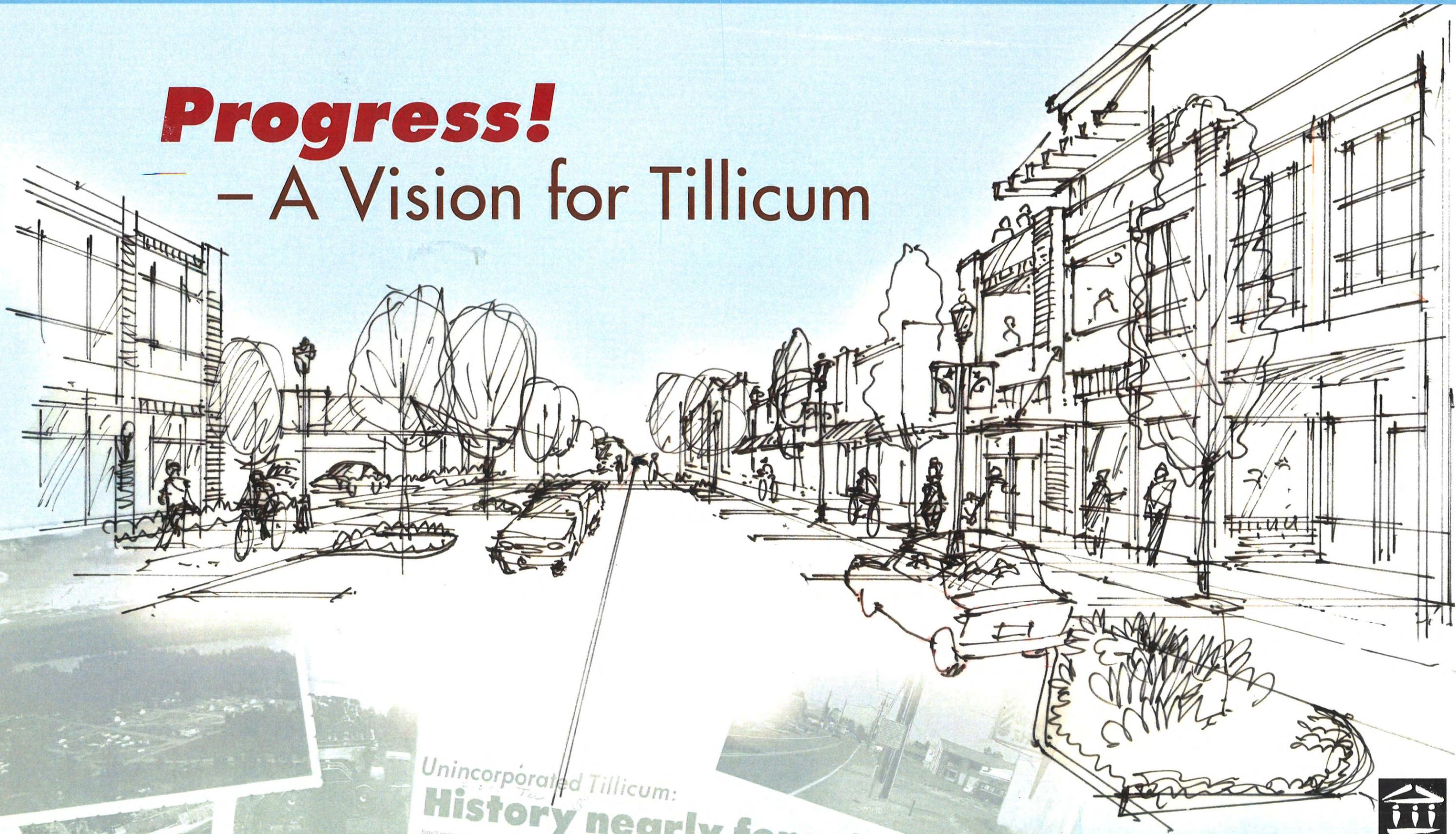


Progress!

- A Vision for Tillicum



Unincorporated Tillicum:
History nearly forgotten

Small unincorporated communities are always in the shadow of large incorporated cities. Even the history of these communities is often forgotten. The Lakes District and the Clover Park School District, however, have their own volunteer fire departments which work together to bring up to N. B. Henderson's store (later Harry Bone's store) on Maple Street. remembers that residents would always that residents...



Progress! – A Vision for Tillicum

March 2007

Dear Citizens of Lakewood / Tillicum:

It is with great excitement and enthusiasm that BCRA presents our vision for the Tillicum Neighborhood. Creating great communities and spaces is one of the core principles of our professional practice.

Our vision for Tillicum focuses on six key planning initiatives that build on the strong underlying physical foundation of the community and furthers the core principals of the stakeholders within the community. This plan encourages a balanced community through the development of diverse housing types, commercial and retail uses, while providing additional employment opportunities.

These initiatives will help to strengthen the key spines of Tillicum, and encourage pride of home ownership and a sense of place and security to the area. Through the plans and perspectives of the study areas, we developed a phasing strategy that initiates the process of change, and captures a vision of the character of these areas.

With detailed design studies of key sections of the overall plan, the intention is for a financial planning strategy to be created to allow land acquisition to occur in phases. The focus will be along Maple Street and to the immediate north and south along Union Avenue.

Through this master planning document, we hope to convey the potential that exists within the Tillicum Neighborhood, and the design of these projects incorporate high levels of internal connectivity to help conserve land, promote diversity in transportation choices, promote public health through increased physical activity, and enable citizens from a wide range of economic levels and age groups to live within a community by providing a diversity of housing types.

BCRA's is committed to our community where we live and work. Please feel free to call us at 253.627.4367 or e-mail groe@bcradesign.com with any questions or comments you may have.

Sincerely,
BCRA



JEFF BROWN, AIA, NCARB
President



GARETH ROE, AICP
Director of Land Use
Planning Services



DESIGNED FOR SUCCESS

Since 1989, BCRA has been dedicated to creative excellence and service, being thankful to the community, and respecting our workplace family. BCRA is now the largest design firm in the South Puget Sound Region, with an impressive portfolio of project experience throughout the Pacific Northwest and beyond.

BCRA is a creative multi-discipline A/E firm (civil and structural engineering, architecture, interior and graphic design, land use planning, building science, strategic marketing) serving clients in over 14 major markets. Our endeavor is to be bold in making the right decisions, creative in finding solutions, responsive to the needs of our clients and those around us, and accountable in our commitments and actions.



REDESIGNING CULTURE BCRA is a company with boundless vision and creativity. We believe that life happens at work, and that it should be fun and fulfilling for everyone. Our employees and their families come first. We pride ourselves on our positive work atmosphere and have been rewarded for that with the Washington CEO Magazine's Best Company to Work For (Tacoma Award).

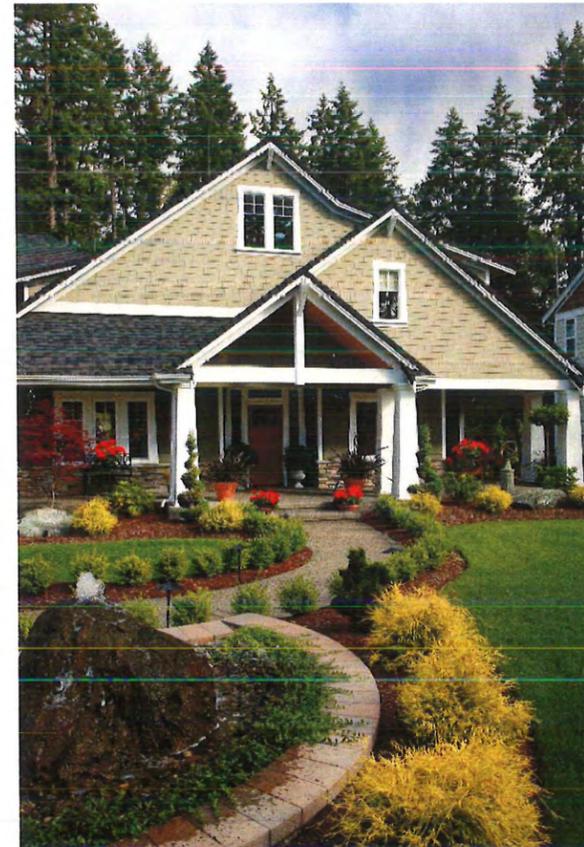


PROJECT PHILOSOPHY

BCRA recognizes that in a highly competitive setting, businesses must differentiate themselves from others in order to make a lasting impression. We strive to understand each client's unique identity and culture; and work towards creating an environment that accentuates their culture, and enhances its brand. Creativity is our strength, and that strength comes from diverse people, multiple services, and a collaborative studio environment.



COMMUNITY Our employees make a difference in the community. The value of giving to our community is part of our everyday business focus, and BCRA is thankful to share our talents, passions, and resources. We know that supporting locally only strengthens the community we live and work in, and together we improve the quality of life for everyone in our region.



BCRA



ARCHITECTURE • CIVIL ENGINEERING • STRUCTURAL ENGINEERING • SUSTAINABLE DESIGN • LAND USE PLANNING • INTERIOR DESIGN • GRAPHIC DESIGN • BUILDING SCIENCE • BRAND DESIGN



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BCRA Staff and Acknowledgements

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- Tillicum/Woodbrook Neighborhood Association
 - David Anderson
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- Clover Park School District
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 - Ray Miller, Administrator for Business Services and Capital Projects
 - Walt Kellcy, Jr., President, Director District 1
 - Connie Coleman-Lacadie, Vice President, Director District 3
- McChord Airforce Base
 - Todd Goldsmith
- City of Lakewood Elected Officials
 - Mayor Claudia Thomas
 - Deputy Mayor John Arbeeny
 - Council Member Ron Cronk
 - Council Member Pad Finnigan
 - Council Member Helen McGovern
 - Council Member Walter Neary
 - Council Member Doug Richardson
- City of Lakewood Staff
 - Andrew Neiditz - City Manager
 - Joe Hannan - Economic Development Director
 - Dave Bugher - Community Development Director
 - Don Wickstrom - Public Works Director
 - Mary Dodsworth - Parks & Recreation Director
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Introduction

This report focuses on several key areas within the community of Tillicum. These areas were chosen because they have the greatest revitalization need, and could act as catalysts for further redevelopment and business activity within Tillicum. The goal of this concentrated planning effort is to plan for the revitalization and reinvigoration of a once thriving, bustling community.

Despite its recent history, the resilient character of the area residents and business owners was apparent throughout the interview and report planning process. It is evident that the goals of this report will be well received and appreciated.

Tillicum is a small village that is only accessible by the freeway, and is one of the few neighborhoods in the city

with public waterfront access. With a traditional street grid system, regional transportation connections, and lake access there is an opportunity to transform and evolve Tillicum into a pedestrian-friendly urban community.

The current development regulations embody all of the wants and needs of the Tillicum residents, but need to be encouraged to be implemented. This task is very difficult when there is no plan created specifically for Tillicum. The upcoming years are vital to achieving the residential and commercial growth that is required in Tillicum.

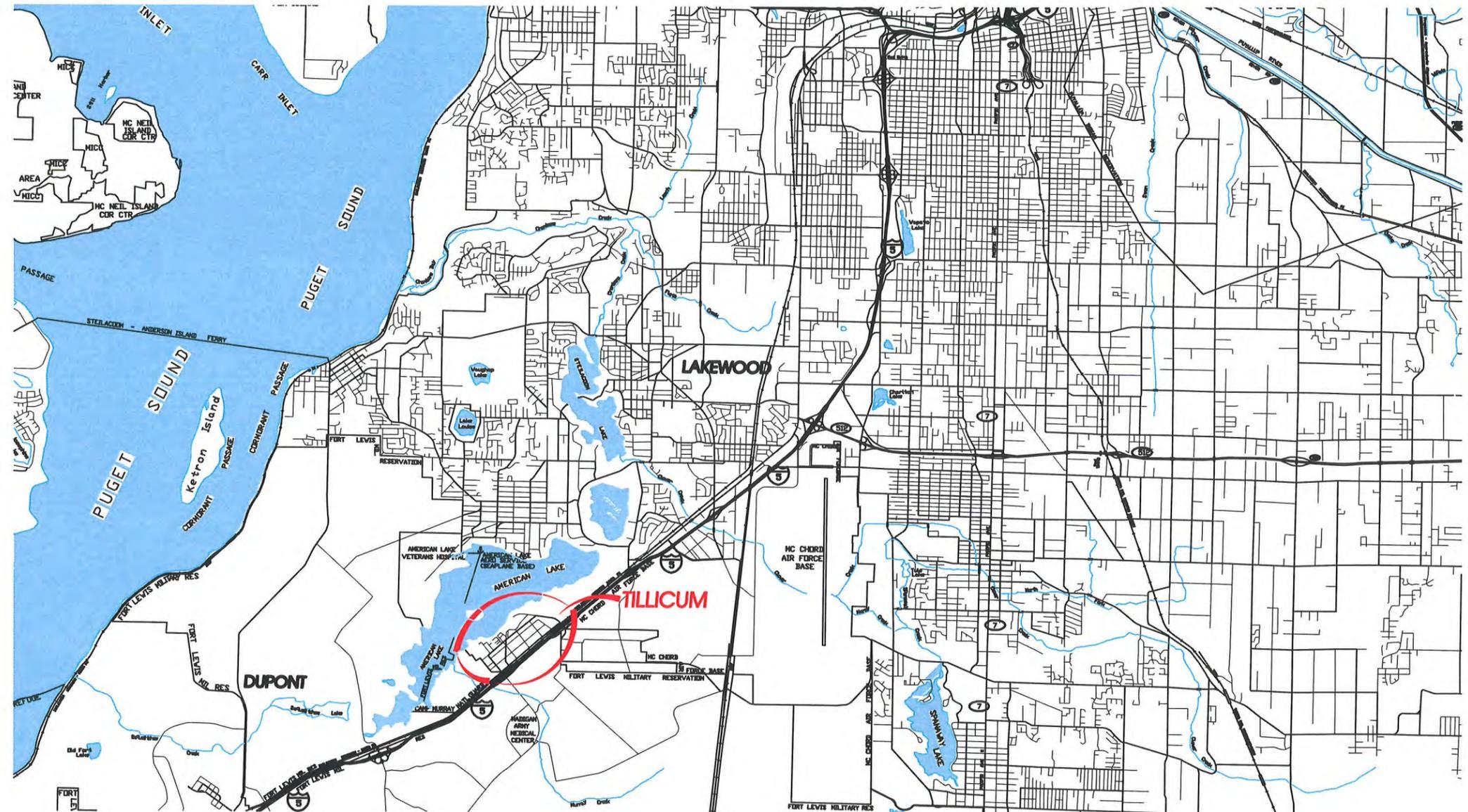
Some of the current constraints on the redevelopment of Tillicum are associated with the lack of sewers and the isolation of the community. Many local businesses are no

longer located within Tillicum, making everyday life for the residents difficult. Residents are forced to purchase goods and services outside of Tillicum. Therefore, the revenue needed to run viable businesses does not exist.

BCRA has a keen interest in the future of the City of Lakewood and, in particular, the community of Tillicum. BCRA recognizes the exceptional potential of the neighborhood and would like to see it restored to what it once was. This report was created in order to address the issues and interests of the Tillicum Stakeholders, while also keeping the City of Lakewood Comprehensive Plan policies in mind.



Former Gate to Fort Lewis prior to I-5



Historical Background

Tillicum was built around American Lake being a natural location for a settlement and has been developed and occupied by privately owned property. It was named after Francis Richmond's wife "America" in 1841. Tillicum, the Native American word for friend, is known by the locals as "American Lake South" and was said to be a "... lovely little village, where the community worked side by side" by a local resident.

HARRY TODD PARK

Harry Todd Park is approximately 14 acres in size, the greater part of which was a gift to the City of Tacoma by the Keystone Land and Investment Company for a public park and playground. E.I. Gregory, William Delivier and Charles Reeves were the principal share holders and directing officers of the company in 1914. At that time, the Metropolitan Park District acquired title to the second class shoreline to ensure it remained accessible to the public for their enjoyment of the park facilities.

Some may remember Harry Todd Park as "Bona Park." Harry M. Bona played a rich part of Tillicum's history thus receiving a dedication to his name on July 4, 1953.

Upon the death of Mr. Harry Todd, the park was renamed as he made a significant donation to the improvement of the land, for the use as a playfield and children's park. The park is an important piece of the foundation of Tillicum.

THORNEWOOD CASTLE

Built in 1908 by Chester A. Thorne as a single family residence, Thorne Wood Castle is 27,000-square-foot in size with 54 rooms, 22 bedrooms and 22 baths designed in the Gothic Tudor style. The castle is the only one of its kind on the West Coast.

The construction of the castle took place from 1908 to 1911. The castle is built of concrete and steel with a brick exterior and oak paneling, oak staircase and stained glass interior finishings which were imported from a 15th-century English mansion. Other interior furnishings were imported and previously owned by an English Duke.

Thorne Wood has now been restored as a country inn and is privately owned and operated.

"... lovely little village, where the community worked side by side."

-Mrs. Norman S. Harris

BILL'S BOATHOUSE

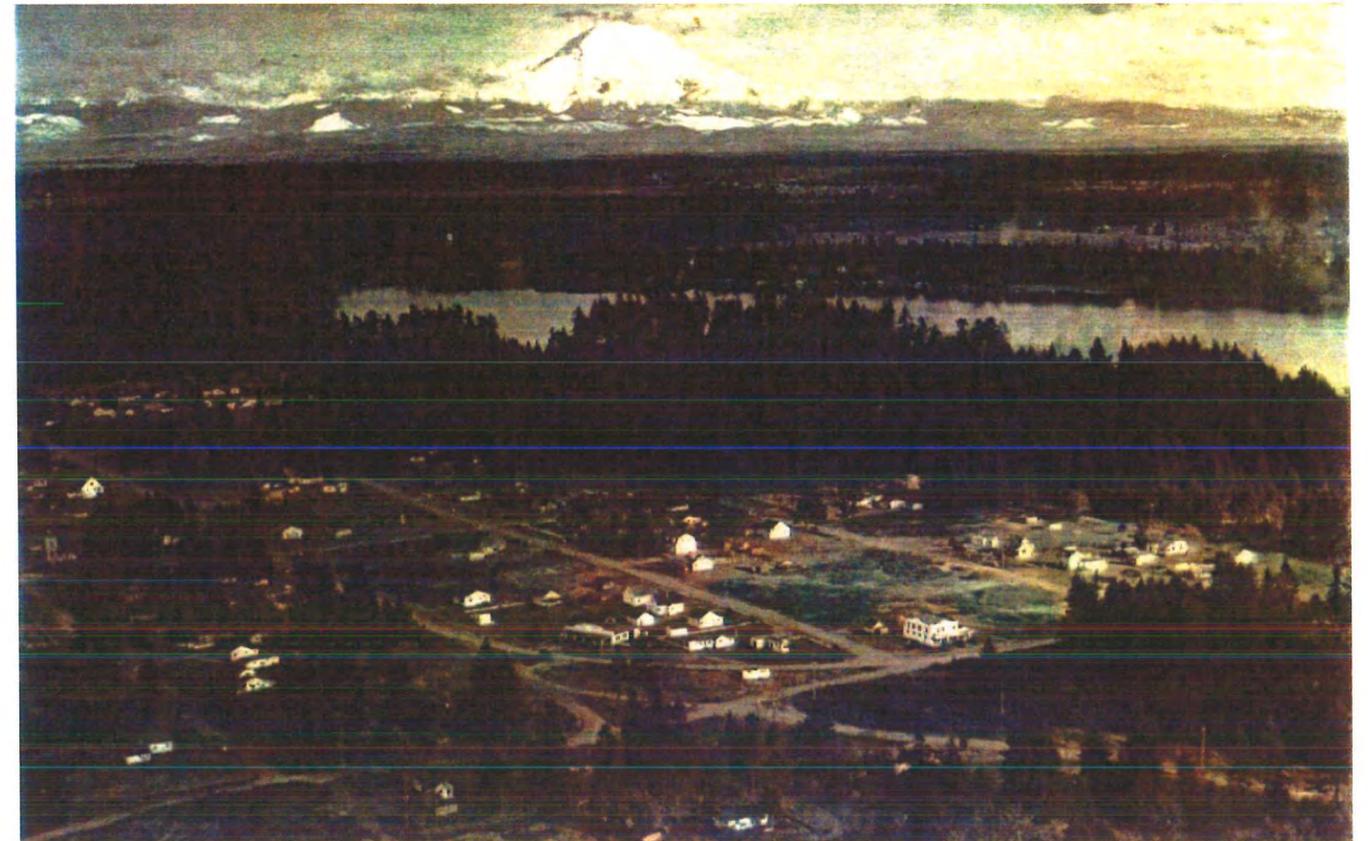
Bill's Boathouse was once "Garrison's Swimming Resort" which was used for dances and special events. In 1945, the boathouse was sold and then renamed as "Bill's Boathouse". Since then, it has belonged to the Anderson family and has been used to restore classic boats, motors and cars, which are currently displayed there.



Bill's Boathouse Marina 1949



Bill's Boathouse Marina 2007



Historical Aerial Photograph of Tillicum

TILLICUM GRANGE

Tillicum Grange (Community Center) on Grant Avenue was built on Fort Lewis in 1917 and moved to Tillicum in 1922. During the Pre-World War II period, the community club was the dance center. It was a popular community gathering place that people described as having the best dance floor in the nation. The dance hall was later converted into a skating area. Today it is privately owned by K.H. Rowe.

TACOMA, WASH., THURSDAY EVENING, MAY 27, 1926

American Lake South Is Thriving Community Center

Notes: Shows development of lake district community. Upper left—The Olympic auditorium, one of the largest skating rinks in the Northwest. A new dance floor is constructed in new center construction and will be opened soon. Upper right—American Lake South at sunset. Middle left—Travel view of many houses cottages in new home community. Lower right—National of Tacoma center at American Lake South.

