



LAKWOOD CITY COUNCIL STUDY SESSION AGENDA

Monday, May 13, 2024

7:00 P.M.

City of Lakewood
Council Chambers
6000 Main Street SW
Lakewood, WA 98499

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

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

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

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CALL TO ORDER

ITEMS FOR DISCUSSION:

1. United Way of Pierce County Update. – *Dona Ponepinto, President and CEO*
- (23) 2. Joint Planning Commission meeting. – (Work Plan)
- (26) 3. Review of Six-Year (2025-2030) Transportation Improvement Program. – (Memorandum)
- (45) 4. Third Biennial Review of Downtown Subarea Plan (DSAP) Package and First Biennial Review of Station District Subarea Plan (LSDS). – (Memorandum)

ITEMS TENTATIVELY SCHEDULED FOR MAY 20, 2024 REGULAR CITY COUNCIL MEETING:

1. Business Showcase. – *Emergency Food Network*
2. Recognizing Ellie Wilson for her service to the Lakewood's Promise Advisory Board.

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

3. Authorizing the execution of an agreement to review permit applications and perform commercial building inspections for the Western State Hospital campus redevelopment project. – (Motion – Consent Agenda)
4. Reappointing Jeff Cox to serve on the American Lake – Lake Management District No. 1 Advisory Committee through June 2, 2027. – (Motion – Consent Agenda)
5. Appointing Alice Fong and reappointing Megan Dempsey and Kerri Pedrick to serve on the Lakewood's Promise Advisory Board through May 21, 2027. – (Motion – Consent Agenda)
6. This is the date set for a public hearing on the Six-Year (2025-2030) Transportation Improvement Program. – (Public Hearings and Appeals – Regular Agenda)
7. Approving a Franchise Agreement with the City of Tacoma, Department of Public Utilities, Light Division, providing cable TV services as Lightcurve. – (Ordinance – Regular Agenda)
8. Adopting the 2024 Carry Forward Budget Adjustment. – (Ordinance – Regular Agenda)
9. Abatement Program Update. – (Reports by the City Manager)

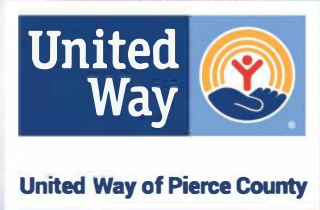
REPORTS BY THE CITY MANAGER

CITY COUNCIL COMMENTS

ADJOURNMENT

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

tackling poverty
at its **roots**



*Because one in
three families
is too many*

OUR
BOLD
GOAL

We will lift **15,000 households** out of poverty **by 2028** and into self-sufficiency, one family at a time.

OUR
VISION

A just, equitable and inclusive Pierce County community where everyone has access to opportunities and the resources needed to thrive and achieve their highest potential.



United Way of Pierce County

tackling poverty
at its **roots**

1 in 3 HOUSEHOLDS STRUGGLE WITH POVERTY

107,000 families in Pierce County, many who are hardworking families with children, struggle to make ends meet.

For a Family of 2 Adults & 2 Children in Pierce County:

- A Survival Budget requires they must earn at least \$32.20/hr or \$5,902/mo and doesn't allow for any savings
- A Stability Budget is even further out of reach, requiring them to earn at least \$53.75/hr or \$8,955/mo. and includes putting 10% into savings for emergencies, to buy a home, or afford additional education.



United Way of Pierce County

Who is ALICE?

Asset
Limited



Income
Constrained



Employed



ALICE households earn above the Federal Poverty Line, but not enough to afford the basics where they live.

tackling poverty
at its **roots**

Basic Needs

We provide essential components of the social safety net, such as food, healthcare, childcare and shelter. **Last year, because of donors like you...**

- 138,615** individuals had access to food and shelter
- 11,794** individuals received culturally appropriate food, social-emotional supports for students, parenting supports and more
- 2,738** individuals received supportive services designed to break down barriers to self-sufficiency



South Sound 211

Pierce, Thurston and Lewis Counties

We connect people in need with a trained specialist and to critical community resources, such as:

- Utilities
- Housing
- Transportation
- Basic Food
- Behavioral and Physical Health
- Legal Assistance
- ...and much more!

South Sound 211 **2022 Impact**

76,529

total number
of contacts

3,201

individuals
connected to
transportation

7,270

individuals
connected to
rent assistance

5,041

individuals
connected to
shelter





South Sound 211 *We make it easy to apply for Basic Food benefits*

The Basic Food program provides funds to help qualifying applicants purchase nutritious food each month. The benefit card can be used just like a debit card and is now eligible to more people.



SingleCare *More than 13 million people helped and \$1.5 billion in savings!*

Our pharmacy discount card is for everyone nationwide, whether or not you have health insurance coverage. More than 13 million people helped and \$1.5 billion in savings! Find out more at www.uwpc.org/singlecare.



Need a Ride? Get a Ride. *Medical • Employment • Public Benefit Trips*

Rides for seniors, youth, people with disabilities, and people with low income, including bus passes, and trips for medical, employment or public benefit reasons. Our Ride United partnership may also provide free Lyft rides for eligible riders/trips.



Family Resource Navigation

Pierce County Early Childhood Network (PCECN) uplifts Pierce County families with young children by identifying and bridging resource gaps, fostering connection, disrupting inequities and removing barriers. Instead of multiple calls, the PCECN helpline connects people in need with trained specialists to get matched with the right services.

Help is Three Numbers Away

211

211 maintains a comprehensive database of community resources and provides information and referrals for essential needs like:

Food
Housing/Shelter
Utility Assistance

Healthcare Services
Government Services

211 can also connect people with information and referrals for:

Transportation
Legal Services

Counseling & Support Groups
Disaster Aftercare



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United Way of Pierce County

988

988 provides crisis support for:

Thoughts of Suicide
Mental Health Crisis
Substance Use Crisis
Emotional Distress

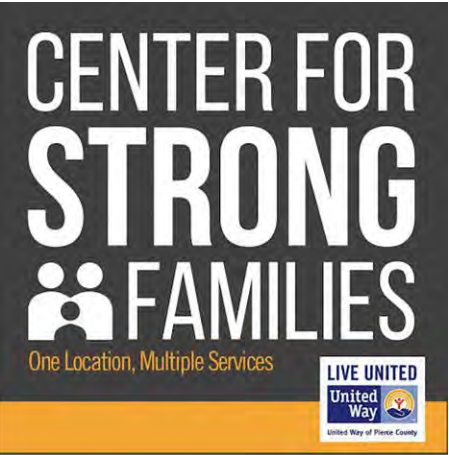
911

911 provides first responder dispatch for:

Medical Emergency
Fire

Reporting a Crime
Disaster Response
Life Threatening Situation

The CSF Network



Tacoma
Housing
Authority



Focusing on Families

LEARN IT, EARN IT, KEEP IT, GROW IT

COMPLETE TRAINING

DECREASE DEBT

INCREASE INCOME

INCREASE CREDIT/ASSET

Children do well when families do well, and families do better when they live in supportive communities.

