommunications lines, pipes, support poles and related facilities, not including earth receiving stations, personal wireless service, transmission/ receiving/relay facilities, or switching facilities	P	P	-	N/A
Telecommunications switching facilities	P	P	-	N/A
Telecommunications transmission/receiving/relay facilities		P	-	N/A
Waste water conveyance facilities	P	P	P	N/A
Wireless communication facilities (WCFs)	P	P	-	N/A
Essential public facilities				
Airport (American Lake Seaplane Base)	-	-	-	N/A
Community and technical colleges, colleges and universities	-	-	-	N/A
Correctional facilities	-	-	-	N/A
Electrical transmission lines of higher voltage than 115 kV, in existing corridors of such transmission lines	-	C	-	N/A

Land Use Categories	APZ-I	APZ-II	CZ	Density
Electrical transmission lines of higher voltage than 115 kV, in new corridors	-	-	-	N/A
Group Home	-	-	-	N/A
In-Patient Facility Including but not Limited to Substance Abuse Facility	-	C	-	N/A
Intercity High-Speed Ground Transportation	-	-	-	N/A
Intercity Passenger Rail Service	-	-	-	N/A
Interstate Highway "I-5"	P	-	-	N/A
Mental Health Facility	-	-	-	N/A
Military Installation	P	P	P	N/A
Minimum Security Institution	-	-	-	N/A
Secure Community Transition Facility (SCTFs)	-	-	-	N/A
Solid Waste Transfer Station	-	-	-	N/A
Sound Transit Facility	-	-	-	N/A
Sound Transit Railroad Right-of-Way	-	-	-	N/A
Transit Bus, Train, or Other High Capacity Vehicle Bases	-	-	-	N/A
Washington State Highway 512	P	-	-	N/A
Work/Training Release Facility	-	-	-	N/A
P: Permitted Use C: Conditional Use "-": Not Allowed N/A: Not Applicable Numbers in parentheses reference use-specific development and operating conditions under subsection B of this section.				

EXHIBIT B

Pierce County Countywide Center Designation

Once a new Center of Local Importance (CoLI) was established in the Lakewood Comprehensive Plan, Lakewood could pursue seeking designation of the CoLI as a Countywide Industrial Center.

Pierce County Countywide Planning Policies (CPPs) Excerpts:

Center Designation Authority

Countywide Centers and Centers of Local Importance (CoLI) are approved by the Pierce County Regional Council (PCRC) by amending the Countywide Planning Policies.

Center Designation Process

Pierce County and any municipality in the County that is planning to include a county or regionally designated Center within its boundaries shall specifically define the area of such Center within its Comprehensive Plan. The Comprehensive Plan shall include policies aimed at focusing growth within the Center and along corridors consistent with the applicable criteria contained within the Countywide Planning Policies. The County or municipality shall adopt regulations that reinforce the Center's designation.

Beginning in 2019 and once every two years thereafter, the Pierce County Regional Council (PCRC) shall invite jurisdictions to submit requests for designation of new Centers. Said request shall be processed in accordance with established procedures for amending the Countywide Planning Policies.

Each jurisdiction seeking to designate a new Countywide Center shall provide the PCRC with a report demonstrating that the proposed Center:

1. Meets the basic standards for designation;
2. Is characterized and defined in the local Comprehensive Plan;
3. Is consistent with the applicable Countywide Planning Policies, and
4. Is supported and served by adopted local development regulations.

The minimum criteria report and statement shall be reviewed by the Growth Management Coordinating Committee (GMCC) for consistency with Countywide Planning Policies, the Transportation Coordination Committee (TCC) for consistency with transportation improvements plans of WSDOT, and with Pierce Transit's Comprehensive Plan. The coordinating committees shall provide joint recommendation to the PCRC. Once included in the Countywide Planning Policies, the jurisdiction where a Center is located may go on to seek regional designation of the Center from the Puget Sound Regional Council (PSRC). Jurisdictions must adhere to the latest eligibility, designation criteria, and process for new Regional Growth Centers as adopted by PSRC as they prepare applications for new Center designation. Countywide Centers should be reviewed for consistency and countywide concurrence prior to submitting for regional designation.

After the Center is designated as a Countywide center within the Countywide Planning Policies and until regional-level designation by the PSRC occurs the Center shall be considered a "candidate" Regional Growth Center or Manufacturing/Industrial Center.

Each jurisdiction which designates a Regional Growth Center shall establish 20-year household and employment growth targets for that Center. The expected range of targets will reflect the diversity of the various Centers and allow communities to effectively plan for needed services. The target ranges not only set a policy for the level of growth envisioned for each Center, but also for the timing and funding of infrastructure improvements. Reaching the target ranges will require careful planning of public investment and providing incentives for private investments.

Amending an Existing Countywide Center

Once a Center has been designated in the Countywide Planning Policies (CPPs), the affiliated jurisdiction may request an amendment to the Center. The Center amendment process shall be limited to a vote of the PCRC though submission of a report explaining the requested amendment and affirming that the amended Center will be consistent with the Countywide Center basic standards and the Countywide Planning Policies.

Countywide Industrial Centers serve as important local industrial areas. These areas support living wage jobs and serve a key role in the county's manufacturing/industrial economy.

Within Pierce County, a limited number of additional Centers may be designated through amendment of the Countywide Planning Policies consistent with the basic standards and process included below.

C-25. Countywide Centers are local focal points where people come together for a variety of activities, including business, shopping, living, and recreation. These Centers may include the core of small- to medium-sized cities and may also be located in unincorporated urban areas. Often, Countywide Centers include a strong public presence because they are the location of city hall, main street, and other public spaces.

C-26. A jurisdiction may apply for status as a Candidate Countywide Center if it satisfies all required criteria included below, has a minimum of 7 activity units per acre, and is planning for at least 16 activity units per acre. The application for Countywide Center would not be regionally designated until the Center achieves at least 10 activity units per acre. Activity units means the sum of population and job units per gross acre, per PSRC.

C-27. Countywide Centers are potential candidates for designation as Regional Centers.

C-28. To be designated as a Countywide Center, the following criteria shall be met.

Countywide Industrial Center
Center must meet each of the following criteria:
Identified as a Center in the local Comprehensive Plan and adopted regulations.
Identified as a Countywide Center in the Countywide Planning Policies.
Located within a city, multiple adjacent cities, or unincorporated urban area.
<p>Demonstration that:</p> <p>The Center is a local planning and investment priority:</p> <ul style="list-style-type: none"> • Identified as a Countywide Center in a local Comprehensive Plan; Subarea Plan recommended • Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure <p>The Center supports industrial sector employment:</p> <ul style="list-style-type: none"> • Minimum 1,000 existing jobs and/or 500 acres of industrial land • Defined transportation demand management strategies in place • At least 75% of land area zoned for core industrial uses* (*“Core industrial uses”: Core industrial zoning is characterized by allowing, and preferring, most industrial uses. Incompatible land uses are generally prohibited but may be allowed in limited instances.) • Industrial retention strategies in place • Capacity and planning for additional growth • Important county role and concentration of industrial land or jobs with evidence of long-term demand



TO: Mayor and City Councilmembers

FROM: Tiffany Speir, Long Range & Strategic Planning Manager

THROUGH: John Caulfield, City Manager
Dave Bugher, Assistance City Manager for Development Services

DATE: August 24, 2020

SUBJECT: First Biennial Review of the Downtown Subarea Plan, Planned Action and Hybrid Form-Based Code (DSAP Package)

ATTACHMENT: Lakewood Transportation Mitigation Fee Administrative Policy

BACKGROUND

This memorandum contains the first biennial review of the 2018 Downtown Subarea Plan and its related Planned Action and hybrid form-based code (LMC Title 18B) per Lakewood Ordinances 695 and 696. These enabling ordinances for the 2018 Downtown Subarea Plan, Planned Action and Hybrid Form-Based Code (LMC Title 18B) (“DSAP package”) direct that a review be conducted every two years through two separate legislative processes and amendments be considered if appropriate.

Ordinance 695:

Urban Design and Land Use Implementation Plan Policies & Strategies

Strategy: Monitor the impact of the Downtown Code in implementing this Plan at least biennially and amend the Plan and its associated regulations as needed to improve outcomes.

Ordinance 696:

Section 4. Monitoring and Review.

- A. The City should monitor the progress of development in the designated Planned Action area biennially 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 every two (2) years from its effective date in conjunction with the City's regular Comprehensive Plan review or docket

cycle, as applicable. 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.

Exhibit D. Transportation Cost Estimates

6. The Planned Action Share Transportation Fees will be incorporated into the City of Lakewood's master fee schedule. Fees shall be subject to biennial review to affirm the cost basis.

PLANNING COMMISSION RECOMMENDATION REGARDING PLAN AND DEVELOPMENT CODE: NO CHANGES

The DSAP package was adopted in October 2018 and has been in effect less than 18 months. Because of this, the Planning Commission is recommending no changes to the Downtown Subarea Plan or associated regulations in LMC Title 18B, but rather to continue the biennial review process in order consider any changes to the Plan and/or LMC Title 18B that might be needed in 2022.

The Commission did not provide a recommendation regarding the Planned Action (or the Transportation Mitigation Fee authorized therein) because it is outside the Commission's purview.¹

CEDD RECOMMENDATION REGARDING PLANNED ACTION: NO CHANGES

CEDD recommends no change to the Downtown Subarea Planned Action Ordinance or to its associated Transportation Mitigation Fee (TMF) program. Not only has the DSAP package been in effect for less than 18 months, but the TMF program has not had a perceived dampening effect on Downtown development projects. As mentioned in footnote 1, the process required to make any amendments to the Planned Action would include reopening the SEPA EIS process.

OPTIONS FOR CITY COUNCIL

Council Direction on August 24	Next Steps
City Council finds no amendments needed to Downtown Subarea Plan, Code or Planned Action Ordinances	9/8/20: Resolution affirming current Downtown Subarea Plan, Code and Planned Action

¹ A biennial review of the PAO is required by Ordinance 696 "in conjunction with the City's regular Comprehensive Plan review or docket cycle, as applicable." The SEPA Responsible Official is responsible for preparing the SEPA-related PAO review report; the report goes to the City Council, not the Planning Commission. After the review, if the Council decides to amend the PAO, an EIS addendum or Supplemental EIS and the associated public review process would be required in addition to an amended PAO. The amended PAO would be presented to the Planning Commission for review and recommendation prior to City Council action.

City Council directs amendments to Plan and/or Development Code	2021: Per LMC 18A.20.310, Planning Commission reviews potential amendments, holds public hearing, forwards recommendation to Council for review, public hearing and action on a new Ordinance
City Council directs amendments to the SEPA-based Planned Action Ordinance	2021: Per LMC 18A.20.310, City Council holds review, public hearing and takes action on amendments in new Ordinance. Questions arise regarding how permits approved under current versions of Downtown Subarea package would be affected by any amendments made. Other questions arise regarding potential need to reopen the Downtown Subarea EIS

DISCUSSION OF DOWNTOWN SUBAREA PLAN IMPLEMENTATION

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

- **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 Subarea Boundaries and Districts)