The houses pictured bottom left are still in existence in 1996 at 15110 Portland Ave.

Olympic Auditorium Formerly Tait's Pavilion. Burned to Ground

Suspicion of incendiaries is connected with the fire which burned to the ground the Olympic auditorium, formerly Tait's pavilion, at American Lake, early Sunday morning, prompted an investigation to determine if possible, who was responsible for the blaze, besides causing a loss of \$1000, partly covered by insurance, the fire frustrated plans for the opening of the resort as an elevated management next June 15.

Believing of the pavilion is not certain, as Frank A. Chappell, one of the owners is now in the east and his associates are John A. He said that the blaze started, it is believed, between 2 and 3 am Sunday. John Forsberg, warden, being awakened by the smell of smoke at 3 o'clock, he found the fire beyond control, and the flames spread so rapidly, that within a half hour, the structure was practically burned to the ground.

"It looks as if like incendiaries," said warden R. K. Howe, following the fire. The hall was closed at 11:30 Saturday night and Forsberg released the law and at midnight a writ to hold in the building, we have found persons who passed the place.

He said that the blaze started from some exterior pipes as if oil had been spilled about 100 feet from the building, according to Forsberg's report.

Mr. Howe said plans had been made for an opening celebration June 15 and a new dance floor 35 by 60 feet had been built for the new place. A merry-go-round and slides were also to feature the opening and it was planned to establish a fire equipment park. The pavilion had been operated as a skating rink.

Tacoma Review, 1926

Tillicum Planning Process

PROCESS

The Tillicum neighborhood master planning process illustrates the importance of citizen involvement in envisioning the future of their neighborhood and ensuring the viability and implementation of the plan. Over 200 people—representing home owners, merchants, the Clover Park School District, elected officials, city staff, representatives from the military, real estate brokers, developers, and the Tillicum/Woodbrook Neighborhood Association — participated in either individual stakeholder interviews, neighborhood meetings or completed a detailed opinion survey.

There were several consistent themes or sentiments that were heard from all of the different stakeholder groups. These consensus views helped to lay the foundation for the Neighborhood Plan.

- History and heritage were important values that were mentioned by most of the stakeholders.
- The lack of sewers and other infrastructure, such as sidewalks and streetlights, was high on the list of concerns.
- Continued reduction of crime and an increased police presence were listed as an important service amongst the home owners.
- Those who live in Tillicum brought up the lack of goods and services for the residents of Tillicum as a consistent concern.
- Absentee landlords and the amount of deferred maintenance to the majority of the rental housing stock is a big issue.

- Preservation of an affordable mix of housing types is important to the City staff and elected officials.
- American Lake and access to the waterfront for all residents of Tillicum were cited as an important feature.

The only negative sentiment regarding the neighborhood planning process was that existing residents were concerned that property taxes would rise and that the availability of affordable housing options would decrease to the point that people would be forced to move.

BACKGROUND

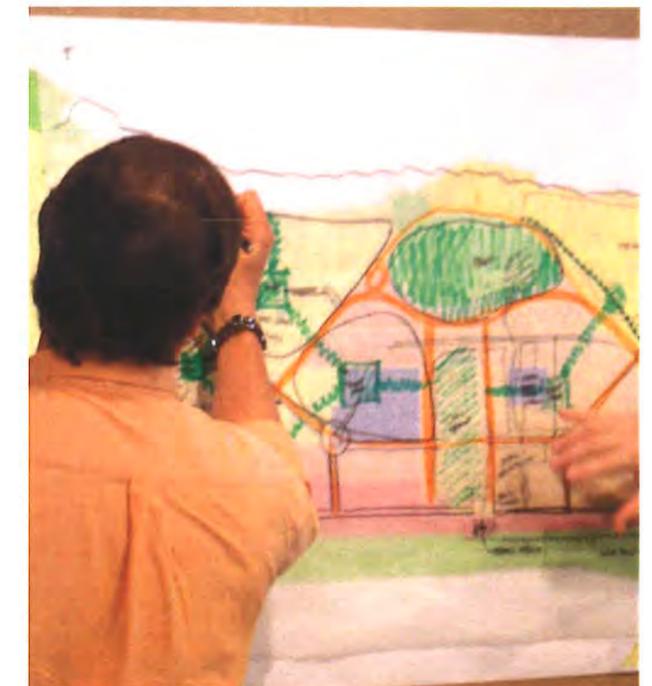
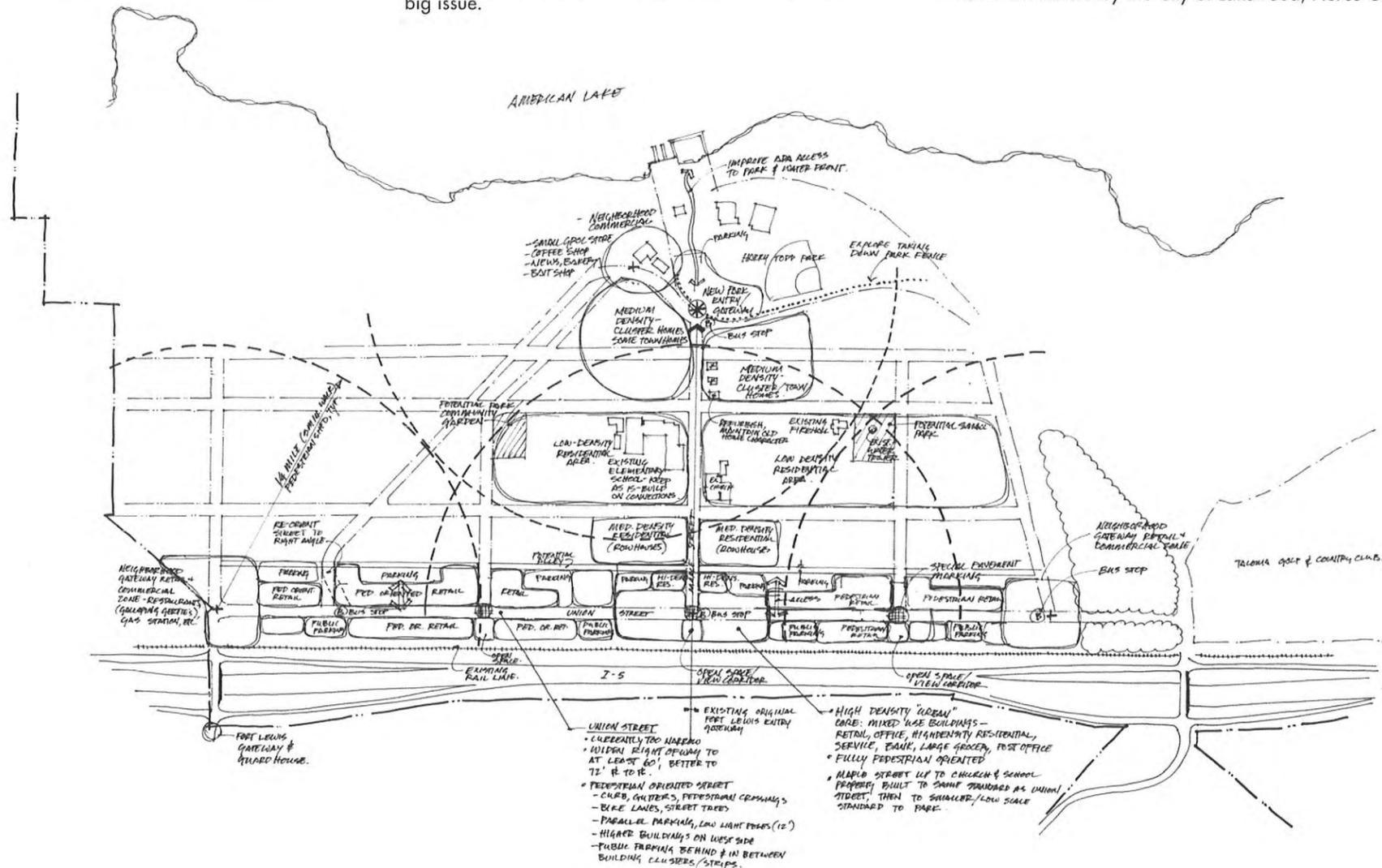
This Tillicum Neighborhood Master Plan is a private initiative planning effort undertaken by BCRA. It was not paid for or subsidized by the City of Lakewood, Pierce County, or

any outside agency or jurisdiction. BCRA received support from the City of Lakewood in the form of GIS mapping data and images, access to City personnel and staff and the use of conference room facilities at City Hall to conduct stakeholder interviews. In preparation for the study and master planning process, the BCRA team focused on gathering background base information. The BCRA team reviewed information specific to the study area, such as existing zoning and future land use maps and the Goals, Policies and Objectives of the City of Lakewood Comprehensive Plan. In addition, the team toured the study area, driving, walking and photographing all key structures, documenting existing mix of land uses, and identifying key infrastructure (intersections, rail lines and public facilities).

GOALS

One of the goals of the City of Lakewood Comprehensive Plan is to enable the redevelopment and revitalization of the older, urbanized areas of Lakewood.

Please refer to Relationship to City of Lakewood Comprehensive Plan, Goals for the City of Lakewood Comprehensive Plan, and Applicability to Tillicum for further information.



Early stages of concept development

Stakeholder Survey

PURPOSE

The purpose of this study is to understand the Tillicum community's desires for future redevelopment and learn what current features of the area are sensitive to future improvements and enhancements.

BCRA presented a series of 68 questions regarding the current situation of Tillicum and what its residents and business owners are looking for in the community's future. BCRA asked the opinion of the residents and business owners to verify or contradict conclusions that had been made through stakeholder interviews and other research initiatives. Respondents answered questions in the following categories:

- Quality of Life
- Natural Environment
- Economic Development
- Community Character
- Land Use
- Facilities and Services
- Facilities and Services: Public Facilities
- Facilities and Services: Public Services

Did You Know?

- 93% of respondents are in favor of more commercial and residential growth in Tillicum.
- 94% respondents say they buy the majority of their commercial goods outside of Tillicum.

SURVEY PARTICIPANTS

The survey was sent to over 200 people who are involved in Tillicum in some way. Seventy-five responses were received, and the majority of these responses were homeowners. The responses received are as follows:

- Homeowners (62%)
- Renters (5%)
- Business owners who live outside Tillicum (9%)
- City staff or elected officials living outside Tillicum (11%)
- Other (13%)

SURVEY NOTES

The survey respondents are a collection of individuals who indicated they are stakeholders of the Tillicum community. In this survey BCRA attempted to classify each respondent into their appropriate stakeholder groups. Some options could be mistaken for others, and an "Other" category was available. For those instances when unclear interpretations came into play, BCRA threw out the results – leaving only clean and clear data available for unbiased reporting. The figures that are reported here are a result of this process.

KEY FINDINGS

Current Conditions

- Nearly 75-percent of those polled indicated current environmental features such as woodlands, open spaces, streams, wetlands, marine shorelines are less than acceptable.
- Nearly 8 in 10 of those surveyed are open to changes in the existing character of Tillicum.
- 88-percent of those surveyed do not like the appearance of the community along Union Ave.

Rebuilding Tillicum

- 82-percent of those surveyed agree that a trail and sidewalk system should be developed for biking or walking between commercial areas, schools, parks and other local neighboring facilities.
- 7 in 10 business owners and 8 in 10 home owners say additional commercial property should be made available for professional and retail businesses.
- 91-percent if those surveyed agree that the commercial area on Union Ave should be expanded beyond Union Avenue to accommodate new retail uses.
- 86-percent of homeowners say protection of the natural environment is important to them.

SURVEY RESULTS

Initially, BCRA conducted one-on-one interviews with residents, business owners, and other stakeholders of Tillicum. We tested the comments gathered from the interviews in a broader survey of people in the area. The results of the survey confirmed the desires of the interviewed stakeholders. BCRA based its recommendations on the findings of these research efforts.

Respondents agree that change in Tillicum is desired and critical. More importantly, they want to be a part of that change. There is a great deal of stakeholder sentiment regarding the future of Tillicum. Enhancements to safety, business opportunity and community image are welcomed. Most feel that Tillicum would be better off with the introduction of new urban design elements that attract and encourage new businesses and shed a new light on the community.

The community agrees...it's time for a change in Tillicum.

Stakeholder Interviews

The Stakeholder interview process was undertaken over a period of a few months and involved speaking to a wide range of Stakeholders. These interviews were essential along with the survey to the development of the design concepts, development scenarios and the six development initiatives.

Public involvement and outreach is a big part of a successful project. However, the public process can be a very time consuming endeavor. Due to the fact that this is a privately initiated project by BCRA, we felt that it was necessary to control how the public process was handled with regards to this project. Time and money constraints are inevitable therefore, it was essential that we were efficient and thorough in order to obtain the specific information that we required. We made several presentations to the general public on the overall intent of BCRA's involvement in the project as well as conducted a series of focused interviews with the primary stakeholder groups. The primary stakeholders that were identified were the groups that would have the most influence over the process at this point in time.

The following is a list of the stakeholder groups who attended and participated in the interview process:

- Tillicum/Woodbrook Neighborhood Association
- Tillicum Merchant's Association
- Merchants
- Homeowners
- Clover Park School District
- McChord Air Force Base
- Developers
- Elected City Officials
- City Staff
- City Economic Development Advisory Board

It was important to identify and engage in conversation with the stakeholders in the community that have the ability to influence and shape the outcome of the project. Once these primary stakeholder groups were identified (as per the above-stated list), small individual meetings were held to discuss the individual groups position and viewpoint.

To further expedite this process, BCRA felt it was necessary to meet individually as opposed to a group meeting, with some of the primary stakeholder groups that will have a direct impact or influence on the future of Tillicum. These stakeholder interviews involved a number of open-ended questions and frank conversation between BCRA and the Participants.

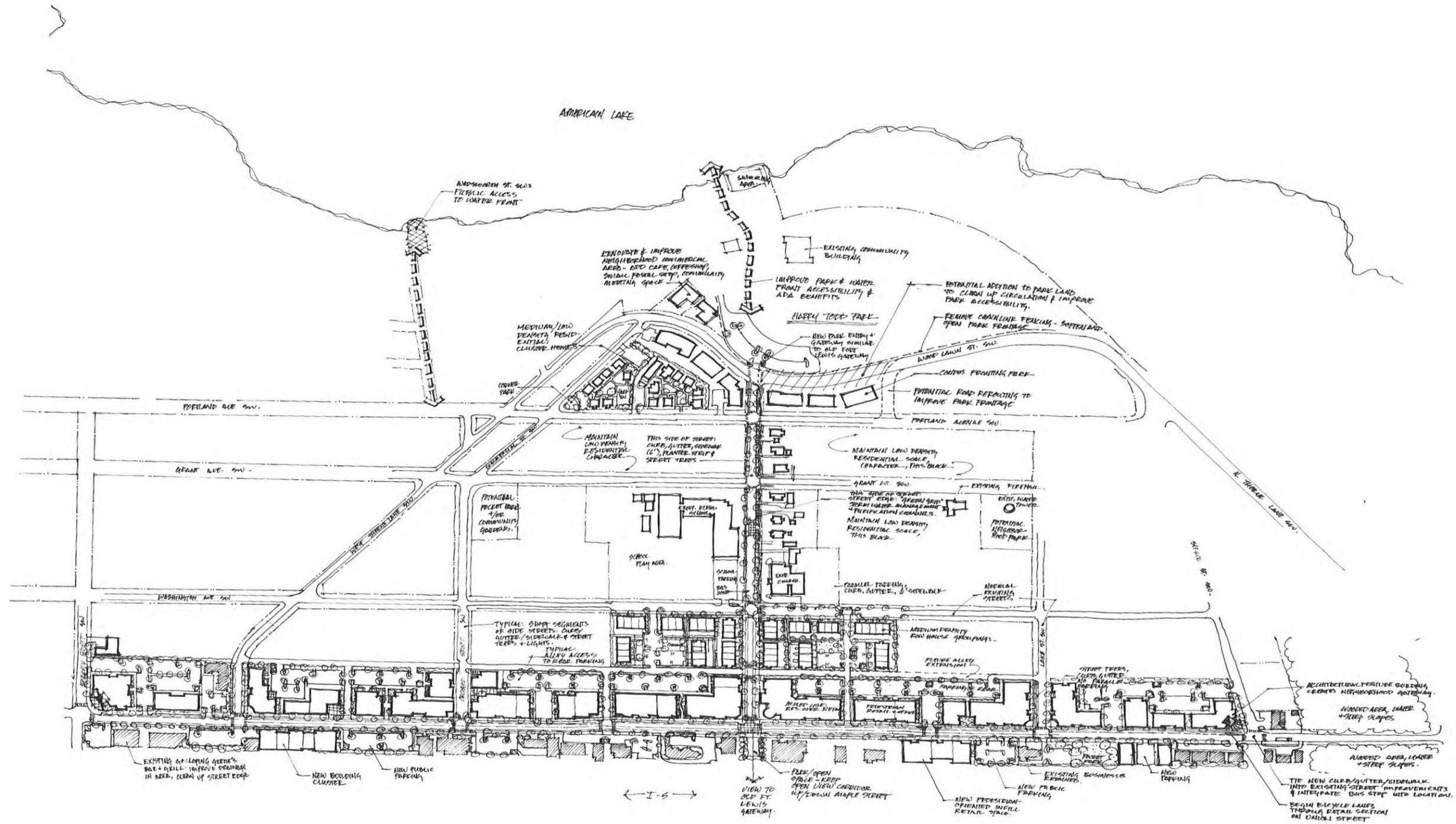


BCRA working with Tillicum Stakeholders



BCRA working with Tillicum Stakeholders

Early Concept Development Scenario #1



Executive Summary

The following is a summary of the six initiatives, as identified by BCRA in the Tillicum master planning process, that are the key implementation opportunities.

1. MAPLE STREET LINK

- Location of the intersection of the two main axes within Tillicum will become an activity node that will serve as a focal point for businesses, services and the needs of the residents of the area.
- Maple Street will transect Tillicum from I-5 and Union Avenue to a new Harry Todd Park entrance and American Lake. Short, easy access from the commercial area to American Lake with visual exposure from Interstate 5 (I-5). This will be known as, "The safest street in town."
- Installation of curbs, gutters, sidewalks, parallel parking, street trees and street lights will help foster a more pedestrian friendly atmosphere.
- Mixed use retail/residential development at this intersection will build a critical mass of density at the intersection of Union Avenue and Maple Street, supporting new local businesses and discourage unwanted street activity.

- Serve as gateway that connects Tillicum to the American Lake waterfront.
- Housing Options – Market rate condominiums, offices and apartments located above commercial and retail uses. Affordable housing ratio is approximately 6:1.

2. UNION AVENUE COMMERCIAL/RETAIL

- Serves as the main commercial area of Tillicum where the majority of commercial, retail and office development will be located.
- Commercial and retail uses along Union Avenue will provide services for both the residents of Tillicum and motorists passing on I-5.
- Widen right-of-way to 60 feet (from 45 feet) and provide curb, gutter, sidewalks, crosswalks, street trees, street lights and other pedestrian amenities with the intent of increasing pedestrian accessibility from one business to the next.
- Shared off-street parking areas in combination with some on-street parking along Union Avenue corridor will serve commercial uses.
- Incorporates the retail and mixed-use core with connections to the pedestrian trail system.
- Housing Options - Market rate condominiums, offices and apartments located above commercial and retail uses at key intersections. Affordable housing ratio is approximately 10:1.

3. MULTIFAMILY NODES FRONTING HARRY TODD PARK

- Multifamily townhouse communities at fairly high densities with frontage on Harry Todd Park provide housing opportunities with views and access to American Lake.
- Incorporates additional housing options and will build density to foster a sense of community and support for commercial retail development.
- Housing Options – Affordable high-density housing with a mix of townhouse and affordable housing development with direct access to street fronts. Other options include cottage housing in locations further away from Harry Todd Park. Housing ratio is approximately 6:1.