FAMILY STABILITY DASHBOARD

Updated: 3/11/2024

EARN

KEEP

GROW

EDUCATION

EMPLOYMENT

STABILITY

FINANCIAL

CREDIT

1063

People enrolled in an education or training program

1075

People placed in a new job since enrolling

695

People approved for public benefits (i.e. Food, Housing, TANF)

1448

People achieved a Financial Goal

960

People showing a FICO Credit Score Increase

Education & Training

Clients Completed **647**
Completion Rate **62%**
Still Enrolled **35**

Employment Services

% Successful Job Search **46%**
Average Wage **\$21.17**
Wage Progression **652**
People Job Searching **2354**
Avg. Mth. Income Increase **\$1,295.35**

Public Benefits/Income Supports

Value of Benefits **\$4,146,14...**
Clients Screened for Benefits **3103**

Client Net-Worth

People with an Action Plan **695**
% Increasing Networth **60%**
Total Networth Increase **\$7,297,62...**
Avg. Networth Increase **\$27,631.73**
Total Increase Assets **\$6,990,826.98**
Avg. Increase in Assets **\$27,631.73**
Total Debt Decrease: **\$4,326,491.54**
Avg. Debt Decrease **\$20,800.44**

Credit Score

% Improved Credit Score **61%**
Average Score Increase **69**
Average Credit Score: **638**
Un-scored to Scored **214**

Financial Counseling Services with Employment Coaching and Access to Income Supports

From 7/1/2016 - present

85%

of Clients Receive Bundled Services

From 7/1/2016 - present

2863

Number of Unduplicated Clients Receiving Coaching

2022

101

Total Unduplicated New Clients in 2022

From 7/1/2016 - present

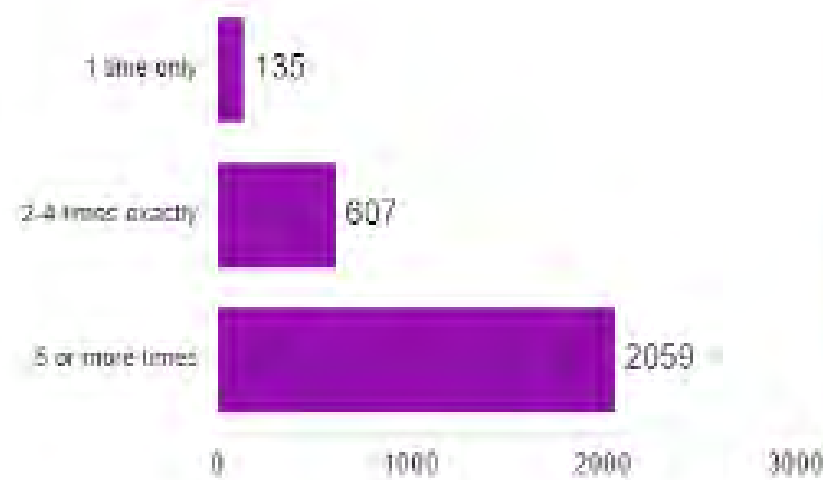
3375

Total Number of Clients who participated in Coaching or a Workshop

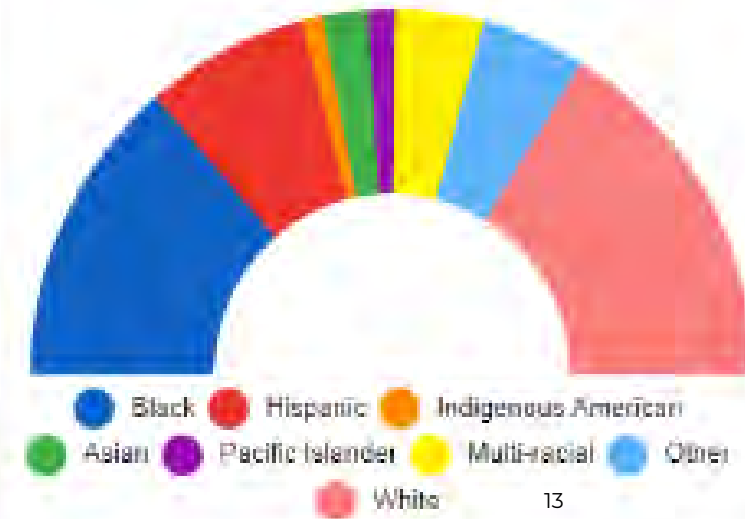
HOW MANY CLIENTS ARE SERVED EACH YEAR?



HOW OFTEN DO CLIENTS MEET WITH COACHES?



CLIENTS BY RACE AND ETHNICITY



GRIT (Growing Resilience in Tacoma)



“I finally feel like I have the ability to make my own decisions.” –GRIT Participant

Our newest initiative, Growing Resilience In Tacoma (GRIT), is a collaborative guaranteed basic income program run by UWPC and the City of Tacoma. In 2022, GRIT gifted \$500 a month each month to 110 different ALICE families. Through program evaluation done by the University of Pennsylvania, we know that **families used the dollars to reduce debt, pay for basic needs, increase credit, spend more time with their loved ones, and better their mental health.** Following an investment from the State of Washington, GRIT is set to continue into 2025 with a new cohort of families.

“ I can breathe easier for a moment instead of worrying myself to death about money, working extra hours, and hours of lost sleep due to the mental/physical effects of not knowing how I will provide for my family. I spend more time talking to my kids, I don’t freak out every time there is a new bill, and I get to talk about this amazing program so hopefully we can get it out to everyone that needs it.” –GRIT participant



United Way of Pierce County



Learn more at: uwpc.org/growing-resilience-tacoma-grit-guaranteed-income-demonstration

WHAT IS A GUARANTEED INCOME?



- Recurring cash payments provided monthly to residents
- Not a new idea – COVID, CTC, demonstrations across the US and in other countries
- Supplemental to other safety net supports: intended to help families meet their basic needs and weather financial emergencies
- Families understand their needs best, and G.I. seeks to empower them to make decisions for themselves

GRIT 2.0 Programming

Key partners: United Way of Pierce County, State Department of Health and Human Services, City of Tacoma, and Pierce County. Plus, a 10-member cross-sector steering committee

12 month guaranteed income (cash gift) (GI) of \$500/month - \$1.4M

175 participants that are: ALICE, single income earner households with children and reside in 98404, 98405, 98408, 98409, 98415, 98445, 98444

Individualized benefits counseling provided for recipients during on and off boarding

Advocacy In Action



United Way of Pierce County

Addressing issues like poverty is complex and an essential part of our work in the fight against poverty.

Each year, we develop an advocacy agenda to guide community efforts to impact public policy and program improvement on the state and local level to ensure families, children and individuals have access to government resources and opportunities to help ALICE households meet their basic needs and keep them on a path to self-sufficiency and thriving.