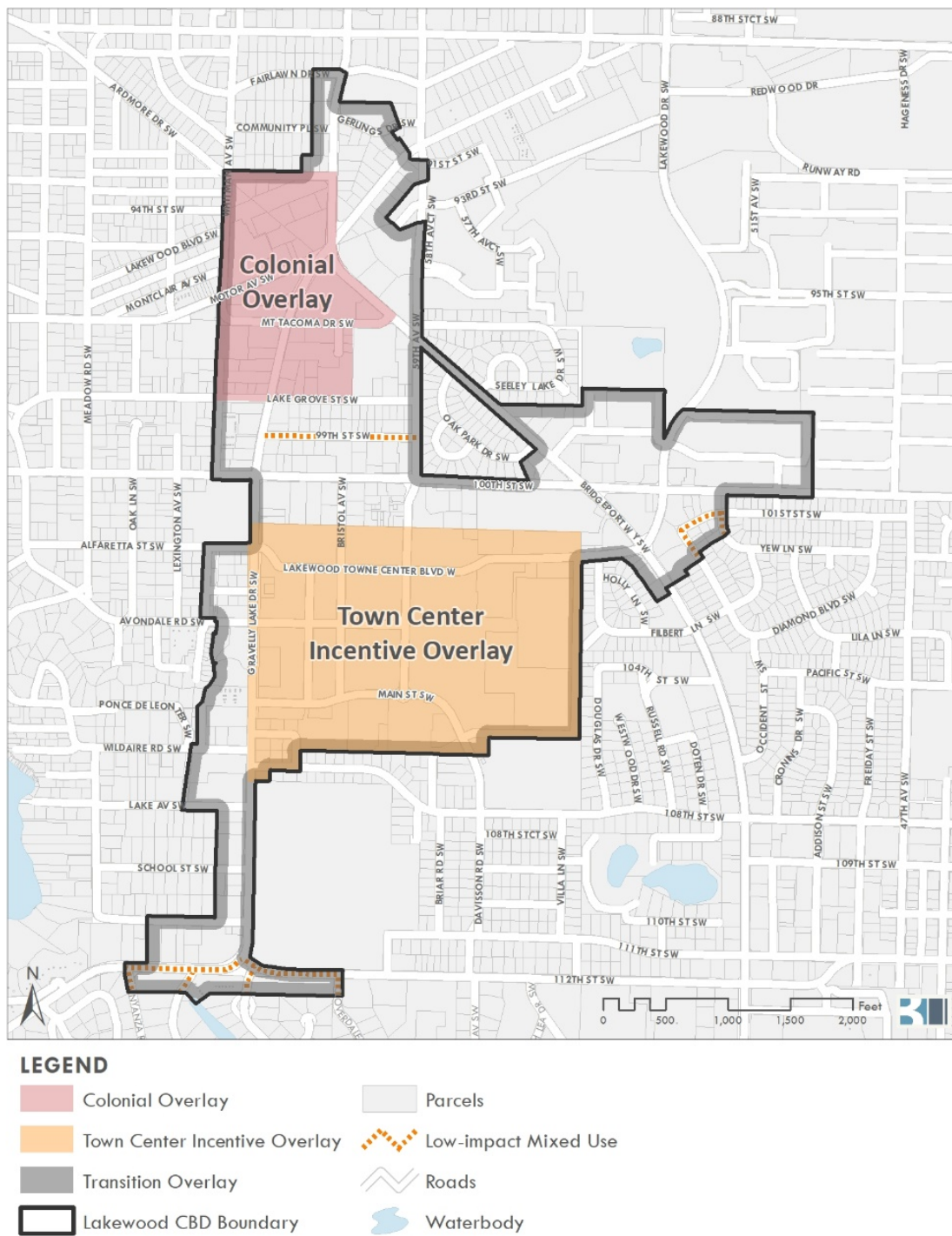
BERK Consulting 2018

When the Downtown Subarea base zoning was adopted, overlay zoning districts were also adopted to provide unique characters or to address compatibility of abutting uses. The base and overlay zoning districts are 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.
- 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 the Lakewood Municipal Code.
- Low-Impact Mixed-Use Roads (LIMU-O) 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) district is any property or portion of a property in the Downtown 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 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.

See Figure 3 on the following page.

Figure 3. Overlay Districts Map



As adopted, the intent of the subarea plan is to create a Lakewood 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. 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. The adopted vision statement follows:

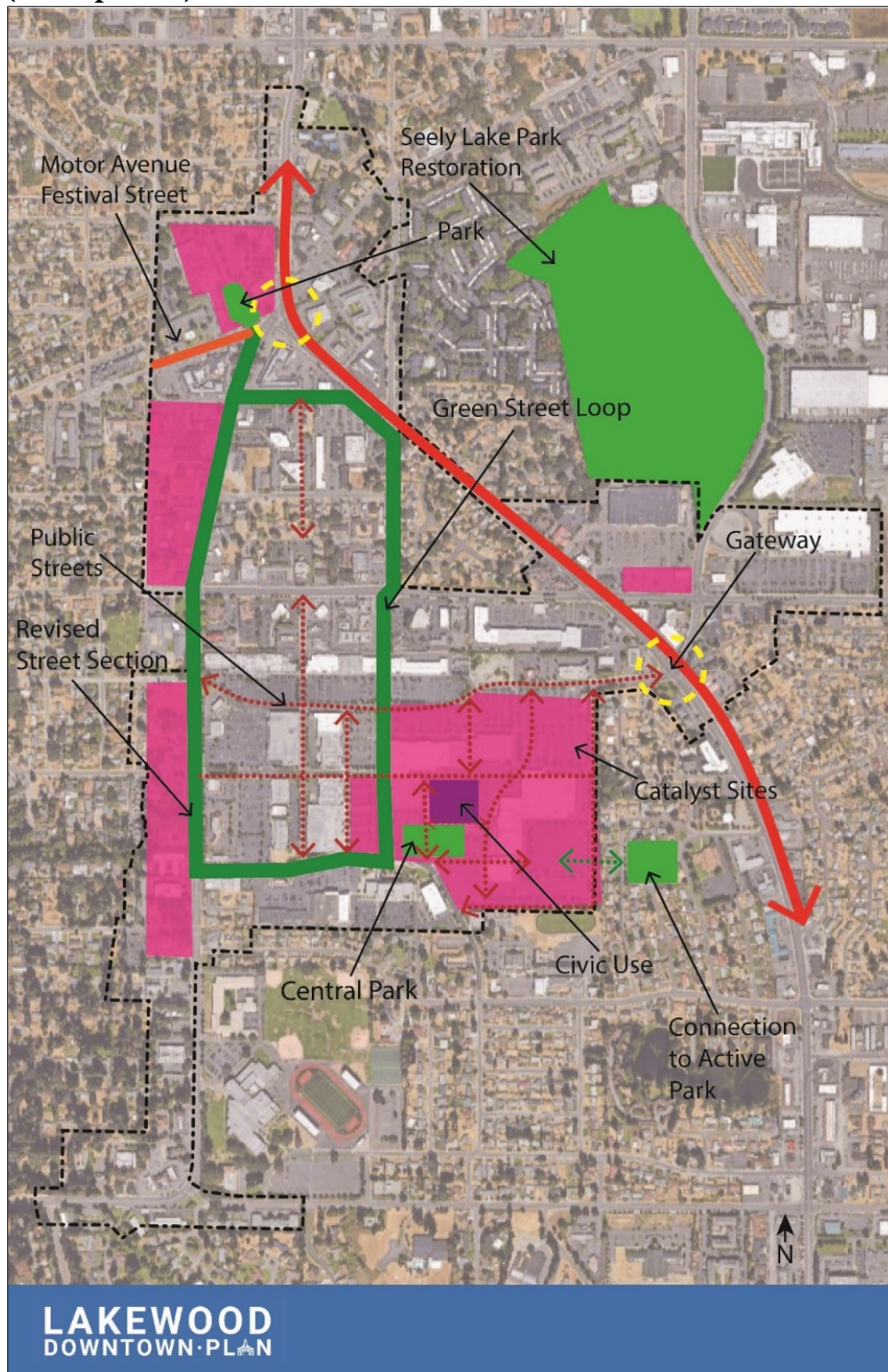
Our vision for downtown is that it is seen as the heart of Lakewood. Downtown is where people go to do fun things, see friends and neighbors, eat good food, and experience the cultural diversity of the City. Downtown brings a strong sense of pride for the community by celebrating all things Lakewood 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.

The overall Downtown Subarea 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 2). 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 2 (Concept Plan)



City Catalyst Actions

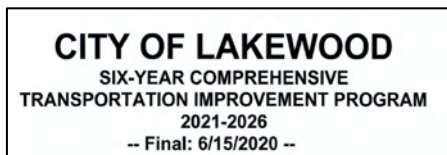
In September 2019, the City completed the Colonial Plaza improvements along Motor Avenue within the Downtown subarea, which had been identified as the “Festival Street” in the Downtown Plan. The new stretch of roadway incorporates modern/upscale urban design practices, creating a vibrant and welcoming public gathering space with a park-like atmosphere. It also provides a central gathering space in the Lakewood downtown area, and will be the site of the upcoming inaugural Lakewood Night Market.

The Tacoma-Pierce County Economic Development Board named Colonial Plaza as one of its 2020 Excellent 10 projects as a catalyst site for private development and for its creation of new public open space. In addition, the Tacoma-Pierce County Health Department awarded Lakewood a Platinum Healthy Community Award for the Colonial Plaza because of its enhancement of the quality of life for Lakewood residents and visitors.



In 2019 and 2020, select Downtown transportation projects were added to the City’s Six Year Comprehensive Transportation Improvement Program (TIP) through Resolutions 2019-11 and 2020-10.

PROJECT	TITLE	100% COST (IN ROUNDED 2018 \$)	50% PLANNED ACTION SHARE
1	Gravelly Lake Dr SW Revised Section: 4-lane section plus median/turn lane shown in the Downtown Plan concept #3A	\$19,410,000	\$9,705,000
2	Conversion of Lakewood Towne Center Blvd as Public Street	\$5,096,000	\$2,548,000
3	Lakewood Towne Center Blvd at 59th Ave SW, Roundabout	\$2,402,000	\$1,201,000
4	Reduce 59th Ave SW to two lanes, allowing for bicycle facilities (sharrows)	\$189,000	\$94,500
5	Gravelly Lake Dr / Avondale Rd SW New Signalized Intersection	\$1,178,000	\$589,000
6	100th St SW / Bridgeport Way SW	\$649,000	\$324,500
7	100th St SW / Lakewood Dr SW	\$8,000	\$4,000
8	100th St SW / Lakewood Dr SW: Convert westbound through-left lane to left only to remove split phase	\$13,000	\$6,500
Total		\$28,944,000	\$14,472,500



PROJECT COSTS IN THOUSANDS OF DOLLARS	
EXPENDITURE PLAN	
SECTION 1 ROADWAY IMPROVEMENTS	Description
302.0141 104th St. SW - Short Ln. to Lake Louise Dr.	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.
302.0142 Ardmore Dr. SW: Steilacoom Blvd. SW to Whitman Ave. SW - Complete Street Improvements	Curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay.
302.0144 146th St. SW: Woodbrook Dr. SW to Murray Rd. SW Industrial Road Section	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.
302.0145 Custer Rd. SW: Bridgeport Way SW to Lakewood Dr. SW - Complete Street	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.
302.0146 Downtown Plan - Green Street Loop: Gravelly Lake Dr., 59th Ave., Main St., Mt. Tacoma Dr., and Bridgeport Way	Downtown loop with full Green Street Amenities

Lakewood has also incorporated Downtown's Central Park and Green Street Loop into the 2020 Parks Legacy Plan update.

Goal 4

Leverage and invest in facilities, programs, and infrastructure that boost economic opportunities and improve quality of life.

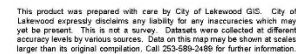
		<u>Supports Mission</u>
Policy 4.1:	Continue to develop and expand destination park amenities and community signature events that increase tourism and improve recreation opportunities.	Sustainable practices Quality parks
Policy 4.2:	Develop park and public space amenities in the downtown and other mixed-use and commercial areas.	Engaged and livable communities Quality parks
Policy 4.3:	Provide safe, clean, and green parks that attract visitors, businesses, and enhance property values.	Quality parks Sustainable practices

Action Strategies:

1. Use regional, waterfront, and community parks for community signature events, competitions, and a variety of specialty or destination uses to attract visitors from the greater Puget Sound region and beyond. Manage and inform users of the balance between destination and local use.
2. Create a Downtown Park to serve residents, visitors, and commercial businesses and stimulate economic growth.



Since adoption of the DSAP package, 24 projects within the subarea have been discussed with the City either informally or through formal permit submittal. Several new businesses have opened in the subarea's Colonial District, including Cohen Veteran's Clinic, and the Lakewood Historical Society relocated and expanded its museum at the former site of the Terrace Restaurant next to the Lakewood Theatre. The map below identifies project locations as of 8/3/20.



Transportation Mitigation Fees (TMFs)

As of August 3, 2020, a total of \$177,467.93 has been collected in TMFs; 11 projects discussed with the City to date were not assessed any TMFs based on the City's process that considers prior uses within a building to calculate TMFs (i.e., TMFs are charged on net increases to transportation trips.) The administrative policy language is attached hereto.