4. HARRY TODD PARK ENTRANCE REALIGNMENT

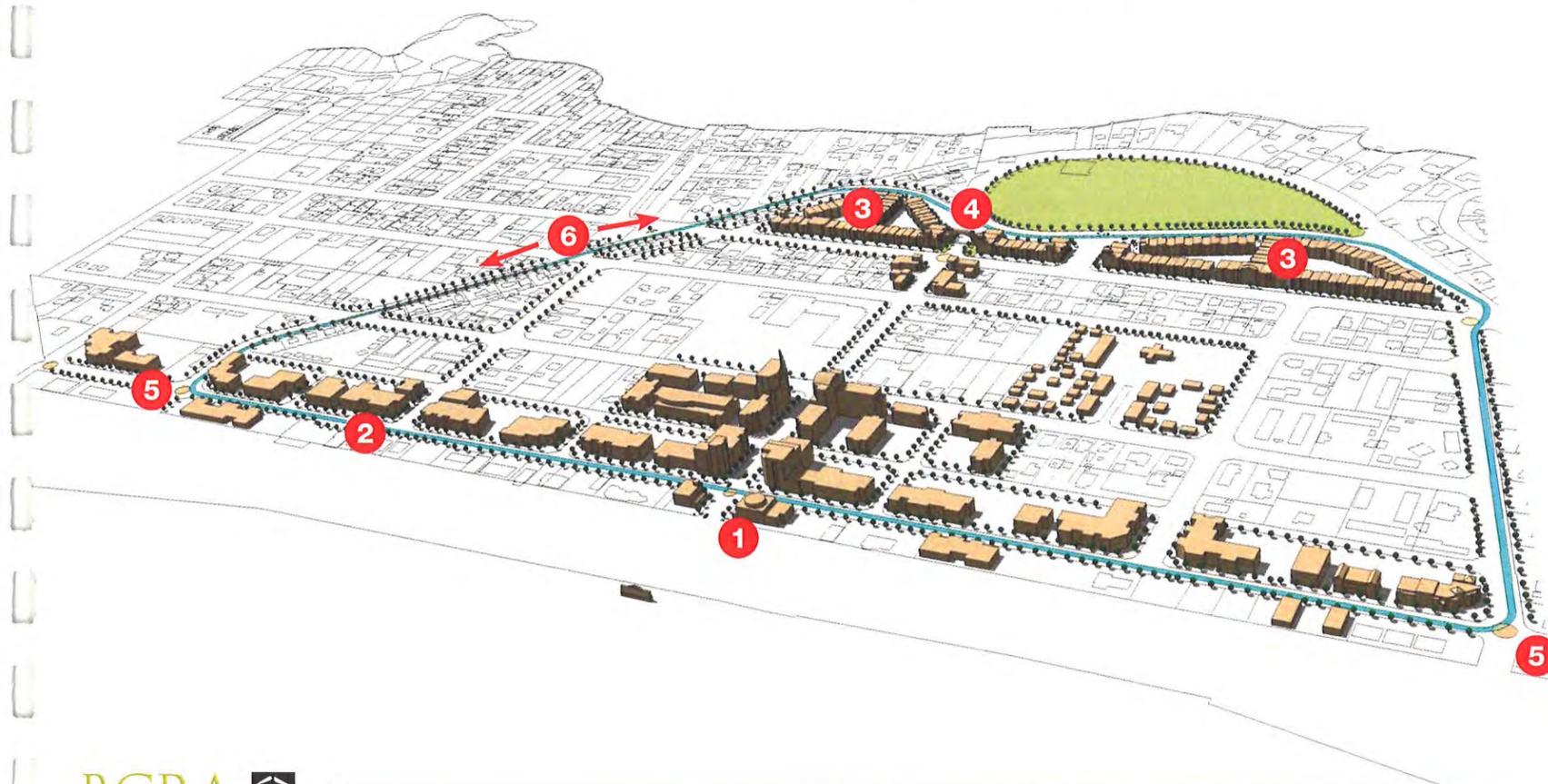
- New gateway park entrance to align with Maple Street right-of-way east of Woodlawn Street with the intent of increasing public access and visibility to the American Lake shoreline.
- Remove existing chain link fence around Harry Todd Park and make park and shoreline more inviting to the public.
- Provide additional recreational opportunities and accessibility to waterfront for the residents of Tillicum.
- Increased residential density in immediate vicinity of Harry Todd Park will help reduce crime and vandalism that currently takes place at the park.

5. GATEWAYS AT EITHER END OF UNION AVENUE

- Multi-storey office/mixed-use towers to serve as gateways to the Union Avenue commercial area.
- Provides gateway and indicates you have arrived in Tillicum.
- Development at gateway intersections could be ideal location for hotel or other commercial services needed by adjacent military bases.
- Development at gateway intersections will provide services that will capture passers by.
- Housing Options – Hotel/motel and short-term housing accommodations to occur in these areas. Primary users include military, corporate professionals and families of patients being treated at Madigan Army Hospital.

6. PEDESTRIAN/BIKE PATH LOOP

- Provides recreational opportunity for residents of Tillicum in a safe and accessible manner. Loop is approximately two miles long, a brisk half hour walk.
- Installation of curbs, gutters and safe pedestrian pathway that are illuminated, visible and accessible will increase pedestrian activity.
- Increased pedestrian activity on streets will serve to reduce crime in Tillicum.
- Provides safe access to commercial and retail services from residential neighborhoods within Tillicum.
- Links commercial areas to open spaces and parks.
- Serves as a catalyst and provides potential linkages to areas outside of Tillicum, such as Gravelly Lake.



Development Opportunities and Initiatives

1. MAPLE STREET LINK

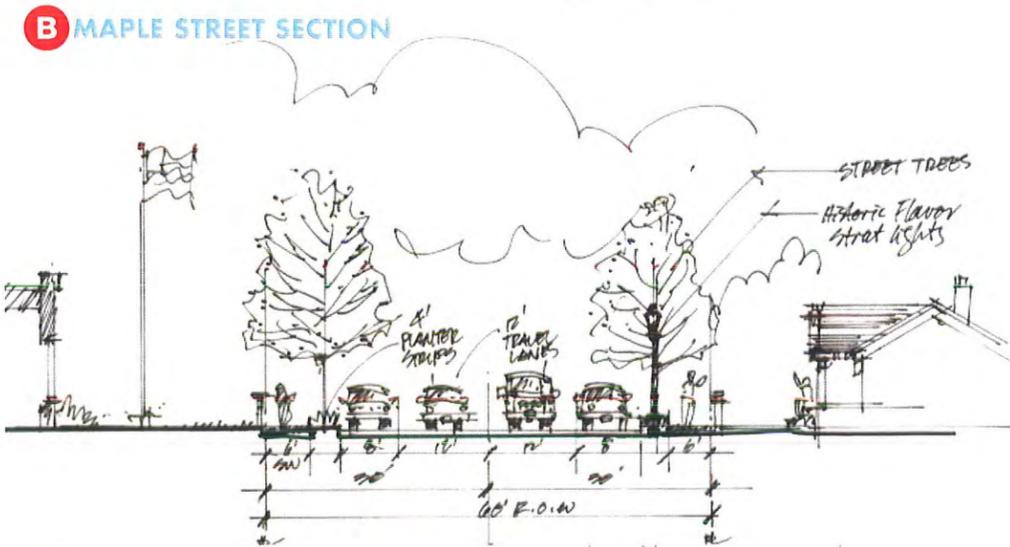
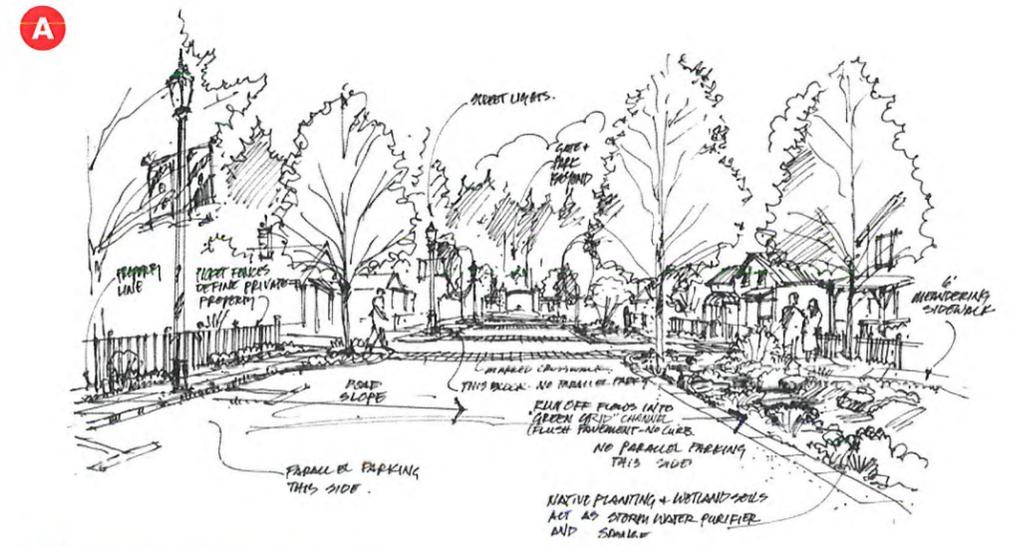
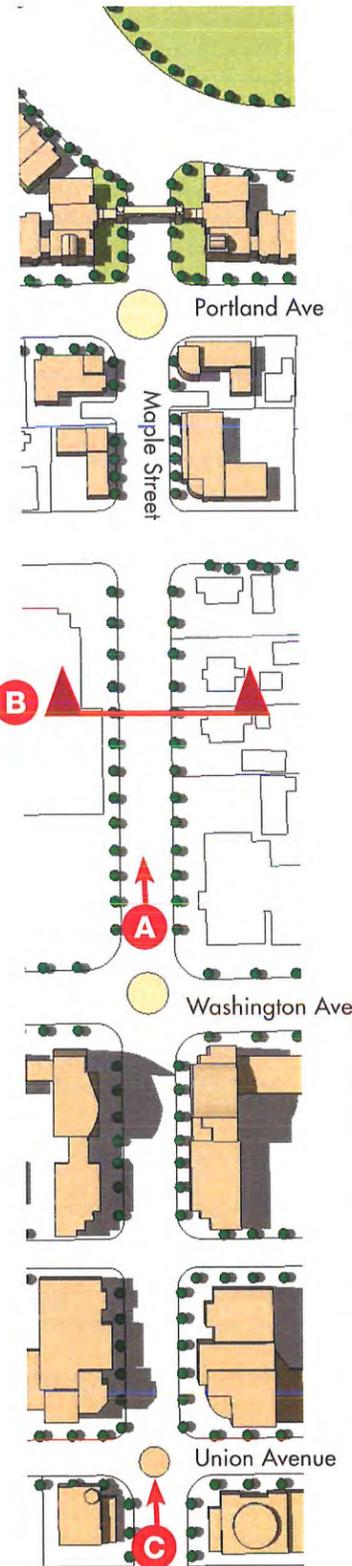
Existing Conditions

The Maple Street link is currently developed with single family residential dwellings and a few commercial retail businesses operating at the intersection of Maple Street and Union Avenue. There is a large parcel of land (currently vacant) located on the south side of Maple Street between Union Avenue and Washington Avenue, west of the existing Barber Shop located at the southwest corner of Union Avenue and Maple Street.

The current use of the land is mainly low density residential. The current zoning for this area (NC2, MR2, MF1, MF2) yields a much higher density between 14.6 DUA (dwelling units per acre) and 35 DUA at the corners of Union Avenue and Maple Street. The zoning at this corner allows a maximum height limit of 60 feet (minimum 45 feet). The current uses do not maximize the existing zoning. In addition, the zoning allows for the corners of Union Avenue and Maple Street a zero-foot setback, which is not currently maximized.

Proposed Initiatives

- Location of the intersection of the two main axes within Tillicum will become an activity node that will serve as a focal point for businesses, services and the needs of the residents of the area.
- Maple Street will be a “transect” within Tillicum from I-5 and Union Avenue to a new Harry Todd Park entrance and American Lake. Short, easy access from the commercial area to American Lake with visual exposure from I-5. “The safest street in Town.”
- Installation of curbs, gutters, sidewalks, parallel parking, street trees and street lights will help foster a more pedestrian friendly atmosphere.
- Mixed use retail/residential development at this intersection will build a critical mass of density at the intersection of Union Avenue and Maple Street, supporting new local businesses and discouraging unwanted street activity.
- Serve as gateway that ties Tillicum to the American Lake waterfront.
- Housing Options – Market rate condominiums, offices and apartments located above commercial and retail uses. Affordable housing ratio is approximately 6:1.



Development Opportunities and Initiatives

2. UNION AVENUE COMMERCIAL/RETAIL

Existing Conditions

The Union Avenue Commercial/Retail corridor is currently developed with commercial/retail uses such as fast food restaurants (McDonald's, Taco Bell, Subway, Teriyaki and food stores), services (barbershops, auto accessories/repair/tire shops, insurance brokerages, bank and clothing stores) and other amenities. There are some multifamily residential buildings located north of Maple Street with a scattering of single family residential.

Union Avenue accommodates a large amount of traffic volume for a two-lane road. There are no curbs, gutters or sidewalks along this street to allow pedestrians and vehicles safe and easy movement.

The current zoning for most of Union Avenue is Neighborhood Commercial 2 (NC2) and Multifamily One (MF1), which allows for much higher density commercial/retail and residential development. The NC2 zone allows 35 DUA and the MF1 zone allows 22 DUA with a maximum building height of 60 feet and 45 feet, respectively.

Building coverage in this zone is up to 80-percent and impervious coverage is set at 90-percent in the NC2 zone. MF1 allows 60-percent building coverage and 70-percent impervious coverage. The NC2 zone allows for zero lot line development to the front, rear and interior setbacks, which is currently not utilized.

Proposed Initiatives

- Union Avenue corridor serves as the main commercial area of Tillicum where the majority of commercial, retail and office development will be located.
- Commercial and retail uses along Union Avenue will provide services for both the residents of Tillicum and motorists passing on I-5.
- Widen right-of-way to 60 feet (from 45 feet) and provide curb, gutter, sidewalks, crosswalks, street trees, street lights and other pedestrian amenities with the intent of increasing pedestrian accessibility from one business to the next.

- Shared off-street parking areas in combination with some on-street parking to be provided along Union Avenue corridor to serve commercial uses.
- Incorporates the retail and mixed use core with connections to the pedestrian trail system.
- Housing Options - Market rate condominiums, offices and apartments located above commercial and retail uses at key intersections. Affordable housing ratio is approximately 10:1.



Current Conditions on Union Ave. looking North



Current Conditions on Union Ave. looking South



Development Opportunities and Initiatives

3. MULTIFAMILY NODES FRONTING HARRY TODD PARK

Existing Conditions

The locations of the proposed multifamily nodes are currently developed with single family residential dwellings. Many of the dwellings located in these areas are in great need of repair and/or replacement.

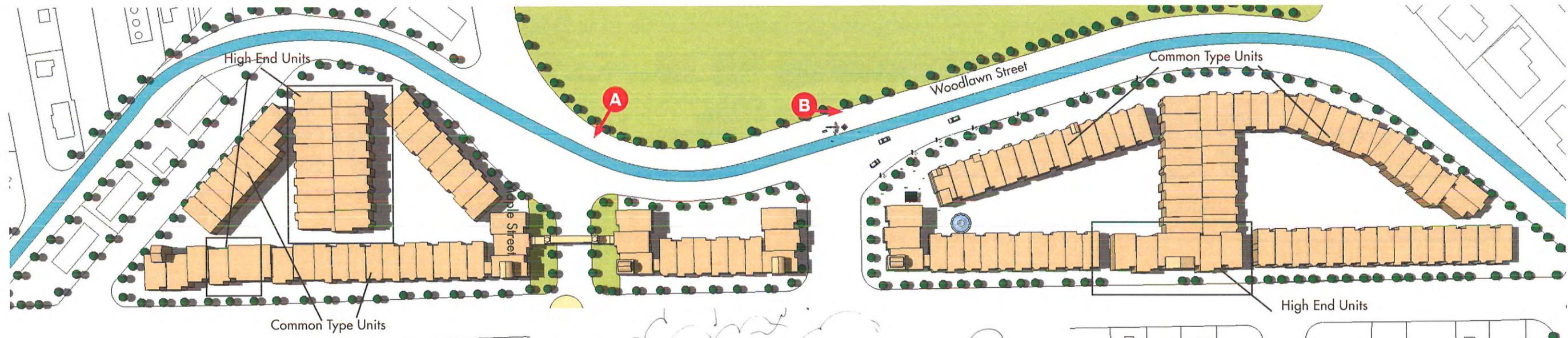
The nodes have two zoning designations assigned to the land, Mixed Residential Two (MR2) and Multifamily Residential Two (MF2). The current density is much lower than what is allowed in the zone, being 14.6 DUA with a maximum of 35 DUA in the MF2 zone.

Proposed Initiatives

- Multifamily townhouse communities at fairly high densities with frontage on Harry Todd Park provide housing opportunities with views and access to American Lake.
- Incorporates additional housing choice options and will build density to foster a sense of community and support for commercial retail development.
- Housing Options – High-density housing with a mix of townhouse and affordable housing (at a ratio of approximately 6:1) development with direct access to street fronts. Other options include cottage housing in locations further away from Harry Todd Park.



Example of multifamily dwellings



Existing Buildings in Southern Multifamily Node



Proposed View for Northern Multifamily Node



Existing Buildings in Northern Multifamily Node

Development Opportunities and Initiatives

4. HARRY TODD PARK ENTRANCE REALIGNMENT

Existing Conditions

The entrance to Harry Todd Park is currently located north of the Maple Street and Woodlawn Street intersection. The proposed realignment would relocate the entrance to the intersection of Maple Street and the park. The park entrance will mirror the former Fort Lewis entrance located on the adjacent side of I-5 in alignment with Maple Street.

Proposed Initiatives

- New gateway park entrance to align with Maple Street right-of-way east of Woodlawn Street with the intent of increasing public access and visibility to the American Lake shoreline.
- Remove existing chain link fence around Harry Todd Park and make park and shoreline more inviting to the public.
- Provide additional recreational opportunities and accessibility to waterfront for the residents of Tillicum.
- Increased residential density in immediate vicinity of Harry Todd Park will help reduce crime and vandalism



Existing Park Entrance



Location of Future Park Entrance

Development Opportunities and Initiatives

5. GATEWAYS AT EITHER END OF UNION AVENUE

Existing Conditions

The entrances to Tillicum on either side of Union Avenue at Berkeley Street and Thorne Lane currently do not represent a distinct arrival in Tillicum. As part of a measure to create an entry point that is recognizable within the community and outlying areas, the plan proposes higher density office/mixed-use towers at these points.

Currently, the northern gateway at Thorne Lane is not developed, but has the potential for high-density development on the east side of Union Avenue at Spruce Street, being zoned Neighborhood Commercial Two (NC2). NC2 has a height limit of 60 feet and 80-percent building coverage. The Open Space and Recreation zoned land, located south of Thorne Lane does not yield this type of gateway development and would remain as open space park land. The southwest corner of Spruce Street and Union Avenue is zoned Multifamily One (MF1), having a 45-foot height limit and 60-percent building coverage.

Proposed Initiatives

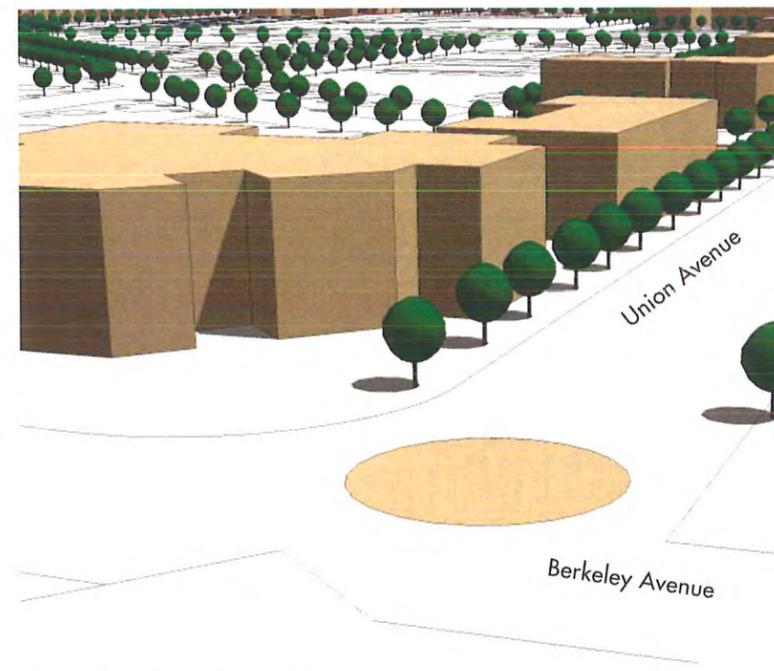
- Multistory office/mixed use towers to serve as gateways to the Union Avenue commercial area.
- Provides gateway and lets people know they have arrived in Tillicum.
- Development at gateway intersections could be ideal location for hotel or other commercial services needed by adjacent military bases.
- Development at gateway intersections will provide services that will capture passers by.
- Housing Options – Hotel/motel and short-term housing accommodations to occur in these areas. Primary users include military, corporate professionals and families of patients being treated at Madigan Army Hospital.