To learn more, visit: www.uwpc.org/advocacy

Key Partnerships

- Guaranteed Income Initiative – Growing Resilience in Tacoma (GRIT)
- Hunger-Free Pierce County
- Pierce County Coordinated Transportation Coalition

A single organization cannot solve many entrenched social problems alone. Creating partnerships is what sets us apart and is one of the most strategic ways United Way is driving change to fight the complex challenges of poverty.

- Pierce County Early Childhood Network
- Pierce County Coordinated Entry
- Pierce County Workforce Partnership
- Ride United
- WA211



United Way of Pierce County

tackling poverty
at its **roots**



Thank you for tackling poverty
at its **roots**

Our Work

Learn more at uwpc.org



United Way of Pierce County

tackling poverty
at its **roots**

basic needs

At the heart of our work is ensuring families have access to basic needs, such as food, healthcare, childcare and shelter.

2·1·1

Our free helpline connecting people to hundreds of services and programs including utilities, transportation, behavioral health, housing and employment.



Providing families with tools and resources to improve the financial bottom line to become self-sufficient.

community PARTNERSHIPS

Working with others through partnerships and initiatives to address specific challenges related to poverty.

VOLUNTEERING LIVE UNITED

Bringing people and groups together to give back and make a difference where you live.

ADVOCACY

Convening to develop an annual advocacy agenda that guides community efforts to impact public policy.



2022 Community Impact Report

Lakewood, Steilacoom, JBLM, Dupont Area

Our bold goal is to lift 15,000 households out of poverty by 2028. To date, through your investments and our community partnerships, **7,800** families are moving toward self-sufficiency and are on their way to thriving.

In 2022, United Way investments in Pierce County resulted in more than **224,000** community impact touchpoints.

- United Way's investments supported community services through 26 organizations **servicing 150,409 individuals** in our community.
- Throughout Pierce County, we have seven Center for Strong Families sites **servicing 504 individuals** to build household self-sufficiency.
- Our South Sound 2-1-1 serves Pierce, Thurston, and Lewis Counties, receiving **more than 76,000 contacts annually**.

For the Lakewood area:

Centers for Strong Families – clients engaged in integrated service delivery including financial coaching, employment resources, and income supports designed to move families from crisis to thriving

- **57 people served** in the Lakewood area
- **7 job placements**, average wage of \$18.79
- Average credit score **increase of 6 points**

Community Impact Investments - we invest to support essential services enabling people to move from crisis to stability

- In 2022, UWPC investments supported **22,284 individuals** in the Lakewood area.

South Sound 211

- In 2022, South Sound 211 received **10,318 calls** from Lakewood area residents.

Gifts in Kind

- Thirty five nonprofit partners in Pierce County each received donations of new and gently used items to distribute to families in need **valued at, on average, \$171,108**.

IMPACT SNAPSHOT

32,659

Lakewood area residents served through United Way's programs and investments

76,529

Requests for resources from our South Sound 211 call center

150,409

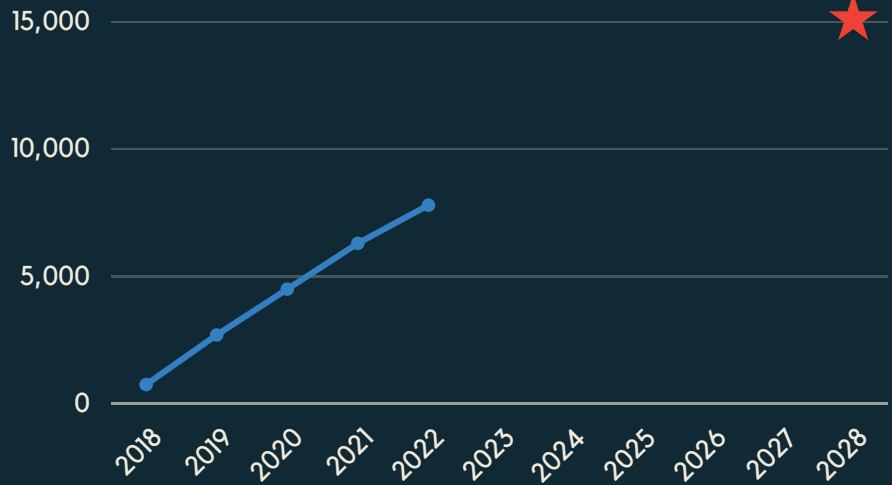
Individuals receiving food, shelter and other essentials to help households move from crisis to stability





HOUSEHOLDS MOVING TOWARD SELF-SUFFICIENCY

7,800



Poverty and self-sufficiency are not exclusively financial issues. Many factors interact to determine whether a family has the resources to exit poverty and attain stability. Self-sufficiency touches multiple domains that include education, well-being, social capital, and finances at the individual, family and community levels of society.

PROGRAM	DESCRIPTION	HIGHLIGHTS
Center for Strong Families (CSF)	In 2015, United Way launched Center for Strong Families, a network of partners implementing proven strategies to provide struggling families the tools and resources they need to thrive.	<ul style="list-style-type: none"> Since 2016, 3,529 households enrolled in services In 2022, the Center for Strong Families network expanded services to Sumner-Bonney Lake Family Support Center
Growing Resilience in Tacoma (GRIT)	GRIT is Tacoma's guaranteed income demonstration project. A guaranteed income is a monthly cash payment given directly to individuals. It is meant to supplement, rather than replace, the existing social safety net.	<ul style="list-style-type: none"> 110 families experiencing poverty receive 12 monthly payments of \$500.00 Qualified families are single income households with children and meet the ALICE definition (between 100 - 200% of Federal Poverty Level) An independent evaluation team surveys and interviews all GRIT participants.
Advocacy	Many of the systemic issues facing Pierce County residents require changes in public policy and support from state and federal government. United Way's advocacy efforts are a key piece of our fight to end poverty.	<p>Our 2022 Advocacy Agenda included the following:</p> <ul style="list-style-type: none"> Affordable Housing and TANF Expansion Support for the Washington State 211 network Increased access to Child Care and Early Learning Universal Broadband Access
South Sound 211	In addition to operating as a public resource in Pierce, Thurston and Lewis Counties, South Sound 211 is serving as critical infrastructure for local innovative partnerships in our service area.	<ul style="list-style-type: none"> Help Me Grow - providing resource navigation and access for families with young children Transportation Navigation - central intake point for special needs transportation, including Ride United in partnership with Lyft Workforce Navigation - providing workforce development services and supports Housing Navigation - a single point of contact for various programs for those experiencing homelessness or on the verge of becoming unhoused Mental Health Navigation - navigator provides confidential information for counseling, support groups and treatment





City of
Lakewood

**CITY OF LAKEWOOD PLANNING COMMISSION
2024 ANNUAL WORK PLAN AND MEETING SCHEDULE**
Per [LMC Chapter 2.68](#)

Members (2024 Chair and Vice Chair TBD):

Phillip Combs
Robert Estrada
Mark Herr
Linn Larsen

Philip Lindholm
Ellen Talbo
Sharon Kay Wallace

City Council Liaison:

2024: Councilmember Paul Bocchi

City Staff Support:

Tiffany Speir, Long Range & Strategic Planning Manager
Dave Bugher, Assistant City Manager for Development Services through 2/29/24
Karen Devereaux, Administrative Assistant

Meeting Schedule:

First and third Wednesdays, 6:30 PM; occasional special meetings

2024 Planning Commission Work Plan:

Work Plan Topics	1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr
Election of 2024 Chair and Vice-Chair	X			
Review of 2024 Planning Commission Work Plan	X			
Review of City Council Updates Goals	X	X		
Review of 2024 Annual Housing Action Plan & 5 Year Consolidated Housing Plan	X			
Shoreline Restoration Activities and Plan Review	X	X		
2024 Periodic Review of: Comprehensive Plan Maps and Text, Development Regulations, Short Term Rental Regulations, Subarea Plans, Parking and Transportation Impacts, and Critical Areas Ordinance.	X	X		
2024-2029 6 Year Transportation Improvement Program (TIP)		X		
Urban Forestry Program Implementation Plan Review			X	X→
MultiFamily Tax Exemption (MFTE) Residential Target Area Updates			X	X
Annual Climate Change & Resiliency Report			X	X→
Review and development of recommendations on the applications for 2025 Comprehensive Plan docket			X	
Review and development of recommendations on annual development regulation amendment package (e.g., technical edits to LMC Titles 18A – 18C, etc.)				X

Role of the Planning Commission:

Per the [Lakewood City Code Chapter 2.90](#), the role of the Planning Commission is to assist the City Council in the following areas:

General Planning Issues:

- Review and provide recommendation to the City Council on the Draft CDBG 5-Year Consolidated Plan and Annual Action Plan;
- Receipt of Annual Housing Report;
- Assists City personnel in preparing and updating a Comprehensive Plan for the City in accordance with state law to be submitted to the City Council for consideration of adoption;
- Recommends new and amended land use and zoning regulations and other development regulations as deemed necessary and/or appropriate;
- Act as the research and fact finding agency of the City in regard to land uses, housing, capital facilities, utilities, transportation, and in regard to classification of lands as agriculture, forest, mineral lands, critical areas, wetlands and geologically hazardous areas;
- Undertakes surveys, analyses, research and reports as may be generally authorized or requested by the City Council;
- Cooperates with planning agencies of other cities and counties, to include regional planning agencies, in furtherance of such research and planning; and
- Annually provides to the City Council a report on progress made in implementing the goals and requirements of State law and on the status of land use policies and procedures within the city.

Redevelopment:

- Facilitate cooperation and coordination between various business groups and impacted neighborhoods on business issues;
- Facilitate the formation of specific neighborhood commercial business groups to assist in the enhancement of various existing commercial areas, aid in stabilizing and retaining commercial enterprises within these areas to maintain viability as a commercial area, and help in identifying specific needs of businesses within various commercial areas;
- Make recommendations to the City Council and to City staff for programs in which the City could or should participate to enhance commercial development opportunities in the City, which programs may be in cooperation with any appropriate private, public, civic or community agency, group or association of or in the City, county, state or federal government;
- Recommend ways and means of obtaining private, local, county, state or federal funds and other participation for the promotion of business development projects within the City, especially those of an incubator type;
- Work with City of Lakewood staff, City Council, task forces and other City/community based groups, as directed by the City Council, on relevant issues and projects; and

- Assist in data base development for the creation and maintenance of a community profile.

Transportation:

- Facilitate cooperation and coordination with the Public Works Department of the City on street, public works and transportation and infrastructure related projects and plans;
- Identify, evaluate and recommend to the City Council, City Manager and/or City staff policies and projects for the City, annual update of its Six-Year Transportation Plan, and for other transportation and infrastructure planning purpose of the City;
- Recommend ways and means of obtaining private, local county, state or federal funds for promotion of transportation and infrastructure facilities of the City;
- Advise the City Council on acquisition, replacement and maintenance of transportation and infrastructure facilities of the City;
- Advise the City as to the manner that public information on street related projects can best be disseminated, given the nature and/or scope of the projects; and
- Advise the City Council regarding transportation related facilities, needs and programs of the City, as may be referred by the City Council.



City of
Lakewood

CITY OF LAKEWOOD
AMENDED SIX-YEAR COMPREHENSIVE
TRANSPORTATION IMPROVEMENT PROGRAM
2025-2030
-- FINAL: 6/x/2024 --

PREFACE

Chapters 35.77.010 of the Revised Code of Washington (RCW) provide that each city shall annually update its Six-Year Comprehensive Transportation Program (Program) and file a copy of the adopted Program with the Secretary of the Washington State Department of Transportation (WSDOT) by July 1 of each year. The Program is necessary to allow cities and counties to obtain State and Federal funding. For a project to obtain funding, it must appear in the agency's current Program.

The Program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues. Therefore, a primary objective of the Program is to integrate the two to produce a comprehensive, realistic program for the orderly development and preservation of our street system. It is also important to note that the adoption of the Program does not irreversibly commit the City of Lakewood to construct the projects. The Program may at any time be revised by a majority of the City Council, but only after a public hearing.

CONSISTENCY WITH LAND USE MANAGEMENT PLAN

The State's Growth Management Act (GMA) requires local governments to develop and adopt comprehensive plans covering land use, housing, capital facilities, utilities, and transportation. These comprehensive plans must balance the demands of growth with the provision of public facilities and services and transportation facilities and services. The City of Lakewood was required to develop and adopt a comprehensive plan that is in conformance with the requirements of the GMA.

The City of Lakewood has, as part of its Comprehensive Plan, a Transportation Element with a Master Goal to "Ensure that the transportation and circulation system is safe, efficient and serves all segments of the population and reduces reliance on single-occupant vehicles and increase use of other modes of transportation."

Specific goals include the following.

1. To provide a safe, comfortable, and reliable transportation system.
2. To reduce consumption of energy through an efficient and convenient transportation system.
3. To enhance options for future improvements to the transportation system by taking advantage of advances in technology and transportation research.
4. To keep travel times for people and goods as low as possible.

5. To emphasize the movement of people and goods, rather than vehicles, in order to obtain the most efficient use of transportation facilities.
6. To establish a minimum level of adequacy for transportation facilities through the use of consistent and uniform standards.
7. To protect the capital investment in the transportation system through adequate maintenance and preservation of facilities.

The projects in the Six-Year Comprehensive Transportation Program are intended to conform to the goals within the City's Comprehensive Plan.

GRANT APPLICATIONS AND LEVERAGING LOCAL DOLLARS

The need to leverage local dollars through grant applications is very important to the City, especially in light of the decrease in funding available for transportation related capital improvements. The intent of this Program is not only to list and program projects for funding, but to establish City Council approval to submit grant applications on those projects contained in the Program.

FUNDING SOURCES

A. Motor Vehicle Fuel Tax Funds

The Motor Vehicle Fuel Tax Funds have been programmed to provide matching funds for federal aid and urban arterial projects and for projects to be implemented with Motor Vehicle Fuel Tax Funds only.