DATE	TMF	Name	DESCRIPTION
5-Dec-18	\$0.00	Little Feet	Massage Therapy
15-Jan-19	\$682.43	Beyler Consulting	General Office Building
4-Feb-19	\$5,331.98	Jamba Juice	Fast Casual Restaurant
12-Feb-19	\$0.00	ULTA	Department Store
5-Mar-19	\$1,806.84	People Systems	Counseling Services
19-Mar-19	\$61,085.49	BBQ Petes	Fast Casual Restaurant
17-Apr-19	\$0.00	Revive Yoga	Fitness Studio
10-Jun-19	\$0.00	Altitude Trampoline	Trampoline Park
12-Jun-19	\$57,677.75	Dutch Bro's Gravelly	Drive through coffee
13-Jun-19	\$5,477.72	New Bristol Apartments	Midrise Residential w/1st fl commercial
12-Jul-19	\$21,754.39	Angels Academy	Day Care Center
18-Jul-19	\$18,056.88	Rush Bowls	Fast Casual restaurant
8-Aug-19	\$0.00	Lakewood Wellness Clinic	General Office Bldg
12-Aug-19	\$0.00	Sugar Faced Sweets	General Light Industrial
14-Aug-19	\$0.00	Nail Salon (undecided name)	Hair Salon
28-Aug-19	\$0.00	Tee Upper Cuts	Hair Salon
19-Sep-19	\$5,594.45	Clover Park Professional Square	General Office Building
19-Sep-19	\$0.00	MMG Speech & Language Therapy, LLC	Medical Office Building
7-Feb-20	\$0.00	Awns Tailoring & Cleaning	Shopping Center
25-May-20	\$0.00	Taqueria El Antojo	High turnover restaurant
TOTAL	\$177,467.93		

Appendix A
Transportation Mitigation Fee Administrative Policy



COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT
Downtown Plan Trip Mitigation Fee Policy

TO: City of Lakewood Planning Department, City of Lakewood Legal Department, City of Lakewood Building Department, City of Lakewood Public Works Engineering Department, General Public

FROM: M. David Bugher, Assistant City Manager/Community and Economic Development Director

SUBJECT: Standards to calculate the Downtown Trip Mitigation Fee

Section 1: Background

On October 1, 2018 the Lakewood City Council approved Ordinance No. 695 adopting a Subarea Plan for the Lakewood Downtown area. Ordinance No. 695 became effective on November 1, 2018. The Lakewood Downtown area is shown below in Figure 1.

Figure 1.



As part of the newly adopted subarea plan, all businesses that generate new PM Peak Hour trips as determined by the most recent edition of the ITE Trip Generation Manual, will be charged a Transportation Mitigation Fee (TMF).

For new buildings, the TMF will be calculated for the total number of PM Peak Hour trips.


For existing buildings, the TMF will be calculated by comparing the number of PM Peak Hour trips generated by the previous use of the subject space to the number of PM Peak Hour trips generated by the proposed use.

Please contact the City of Lakewood Community & Economic Development Department for more detail on specific project TMF calculation.



To: Mayor and City Councilmembers

From: Troy Pokswinski, P.E., Civil Engineer
Paul A. Bucich, P.E., Public Works Engineering Director/City Engineer

Through: John J. Caulfield, City Manager 

Meeting Date: August 24, 2020

Subject: JBLM-North Access Improvement Project – 90% Design Update

Public Works Engineering will present the 90% design of the JBLM North Access Improvements Project which was the basis for the OEA DCIP proposal submitted for grant consideration on July 25th, 2020. The project extends from the north City limits at JBLM and North Gate Road through Washington Blvd and Gravelly Lake Drive to just north of Pacific Highway. It includes a reconstruction of Vernon Ave to connect Washington Blvd and the soon to be completed Veterans Drive project. The total project cost was estimated at \$18,920,000 of which the City was requesting \$9,450,000 from OEA.

At this time, we have been informed that our proposal was not accepted for funding in this round. Of the 16 proposal accepted for further consideration, 14 were for recreational facilities or schools. Two were for small infrastructure projects amounting to less than \$1M of the total \$50M DCIP Pilot Program allocation.

PWE is proceeding with preparing for advertisement of a subset of the overall project as previously relayed to Council: GLD from south of Nyanza up to and through the WA Blvd intersection then west to include the Interlaaken intersection. PWE applied for a \$3M TIB grant and will know by November 24, 2020 if successful.”

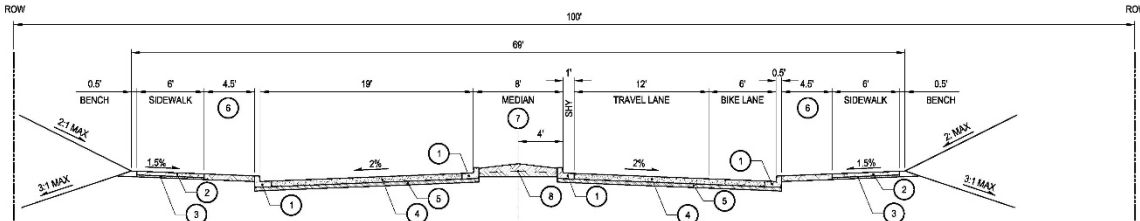
Attachment
PowerPoint Presentation

JBLM-NORTH ACCESS IMPROVEMENT PROJECT



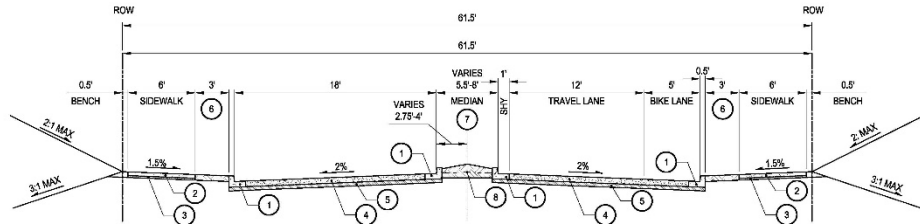
Project Status Update

August 2020



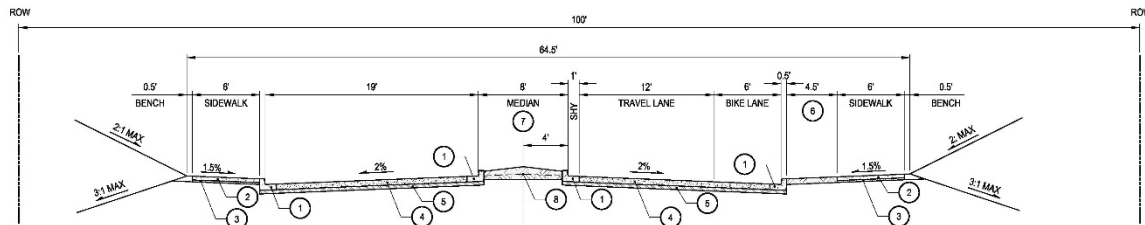
**EDGEWOOD AVE SW TO 83RD AVE SW
WASHINGTON BLVD SW
SECTION**

STA 205+65 TO STA 214+41, STA 216+01 TO STA 224+71,
STA 226+32 TO STA 235+23, STA 236+85 TO STA 245+57



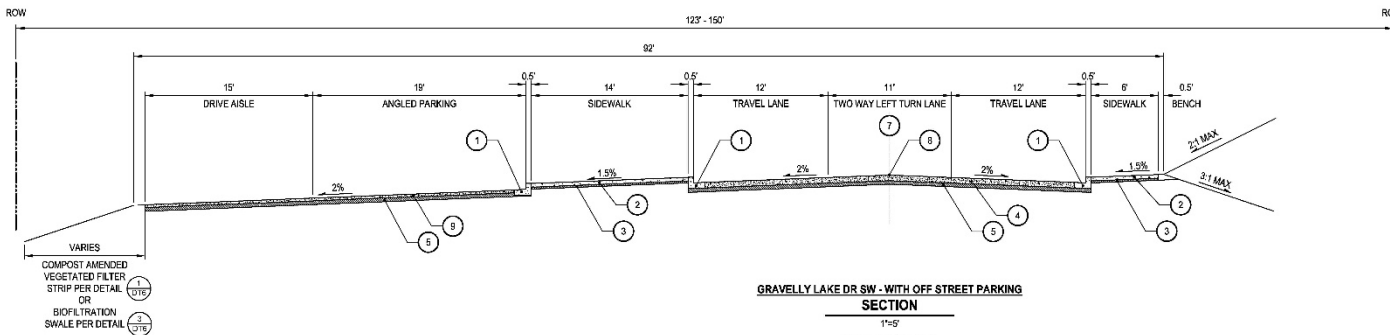
**83RD AVE SW TO INTERLAAKEN DR SW
WASHINGTON BLVD SW
SECTION**

STA 247+07 TO STA 258+95



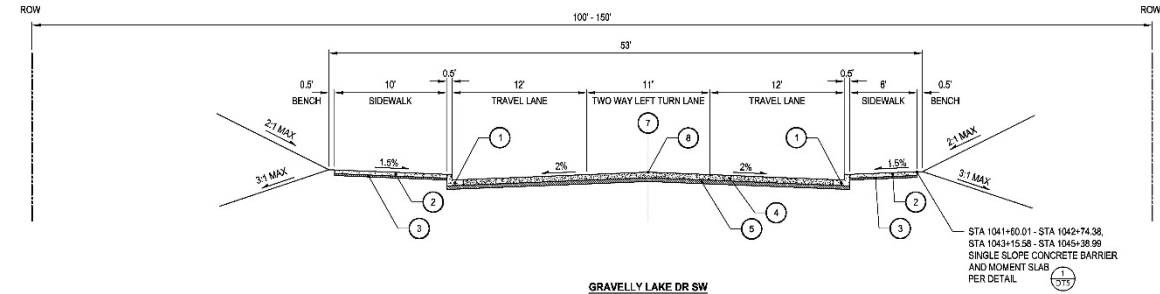
**INTERLAAKEN DR SW TO GRAVELLY LAKE DR SW
WASHINGTON BLVD SW
SECTION**

STA 260+55 TO STA 264+63



**GRAVELLY LAKE DR SW - WITH OFF STREET PARKING
SECTION**

STA 1014+12 TO STA 1019+95



**GRAVELLY LAKE DR SW
SECTION**

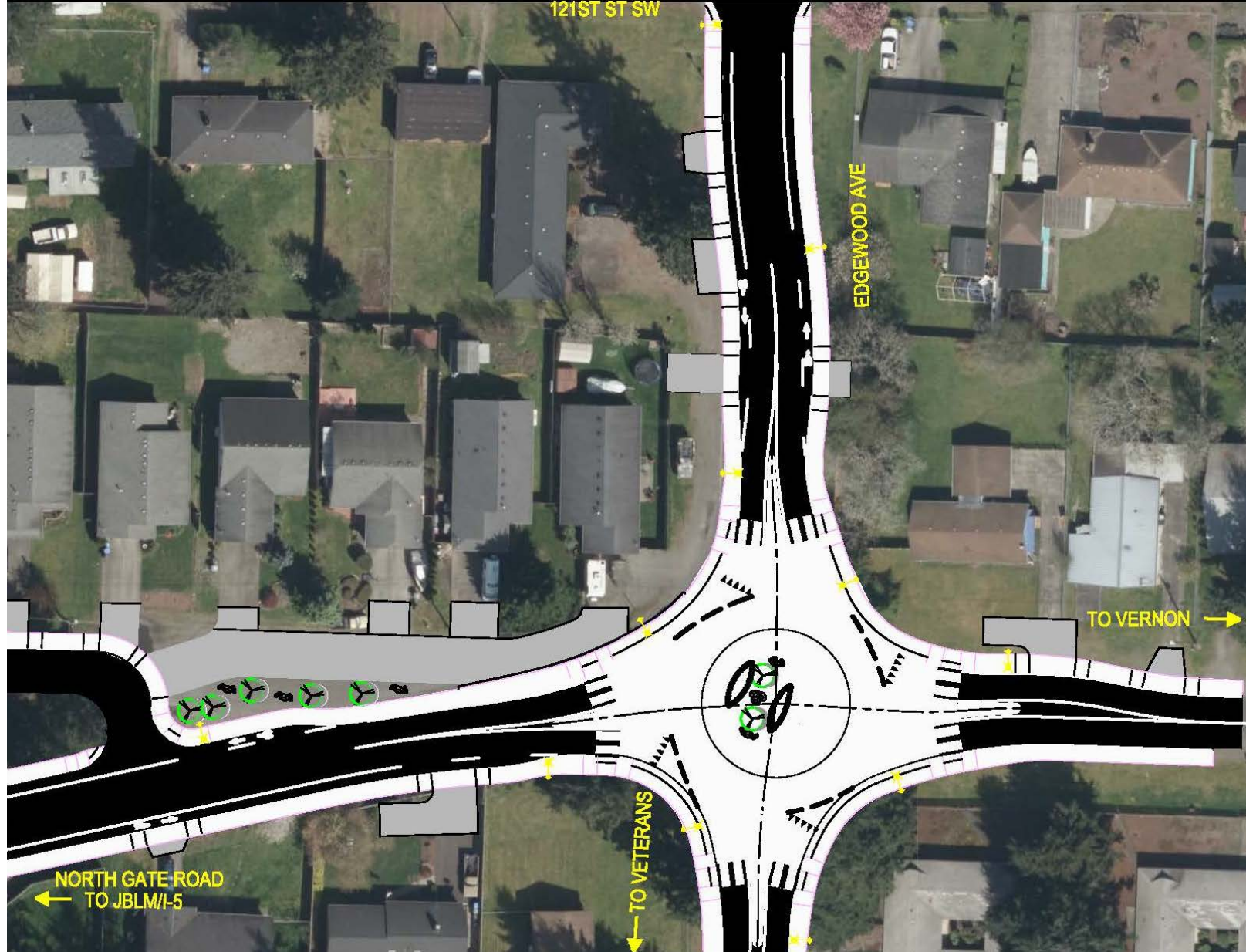
STA 1008+22 TO STA 1014+12, STA 1021+85 TO STA 1053+86