Proposed Northern Tillicum Gateway Sketch



Proposed Northern Tillicum Gateway



Proposed Southern Tillicum Gateway



Existing Southern Tillicum Gateway



Existing Northern Tillicum Gateway

Development Opportunities and Initiatives

6. PEDESTRIAN/BIKE PATH LOOP

Existing Conditions

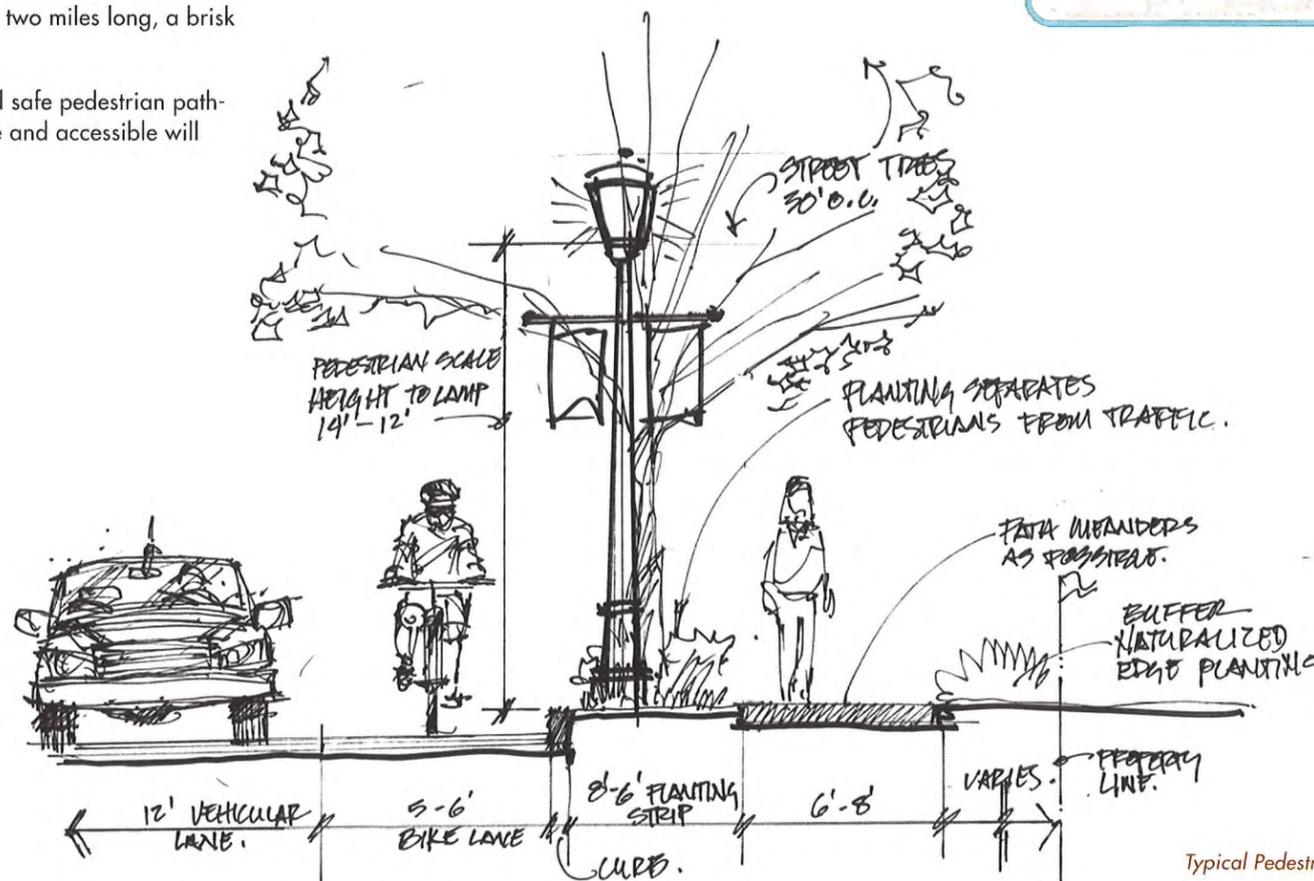
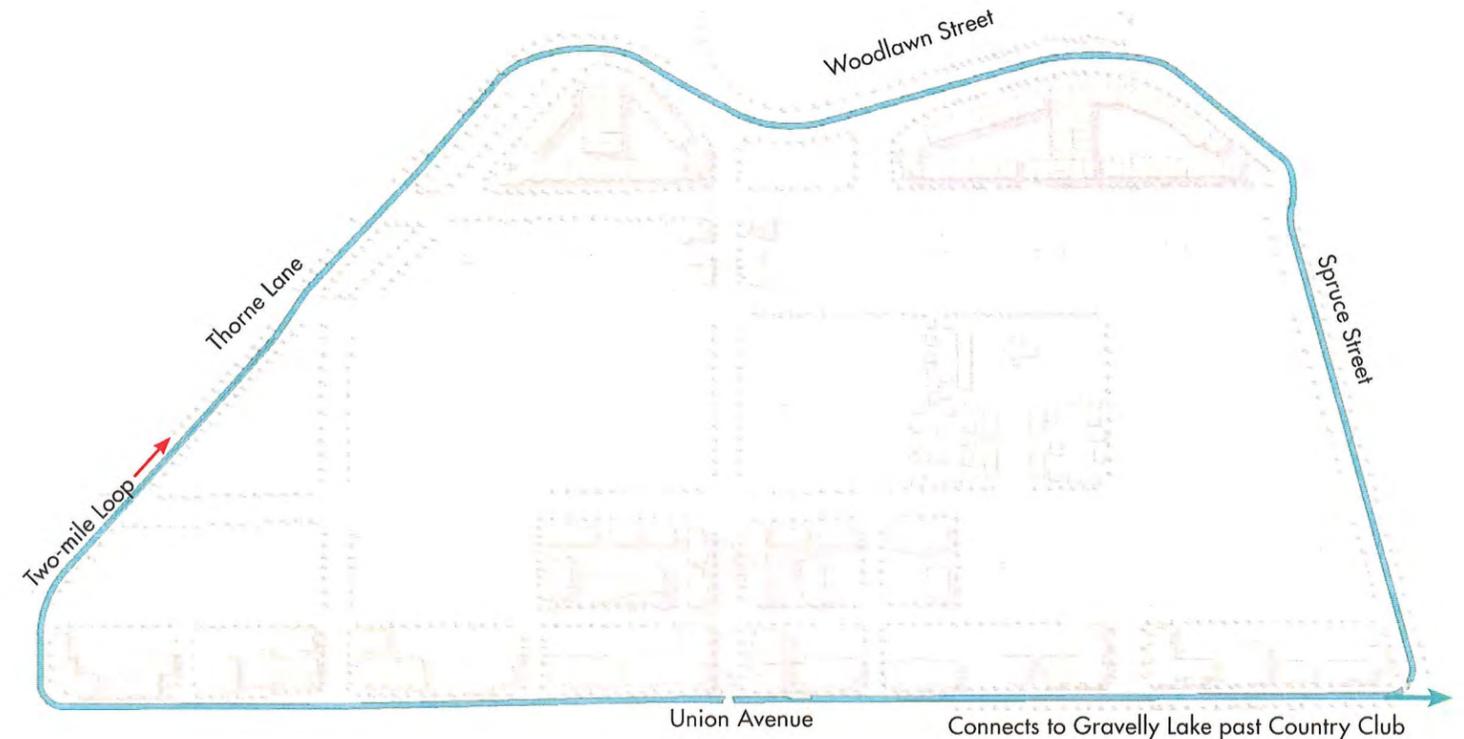
Currently, Tillicum residents are forced to share the road with motor vehicles. There are very few areas where sidewalks have been installed. Also, there is also no connection to the surrounding City of Lakewood communities for pedestrians and cyclists.

The plan proposes a pedestrian/bike path loop that links all of the communities within Tillicum. The City of Lakewood proposes a bike path adjacent to I-5 that will connect Tillicum to the rest of Lakewood. The Tillicum pedestrian bike loop will connect into the Lakewood path providing residents a recreational opportunity within Tillicum and a connection to the adjacent neighborhoods.

PROPOSED INITIATIVES

- Pedestrian bike path loop provides recreational opportunity for residents of Tillicum in a safe and accessible manner. Loop is approximately two miles long, a brisk half hour walk.
- Installation of curbs, gutters and safe pedestrian pathway that are illuminated, visible and accessible will increase pedestrian activity.

- Increased pedestrian activity on streets will serve to reduce crime in Tillicum.
- Pedestrian bike path loop provides safe access to commercial and retail services from residential neighborhoods within Tillicum.
- Pedestrian bike path loop links commercial areas to open spaces and parks.
- Pedestrian bike path loop serves as a catalyst and provides potential linkages to areas outside of Tillicum, such as Gravelly Lake.



Typical Pedestrian/Bike Path Loop Section



Relationship to City of Lakewood Comprehensive Plan

This section reviews the City of Lakewood Comprehensive Plan and its relationship to Tillicum. The goals, visions and concepts of the Plan could be described as overall broad, far-reaching generalizations for the City of Lakewood. The Plan is not intended to address the specifics of individual land uses, localized urban design treatments or specific programs. It lays the framework for how such issues will be addressed by City policies and programs in the future. Therefore, by implementing this report, Tillicum can take the Plan a step further by applying these ideas to the specific needs of the Tillicum community as a whole. This report attempts to transform each Stakeholder group's visions for Tillicum into a workable "how to" guide to its gradual transformation. Working together with the Plan and Zoning Code, this report can be used by all those having vested or future interest in the vitality and development of the Community of Tillicum.

The Community of Tillicum encompasses eight of the 15 land use categories addressed in the City of Lakewood's Comprehensive Plan (the Plan) within a very small area,



Maple Street

which makes a unique and interesting community. The base framework already exists to create a well-planned, truly self-sufficient community.

The Plan was created in July 2000 for the City, which was incorporated in 1996. The plan is required by the Washington State

Growth Management Act (GMA) and is planned to guide the growth of the City of Lakewood for the next two decades. The plan will:

- Define the level, intensity and geographic distribution of employment and residential growth.
- Identify the needed improvements to public facilities, transportation, and utility infrastructure to service the projected levels of population and employment, along with proposed methods of finance.
- Identify the housing needs and requirements for the community.

- Define the desired physical development patterns and urban design treatments.

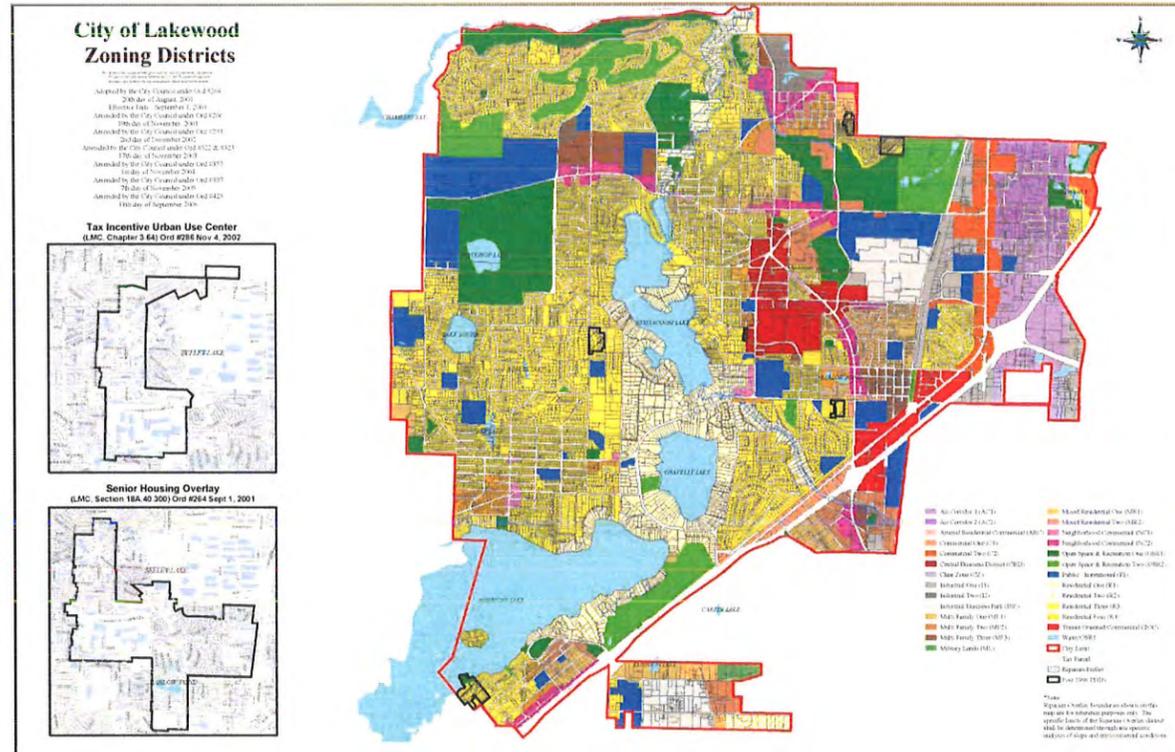
The Plan identifies specific actions the City should take in relationship to some of the issues Lakewood faces. The Plan recognizes Tillicum as a targeted residential growth neighborhood and refers to the neighborhood in several instances. The Plan states that public investment will be focused on the areas of the city where major change is desired.

The Plan's emphasis is to transform the City, but it also recognizes the need to preserve existing neighborhoods. The existing established residential neighborhoods are some of Lakewood's greatest strengths. This protection also involves the social, economic and natural environment aspects of Lakewood. Residential growth needs to be balanced by the creation of new employment opportunities throughout the City and, in particular, Tillicum. The creation of a self-functioning community where residents can simultaneously live and work safely, while enjoying the comforts the area has to offer, is what Tillicum can gain by the implementation of the Plan and this report.

FUTURE LAND USE MAP

The Future Land Use Map indicates the following land use categories are included within Tillicum.

- Residential Estate
- Single Family
- Mixed Residential
- Multifamily
- High Density Multifamily
- Neighborhood Business District
- Public & Semi-Public Institutional
- Open Space & Recreation



City of Lakewood
Comprehensive Plan

ENVIRONMENTAL CHECKLIST APPLICATION FORM
APPLICATION FEE: \$480.00

ACRES: _____

Daytime Phone: _____
Fax Number: _____
Professional License No.: _____
Contact Person: _____

Daytime Phone: _____
Fax Number: _____
Licenses: _____

Signature: _____

BUILDING PERMIT APPLICATION
ERMIT # _____

Daytime Phone: _____
Fax No.: _____

Daytime Phone: _____
Fax No.: _____
Email address: _____

If other, please specify below:
Daytime Phone: _____

PRE-APPLICATION CONFERENCE REQUEST

Application Fee: \$150.00 (if fee is not paid, the application will be returned without documents)

Reference Request Fee	A
Reference Request with all of the required documents	A
Site Description (FBI)	A
Site Plan (See CDD Handout #12) (plan may be prepared by the applicant)	A
3 Copy of the Site Plan	O
Plan	O
Building Elevation	O

CONTRACTOR (mandatory)

Name: _____ Daytime Phone: _____
Mailing Address: _____ Fax No.: _____
City/State/Zip: _____ License No.: _____
Expiration Date: _____

ARCHITECT/ENGINEER/DESIGNER (if applicable)

Contact person: _____ Daytime Phone: _____
Mailing Address: _____
City/State/Zip: _____

APPLICATION TYPE (please circle): **COMMERCIAL** or **RESIDENTIAL**

CONDITIONAL USE PERMIT APPLICATION

APPLICATION FEE: \$150.00 (if fee is not paid, the application will be returned without documents)

Zone: _____

Parcel Number (S): _____ ACRES: _____
Township: _____ Range: _____ E: _____

Daytime Phone: _____
Fax Number: _____
Professional License No.: _____
Contact Person: _____

OFFICE USE ONLY

APPLICATION RECEIVED: _____ RECEIVED BY: _____

DATE APPLICATION COMPLETE: _____ COMPLETE REVIEW BY: _____

All shows items and any other material that may be required by the city must be submitted at the time of application in order for the application to be accepted as complete.

A date for the pre-application conference will be scheduled upon receipt of a complete application and the required application fee. The pre-application conference will be scheduled on a first come, first served basis, dependent on availability.

Handouts and application forms may be revised without notice.

Relationship to City of Lakewood Comprehensive Plan

The following is a description of the land use designations in the Plan and their locations within Tillicum.

RESIDENTIAL ESTATE

Comprised of large single-family lots in specific areas where a historic pattern of large residential lots and extensive tree coverage exists. The residential estate land is located in northern Tillicum fronting American Lake.

SINGLE FAMILY

This designation provides for single-family homes in support of established residential neighborhoods located in southwest Tillicum and fronting American Lake, adjacent higher density designations, such as mixed residential and neighborhood business district.

MIXED RESIDENTIAL

The Mixed Residential designation provides for a moderate increase in density using a variety of urban housing types and designs. This design oriented designation promotes residential renewal to small-lot single-family homes, townhouses, duplexes, and small apartment buildings.

These areas are located on the south side of Washington Avenue between Woodlawn Street and Maple Street, south on Union Avenue between Maple Street and Spruce Street, and the blocks encompassing Grant Avenue, Commercial Street, Woodlawn Street and Maple Street. The last portion of this designation is located north of Maple Street between Portland Avenue and Woodlawn Street.

MULTIFAMILY

This designation provides for a variety of medium-density housing types and designs. It incorporates a combination of urban design elements to enhance the living environment while integrating the housing into a neighborhood or neighborhood business district. Urban design elements, such as private and public open space, pedestrian orientation and connections, and security, are integrated into the housing to create a high standard of community cohesion and character.

The Multifamily designation area is generally located in northeast Tillicum. These areas encompass the block bound by Maple Street to the south, Spruce Street to the north, Grant Avenue to the west and Union Avenue to the east, minus the parcel located at the southeast corner of Grant Avenue and Lake Street.

HIGH-DENSITY MULTIFAMILY

The High-Density Multifamily designation provides for high-density housing types and designs that combine urban design elements to enhance the living environment with integration into the central or neighborhood business districts. Urban design elements stress pedestrian orientation and connections, security, transportation and integration of the housing into the adjacent neighborhood.

These areas are generally located to the northwest perimeter of Tillicum. More specifically, they are located on the north side of Spruce Street, west on Grant Avenue from Spruce Street to the north and Maple Street to the south, Lake Street, Grant Avenue, Spruce Street and Portland Avenue block, and the northern tip of Woodlawn Street where it meets Spruce Street.

NEIGHBORHOOD BUSINESS DISTRICT

Neighborhood Business Districts are intended to foster a sense of urban community in neighborhoods. They provide a concentrated mix of activities, including retail and other local services, residential, and some office space. Over time, districts evolve and mature into distinctive compact urban environments, providing unique commercial character to neighborhoods in Lakewood.

They may serve the surrounding neighborhood only or may serve more than one neighborhood and attract people from other areas. These districts are expected to provide commercial services, as well as residential uses in the upper floors of some buildings.

This designation is located along Union Avenue from Maple Street to the north and Berkeley Street to the south.

PUBLIC AND SEMI-PUBLIC INSTITUTIONAL

The Public and Semi-Public Institutional land use designation provides for large and moderate scale governmental uses, special districts and semi-institutional uses. The designation allows for the specialized needs of providing public services to all areas of Lakewood.

The Public and Semi-Public Institutional designated land is located at the southeast corner of Lake Street and Grant Avenue, as well as a larger portion covering most of the Maple Street, Washington Avenue, Grant Avenue and Orchard Street block (except for the single family strip fronting the north side of Orchard Street).

OPEN SPACE AND RECREATION

The Open Space and Recreation designation provides for public open spaces and recreational uses, such as state and municipal parks, preserves, and trails, as well as privately owned facilities such as golf courses and cemeteries. Local and regional recreation opportunities are included within this designation, which promotes the conservation of public and private sensitive or critical natural resource areas and areas of local interest as open space.

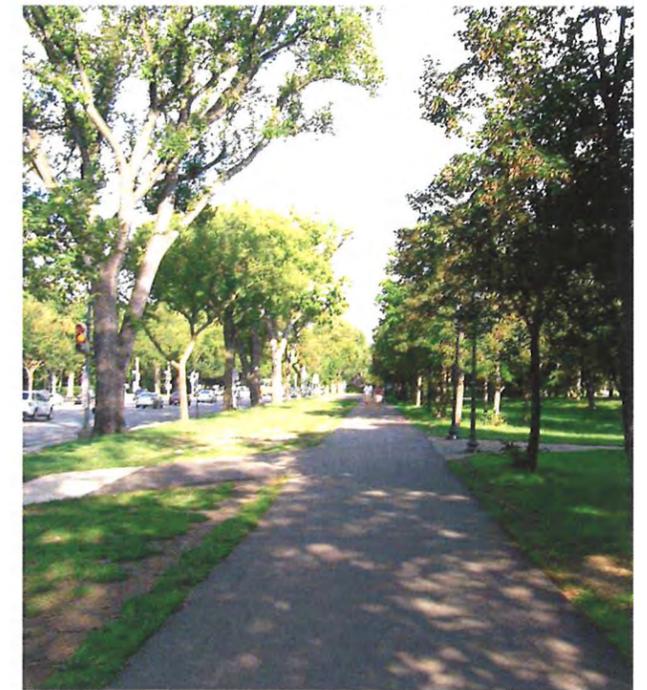
There are two main Open Space and Recreation designated land parcels, being Harry Todd Park located in northwest Tillicum and the northern tip of Tillicum south of Thorne Lane. There is a small strip running west from Portland Avenue to American Lake between Wadsworth Street and Forest Road.

PROPOSED OFF-STREET TRAILS

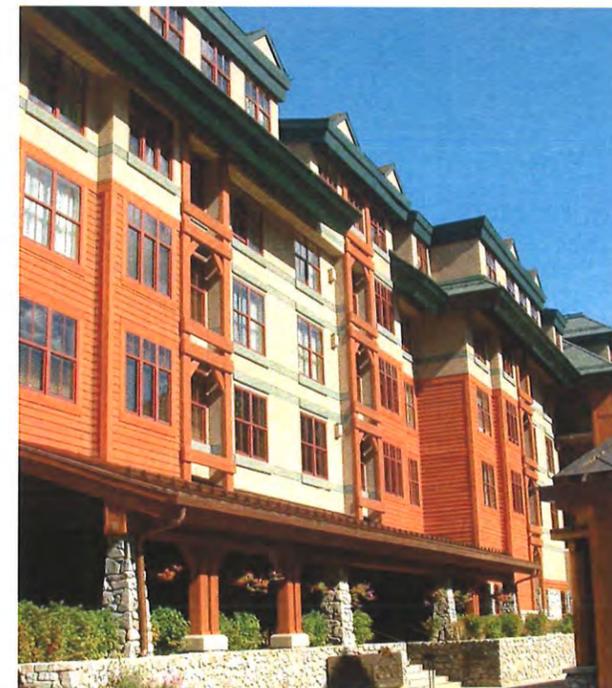
An off-street trail is proposed to be located east of Union Avenue.

POTENTIAL FUTURE SOUND TRANSIT STATION SITES

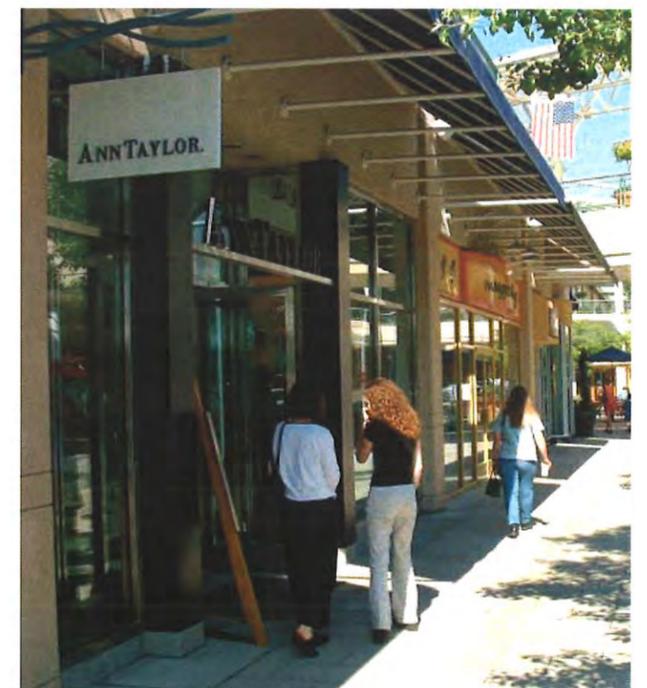
The Plan also recognizes potential future Sound Transit Stations sites, one being located between I-5 and Union Ave.