By law, each city receives a proportionate share of the total state motor vehicle fuel tax. Money received is a monthly allocation based on population. The dollars shown in this year's Program reflect the revenues from this source expected to be received by the City of Lakewood.

B. Federal Aid Funding Programs

Each of the Federal aid programs listed below has specific requirements a project must meet to qualify for funding under the individual program. For a project to receive funding from any of these sources it must compete with other public agency projects.

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA). The Act authorizes \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including roads, bridges, and mass transit, water infrastructure, resilience and broadband. The ACT essentially continues with several specific funding programs that were funded under the previous Federal Transportation program (FAST Act). These include the following:

1. STP Surface Transportation Program: This is a regionally competitive program.
2. CMAQ Congestion Mitigation and Air Quality: This is a regionally competitive program intended for projects that significantly improve air quality.
3. HSIP Highway Safety Improvement Program: Statewide competition for federal funds targeted at safety improvements at high accident locations.
4. TAP Transportation Alternatives Program: This is a regionally competitive program and focuses on pedestrian and bicycle facilities (on and off road); safe routes to schools, etc.; and other non-highway focused programs.

Much of the above said Federal grant funds are funneled through the regional MPOs which for Lakewood that's Puget Sound Regional Council (PSRC). PSRC has its next call for projects for 2024 where roughly \$180,000,000 in grant funding is available throughout its four-county region. Typically, Lakewood projects are most competitive at County Wide level where we will compete against all other Pierce County agencies for approximately \$24M (2024).

C. Washington State Transportation Improvement Board (TIB)

The TIB has several statewide competitive programs which use criteria developed by the TIB for prioritization of projects. The two TIB programs in which the City can compete are as follows:

1. UAP Urban Arterial Program. This program is for arterial street construction with primary emphasis on safety and mobility.
2. SP Sidewalk Program. This program is for the improvement of pedestrian safety, and to address pedestrian system continuity and connectivity.
3. Complete Streets. The Complete Streets Award is a funding opportunity for local governments that have adopted complete streets ordinance.

D. Community Development Block Grants (CDBG)

This is a program to provide physical improvements within low-income census tracts or to promote economic development within the City. Through the years 2025-2029 it is anticipated that a minimum of \$250,000 (on average) per year will be made available for pavement preservation, street lighting, and pedestrian improvements in eligible neighborhoods.

E. City Funding Sources

1. Real Estate Excise Tax (REET). This funding source comes from the two ¼% REET's charged by the City on the sale of real estate within the City limits. The City's REET is restricted to funding capital, including transportation and related debt service. Revenue from REET has averaged \$3,522,660 between 2019 and 2023, the REET is estimated at \$2.3 annually.
2. General Fund Transfer In. This funding source comes from several different sources that make up the General Fund revenue including property tax, sales tax, and utility tax and fees. The Street Capital Projects Fund is budgeted to receive approximately \$700,000 annually (on average) over the next 5 years in support of the pavement preservation program.
3. Transportation Benefit District (TBD). In 2014, the TBD Board implemented a \$20 per vehicle tab fee to provide funds toward a specific list of pavement preservation projects. The anticipated revenue is approximately \$835,000 per year. In 2021 the City Council authorized the use of this revenue stream to purchase bond funds in order to construct seven (7) projects eligible for TBD funding but unlikely to garner outside grant agency funding.
4. General Obligation bonds: A general obligation bond (GO) is a municipal bond backed by the credit and taxing power of the issuing jurisdiction.
5. Downtown Plan Trip Mitigation Fee Policy: All businesses in the subarea plan that generate new PM Peak Hour trips as determined by the most recent edition of the ITE Trip Generation Manual, will be charged a Transportation Mitigation Fee (TMF).

F. Washington State Department of Transportation

1. Pedestrian and Bicycle Program: This is a statewide competitive program specifically oriented toward the elimination of hazards to pedestrians and bicyclists. The program focus for “complete streets” is for “Main Street” urban arterials and corridors.
2. Safe Routes to Schools Program: This is a statewide competitive program specifically oriented toward pedestrian and bicycle safety near schools.
3. Surface Water Management Program:

The City’s Surface Water Management (SWM) Program pays for all drainage facilities constructed in conjunction with street improvements. The revenue from SWM is directly related to the amount of capital improvement projects constructed.

PROJECT NUMBERING SYSTEM

Project numbers were revised to match the City's CIP Budget 2021/2022 using City's BARS numbering system for consistency. Most sections of the Program will have non-sequential project numbering, as projects are completed and removed from the list. Projects carried forward from previous year(s) retain the same project numbers from the previous year(s). Some projects will have the same numbering if they are part of a larger project that hasn't been fully funded.

BUDGET DOLLARS

Costs shown are planning level estimates and are reflected in each year as FY20xx dollars, with 4% inflation per year to year of anticipated expenditure with a base established previously for 2024.

2024	2025	2026	2027	2028	2029	2030
1.00	1.040	1.0816	1.1249	1.1699	1.2167	1.2653

Note: Compounded Inflation Multiplier does not apply to grant amounts, these are fixed based upon the grant award.

Amended Six Year Comprehensive Transportation Program: 2025 - 2030

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold & Italicized numbers denote grant secured</i>										
SECTION 1	Description	Base Cost 2024	Sources	2025	2026	2027	2028	2029	2030	2025-2030
ROADWAY IMPROVEMENTS										
302.0073 150th Street Corridor Capacity - Murray Road to Woodbrook Drive	Provide capacity for Woodbrook Industrial development: widening of 150th Street; bike/pedestrian facilities; structural pavement section improvements		City Grant Other							0 0 0
		5	Total	0	0	0	0	0	0	0
302.0075 Mt Tacoma Dr. SW - Interlaaken to Whitman Ave SW	Provide curb and gutter, sidewalk and a shared travel/bike lane on one side of Mt. Tacoma Dr. SW and Motor Ave. SW.	3,950	City Grant Other	395	3555					3,950 0 0
		3,950	Total	395	3,555	0	0	0	0	3,950
302.0076 Gravelly Lake Non-Motorized Trail - Phase 2 (Nyanza Road: GLD to GLD)	Provide non-motorized path around Gravelly Lake along Nyanza Drive. Existing roadway cross section shifted to outside and overlaid. Lighting.	4,450	City Grant Other	4,000						4,000 0 0
		4,450	Total	4,000	0	0	0	0	0	4,000
302.0084 Interlaaken Drive SW Non-Motorized Improvements - Short Lane to Holly Hedge Ln. SW	Provide curb and gutter, sidewalk and a shared travel/bike lane on one side of Interlaaken Dr.		City Grant Other							0 0 0
		6,488	Total	0	0	0	0	0	0	0
302.0092 Steilacoom Blvd. - Custer Rd SW to Gravelly Lake Drive SW	Curbs, gutters, sidewalks, street lighting on both sides from BPW to Fairlawn. Overlay BPW to GLD.		City Grant Other							0 0 0
		5,352	Total	0	0	0	0	0	0	0
302.0096 Union Avenue - W. Thorne to Spruce Street	Widen to add turn lane, shared bike/travel lane, sidewalks, street lighting on north side of the road.	3,540	City Grant Other							0 0 0
		3,540	Total	0	0	0	0	0	0	0
302.0097 Lakewood Station - Non-Motorized Access Improvements (115th Ct. SW to Pedestrian Crossing at Kendrick St. SW)	Curb, gutters, sidewalks, and street lighting improvements per Lakewood's 2009 Non-Motorized Transportation Plan and Sound Transit Access Improvement Study.	1,622	City Grant Other		1,622					0 1,622 0
		1,622	Total	1,622	0	0	0	0	0	1,622
302.0109 Phillips Rd. Sidewalks and Bike Lanes - Agate to Steilacoom Blvd. (east side of roadway)	Provide for curb and gutter, sidewalk, street lighting, bike facilities, storm drainage, striping, and pavement overlay.		City Grant Other							0 0 0
		2,887	Total	0	0	0	0	0	0	0
302.0111 Kendrick from 111th St. SW to 108th St. SW Roadway Improvements	Provide for curb and gutter, sidewalk, street lighting, bike facilities, storm drainage, striping, and pavement rebuild. Sound Transit to Fund via Access Imp.	1,200	City Grant Other		1,200					0 1,200 0
		1,200	Total	0	1,200	0	0	0	0	1,200