CONSTRUCTION NOTES

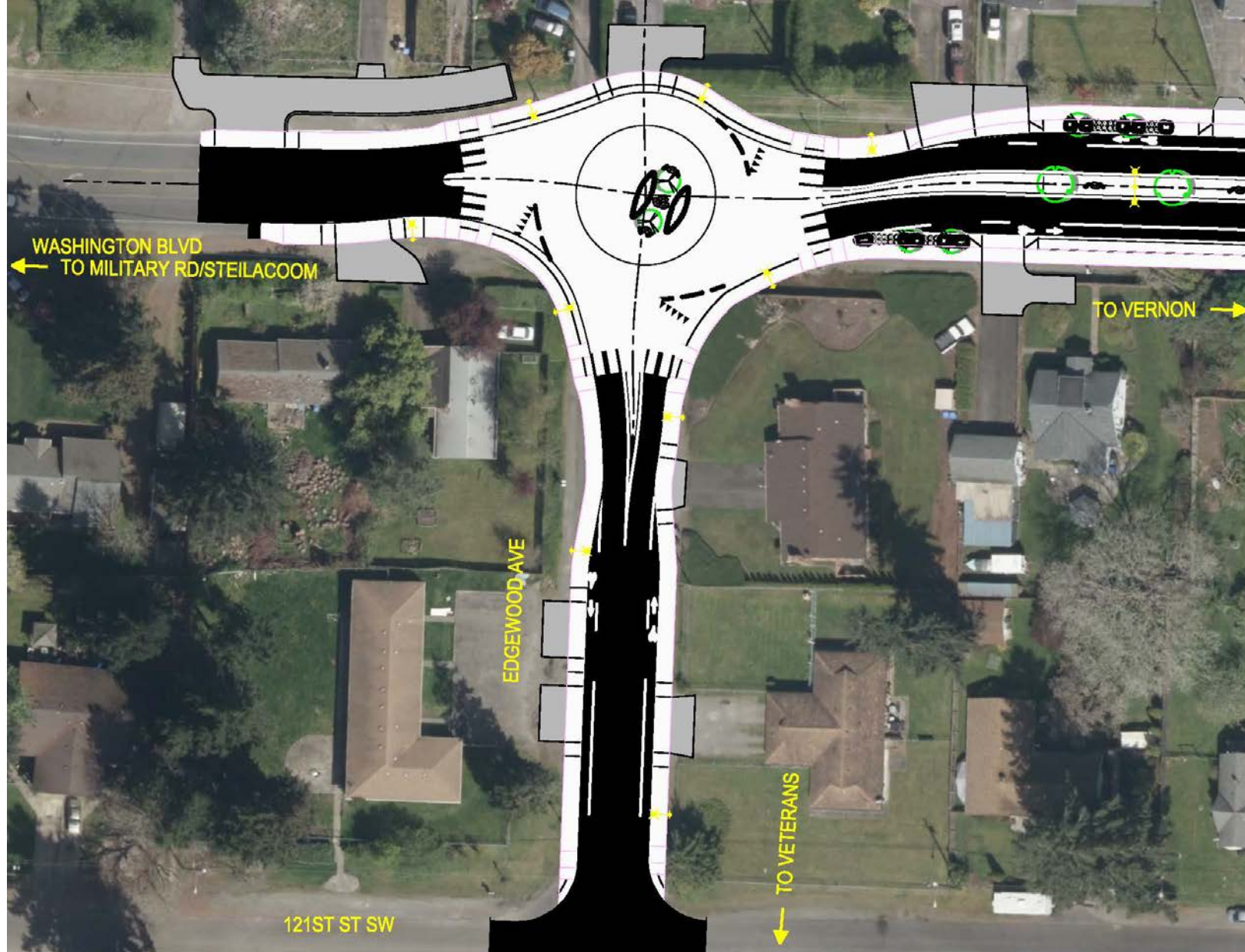
1. CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER COL STD PLAN FR-04. SLOPE GUTTER TO MATCH ROADWAY CROSS-SLOPE.
2. 4" DEPTH CEMENT CONCRETE SIDEWALK PER COL STD PLAN FR-03.
3. 2" DEPTH CSTC.
4. 6" DEPTH HMA CL $\frac{1}{2}$ " PG 58H-22.
5. 4" DEPTH CSTC.
6. PLANTER / COLORED CONCRETE, SEE LANDSCAPE PLANS.
7. CONSTRUCTION CENTERLINE.
8. HORIZONTAL AND VERTICAL CONTROL POINT.
9. 3" DEPTH HMA CL $\frac{1}{2}$ " PG 58H-22.
10. USE GRAVEL BORROW FOR FILL MATERIAL AS NEEDED.
11. 6" DEPTH CSTC.



NORTH GATE RD— NOTTINGHAM TO EDGEWOOD



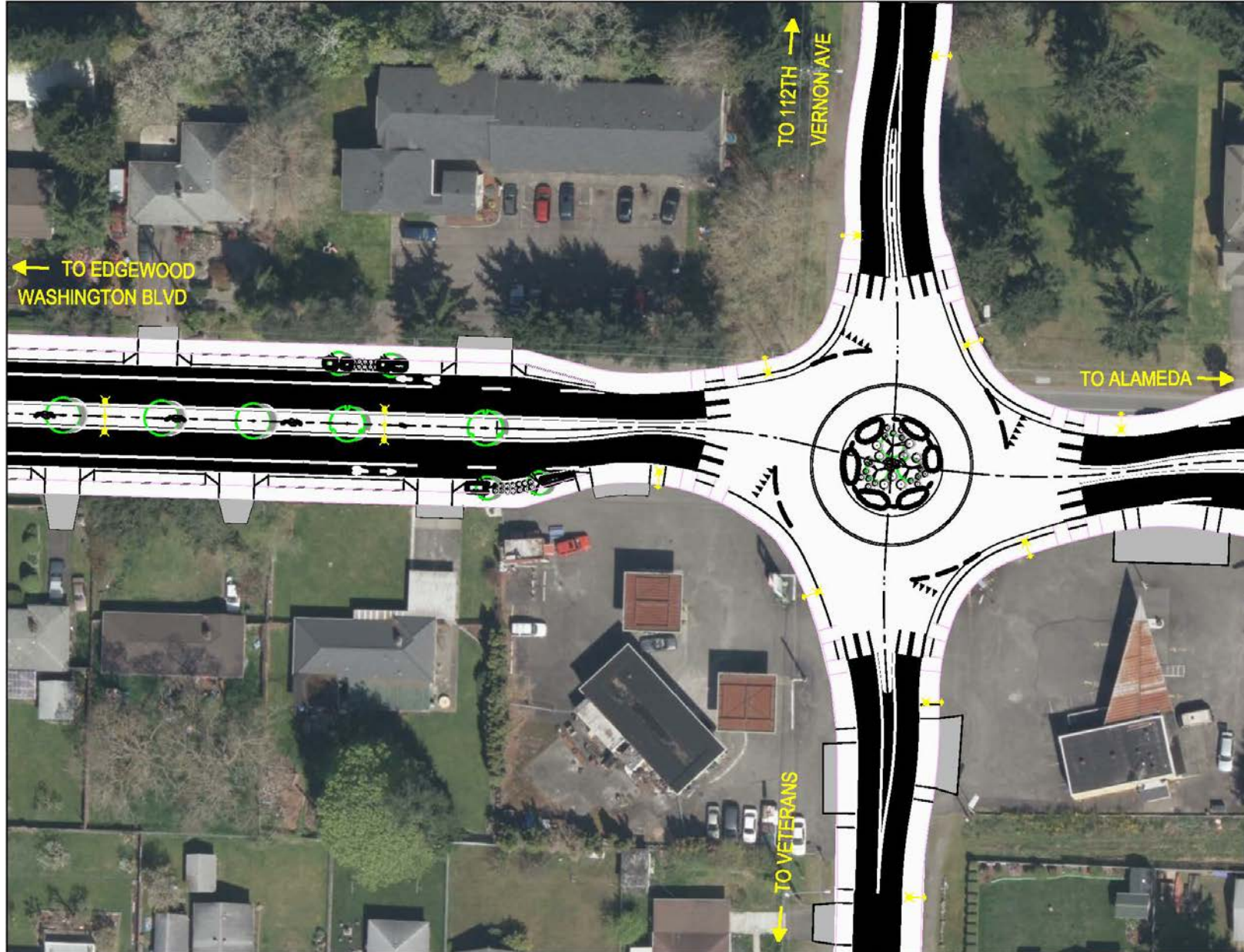
EDGEWOOD AVE. & NORTH GATE RD. ROUNDABOUT⁵⁶