Open Space Recreation Area with Pedestrian/Bike Path



Multifamily Housing Development



Building and Street Frontage Details

Goals for the City of Lakewood Comprehensive Plan and Applicability to Tillicum

This section of the report outlines the goals of the City of Lakewood Comprehensive Plan, which are of importance to the redevelopment of Tillicum.

LAND USE

The purpose of this chapter of the Plan is to set the stage for a vibrant, sustainable, family-oriented community through the balanced allocation of land for housing, commerce, industry, recreation, transportation, open space, cultural resources, and other uses. It accommodates growth, while preserving the character of established neighborhoods, and protect them from intrusion of incompatible uses by utilizing innovative land development concepts and techniques.

The goals of this chapter incorporate the residential lands and housing, commercial lands, impact of military bases, rental housing, land availability and housing affordability. The following is a summary overview of the land use goals and policies that are recognized as being important to Tillicum.

GOALS

- Improve the quality and availability of multi-family housing choices.
- Encourage affordable housing and home ownership opportunities.
- Continue enforcing aesthetic standards, life safety regulations and crime prevention in housing design.
- Foster a strong sense of community through the provision of neighborhood services within neighborhood business districts.
- Establish a compact urban character and intensity of use within neighborhood business districts.
- Facilitate the host community relationship with the military installations. Use city-wide planning for the provision of housing, services, and civilian employees to support the operations on the military installations, and to provide a high quality of life for military personnel and their families who live, work, shop, learn, and play in Lakewood.
- Plan for parks, open space, trails and recreational activities for the citizens of Lakewood.
- Maintain publicly owned parks, open space, and recreation facilities in a quality fashion to encourage and enhance their use.

- Promote the development of urban open space and amenities where there are no opportunities for natural open space.
- Develop a community trails system composed of pedestrian/bike paths, off-street trails and neighborhood bike routes.

ISOLATED AREAS

Tillicum is recognized in the Plan as a significant area that is geographically isolated from the rest of the City. Tillicum has no direct road connections between the area itself and other Lakewood neighborhoods.

As a result of this isolation the neighborhood exhibits signs of neglect. Tillicum lacks a sewer system and displays properties which are old, run down and undervalued.

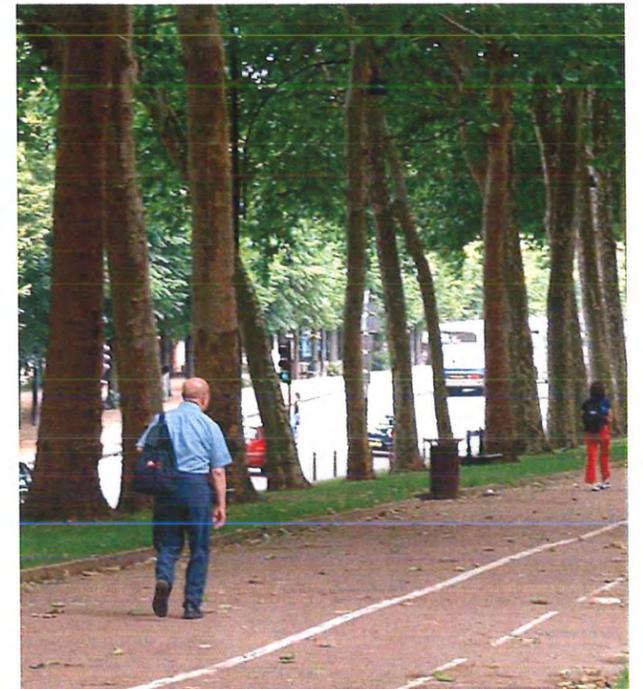
The Plan has goals to minimize the impact of geographic isolation of the Tillicum area and focus capital improvements there to upgrade the public environment.

Tillicum is located on the shores of American Lake. The Plan recognizes this important natural environment and provides the following goal.

- Preserve the natural character and ecology of shorelines, while balancing public access and recreational opportunities.



Sidewalk and building scale with awnings



Separation of pedestrian and vehicular traffic on an urban trail



Retail nodes create gathering areas for users

Goals for the City of Lakewood Comprehensive Plan and Applicability to Tillicum

URBAN DESIGN AND COMMUNITY CHARACTER

This chapter of the Plan analyzes the relationships between urban design with land use designations and transportation. It explores the Citywide Urban Design Framework Plan, which focuses on the following elements:

- Landmarks – Reference points in or outside the city. Thornewood Castle is considered a landmark in the City of Lakewood.
- Activity Nodes – Key destinations that attract human activity, such as employment, shopping, civic functions and public open spaces, such as parks.
- Open Space/Parks/Landscape Buffers – contributes to a city's image, provide a public amenity and offer relief from the built environment. Harry Todd Park is considered a space that contributes to the quality of Lakewood's urban environment.

The Urban Design Framework Plan characterizes Tillicum as an "Urban Design Focus Area." This area was selected for a focused review of urban design needs and singled out for its 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.

The Plan envisions Tillicum as evolving into a more urban, pedestrian-oriented community with long-range potential for a commuter rail station and new highway connection to the east.

The redevelopment of Tillicum is largely dependent on the installation of a sewer system. The City has committed to the installation of a sewer line, which will allow for multi-family housing development. Furthermore, a long-range plan for Harry Todd Park and implementation of specific improvements to expand its capacity is detailed further in the Plan. In order to achieve these goals, the following is required to occur.

- Development of a pedestrian connection between the park and commercial district along Maple Street, with sidewalks, curb ramps, crosswalks, lighting, and other improvements.
- Improvements at the I-5 interchanges to create attractive, welcoming gateways.
- A pedestrian/bikeway easement north along the railroad or through the country club to other portions of Lakewood.

GOALS

- Establish a system of gateways and civic boulevards to provide identity to the city, foster appropriate commercial uses, and enhance the aesthetic character of the city.
- Create distinct districts for commercial activity and promote character and improved aesthetic standards.
- Promote the evolution of Tillicum into a vital higher density, pedestrian-oriented neighborhood through application of urban design principles.
- Reduce crime and improve public safety through site design and urban design.
- Facilitate implementation of gateway enhancement programs in Tillicum, Springbrook, and American Lake.

TRANSPORTATION

With the increase in traffic demand it is essential to plan the transportation network. The Plan takes a number of considerations into account, such as physical features, existing patterns and alternative modes of transportation. The general principles underlying the transportation chapter include the following.

- Promote safe, efficient and convenient access to transportation systems for all people.
- Recognize transit, bicycling and walking as fundamental modes of transportation of equal importance to driving.
- Create a transportation system that contributes to quality of life and civic identity in Lakewood.
- Reduce mobile source emissions to improve air quality.
- Integrate transportation-oriented uses and facilities with land uses in a way that supports the City's land use as well as transportation goals.
- Increase mobility options by actions that diminish dependency on single occupant vehicles.
- Focus on the movement of both people and goods.

The Plan classifies the principal arterial, minor arterial, collector arterial and local access roads within the City of Lakewood. It has classified Union Avenue as a minor arterial with Portland Avenue and Thorne Lane classified as collector arterials.

Minor arterials are those inter-community roadways that connect community centers with principal arterials. They provide service to medium-size trip generators, such as commercial developments, high schools and some junior high grade schools, warehousing areas, active parks and ballfields, and other land uses with similar trip generation potential.

Collector arterials are roadways that connect residential neighborhoods with smaller community centers and facilities, as well as provide access to the minor and principal arterial system.

UTILITIES

The utilities chapter of the Plan's purpose is to ensure that adequate utilities (stormwater, sanitary sewer, water, electricity, communications, solid waste and natural gas) will be available, maintain an equitable level of service, guarantee public health, and safety, promote efficiencies and economies of scale, and foster coordination with regional and independent utility systems.

Tillicum is the only non-sewered area in the City of Lakewood and relies on septic systems. The City will be constructing a sewer extension to Tillicum and American Lake Gardens in 2007 and 2008. This \$9.25 million project constructs the "back bone" system, including pipes and pump stations, that will tie into Pierce County's system 1.5 miles away. This sewer extension is essential for the future development and redevelopment of these neighborhoods.

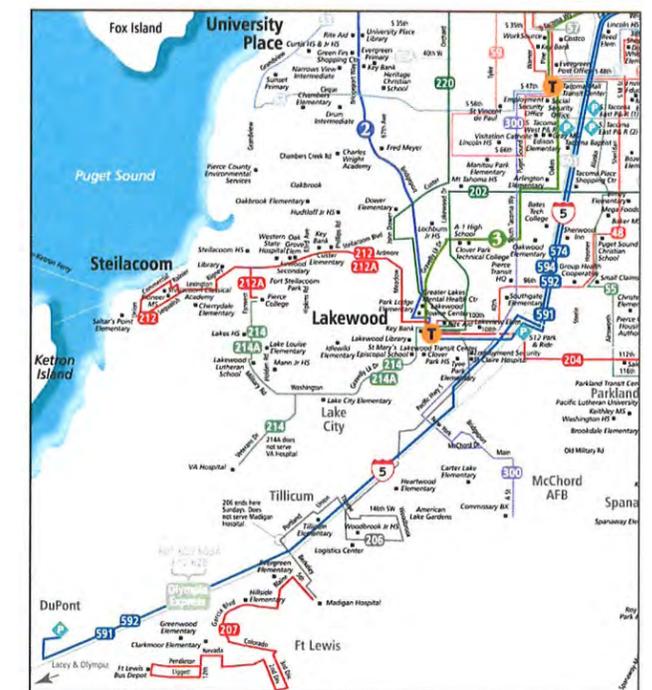
Pipes will be installed along portions of Portland Avenue, Berkeley Street, Union Avenue, Spruce Street, Spring Street and along the railroad tracks to tie in at Pacific Highway.

The goal of this section that is most pertinent to Tillicum is:

- Ensure that new growth is served by sewers, and pursue a city-wide system to eliminate current service deficits.

The City of Lakewood has begun the attempt to achieve the policies of this goal by installing sewers in parts of Tillicum. Eventually, the hopes would be for new development to occur outside of the sewerred areas and connections made to the line. Larger multifamily development would be required to occur in order for this to be achieved.

One other utility to be noted is natural gas. There is currently no natural gas line running through or close to Tillicum. Puget Sound Energy is the sole natural gas provider for the City of Lakewood. The facilities exist to accommodate proposed residential development, as well as proposed industrial development in the American Lake Gardens area. The future new development of Tillicum may warrant the extension of natural gas service to the area. This would need to be pursued further with Puget Sound Energy, should it be desired.



City of Lakewood Public Transit Map

Implementation of the City of Lakewood Comprehensive Plan

Implementation of the Plan is to be achieved through a number of different programs and mechanisms. The following principle implementation mechanisms are intended to achieve certain specific goals of the plan. The goal areas, which are pertinent to Tillicum and their implementation mechanisms, are listed in the following table.

PRINCIPAL IMPLEMENTATION MECHANISMS	PRIMARY COMPREHENSIVE PLAN GOAL AREAS TO BE IMPLEMENTED
<ul style="list-style-type: none"> • Street Tree Program • Sidewalk Program • Significant Tree Ordinance • Crime-free Rental Housing Program • Street Lighting Program • Urban Trails Program • Strategic Budgeting (CIP, TIP) 	<ul style="list-style-type: none"> • Isolated Areas, Focus Area Urban Design Plans • Residential Lands and Housing, Isolated Areas • Residential Lands and Housing, Isolated Areas, Focus Area Urban Design Plans • Residential Lands and Housing • Residential Lands and Housing, Focus Area Urban Design Plans • Isolated Areas • Residential Lands and Housing

The non-city agencies, which are mainly involved in implementing the Plan, relate to the public infrastructure as it is owned and operated by other agencies. The relationship between the agencies and the Comprehensive Plan goal areas for non-city agencies are as follows.

PRINCIPAL IMPLEMENTATION MECHANISMS	PRIMARY COMPREHENSIVE PLAN GOAL AREAS TO BE IMPLEMENTED
<ul style="list-style-type: none"> • Pierce County Department of Public Works and Utilities 	<ul style="list-style-type: none"> • Sanitary Sewers

As stated in the above three tables, the Comprehensive Plan is to be achieved through a number of different mechanisms and agencies. The following sections of this report will focus on the goals of the Tillicum Stakeholders, which are not included in the Comprehensive Plan. It will also review other potential methods of achieving these goals outside of the Comprehensive Plan implementation methods with the hopes of achieving the goals of the Plan and Tillicum Stakeholders in other manners.

The City has worked extensively to create the Comprehensive Plan, which has already outlined and detailed many of the concerns and goals of the Stakeholders of Tillicum. The following section looks at the methods that were used to gather the information, concerns, goals, wants and needs of the Stakeholders, and further outlines specific ways of achieving these wants through urban design.

The City's zoning, land use and development codes are the primary regulatory vehicles for implementing many aspects of the comprehensive plan. As per the above, the following table outlines the principle implementation mechanisms for the primary comprehensive plan goal areas for the City's land use regulations.

PRINCIPAL IMPLEMENTATION MECHANISMS	PRIMARY COMPREHENSIVE PLAN GOAL AREAS TO BE IMPLEMENTED
<ul style="list-style-type: none"> • Sub-area Plans for Applicable Districts • Development Code • Land Use and Zoning Code • Uniform Building, Fire, Mechanical and Plumbing Codes • Impact Fees 	<ul style="list-style-type: none"> • Residential Lands and Housing, Isolated Areas, Focus Area Urban Design Plans • Residential Lands and Housing, Isolated Areas • Residential Lands and Housing



Camp Murray Entrance

Urban Design Concepts and the Tillicum Neighborhood

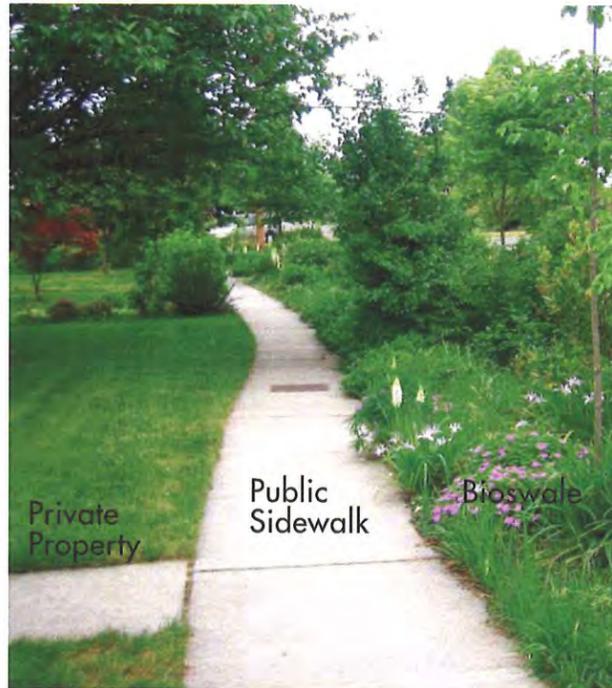
The plan for the Tillicum revitalization efforts breaks the study area into two main axes: Union Avenue, and Maple Street. These axes act as the driving organizational focus for this master planning effort. Other areas of focus are:

- 1) Develop residential options along the landward edge of Harry Todd Park
- 2) Integrate the park and green space with the urban matrix of Tillicum
- 3) Establish a perimeter pedestrian/bike path that links all neighborhood areas of the Tillicum core together in a unified "ring" system.

GOALS

The overall goals to be achieved in the master planning effort are as follows:

- To identify key catalyst intersections and core areas that will spur the attraction of land, home and business owners to the area, such as the intersection of Union Avenue and Maple Street, up to the existing elementary school, the gateways at the intersections of Berkeley Street and Spruce Street with Union Avenue; and around the intersection of Maple Street and Woodlawn Street.
- A street system of curbs, gutters, sidewalks, bike lanes, parallel parking areas, street trees, street lights and environmental measures for storm water management are envisioned to set the skeleton of new developmental changes. These initiatives will strengthen key spines of Tillicum and encourage pride of home ownership and a sense of place and security to the area.
- Through the plans and perspectives of the study areas, develop a phasing strategy that initiates the process of change, and develops a vision of the character of these areas.



North Seattle Green Grid Stormwater Management Bioswale

- With detailed design studies of key sections of the overall plan, the intention is for a financial planning strategy to be created to allow land acquisition to occur in phases to initiate change. The focus would be along Maple Street and to the immediate north and south thereof along Union Avenue.

These goals are to be achieved in the following areas:

PARKS

Extend landscaping and green space into the City by means of "linear parks," such as walking trails, street tree plantings and the use of "Green Grids", toward Union Avenue and I-5. There are also two potential pocket park locations at corners of Orchard Street on Grant Avenue, and at Grant Avenue and Lake Street.

- Union Avenue is a public open space. Albeit a retail environment, it is also a space for pedestrians to enjoy, while maintaining a connection from the linear trail system, and Maple Street to Harry Todd Park and American Lake.
- Street trees will unify the linear design of existing streets, and provide continuity from the major pedestrian, vehicular, retail and recreational nodes in the street system of Tillicum.
- Street trees will demonstrate the commitment of the City of Lakewood to local neighborhood improvement, and foster an increase in the perceived positive image of the community.

HOUSING

Many of the problems that currently exist in Tillicum stem from a high percentage of absentee landlords and residential turnover of rental properties. An influx in long-term home owners and business owners are needed. Their stake in the future character of Tillicum will drive additional redevelopment in the area.

- Many of the areas existing housing stock is reaching the end of its useful lifeline. Extensive renovation is required in order to improve the urban design of the area.
- Some of the houses with historic character and good street presence should be retained and renovated as part of the neighborhood by redevelopment strategy.
- In the vicinity of key areas, such as the blocks located directly north and south of Maple Street SW and toward the elementary school, are envisioned as higher density areas (mixed-use retail and residential housing, row housing and condos). High-density neighborhoods allow eyes to be on the street and it also builds a critical mass of residential density to support new local businesses and discourage unwanted street activity.
- Potential exists in the areas that surround the fire hall and potential pocket park (the location of the water tower), and south of the park entrance at Maple Street SW. Cottage home communities could be incorporated into this area that are designed as small homes clustered around common green open spaces.
- The construction of a range of housing types will provide future homeowners further lifestyle and community choice options. This will build the residential population density to a level that can begin to foster a sense of community. These housing options could include single family to row house/townhouse dwellings to mixed-use residential apartments and condominiums over retail as well as cottage community type designs.

RETAIL COMMERCIAL CORE

Retail commercial is primarily confined to both sides of Union Avenue. The highest density of mixed-use residential and retail combinations are intended to be located around

the intersection of Maple Street and Union Avenue for one half-block north and south thereof. The retail and building scale may decrease to two or one-storey from Maple Street.

- It is the intention that the rights-of-way along Union Avenue from one property line to another are to be widened to a minimum of 60 feet and to a maximum of 72 feet. This will provide the new businesses located on Union Avenue a minimum of an eight-foot wide sidewalk, which allows for pedestrian walkability in the area. The 72-foot road section accommodates an 11-foot sidewalk and eight-foot wide parallel parking spaces. This will allow shoppers easy access to store frontages. Five-foot wide bike lanes function as a recreation opportunity and would be located on both sides of the entire street.

- The overall plan will incorporate the retail and mixed-use core with connections to the pedestrian trail system.

AMERICAN LAKE AND SHORELINE

- Public access to American Lake should be improved, both to strengthen sight lines to the lake from Maple Street and identify to users where the main entrance is.

- A new gateway entrance, exactly in line with the old Fort Lewis gateway, will strengthen park identity and location.



Angled parking in Tacoma, Washington

- ADA/handicap accessibility to the waterfront should be improved for all users and ranges of ages.
- Small neighborhood commercial areas such as the existing store to the immediate south of Harry Todd Park should be improved to include general sundries, news, coffee shops and community rented meeting spaces.
- Local retail near the park should also satisfy recreational users. For instance, selling bait and tackle for fishing, providing a coffee shop and watering stop for recreational walkers, bicyclists, and runners would all give residents a reason to stay in Tillicum.

Urban Design Concepts and the Tillicum Neighborhood

TRANSPORTATION

Overall, traffic safety, speed and spatial organization should all be addressed as part of a plan-wide mitigation strategy to make the neighborhoods safer, and create cohesion in the appearance of the area's streetscapes.

- Widening of Union Avenue is seen as a necessary step in the plan, to increase it from a 40-foot right of way to 60 feet, at the very least, to conform with area-wide standards. For one full block in either direction from Maple Street, a 72-foot right of way is envisioned to provide wide sidewalks, parallel parking and bike lanes on both sides. Main travel lanes are 12 feet wide.

- On side streets such as Berkeley, Orchard, Maple, Spruce and Lake, a simple curb/gutter/sidewalk/planter strip with street trees. Street lights should extend just one block to the west of Union Avenue.
- Public parking may be provided behind buildings on the west side of Union Avenue, accessible from Union by cut through driveways and pedestrian paths between or through buildings.



Green Grid stormwater systems can accommodate residential driveways

- Potential exists for a long alleyway that extends midway between Union and Washington Avenues for the full length of Union Avenue, to provide vehicular access to rear parking and for residential buildings fronting Maple Street and Washington Avenue.
- Right of way expansion on Union Avenue should be completed to the west from the existing property lines on the east side of Union Avenue.
- Berkeley Street and Commercial Street hold potential of being part of the regional trail and recreation system. Currently, Berkeley changes into Thorne Lane, which is a 40-foot right of way, as is Commercial Street. It makes sense to close Commercial Street, and expand Thorne Lane to a 60-foot wide street. Furthermore, a 50-foot recreational trail system can be added to the north side of Thorne Lane to include the regional trail

and connect that to the Union Avenue retail core.