Amended Six Year Comprehensive Transportation Program: 2025 - 2030

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold & Italicized numbers denote grant secured</i>										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2024	Sources	2025	2026	2027	2028	2029	2030	2025-2030
302.0113 Military Rd. SW - Edgewood Dr. SW to Farwest Dr.	curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. Connects Military Rd. to sidewalks as part of development on Military Rd. and Farwest.	505	City			505				505
		3,235	Grant			3235				3,235
		0	Other							0
		3,740	Total	0	0	0	0	0	0	3,740
302.0114 112th Sidewalks - Gravelly Lk. Dr. SW to Bridgeport Way SW	curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay. Sound Transit to Fund via Access Imp.		City							0
		2,645	Grant	2645						2,645
		0	Other							0
		2,645	Total	0	0	0	0	0	0	2,645
302.0115 Davisson Rd. SW and Highland Ave SW - 112th St. SW to 108th St. SW	curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. Sound Transit to Fund via Access Imp.		City							0
		1,881	Grant				181	1,700		1,881
		0	Other							0
		1,881	Total	0	0	0	181	1,700	0	1,881
302.0116 Custer Rd. SW - Bridgeport Way to Lakewood Dr. (East City Limits/74th St.)	curb, gutter, sidewalks, bike facilities, street lighting, drainage, road reconstruction, utility relocation	66	City	66						66
		3,653	Grant	3,653						3,653
		0	Other							0
		3,719	Total	3,719	0	0	0	0	0	3,719
302.0118 Lakewood Drive - Custer/74th to N. City Limits	Traffic signal replacement, ADA upgrades, new sidewalk, storm drainage upgrades, and hot mix asphalt paving		City							0
		1,230	Grant							0
		0	Other							0
		1,230	Total	0	0	0	0	0	0	0
302.0120 Tye Park School Sidewalks - Seminole Rd. SW	Intersection upgrades and sidewalks to school		City							0
		616	Grant							0
		0	Other							0
		616	Total	0	0	0	0	0	0	0
302.0121 112th Sidewalks - Farwest Dr. SW to Butte Dr. SW	curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay	141	City	141						141
		1,008	Grant	1,008						1,008
		0	Other							0
		1,149	Total	1,149	0	0	0	0	0	1,149
302.0122 47th Ave. SW Sidewalks - Clover Creek to Pacific Hwy. SW	curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. Sound Transit to Fund via Access Imp.		City							0
		1,428	Grant							0
		0	Other							0
		1,428	Total	0	0	0	0	0	0	0
302.0131 Custer Rd. SW - Bridgeport Way SW to Steilacoom Blvd. SW	Curb, gutter, sidewalk, roadway widening, turn pockets, pedestrian ramps, signage, and striping.		City							0
		957	Grant	957						957
		0	Other							0
		3,059	Total	957	0	0	0	0	0	957

Amended Six Year Comprehensive Transportation Program: 2025 - 2030

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold & Italicized numbers denote grant secured</i>										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2024	Sources	2025	2026	2027	2028	2029	2030	2025-2030
302.0136 100th - 59th Ave. to South Tacoma Way	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.	610	City	40		570				610
		3,908	Grant	258		3,650				3,908
			Other							
		4,518	Total	298	0	4,221	0	0	0	4,519
302.0141 104th St. SW - Short Ln. to Lake Louise Dr.	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.		City							0
		4,677	Grant							0
			Other							
		4,677	Total	0	0	0	0	0	0	0
302.0144 146th St. SW: Woodbrook Dr. SW to Murray Rd. SW Industrial Road Section	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.		City							0
			Grant							0
			Other							
		2,884	Total	0	0	0	0	0	0	0
302.0146 Downtown Plan - Green Street Loop - Gravelly Lake Dr., 59th Ave., Main St., Mt. Tacoma Dr., and Bridgeport Way	Downtown loop with full Green Street Amenities		City							0
			Grant							0
			Other							
		23,427	Total	0	0	0	0	0	0	0
302.0147 59th Ave. SW and Towne Center Blvd. SW	Curb, gutter, sidewalks, street lighting, drainage, and paving		City							0
		3,243	Grant							0
			Other							
		3,243	Total	0	0	0	0	0	0	0
302.0148 100th St. SW / Bridgeport Way SW - Add westbound right turn pocket	Curb, gutter, sidewalks, drainage, and paving		City							0
		843	Grant							0
			Other							
		843	Total	0	0	0	0	0	0	0
302.0150 Lake Louise Loop Patching and Road Restoration - Lake Louise Dr. SW and 101st St. SW	Roadway patching and repair, sidewalk, signage, markings, and striping.		City							0
		2,001	Grant							0
			Other							
		2,001	Total	0	0	0	0	0	0	0
302.0152 Oakbrook Non-Motorized Loop - Onyx Dr. SW/97th Ave SW to Zircon Dr. SW Zircon Dr. SW to Onyx Dr. SW/Phillips Rd. SW Coral Ln. SW/Amber Dr. SW: Onyx Dr. SW and Zircon Dr. SW	Curb, gutter, sidewalks, shared use path, turn lanes, street lighting, drainage, overlay. Total length 3.3 miles.	15,570	City							0
		15,570	Grant							0
			Other							
		15,570	Total	0	0	0	0	0	0	0
302.0155 Edgewater Dr./Waverly Dr. SW - Steilacoom Blvd. SW to Mt. Tacoma Dr. SW	Curb, gutter, sidewalks, bike facilities, parking, street lighting, drainage, road rebuild. Total length 0.6 miles.		City							0
		3,243	Grant							0
			Other							
		3,243	Total	0	0	0	0	0	0	0