EDGEWOOD AVE. & WASHINGTON BLVD. ROUNDABOUT³⁷



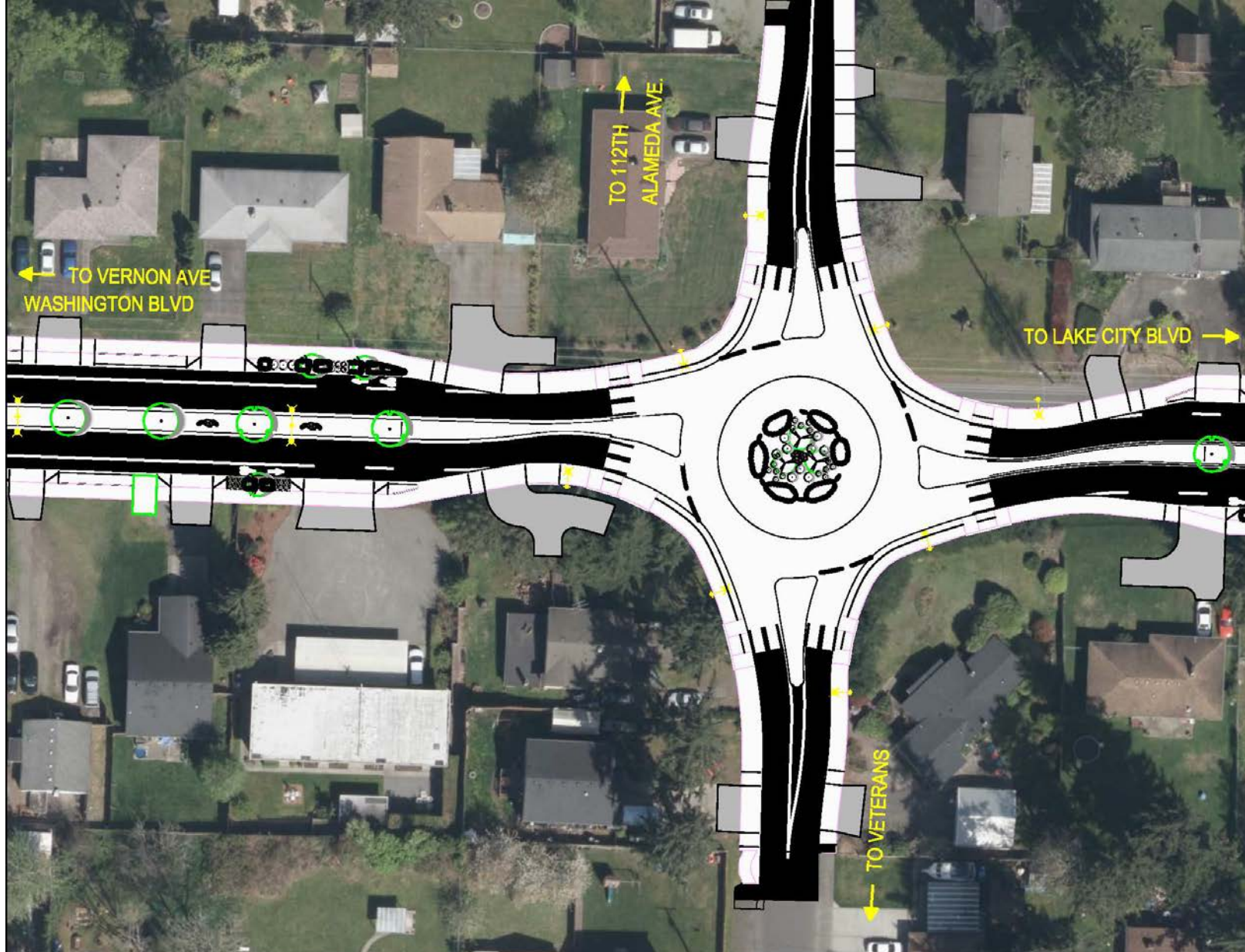
WASHINGTON BLVD – EDGEWOOD TO VERNON



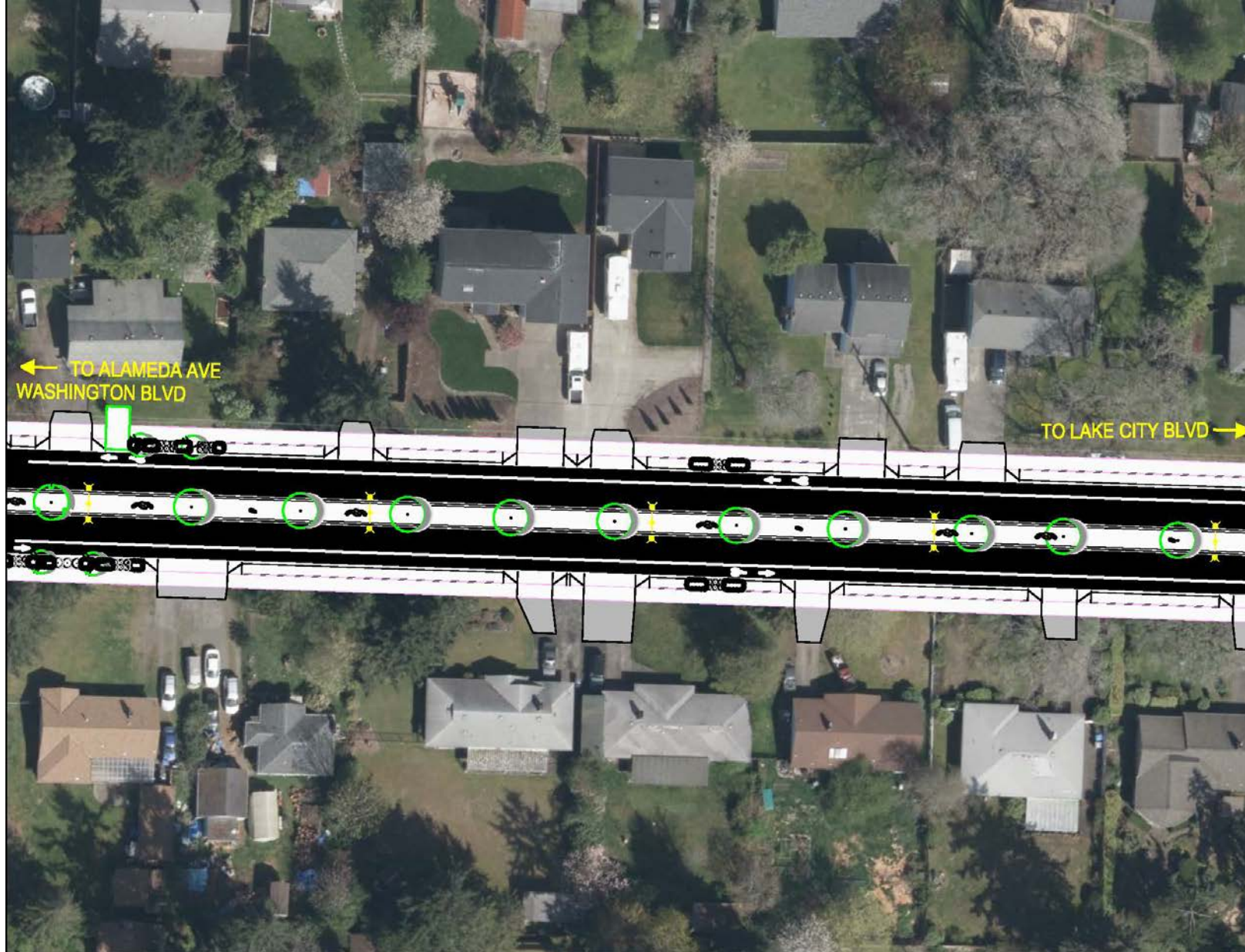
VERNON AVE. & WASHINGTON BLVD. ROUNDABOUT⁵⁹



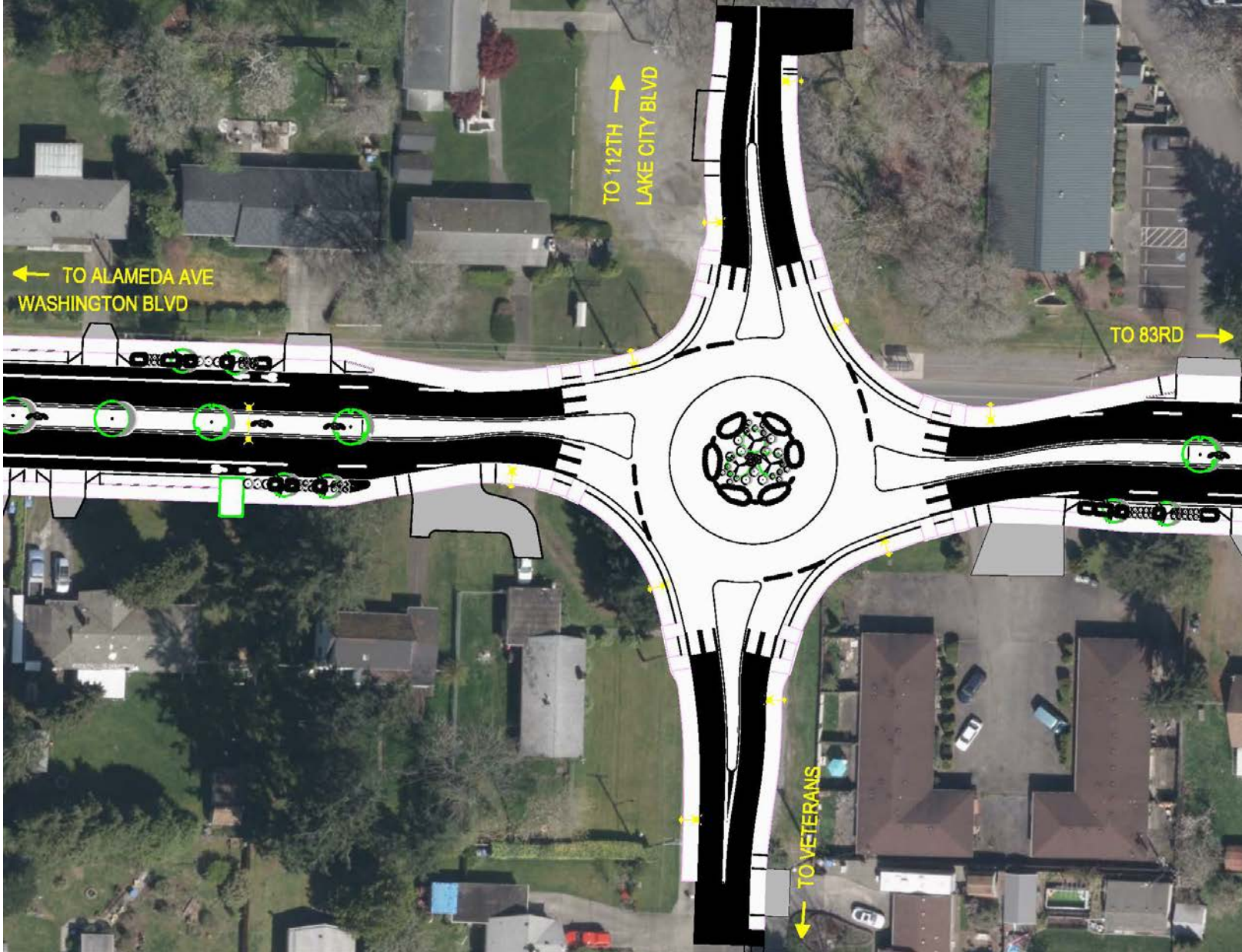
WASHINGTON BLVD – VERNON TO ALAMEDA



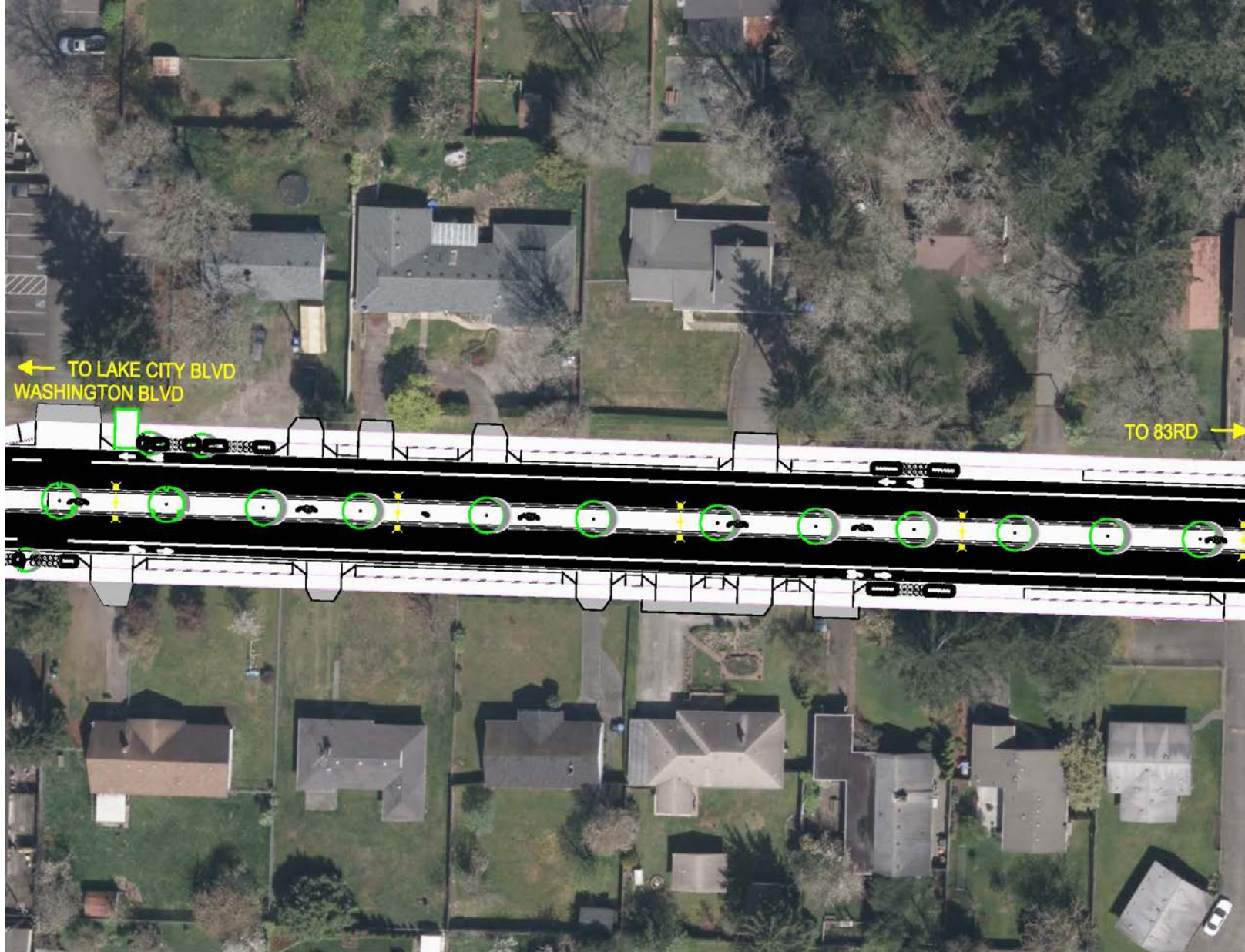
ALAMEDA AVE. & WASHINGTON BLVD. ROUNDABOUT