- Intersections at Thorne Lane should be reconfigured to clean up road connections (avoiding roundabouts).
- Two options for Maple Street are a simple street with curb/gutter/sidewalk on both sides, tapering to just two lanes each way near the park or a Green Grid on one side of Maple Street the full length of the street from Washington Avenue all the way to Harry Todd Park for onsite storm water management and purification.
- Commercial Street and Thorne Lane between Woodlawn Street and Washington Avenue have acute angled intersections, making traffic organization difficult. One option is for streets intersecting Thorne Lane to be redirected to right angle intersections and have a roundabout placed at the intersection with Washington Avenue. Commercial Street would be closed and added to new urban greenspace as part of a regional trail corridor.
- One option for transportation on Maple Street would have two roundabouts, one at Washington Avenue and the other at Grant Avenue. This would slow traffic down, and provide green

space within the street rights of way that are visible from a distance to mark major nodes leading to or from the park and Union Avenue.

PEDESTRIAN CONNECTIVITY

The streets provide the skeleton of the shape of the neighborhood. Currently, there are few sidewalks in the area that help define the street edges and domains of public versus private spaces. There is no known dedicated pedestrian system the residents and area users can use that are safe from pedestrian/vehicular conflict.

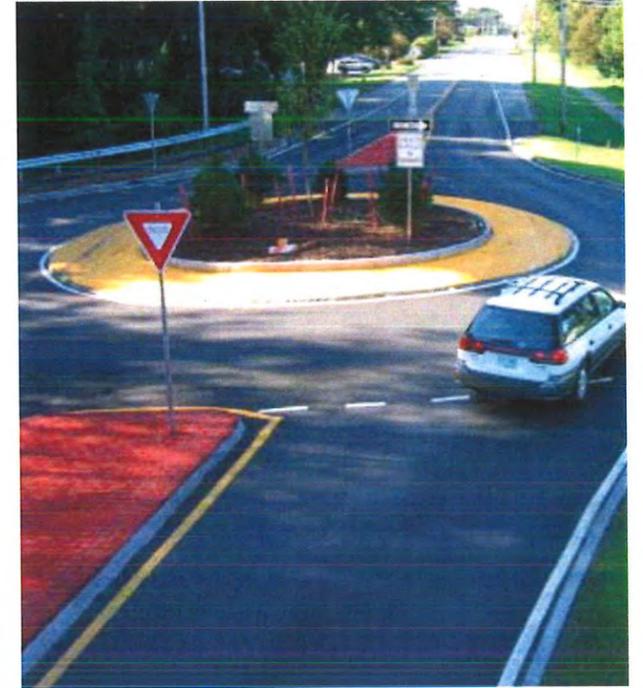


Green Grid sidewalks provide safe places for public walking

- Streets in Tillicum should receive barrier curbs and sidewalks with street tree planting strips to define street edges and provide safe places for public walking.
- Public walkways in the neighborhood proper will direct people to points of interest, such as a potential for shoreline access in at least two places/corridors in the master plan. ADA accessibility should be addressed through out the pedestrian system.
- A perimeter recreational trail system should be an integral part of the beginning phases of construction to establish the framework of the area neighborhoods and motivate people to discover more of their area.

NEW SEWERS AND UTILITIES

New sewers and utilities are planned for construction in Tillicum, and should be part of the overall street upgrading strategy, so that the basic skeleton of the primary streets is established, and problems such as flooding and poor grading are addressed early. This will set the tone for the rest of development.

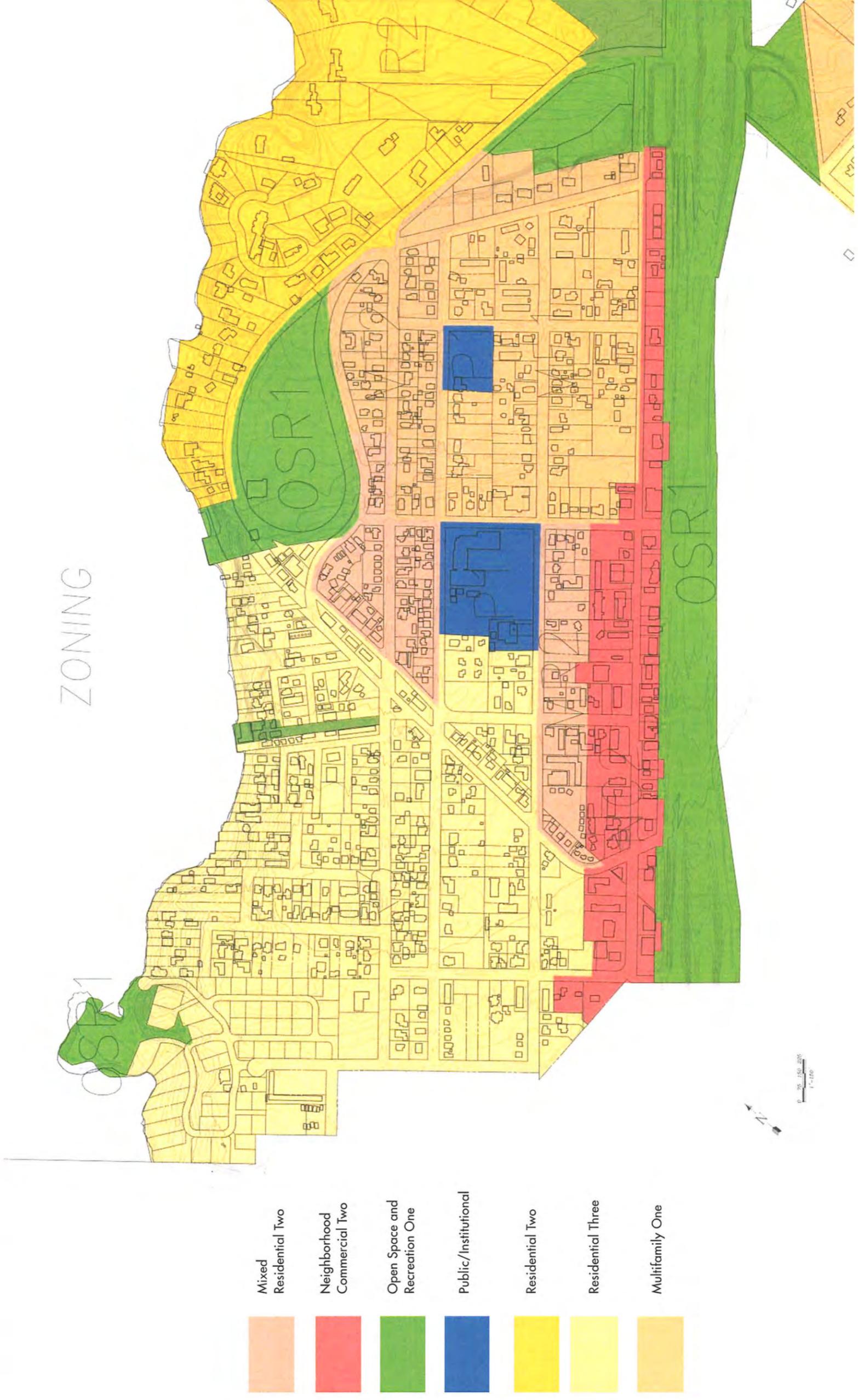


Typical roundabout



New sewers and utilities will set the tone for the rest of Tillicum's redevelopment

City of Lakewood Existing Zoning Map



City of Lakewood Existing Zoning Code

The City of Lakewood Zoning Code determines the type and scale of development feasible on each parcel of land within the city boundaries. Tillicum is fortunate to having seven different zones within the community boundaries.

1. NEIGHBORHOOD COMMERCIAL TWO

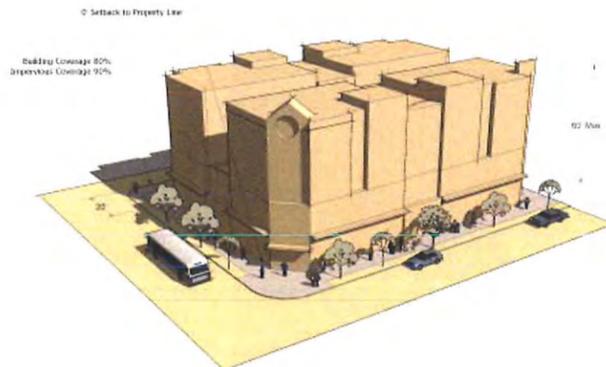
The Neighborhood Commercial 2 (NC2) zoning district is intended to foster a sense of urban community in Lakewood. The district provides for a concentrated mix of activities, including residential, retail, office, and local services, which may serve the surrounding neighborhood or may serve more than one (1) neighborhood and attract people from other areas.

Location

The NC2 zoned land is located along Union Avenue and the east side of Union Avenue north of Maple Street.

Zone Requirements

- 60 foot height limit
- 35 dwelling units per acre
- Building Coverage 80%
- Impervious Coverage 90%
- Setbacks – Front 0 feet, Garage 20 feet, Rear 0 feet and Interior 0 feet



2. MULTIFAMILY ONE

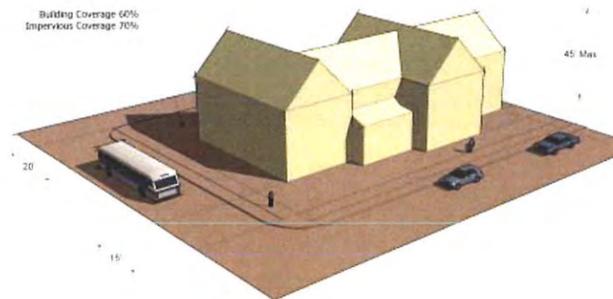
The purpose of the Multifamily 1 (MF1) zoning district is to provide for a variety of medium-density housing types and designs offering a wide choice of living accommodations for families of diverse composition and lifestyles. The designation incorporates a combination of urban design elements to enhance the living environment, while integrating the housing into a neighborhood. Urban design elements, such as private and public open space, pedestrian orientation and connections and security, are integrated into the housing to create a high standard of community cohesion and character.

Location

The MF1 zoning district is located within the land bounded by Spruce Street, Maple Street (to the north and south) and Grant Avenue and Union Avenue (to the east and west). The southeast corner of Lake Street and Grant Avenue is excluded from this zone.

Zone Requirements

- 45 foot height limit
- 22 dwelling units per acre
- Building Coverage 60%
- Impervious Coverage 70%
- Setbacks – Front 15 feet, Garage 20 feet, Rear 15 feet, Interior 8 feet



3. MULTIFAMILY TWO

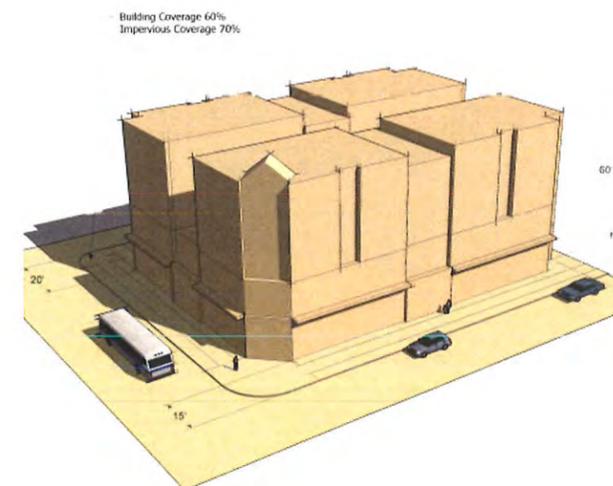
The Multifamily 2 (MF2) zoning district provides for high-density housing types and designs, especially of a multiple-story design, that combine urban design elements to enhance the living environment. Urban design elements stress pedestrian orientation and connections, security, transportation, and integration of housing.

Location

The MF2 zoned land is location north of Spruce Street, the block of Portland Avenue, Grant Avenue, Maple Street and Spruce Street and the northern portion of the block at Woodlawn Street, Maple Street, Portland Avenue and Spruce Street.

Zone Requirements

- 60 foot height limit
- 35 dwelling units per acre
- Building Coverage 60%
- Impervious Coverage 70%
- Setbacks – Front 15 feet, Garage 20 feet, Rear 15 feet, Interior 8 feet



4. MIXED RESIDENTIAL TWO (MR2)

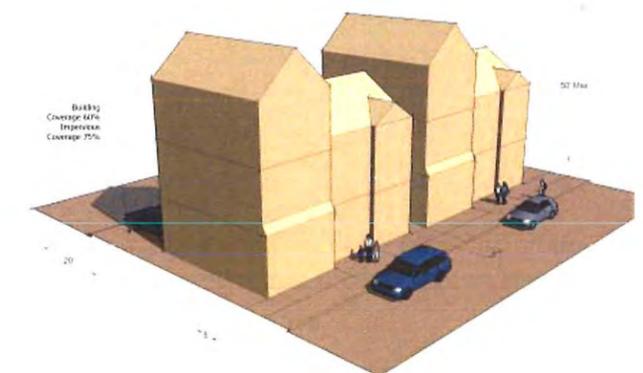
The purpose of the Mixed Residential Two (MR2) zoning district is to promote residential renewal to small-lot detached single family residential dwellings, attached single-family dwellings, and two-family residential development. Small scale multifamily residential development is permitted. These districts provide for moderate residential density using a variety of urban housing types and designs. The mix of housing may take a variety of forms, either mixed within a single site or mixed within a general area, with varied dwelling types. Development standards for the Mixed Residential zoning districts are intended to encourage increased residential densities.

Location

There are two main areas where this zone is located with Tillicum. The south side of Washington Avenue between Thorne Lane and Maple Street, the blocks bounded by Woodlawn Street, Thorne Lane, Grant Avenue and Maple Street, and lastly the southern portion of the block located north of Maple Street between Woodlawn Street and Portland Avenue.

Zone Requirements

- 50 foot height limit
- 14.6 dwelling units per acre
- Building Coverage 60%
- Impervious Coverage 75%
- Setbacks – Front 5 feet, Garage 20 feet, Rear 5 feet, Interior 5 feet



City of Lakewood Existing Zoning Code

5. RESIDENTIAL ONE

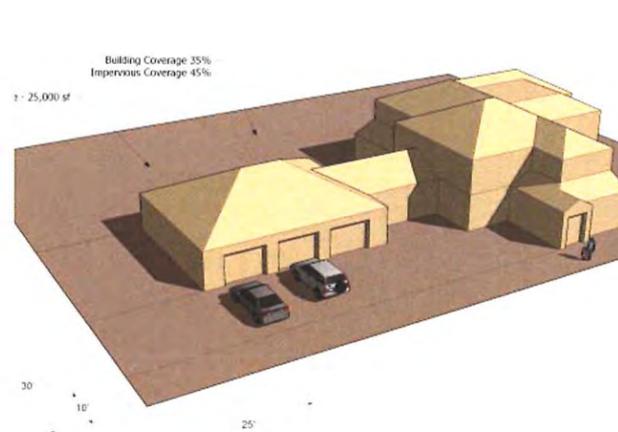
The residential one zoned land provides for a continuation of large residential lots in specific areas where a pattern of large lots and extensive tree coverage exists. The zone seeks to preserve the identity of residential areas, significant tree stands and riparian environments along the lake shores.

Location

The residential one zoned land is located on the shores of American Lake in the northwest portion of Tillicum.

Zone Requirements

- 35-foot height limit
- 1.45 dwelling units per acre
- Building Coverage 35%
- Impervious coverage 45%
- Lot size - 25,000 square feet
- Setbacks - Front 10 feet, Garage 30 feet, Principal Arterial 25 feet, rear 20 feet, Interior 8 feet



6. RESIDENTIAL THREE

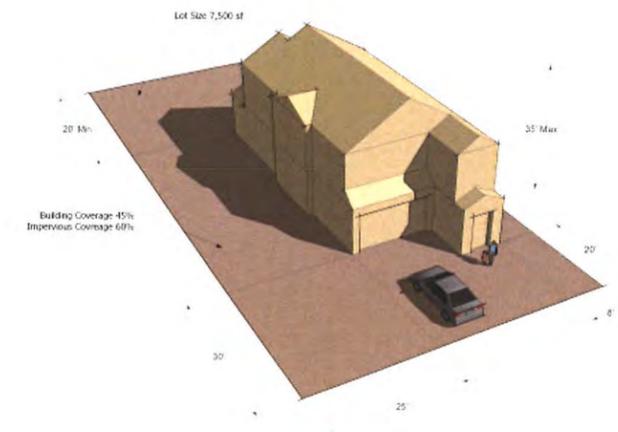
The Residential Three (R3) zoning district is one of the city's primary residential zones, which provide for single-family dwellings in established residential neighborhoods.

Location

The R3 zoned land is located in the southwest portion of Tillicum adjacent to American Lake.

Zone Requirements

- 35 foot height limit
- 4.8 dwelling units per acre
- Building Coverage 45%
- Impervious Coverage 60%
- Lot size – 7,500 square feet.
- Setbacks – Front 25 feet, Garage 30 feet, Principal Arterial 25 feet, Rear 20 feet, Interior 8 feet



7. OPEN SPACE AND RECREATION

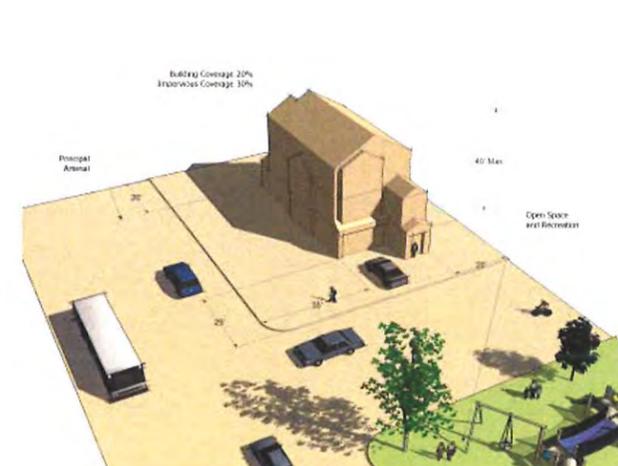
The Open Space and Recreation 1 (OSR1) and Open Space and Recreation 2 (OSR2) zoning districts provide for open space and public or semi-public recreational activities throughout the city.

Location

The OSR zoned land is located at Harry Todd Park, north of Spruce Street (south of Thorne Lane) and at the southwest corner of Tillicum.

Zone Requirements

- 40 foot height limit
- Building Coverage 20%
- Impervious Coverage 30%
- Setbacks – Front 25 feet, Principal Arterial 35 feet, Rear 20 feet, Interior 20 feet



8. PUBLIC/INSTITUTIONAL

The Public/Institutional (PI) zoning district provides for moderate-scale and large-scale activities relating to the purpose of state and local governmental entities, except for military uses, which are separately designated and zoned; special districts; and semi-public institutions providing necessary public services. The designation allows for the specialized needs of providing public services to all areas of Lakewood.

Location

There are two locations where PI land is located within Tillicum, the school at the southeast corner of Maple Street and Grant Avenue, and the Fire Station located at the southeast corner of Lake Street and Grant Avenue.

Zone Requirements

General development standards shall be determined jointly by the Community Development Director and City Engineer on a case-by-case basis considering the type and intensity of the proposed use, adjacent uses and zoning, environmental issues, site design, and/or type and construction of buildings.

Proposed Initiatives and Compatibility with the City of Lakewood Zoning Code

The following map corresponds with the zoning summary tables on pages 29-31. The map references each block with a letter and each individual building has been assigned a number within its block. These tables outline the proposed development, the existing zoning requirements and the proposed deviations from the zoning code.