Amended Six Year Comprehensive Transportation Program: 2025 - 2030

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold & Italicized numbers denote grant secured</i>										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2024	Sources	2025	2026	2027	2028	2029	2030	2025-2030
302.0158 Interlaaken Dr. SW - 112th St. SW to Washington Blvd. SW	Curb, gutter, sidewalks, shared use path, street lighting, drainage, pavement overlay and widening. Total length 0.5 miles.	1,710	City	1710						1,710
			Grant							0
			Other							0
		1,710	Total	1,710	0	0	0	0	0	1,710
302.0161: N. Thorne Ln. - Union Ave. SW to Portland Ave. SW	Curb, gutter, sidewalks, bike lanes, street lighting, drainage, pavement rebuild and widening. Total length 0.3 miles.		City							0
			Grant							0
		1,167	Other							0
		1,167	Total	0	0	0	0	0	0	0
302.0163 Butte Dr. SW - Vernon - 104th St. SW to Washington Blvd. SW	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. Total length 1.1 miles.		City							0
			Grant							0
		5,126	Other							0
		5,126	Total	0	0	0	0	0	0	0
302.0165 Pine St. SW - 84th St. SW to 80th St. SW(City Limits)	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.2 miles.		City							0
			Grant							0
		1,038	Other							0
		1,038	Total	0	0	0	0	0	0	0
302.0167 McChord Dr. SW - New York Ave SW: Pacific Hwy. SW to Bridgeport Way SW	Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.73 miles. Sound Transit to Fund via Access Imp.		City							0
			Grant							0
		1,839	Other							0
		1,839	Total	0	0	0	0	0	0	0
302.0168 McChord Dr. SW -A263 Bridgeport Way SW to 47th Ave. SW	Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.11 miles. Sound Transit to Fund via Access Imp.		City							0
			Grant							0
		278	Other							0
		278	Total	0	0	0	0	0	0	0
302.0169 47th Ave. SW - McChord Dr SW to 127th St. SW	Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.20 miles. Sound Transit to Fund via Access Imp.		City							0
			Grant							0
		504	Other							0
		504	Total	0	0	0	0	0	0	0
302.0170 Lincoln Ave. SW - McChord Dr. SW to San Francisco Ave. SW	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.35 miles. Sound Transit to Fund via Access Imp.		City							0
			Grant							0
		881	Other							0
		881	Total	0	0	0	0	0	0	0

Amended Six Year Comprehensive Transportation Program: 2025 - 2030

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold & Italicized numbers denote grant secured</i>										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2024	Sources	2025	2026	2027	2028	2029	2030	2025-2030
302.0171 Chicago Ave. SW - Spring Brook Ln. SW to McChord Dr. SW	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.37 miles. Sound Transit to Fund via Access Imp.	932	City							0
			Grant							0
			Other							0
		932	Total	0	0	0	0	0	0	0
302.0172 San Francisco Ave. SW - Spring Brook Ln. SW to True Ln. SW	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.22 miles. Sound Transit to Fund via Access Imp.	554	City							0
			Grant							0
			Other							0
		554	Total	0	0	0	0	0	0	0
302.0173 Clover Creek Dr. SW - Pacific Hwy. SW to Hillcrest Dr. SW <small>*This does not include the work within the Sound Transit ROW</small>	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.06 miles. Sound Transit to Fund via Access Imp.	454	City							0
			Grant							0
			Other							0
		454	Total	0	0	0	0	0	0	0
302.0174 Boston Ave SW - I-5 to McChord Dr SW	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.28 miles. Sound Transit to Fund via Access Imp.	360	City							0
			Grant							0
			Other							0
		360	Total	0	0	0	0	0	0	0
302.0175 John Dower Road - 78th Street SW to 75th Street	Curb, gutter, sidewalks, street lighting, drainage, overlay east side only. Total length 0.22 miles.	862	City							0
			Grant							0
			Other							0
		862	Total	0	0	0	0	0	0	0
TOTALS		14,972	City	6,352	3,555	1,075	0	0	0	10,982
		25,500	Grant	10,143	1,200	6,885	181	1,700	0	20,109
		56,184	Other	0	0	0	0	0	0	0
		96,655	Total	16,495	4,755	7,961	181	1,700	0	31,092

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold & Italicized numbers denote grant secured</i>										
SECTION 2 TRAFFIC SIGNALS	Description	Base Cost 2024	Sources	2025	2026	2027	2028	2029	2030	2025-2030
302.0059 Steilacoom / Durango New Traffic Signal	Signal needed with new development in area. Special concern with adjacent train crossing becoming active.	1,005	City							0
			Grant							0
			Other							0
		1,005	Total	0	0	0	0	0	0	0
302.0078 So. Tacoma Way / 92nd Street	New warranted signal, improvements include associated ADA upgrades and pavement patching.	500	City	500						500
			Grant	750						750
			Other							0
		1,250	Total	1,250	0	0	0	0	0	1,250
302.0094 Gravelly Lake Drive / Avondale Traffic Signal	Intersection meets warrants for traffic signal. Increased volumes in and around Towne Center. Increase in accidents.	1,005	City							0
			Grant							0
			Other							0
		1,005	Total	0	0	0	0	0	0	0
302.0123 Holden/Military Rd. New Traffic Signal	Increased volumes in and around Mann Middle School.	714	City							0
			Grant							0
			Other							0
		714	Total	0	0	0	0	0	0	0
302.0126 Custer Rd. and 88th Traffic Signal Replacement	Replace existing traffic signal with pole and mast arm signal.	714	City							0
			Grant							0
			Other							0
		714	Total	0	0	0	0	0	0	0
302.0166 Gravelly Lake Dr./112th St. SW Traffic Signal Replacement	Convert span wire signal to mast arm signal.	1,005	City							0
			Grant							0
			Other							0
		1,005	Total	0	0	0	0	0	0	0
302.0174 Pacific Hwy. SW/Sharondale SW New Traffic Signal for Lakewood Station District Plan	Traffic signal for future increased volumes related to the Lakewood Station District Plan. Will include pedestrian ramp modifications and minor roadway patching.	976	City							0
			Grant							0
			Other							0
		976	Total	0	0	0	0	0	0	0
302.0177 Signal Work at Western State Hosp. Temp signal, new signal and removal or signal	Install Temp signal and after WSH is ready install a new permanent signal and remove the temp and the existing signal at Cirdle Dr. Funded 100% by WSH.	430	City							0
			Grant							0
			Other			430				430
		430	Total	0	0	430	0	0	0	430
TOTALS		500	City	500	0	0	0	0	0	500
		750	Grant	750	0	0	0	0	0	750
		5,851	Other	0	0	430	0	0	0	430
		7,101	Total	1,250	0	430	0	0	0	1,680