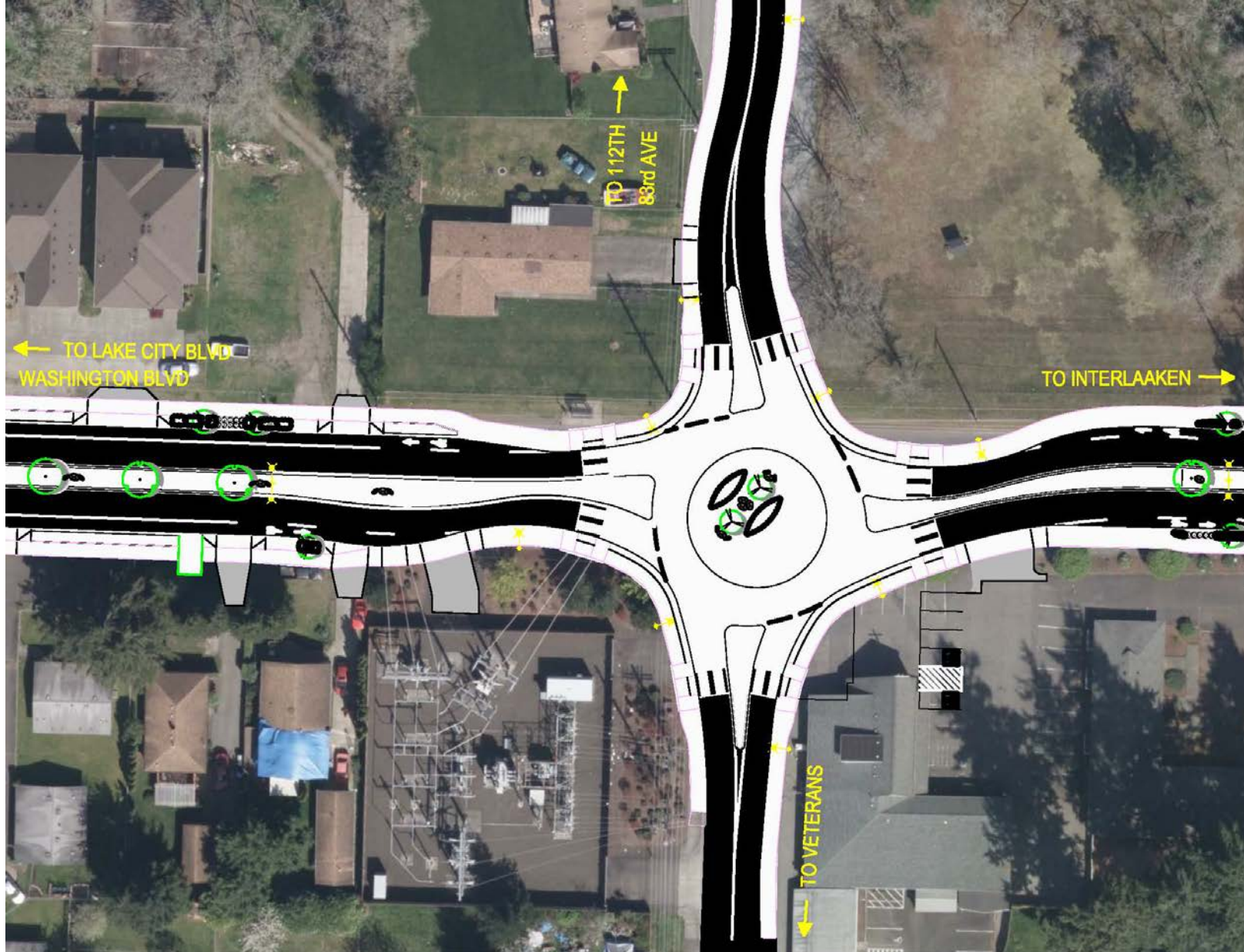
WASHINGTON BLVD – ALAMEDA TO LAKE CITY



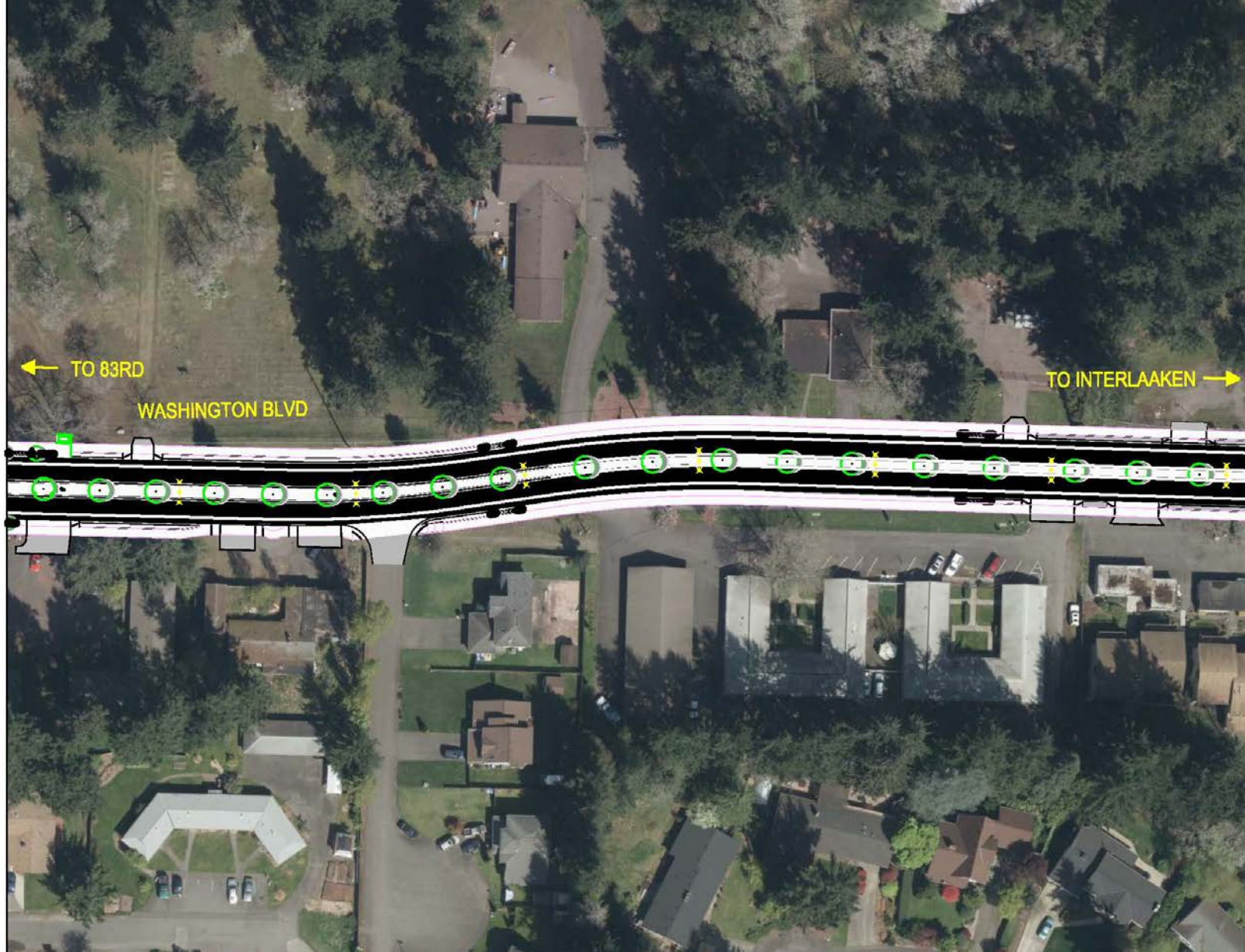
LAKE CITY BLVD. & WASHINGTON BLVD. ROUNDABOUT