KEY

Table One: Mixed Use/Retail/Commercial Buildings South of Maple Street

Table Two: Residential/Multifamily Buildings West of Washington Avenue

Table Three: Mixed Use/Retail/Commercial North of Maple Street & Intersection of Maple Street and Portland Avenue

Letters: Block References

Numbers: Building References

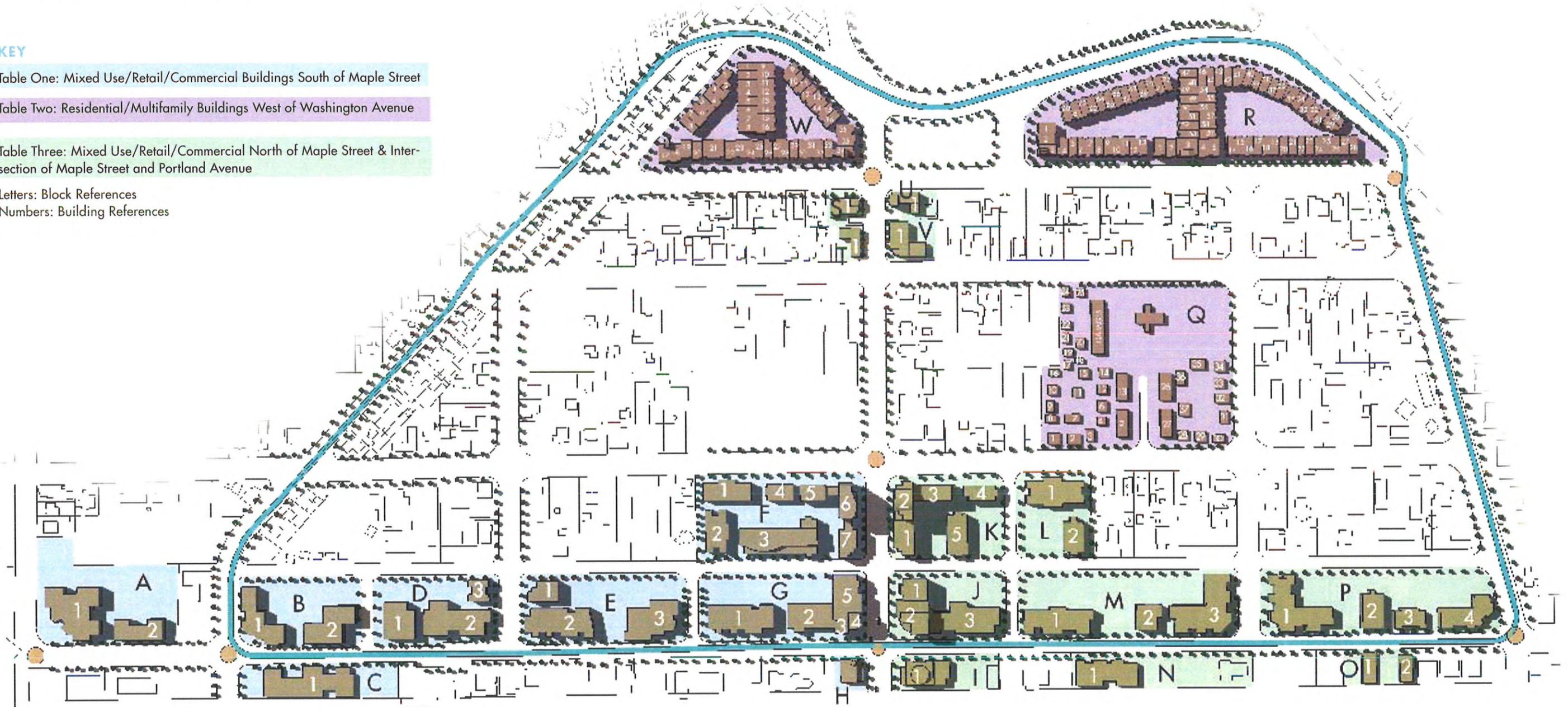


Table One

Mixed Use/Retail/Commercial Buildings South of Maple Street

Block	Building	Footprint Sq.Ft.	Building Height	Number of Stories	Total Sq.Ft.	Total Block Sq. Ft. / Building Coverage (%)	Existing Zoning	Conforms to Existing Zoning	Requirement	Deviations from Existing Zoning	
A	1	15,500	35	3	46,500	86,840	NC2	Yes	Height		
	2	6,600	35	3	19,800		NC2	Yes	Height		
Summary of Requirements and Proposed	Building Coverage 80%	22,100	Height 60 feet		66,300	25.4		Yes	Building Coverage		
B	1	9,200	32	3	27,600	56,487	NC2	Yes	Height		
	2	10,300	35	3	30,900		NC2	Yes	Height		
Summary of Requirements and Proposed	Building Coverage 80%	19,500	Height 60 feet		58,500	34.5		Yes	Building Coverage		
C	1	16,500	16	1	16,500	42,454	NC2	Yes	Height		
Summary of Requirements and Proposed	Building Coverage 80%	16,500	Height 60 feet		16,500	38.9		Yes	Building Coverage		
D	1	8,100	35	3	24,300	55,294	NC2	Yes	Height		
	2	13,000	35	3	39,000		NC2	Yes	Height		
	3	2,900	30	3	8,700		NC2	Yes	Height		
Summary of Requirements and Proposed	Building Coverage 80%	24,000	Height 60 feet		72,000	43.4		Yes	Building Coverage		
E	1	4,150	30	3	12,450	72,648	NC2	Yes	Height		
	2	12,700	35	3	38,100		NC2	Yes	Height		
	3	12,330	30	3	36,990		NC2	Yes	Height		
Summary of Requirements and Proposed	Building Coverage 80%	29,180	Height 60 feet		87,540	40.2		Yes	Building Coverage		
F	1	6,700	35	3	20,100	83,465	MR2	Yes	Height		
	2	6,150	35	3	18,450		MR2	Yes	Height		
	3	16,100	50	5	80,500		MR2	Yes	Height		
	4	3,300	35	3	9,900		MR2	Yes	Height		
	5	3,100	48	4	12,400		MR2	Yes	Height		
	6	3,725	110	11	40,975		MR2	No	Height		Exceeds by 60 feet Exceeds by 8 feet
	7	4,180	58	5	20,900		MR2	No	Height		
Summary of Requirements and Proposed	Building Coverage 60%	43,255	Height 50 feet		203,225	52		Yes	Building Coverage		
G	1	12,200	40	4	48,800	88,034	NC2	Yes	Height		
	2	8,500	32	3	25,500		NC2	Yes	Height		
	3	1,300	74	7	9,100		NC2	No	Height		Exceeds by 14 feet Exceeds by 24 feet
	4	1,280	84	8	10,240		NC2	No	Height		
	5	8,200	54	5	41,000		NC2	Yes	Height		
Summary of Requirements and Proposed	Building Coverage 80%	31,480	Height 60 feet		134,640	36		Yes	Building Coverage		
H	1	3,780	32	3	11,340	9,769	NC2	Yes	Height		
Summary of Requirements and Proposed	Building Coverage 80%	3,780	Height 60 feet		11,343	38.7		Yes	Building Coverage		

Table Two

Residential/Multifamily Buildings West of Washington Avenue										
Block	Number of Buildings	Footprint Sq.Ft. (Range)	Building Height	Number of Stories	Total Sq.Ft.	Total Block Sq. Ft. / Building Coverage (%)	Existing Zoning	Conforms to Existing Zoning	Requirement	Deviations from Existing Zoning
Q	38	1,000- 1,250	12	1	38000- 47500	191,518	MF1	Yes	Height	
Summary of Requirements and Proposed	Building Coverage 60%	1,000- 1,250	Height 45 feet		38000-47500	19.8 - 24.8		Yes	Building Coverage	
R Common	56	1,200	32	3	201,600	211,927	MF2	Yes	Height	
	total	67,200								
R High End	5	1,500	32	3	22,500		MF2	Yes	Height	
	total	7,500								
Summary of Requirements and Proposed	Building Coverage 60%	74,700	Height 65 feet		224,100	35.2		Yes	Building Coverage	
W Common	37	1,200	32	3	133,200	128,366	MR2	Yes	Height	
	total	44,400								
W High End	17	1,500	32	3	76,500		MR2	Yes	Height	
	total	25,500								
Summary of Requirements and Proposed	Building Coverage 60%	69,900	Height 50 feet		209,700	54.5		Yes	Building Coverage	

Table Three

Mixed Use/Retail/Commercial Buildings North of Maple Street and Intersection of Maple Street and Portland Avenue										
Block	Building	Footprint Sq.Ft.	Building Height	Number of Stories	Total Sq.Ft.	Total Block Sq. Ft. / Building Coverage (%)	Existing Zoning	Conforms to Existing Zoning	Requirement	Deviations from Existing Zoning
I	1	8,034	46	4	32,136	28,948	NC2	Yes		
Summary of Requirements and Proposed	Building Coverage 80%	8,034	Height 60 feet		32,136	27.8		Yes	Building Coverage	
J	1	4,000	58	5	20,000	61,220	MF1	No	Height	Exceeds by 13 feet
	2a	2,500	78	7	17,500		NC2	No	Height	Exceeds by 18 feet
	2b	3,600	88	8	28,800		NC2	No	Height	Exceeds by 28 feet
	2c	500	78	7	3,500		NC2	No	Height	Exceeds by 18 feet
	3	13,400	36	3	40,200		NC2	Yes	Height	
Summary of Requirements and Proposed	Building Coverage 60 - 80%	24,000	eight 45 - 60 feet		110,000	39		Yes	Building Coverage	
K	1	5,000	55	5	25,000	61,442	MF1	No	Height	Exceeds by 9 feet
	2	4,800	101	10	48,000		MF1	No	Height	Exceeds by 56 feet
	3	4,500	75	7	31,500		MF1	No	Height	Exceeds by 30 feet
	4	3,500	40	4	14,000		MF1	Yes	Height	
	5	6,400	38	3	19,200		MF1	Yes	Height	

Table Three, Cont.

Summary of Requirements and Proposed	Building Coverage 60%	24,200	Height 45 feet		137,700	39		Yes	Building Coverage	
L	1	10,400	36	3	31,200	45,019	MF1	Yes	Height	
	2	4,600	38	3	13,800		MF1	Yes	Height	
Summary of Requirements and Proposed	Building Coverage 60%	15,000	Height 45 feet		45,000	33.3		Yes	Building Coverage	
M	1	11,500	35	3	34,500	109,897	MF1	Yes	Height	
	2	4,200	34	3	12,600		MF1	Yes	Height	
	3	16,200	36	3	48,600		MF1	Yes	Height	
Summary of Requirements and Proposed	Building Coverage 60%	31,900	Height 45 feet		95,700	29		Yes	Building Coverage	
N	1	10,700	20	2	21,400	50,037	NC2	Yes	Height	
Summary of Requirements and Proposed	Building Coverage 80%	10,700	Height 60 feet		21,400	21.4		Yes	Building Coverage	
O	1	3,300	15	1	3,300	20,191	NC2	Yes	Height	
	2	2,600	18	1	2,600		NC2	Yes	Height	
Summary of Requirements and Proposed	Building Coverage 80%	5,900	Height 60 feet		5,900	29.2		Yes	Building Coverage	
P	1	14,300	35	3	42,900	114,875	MF1	Yes	Height	
	2	5,700	35	3	17,100		MF1	Yes	Height	
	3	4,100	32	3	12,300		MF1	Yes	Height	
	4	8,000	32	3	24,000		MF1	Yes	Height	
Summary of Requirements and Proposed	Building Coverage 60%	32,100	Height 45 feet		96,300	28		Yes	Building Coverage	
S	1	3,500	36	3	10,500	10,272	MR2	Yes	Height	
Summary of Requirements and Proposed	Building Coverage 60%	3,500	Height 50 feet		10,500	34.1		Yes	Building Coverage	
T	1	2,745	29	2	5,490	7,234	MR2	Yes	Height	
Summary of Requirements and Proposed	Building Coverage 60%	2,745	Height 50 feet		5,490	37.9		Yes	Building Coverage	
U	1	3,215	35	3	9,645	8,200	MF2	Yes	Height	
Summary of Requirements and Proposed	Building Coverage 60%	3,215	Height 65 feet		9,645	39.2		Yes	Building Coverage	
V	1	6,150	32	3	18,450	16,661	MF2	Yes	Height	
Summary of Requirements and Proposed	Building Coverage 60%	6,150	Height 65 feet		18,450	36.9		Yes	Building Coverage	

Form-Based Zoning

SINGLE FAMILY LOT DIMENSIONS

Intent

To preserve the existing single family neighborhood character in the established neighborhoods on relatively small parcels. To encourage new development on vacant parcels and the redevelopment of those homes that are in need of major repairs to meet minimum building and zoning code standards.

Permitted Uses

Single-family, two-family (duplex), three-family (triplex), accessory structures / outbuildings.

Building Envelope Standards

- Lot Minimum square footage – 3,750
Width – 37 feet
- Yards Front – 24' maximum (primary structure)
44' minimum (accessory / outbuilding structure)
- Side – Interior Lot – 6' minimum
Corner Lot – 8' minimum
- Rear – Primary structure – 6' minimum
Accessory structure – 3' minimum
Alley access – zero setback required
- Height Maximum height – 35' (two stories)

TOWNHOUSE/ROWHOUSE LOT DIMENSIONS AND LAYOUT

Intent

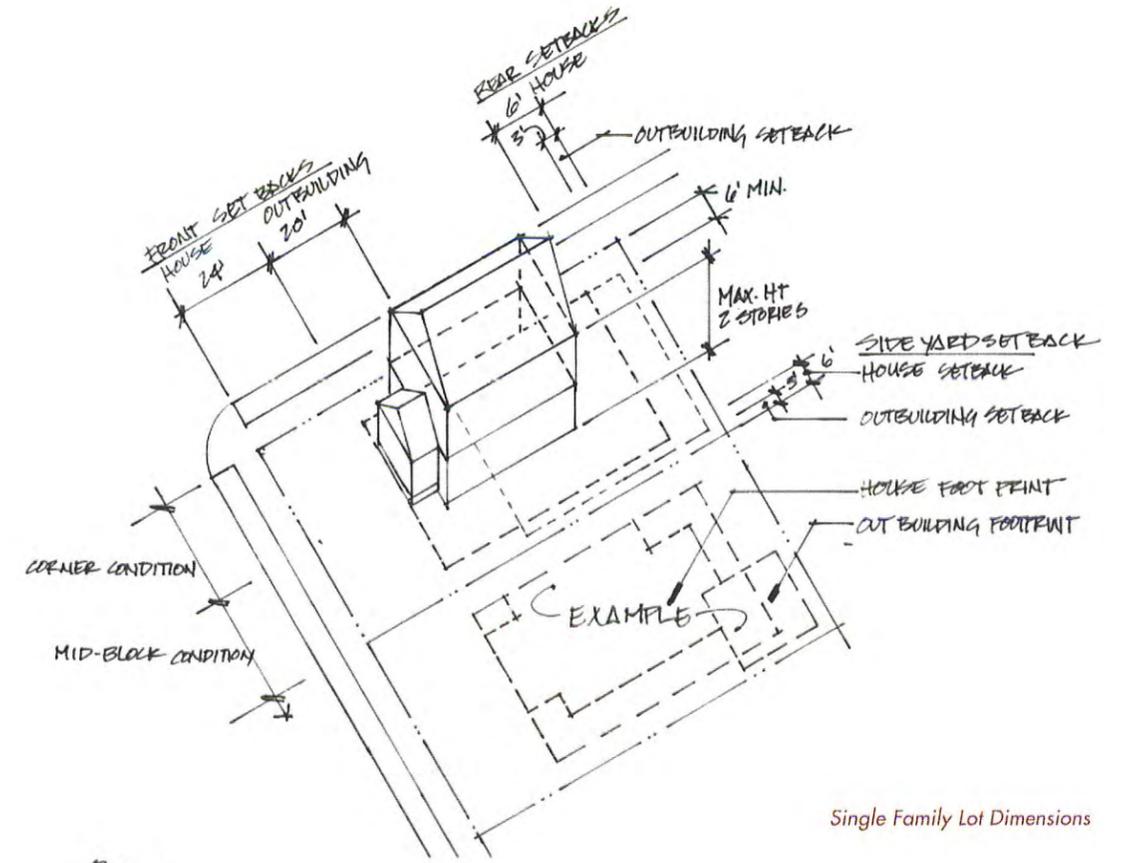
To provide for a wide variety of housing opportunities at higher densities. All housing within these areas is intended to be pedestrian oriented with the majority of these dwelling units having direct pedestrian access to the adjacent streets and sidewalks. Townhomes, rowhouses, garden or courtyard apartments are encouraged.

Permitted Uses

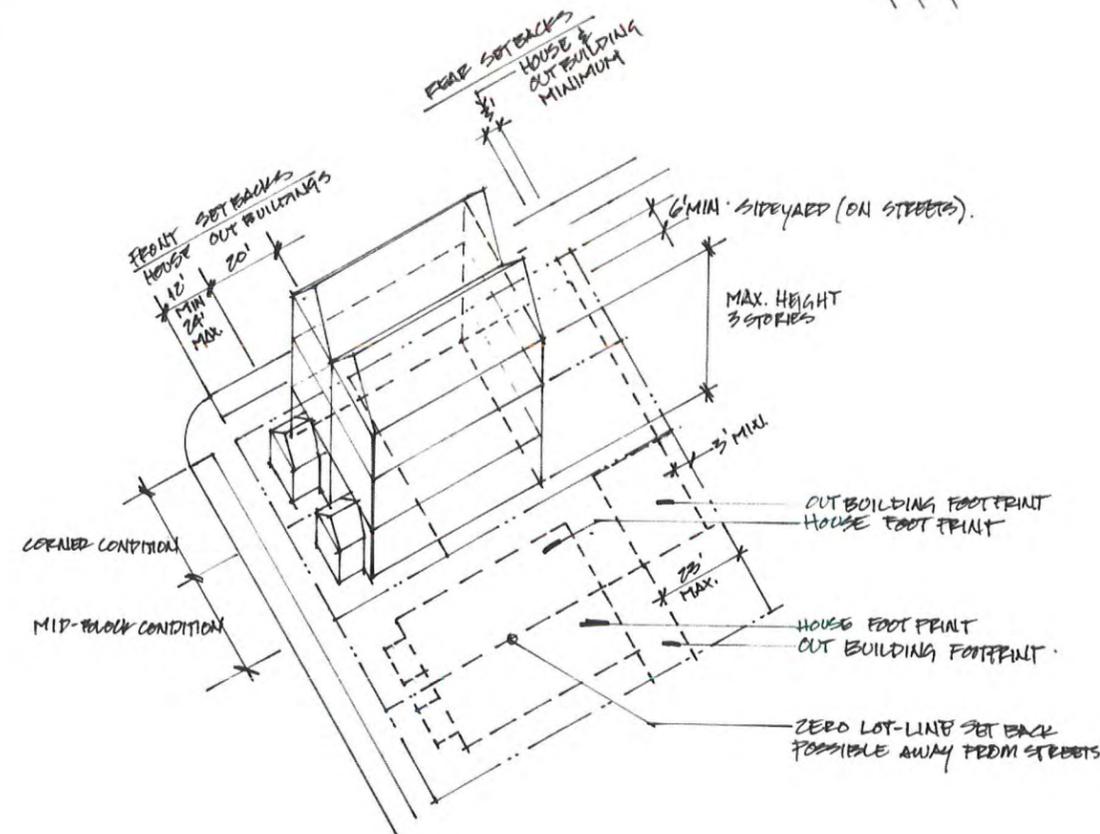
Single family, two-family (duplex), three-family (triplex), townhouse, rowhouse, garden court apartments.

Building Envelope Standards

- Lot No minimum lot size
- Yards Side – Interior Lot – zero lot line permitted
Corner Lot – 6' minimum
- Rear – Primary structure – 3' minimum
Alley access – zero setbacks required
- Height Maximum height – 45' (three stories)



Single Family Lot Dimensions



Townhouse/rowhouse lot dimensions and layout

COMMERCIAL SITES BUILDING AREA LAYOUT (UNION STREET & MAPLE STREET)

Intent

The commercial districts are intended to provide a wide variety of commercial, office and service uses. Residential uses are also encouraged above ground floor retail and commercial uses in these areas to promote live-work and mixed use opportunities.

Commercial uses located along Union Avenue and along Maple Street at its intersection with Union Avenue are intended to serve a population that extends beyond those living in Tillicum. Commercial uses located at each of the two gateways along Union Avenue should provide automobile-oriented services and should capture business from motorists on adjacent Interstate – 5. Although on street parking has been provided, off-street parking areas are needed to accommodate these users. Although the commercial uses along Union Avenue are intended primarily to provide goods and services for a population from outside of Tillicum, the development standards shall require walkable, pedestrian friendly street and frontage treatments.

Commercial uses not located along Union Avenue should focus on providing goods and services for the residents of Tillicum. These commercial areas should be located strategically throughout the community and within easy walking distance of all residential neighborhoods.

Permitted Uses

- Retail sales and services
- Restaurant
- Office
- Community services
- Commercial parking
- Overnight lodging
- Medical facilities
- Educational facilities
- Places of worship
- Upper-floor residential
- Live-work opportunities

Building Envelope Standards

Yards Front – 80% of front building façade shall be located within 6’ of front property line for buildings located along Union Avenue. 50% of the front building façade shall be located within 6’ feet for buildings located along side streets to Union Avenue.

Front Corner Lots – if a public outdoor gathering space or commons area is provided for at a street corner abutting Union Avenue, the front setback on the abutting street may be extended up to a maximum of 24’ to allow for this use.

Side – zero lot line development is encouraged.

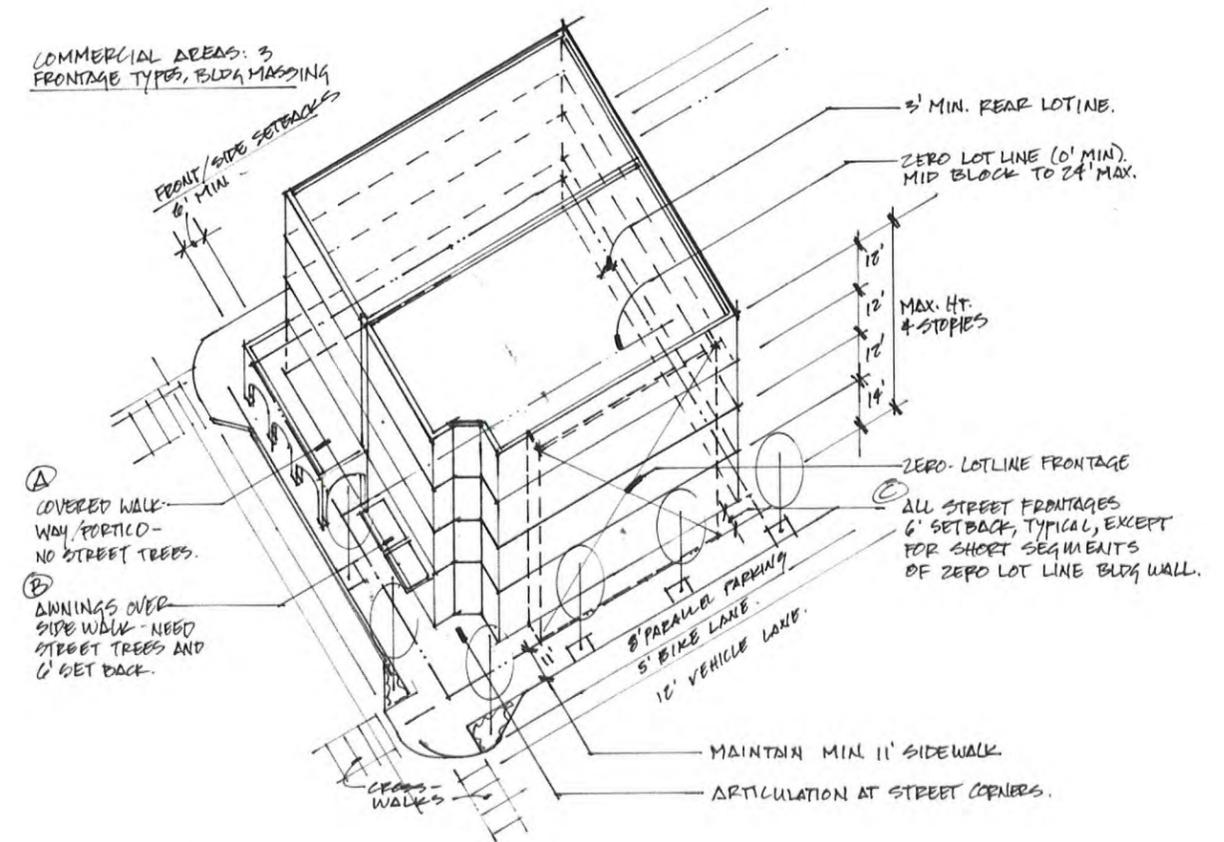
Height West side of Union Avenue – the maximum height of the buildings located in the commercial areas on the west side of Union Avenue shall be 80-100 feet.