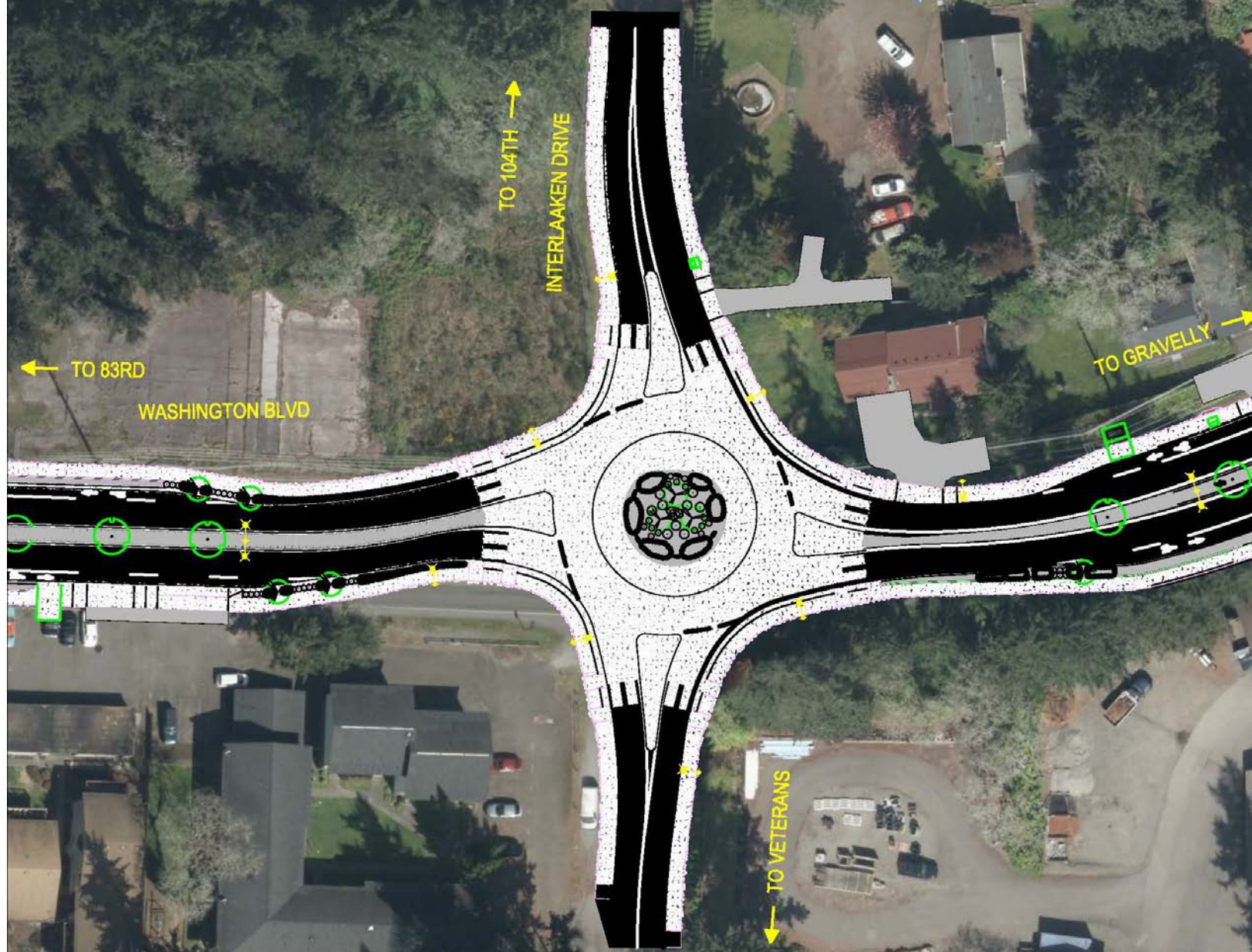
WASHINGTON BLVD – LAKE CITY TO 83RD



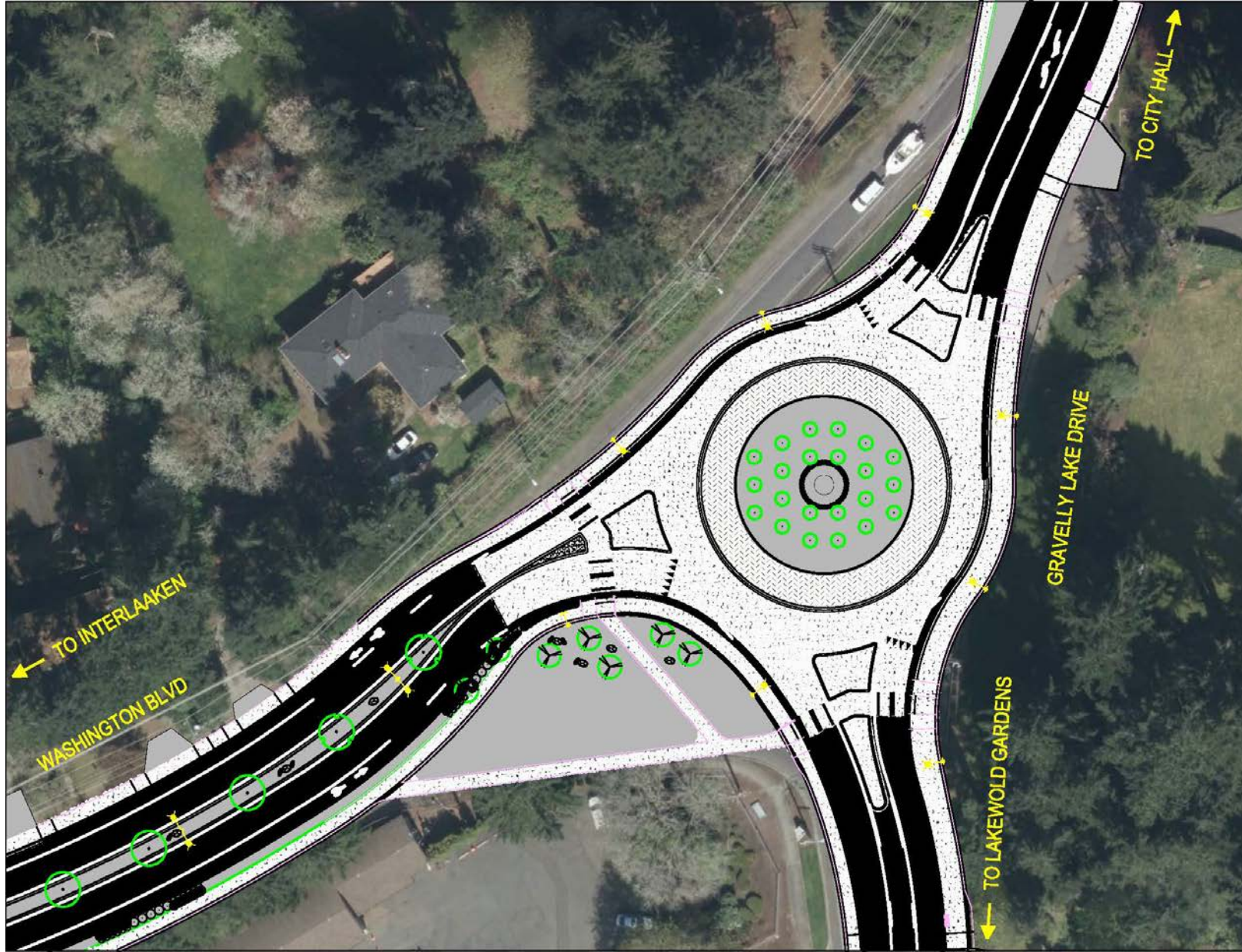
83RD AVE. & WASHINGTON BLVD. ROUNDABOUT



WASHINGTON BLVD – 83RD TO INTERLAAKEN



INTERLAAKEN DR. & WASHINGTON BLVD. ROUNDABOUT



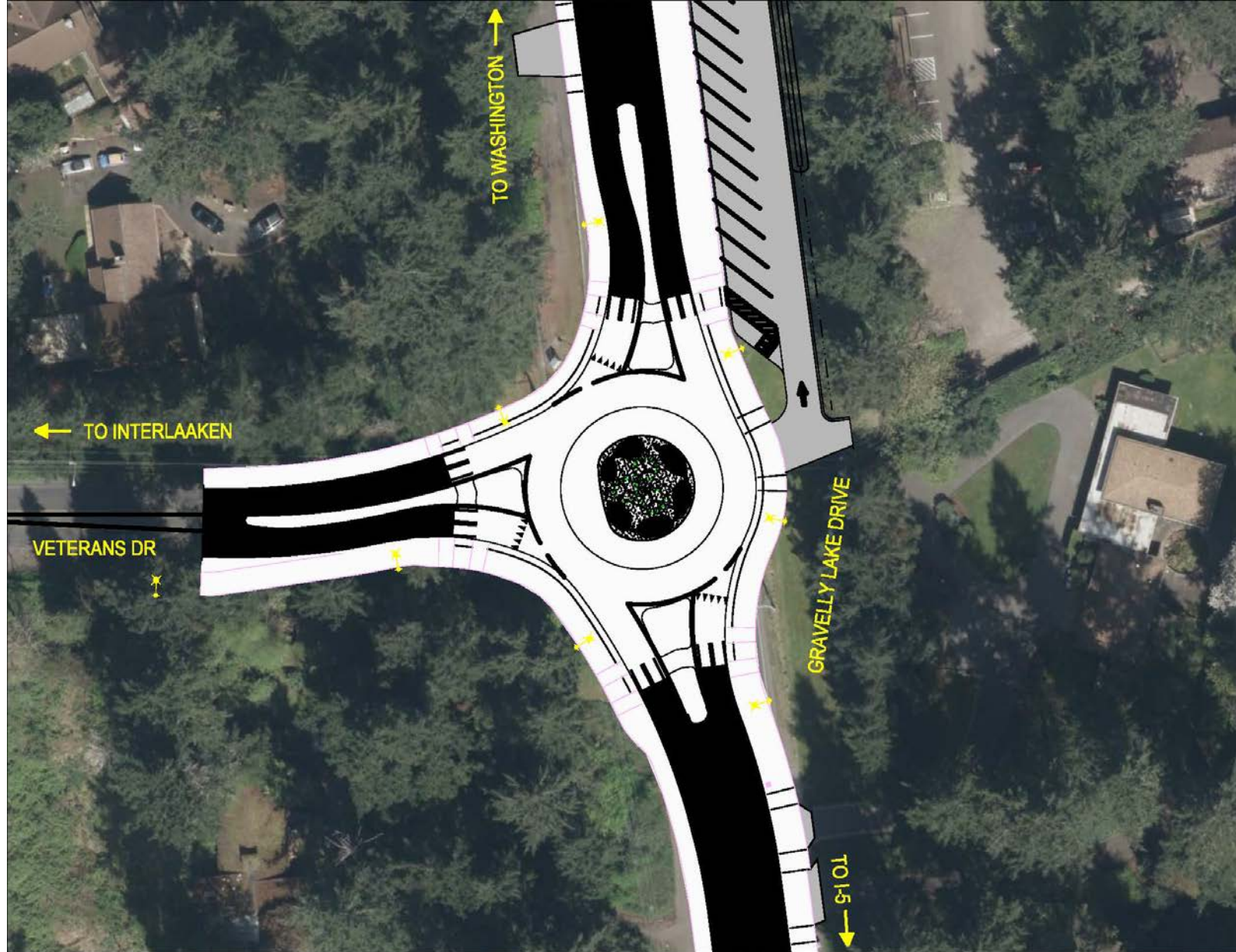
GRAVELLY LAKE DR. & WASHINGTON BLVD. ROUNDABOUT