East side of Union Avenue – the maximum height of the buildings located in the commercial areas on the east side of Union Avenue shall be 25-35 feet.

Lot Coverage West side of Union Avenue – the maximum footprint for any single structure within the commercial areas on the west side of Union Avenue will be allowed at 100% lot coverage.

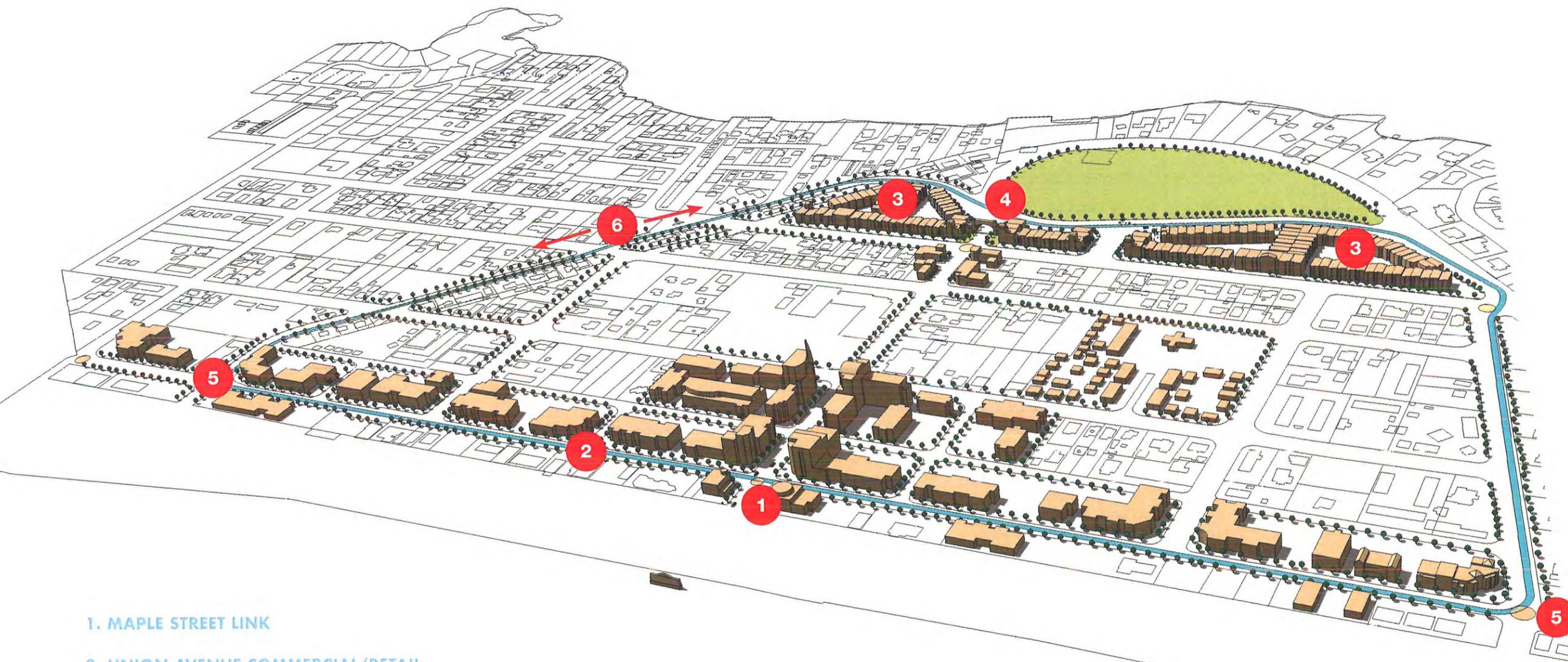
East side of Union Avenue – the maximum footprint for any single structure within the commercial areas on the east side of Union Avenue will be allowed at 75% lot coverage.

Open Space A contiguous area that is equal to or greater than 5% of the total lot areas should be provided as open space.



Commercial Sites Building Area Layout

Proposed Development Initiatives and Opportunities



1. MAPLE STREET LINK

2. UNION AVENUE COMMERCIAL/RETAIL

3. MULTIFAMILY NODES FRONTING HARRY TODD PARK

4. HARRY TODD PARK ENTRANCE REALIGNMENT

5. GATEWAYS AT EITHER END OF UNION AVENUE

6. PEDESTRIAN/BIKE PATH LOOP



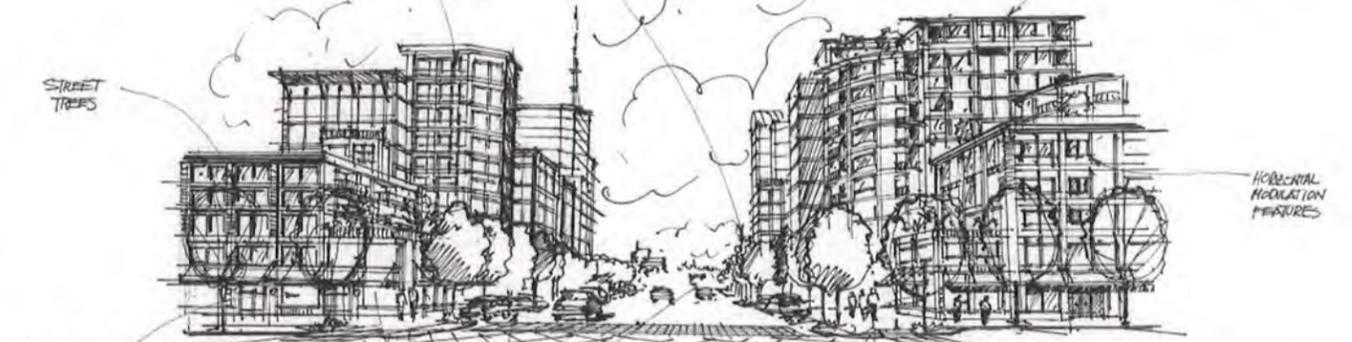
NEW CURB
NEW

VERTICAL MODULATION FEATURES

NEW PEDESTRIAN LIGHTING

OFFICE/HOTEL/CONDO TOWERS

STREET TREES



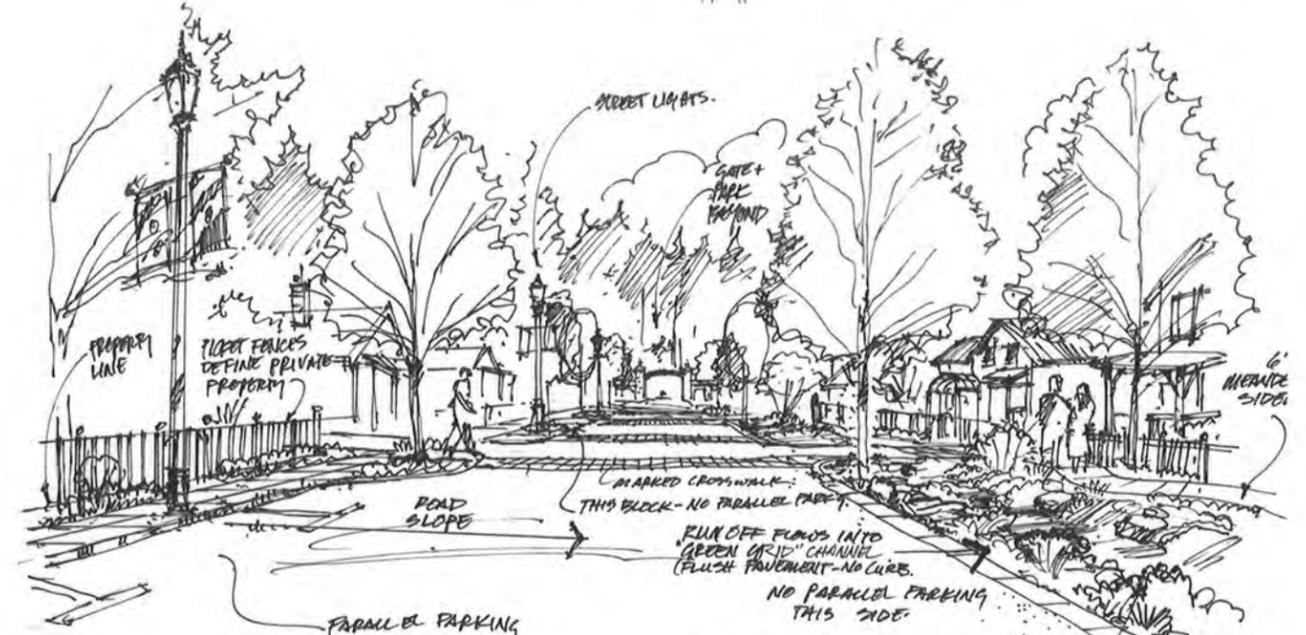
PEDESTRIAN ORIENTED FACADES & WINDOWS. NEW AWNINGS, SIGNAGE AND VISUAL INTEREST

HORIZONTAL MODULATION FEATURES

COLOR TEXTURED CROSSWALKS & NEW STREET CURBS

PEDESTRIAN FRIENDLY SIDEWALKS

ON-STREET PARALLEL PARKING
GROUND FLOOR RETAIL



STREET LIGHTS

PROPERTY LINE

TREE FRAMES DEFINE PRIVATE PROPERTY

GATE + TREE BEYOND

6' WIDE SIDE

ROAD SLOPE

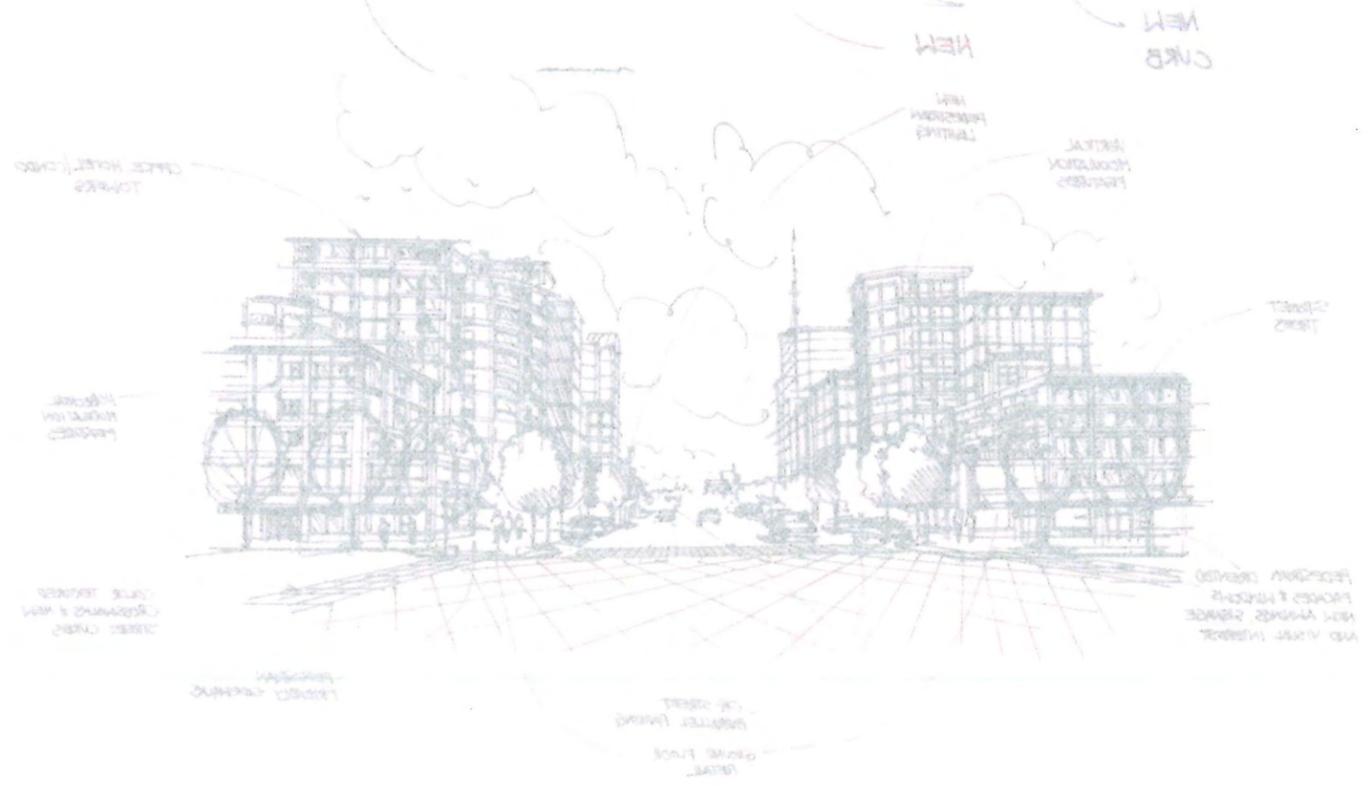
MARKED CROSSWALK - THIS BLOCK - NO PARALLEL PARKING

RUN OFF FLOODS INTO 'GREEN CRIB' CHANNEL (FLUSH PAVEMENT - NO CURBS)

NO PARALLEL PARKING THIS SIDE

PARALLEL PARKING THIS SIDE

NATIVE PLANTING + WETLAND SOILS ACT AS STORM WATER PURIFIER AND SPONGE





Implementation Strategies

PROPOSED ACTIONS

DEVELOP AND IMPLEMENT NEIGHBORHOOD PLAN

- Streamline permit process
- Develop expedited development review for mixed use and residential projects
- Traffic impact reduction allowances
- Change zoning requirements to reflect Neighborhood Plan

INSTALLATION OF SEWER LINE

- Work proactively with the development/business community to further develop additional sewer lines

COMMUNITY COLLABORATION CAPITAL IMPROVEMENT PLAN

- Create incentives for local residents and home owners to upgrade aesthetic features of the homes in Tillicum
- Create incentives to attract desired land uses to Tillicum
- Work proactively with home owners to improve aesthetics in Tillicum

1) Maple Street Link

- Implementation of form based zoning regulations through the Neighborhood Plan to further define the desired building forms, densities at the parcel level of development
- Installation of Curbs, Gutters and Sidewalks
- Installation of Street Lighting
- Installation of Street Trees
- Encourage higher density mixed-use development along Maple Street at Union Avenue
- Work proactively with the development/business community to further develop additional sewer lines

IMPLEMENTATION STRATEGIES

PREPARATION AND IMPLEMENTATION OF PLAN BY CITY OF LAKEWOOD COMMUNITY DEVELOPMENT DEPARTMENT

- Requirement by City of Lakewood
- Requirement by City of Lakewood
- Requirement by City of Lakewood
- Change zoning requirements as per the new zoning proposed in the Master Plan

CURRENTLY BEING IMPLEMENTED BY PUBLIC WORKS DEPARTMENT

- Increase density of Tillicum to promote additional connections to the line, rezone areas to allow multifamily development

CREATES GRANTS, INCENTIVES, DEVELOPMENT REQUIREMENTS, COMMUNITY FINANCIAL COLLABORATION AND WORK PROGRAM

- Design Guidelines
- Work with property owners, developers, City of Lakewood, other agencies and stakeholder groups
- Work with property owners and developers to preserve and enhance area aesthetics

1) Maple Street Link

- Work with property owners, developers, City of Lakewood, other agencies and stakeholder groups
- Requirement by City of Lakewood
- "
- "
- Work with property owners and developers, amend zoning to reflect proposed zoning changes
- Increase density of Tillicum to promote additional connections to the line, rezone areas to allow multifamily development

PRIMARY RESPONSIBILITY

CITY COUNCIL – COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING ADVISORY BOARD

- City of Lakewood
- City of Lakewood
- City of Lakewood
- City of Lakewood

CITY OF LAKEWOOD – PUBLIC WORKS DEPARTMENT

- City of Lakewood

CITY OF LAKEWOOD – COMMUNITY DEVELOPMENT DEPARTMENT, ECONOMIC DEVELOPMENT DEPARTMENT

- City of Lakewood
- City of Lakewood
- City of Lakewood

1) Maple Street Link

- City of Lakewood
- City of Lakewood – Public Works Department
- City of Lakewood/Developers
- City of Lakewood/Developers
- City of Lakewood/Developers
- City of Lakewood

TIME LINE

IMMEDIATE – 8 MONTHS

- Immediate/Ongoing
- Immediate/Ongoing
- Immediate/Ongoing
- Immediate upon completion of plan

IMMEDIATE – PROPOSED TO BE CONSTRUCTED 2007 – 2008

- Immediate/Ongoing

IMMEDIATE

- Ongoing
- Ongoing
- Ongoing

1) Maple Street Link

- Immediate
- Short Term (1-6 years)
- Short Term (1-6 years)
- Short Term (1-6 years)
- Ongoing
- Ongoing

2) Union Avenue Commercial/ Retail

Implementation of form based zoning regulations through the Neighborhood Plan to further define the desired building forms, densities at the parcel level of development

Installation of Curbs, Gutters and Sidewalks

Installation of Street Lighting

Installation of Street Trees

Encourage higher density mixed-use development on Union Avenue

Traffic Calming along Union Avenue

Provide shared public parking opportunities in strategic locations dispersed along the Union Avenue Corridor. Parking area are to be located behind the primary structure if located on a parcel with a building which will allow buildings to locate closer to Union Avenue

3) Multifamily Nodes Fronting Harry Todd Park

Implementation of form based zoning regulations through the Neighborhood Plan to further define the desired building forms, densities at the parcel level of development

Encourage multifamily development within the nodes adjacent to Harry Todd Park

Installation of Curbs, Gutters and Sidewalks

Installation of Street Lighting

Installation of Street Trees

4) Harry Todd Park Entrance Realignment

Relocation and construction of new Harry Todd Park Entrance

Remove existing chain link fence

2) Union Avenue Commercial/ Retail

Work with property owners, developers, City of Lakewood, other agencies and stakeholder groups

Requirement by City of Lakewood

Requirement by City of Lakewood

Requirement by City of Lakewood

Work with property owners and developers, amend zoning to reflect proposed zoning changes

Through installation of street trees, sidewalks, curbs, gutters, bike lanes

Work with property owners and developers, potential new parking structure

3) Multifamily Nodes Fronting Harry Todd Park

Work with property owners, developers, City of Lakewood, other agencies and stakeholder groups

Work with property owners and developers, amend zoning to reflect proposed zoning changes

Requirement by City of Lakewood

Requirement by City of Lakewood

Requirement by City of Lakewood

4) Harry Todd Park Entrance Realignment

Work with property owners and developers to construct the proposed new park entrance

N/A

2) Union Avenue Commercial/ Retail

City of Lakewood

City of Lakewood – Public Works Department

City of Lakewood/Developers

City of Lakewood/Developers

City of Lakewood/Developers

City of Lakewood

City of Lakewood

3) Multifamily Nodes Fronting Harry Todd Park

City of Lakewood

City of Lakewood/Developers

City of Lakewood – Public Works Department

City of Lakewood/Developers

City of Lakewood/Developers

4) Harry Todd Park Entrance Realignment

City of Lakewood/Developers

City of Lakewood

2) Union Avenue Commercial/ Retail

Immediate

Short Term (1-6 years)

Short Term (1-6 years)

Short Term (1-6 years)

Ongoing

Ongoing

Ongoing

3) Multifamily Nodes Fronting Harry Todd Park

Immediate

Ongoing

Short Term (1-6 years)

Short Term (1-6 years)

Short Term (1-6 years)

4) Harry Todd Park Entrance Realignment

Short Term (1-6 years)

Immediate

5) Gateways at Either End of Union Avenue

Implementation of form based zoning regulations through the Neighborhood Plan to further define the desired building forms, densities at the parcel level of development

Encourage the creation of two gateways at either end of Union Avenue

Installation of Curbs, Gutters and Sidewalks

Installation of Street Lighting

Installation of Street Trees

6) Pedestrian Bike Loop Pathway

Construct pedestrian bike pathway which includes pedestrian and bike lanes around Tillicum

Install signage and markers along pathway to direct and provide information to users

5) Gateways at Either End of Union Avenue

Work with property owners, developers, City of Lakewood, other agencies and stakeholder groups

Work with property owners and developers, amend zoning to reflect proposed zoning changes

Requirement by City of Lakewood

Requirement by City of Lakewood

Requirement by City of Lakewood

6) Pedestrian Bike Loop Pathway

Requirement by City of Lakewood

Requirement by City of Lakewood

5) Gateways at Either End of Union Avenue

City of Lakewood

City of Lakewood/Developers

City of Lakewood – Public Works Department

City of Lakewood/Developers

City of Lakewood/Developers

6) Pedestrian Bike Loop Pathway

City of Lakewood

City of Lakewood

5) Gateways at Either End of Union Avenue

Immediate

Ongoing

Short Term (1-6 years)

Short Term (1-6 years)

Short Term (1-6 years)

6) Pedestrian Bike Loop Pathway

Short Term (1-6 years)

Short Term (1-6 years)

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