GRAVELLY LK DR. – WASHINGTON TO VETERANS



GRAVELLY LK DR. – WASHINGTON TO VETERANS



GRAVELLY LAKE DR. & VETERANS DR. ROUNDABOUT



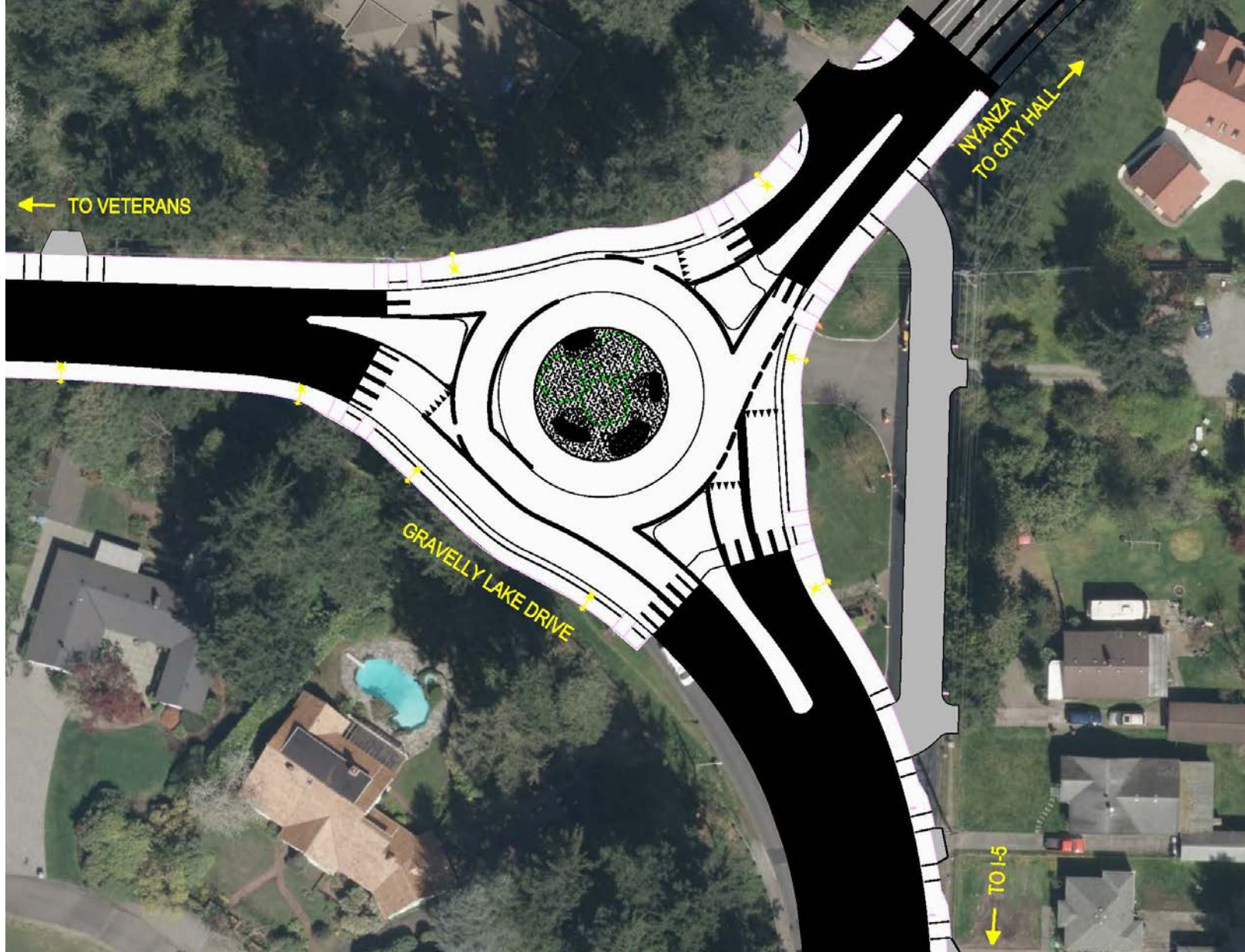
GRAVELLY LK DR. – VETERANS TO NYANZA



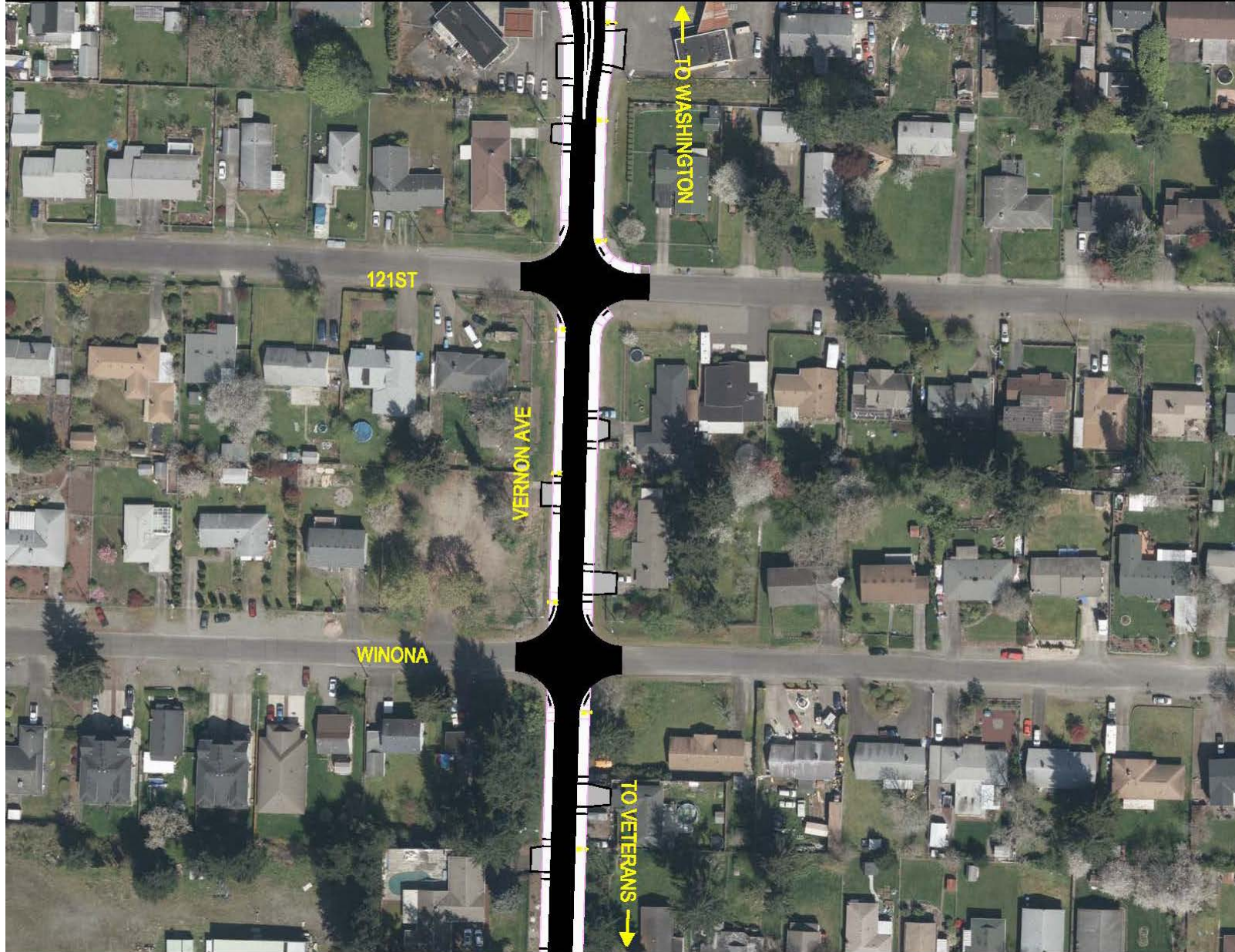
GRAVELLY LK DR. – VETERANS TO NYANZA



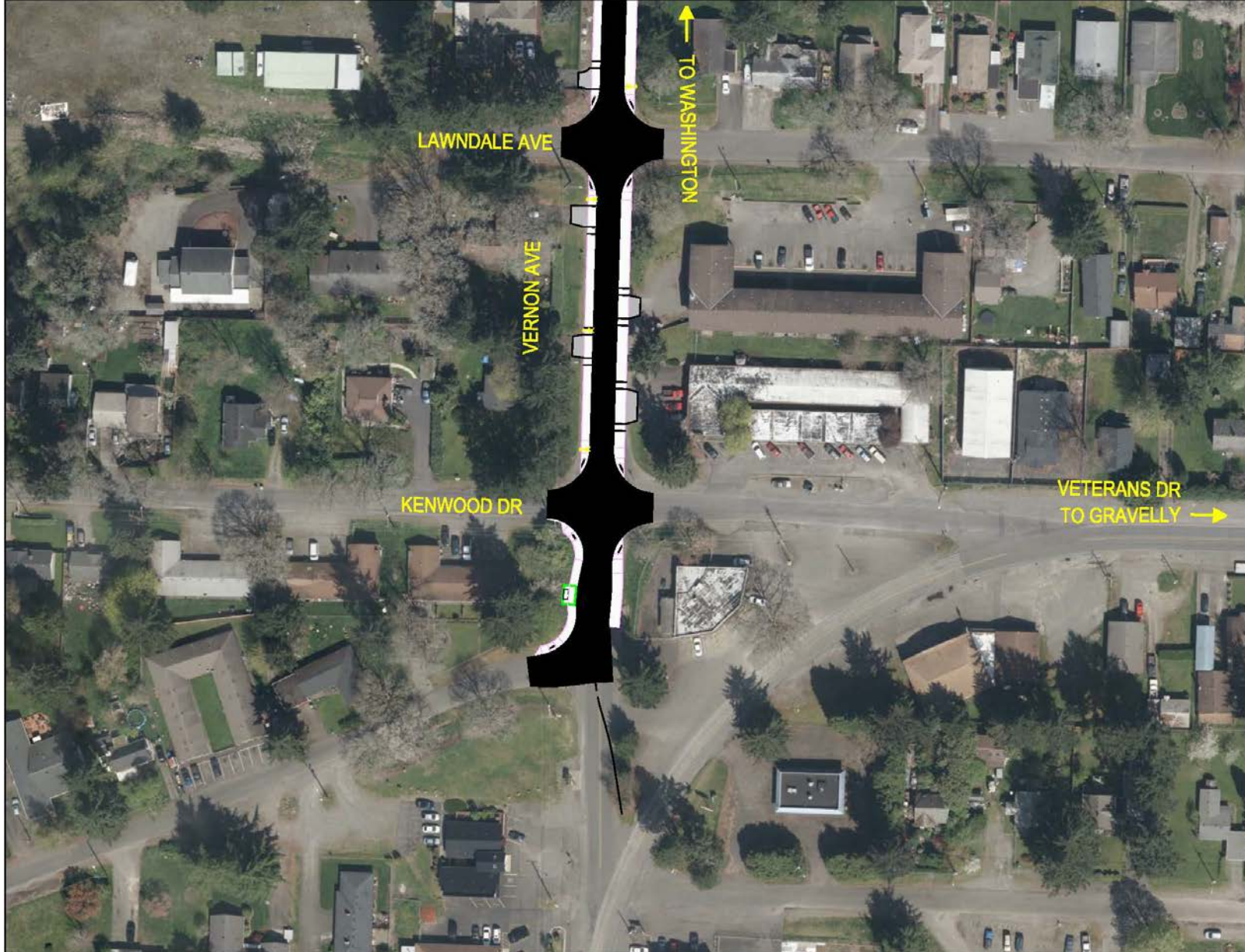
GRAVELLY LK DR. – VETERANS TO NYANZA



GRAVELLY LAKE DR. & NYANZA ROUNDABOUT



VERNON AVE— LAWNDALE TO WASHINGTON

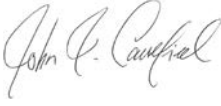


VERNON AVE— VETERANS TO LAWNGDALE



To: Mayor and City Councilmembers

From: Lieutenant Andrew Gildehaus

Through: John Caulfield, City Manager 

Date: August 24, 2020

Subject: Edward Byrne Memorial Justice Assistance Grant

Attachments: Program Narrative

Every year, the Lakewood Police Department qualifies for an allocation from the U.S. Department of Justice Edward Byrne Memorial Assistance Grant (JAG) Program. This year, our allocation is \$36,959. The purpose of this grant is to provide assistance in procuring necessary equipment or programs that allow the police department to better serve the community where we may not have the budgetary means to otherwise acquire these needed tools.

This year's grant money is going to be used in two areas that would enjoy some needed attention. The first area is that of the Bike Team. The Bike Team is currently using bikes that over 10 years old and are approaching their end of life cycle, some of which are beyond that. This grant will be used to purchase new bikes that are up to date and properly equipped while also being covered under a warranty. The Bike Team program has been a huge success and continues to be a part of our outreach and officer accessible programs allowing for an alternate patrol source while having the officers being very visible and available to the public. They are an invaluable resource that just needs some upgrading and supplies to better perform their function.

The second area is to enhance our communication abilities. We will be purchasing two cellular repeaters that are specifically suited for our new carrier under the AT&T First Net. There are significant areas within the police station where there is little to no signal. This can create issues for people using their cell phones inside of the building especially when they may have to move from one area to another. This is not an issue that is exclusive to the current carrier. We had a repeater for our prior carrier to prevent the same type of issues from occurring. This is one of the down sides to creating a robust building like the department has but fortunately is something that can be overcome.

Both of these improvements will allow us to continue bettering our service to the community and providing the high level of responsiveness that our citizens deserve from the Lakewood Police Department.

PROGRAM NARRATIVE

PROJECT #1 IDENTIFIERS:

1. Community Policing
2. Crime Prevention
3. Equipment – General
4. Policing

DESCRIPTION OF THE ISSUES:

This grant seeks to purchase new bicycles for our part-time Bike Unit. This unit has been extraordinarily effective at reducing crime and as a community outreach tool.

Bicycles are less obvious, quieter, and smaller than a standard patrol car, but they allow an Officer to move quicker and cover more area than a regular foot beat. They are particularly effective at patrolling large parking lots, apartment complexes, parks, and unimproved areas. We have seen a noticeable drop in crimes, such as vehicle prowls, during their use in special emphasis in our town center core area.

The second major benefit of the bikes is the ability for increased contact with citizens during their patrol. By being outside of a car and slow enough that easy contact can be made, the number of interactions with citizens is significantly increased. We have had extremely positive feedback from our citizens who appreciate this increased contact. This helps build rapport and trust with the community we serve.

The third major benefit is their use for traffic control and for civil unrest. They can move slow enough to match the speed of a parade or march, but quick enough to move ahead to block traffic or respond to a situation. This last year, we have employed them very effectively in both situations.

PROJECT DESIGN AND IMPLEMENTATION:

We currently field bicycles that are well over 15 years old. While they have been maintained, the equipment is becoming increasingly difficult to keep safe operational. Also, there have been significant improvements in technology that will make them safer, easier to ride, and more productive.

CAPABILITIES AND COMPETENCIES:

This will allow us to replace 8 fully equipped bicycles that have aged to the point of not being fully functional or safe.

PROJECT #2 IDENTIFIERS:

1. Communications
2. Equipment – General
3. Policing

DESCRIPTION OF THE ISSUES:

A portion of this grant would purchase up to two cellular repeaters for the police station. Our station is constructed of brick, heavy steel, and concrete. This significantly reduces the ability of cellular signal to enter much of our building. Cell phones are critical communication tools used by our Officers for both voice and, at times, data connections. Our building is also the City's Emergency Operations Center.

We had a repeater in the building but this no longer works since we changed cellular providers. In late 2019, we switched to AT&T in order to join FirstNet, the new cellular network for first responders. The existing repeater could not be configured to work on the new network. Therefore, we need to replace it with one that will work on FirstNet/AT&T.

PROJECT DESIGN AND IMPLEMENTATION:

This portion of the grant would purchase up to two cellular repeaters for the building. This would allow full cellular service for voice and data throughout our building. The Police Station and Emergency Operations Center is critical infrastructure for our City.

CAPABILITIES AND COMPETENCIES:

This would allow us to purchase and install a cellular repeater and any necessary extensions, such as an additional repeater or antennas to provide complete coverage throughout the building.