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold & Italicized numbers denote grant secured</i>										
SECTION 3 TRANSPORTATION PLANNING	Description	Base Cost 2024	Sources	2025	2026	2027	2028	2029	2030	2025-2030
101.0000 Pavement Management System Pavement Condition Index Rating	4-year cycle. Consultant to perform.	50/4/yr	City				50			50
			Grant							0
			Other							0
		13/yr	Total	0	0	0	50	0	0	50
TOTALS		50	City	0	0	0	50	0	0	50
			Grant	0	0	0	0	0	0	0
			Other	0	0	0	0	0	0	0
		50	Total	0	0	0	50	0	0	50

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold & Italicized numbers denote grant secured</i>										
SECTION 4 STREET LIGHTING	Description	Base Cost 2024	Sources	2025	2026	2027	2028	2029	2030	2025-2030
302.0002 New Street Lighting	Install street lighting per identified Street Lighting Plan map (Yearly)	180/yr	City	180	180	0	0	0	0	360
			Grant							0
			Other							0
		180/yr	Total	180	180	0	0	0	0	360
TOTALS		180/yr	City	180	180	0	0	0	0	360
			Grant	0	0	0	0	0	0	0
			Other	0	0	0	0	0	0	0
		180	Total	180	180	0	0	0	0	360

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold & Italicized numbers denote grant secured</i>										
SECTION 5 BRIDGES	Description	Base Cost 2024	Sources	2025	2026	2027	2028	2029	2030	2025-2030
101.0000 Bridge Inspection	On-going biennial bridge inspection.	5	City	5		10		10		25
			Grant							0
			Other							0
		5	Total	5	0	10	0	10	0	25
302.0130 Structural Guardrail Replacement Clover Creek Gravelly Lake Drive SW - 112th SW to Nyanza Rd SW Includes structural analysis of the box culvert.	Design and replace the existing guard rail over the south side of the roadway where Gravelly Lake Drive crosses Clover Creek between Nyanza and 112th.		City							0
			Grant							0
			Other							0
		175	Total	0	0	0	0	0	0	0
TOTALS		5	City	5	0	10	0	10	0	25
			Grant	0	0	0	0	0	0	0
			Other	0	0	0	0	0	0	0
		180	Total	5	0	10	0	10	0	25

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold & Italicized numbers denote grant secured</i>										
SECTION 6 ROADWAY RESTORATION PROJECTS	Description	Base Cost 2024	Sources	2025	2026	2027	2028	2029	2030	2025-2030
302.0004 Minor Capital Improvements	Roadway patching and repair, sidewalk, signage, markings, and striping.	260	City	260	260	270	270	270	270	1,600
			Grant							0
			Other							0
		260	Total	260	260	270	270	270	270	1,600
302.0005 Chip Seal Resurfacing Program	Projects in various locations may include pavement preservation contribution to planned utility projects to facilitate full roadway overlays.	360	City	360	380	380	390	390	390	2,290
			Grant							0
			Other							0
		360	Total	360	380	380	390	390	390	2,290
302.0145 150th St. SW Road Restoration - East City Limits to Woodbrook Drive SW	Roadway replacement, sidewalk, signage, markings, and striping.	420	City							
			Grant							
			Other							
		420	Total	0	0	0	0	0	0	0
302.0176 112th - South Tacoma Way to Steele St	Roadway patching and repair, overlay, signage, markings, and striping.	494	City	28	466					494
		750	Grant	43	707					750
			Other							
		1,244	Total	71	1,173	0	0	0	0	1,244
TOTALS		1,114	City							4,384
		750	Grant							750
		420	Other							0
		2,284.12	Total	691	1,813	650	660	660	660	5,134

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold & Italicized numbers denote grant secured</i>										
SECTION 7 NEIGHBORHOOD TRAFFIC MANAGEMENT	Description	Base Cost 2024	Sources	2025	2026	2027	2028	2029	2030	2025-2030
302.0003 Neighborhood Traffic Safety Traffic Calming Various Locations	May include speed humps, traffic circles, signage, radar feedback signs, etc.	27	City Grant Other	27	27	30	30	30	30	174
		27	Total	27	27	30	30	30	30	174
TOTALS		27	City Grant Other	27 0 0	27 0 0	30 0 0	30 0 0	30 0 0	30 0 0	174 0 0
		27	Total	27	27	30	30	30	30	174

Completed/Removed and Added Projects									
302.0024 Steilacoom Blvd - Farwest Farwest to Phillips	This project designs and acquires ROW to construct curb, gutter, sidewalks, bike lanes, turn lanes, street lighting, drainage, overlay.	City	Completed in 2024						0
		Grant							0
		Other	0						
		Total	0	0	0	0	0	0	
302.0074 South Tacoma Way - 88th to North City Limits	Curb, gutter, sidewalks, bike lanes, street lighting, signal at 84th, drainage, overlay	City	Completed in 2024						0
		Grant							0
		Other	0						
		Total	0	0	0	0	0	0	
302.0083 Hipkins Road - 104th to Steilacoom Blvd.	Curb, gutters, sidewalks, street lighting, drainage, traffic calming, and overlay	City	Completed in 2024						0
		Grant							0
		Other	0						
		Total	0	0	0	0	0	0	
302.0085 Murray Road Corridor Capacity	Provide capacity for Woodbrook Industrial development. Widening of Murray Road, bike/pedestrian facilities, structural pavement section improvements	City	Completed by WSDOT and City of Lakewood in Previous Segments						0
		Grant							0
		Other	0						
		Total	0	0	0	0	0	0	
302.0093 Gravelly Lake Drive - Pacific Highway to Nyanza (South)	Curb, gutters, sidewalk, bike way, street lighting, pavement rehab.	City	Completed as part of the JBLM-North Access Improvement Project						0
		Grant							0
		Other	0						
		Total	0	0	0	0	0	0	
302.0135 Washington Blvd/North Gate Rd/Edgewood Ave SW -	Curb, gutter, sidewalk, bike lanes, street lighting, drainage, overlay	City	Completed in 2024						0
		Grant							0
		Other	0						
		Total	0	0	0	0	0	0	
302.0137 Steilacoom Blvd/88th - 87th to Custer Rd	Curb, gutter, sidewalk, bike lanes, street lighting, drainage, overlay	City	Completed in 2024						0
		Grant							0
		Other	0						
		Total	0	0	0	0	0	0	

Completed/Removed and Added Projects										
302.0142 Ardmore Drive SW: Steilacoom Blvd to Whitman - Complete Street Improvements	Curb, gutter, sidewalk, bike lanes, street lighting, drainage, overlay		City	Completed in 2024						0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0
302.0159 Idlewild Road SW - Idlewild School to 112th St SW	Curb, gutter, sidewalk, street lighting, drainage, overlay. Total length 0.15 miles		City	Completed in 2024/2025						0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0
302.0160 112th St. SW - Idlewild Rd. SW to Interlaaken Dr. SW	Curb, gutter, sidewalk, street lighting, drainage, overlay. Total length 0.15 miles		City	Completed in 2024/2025						0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0
302.0164 Sidewalk fill-in on Farwest Dr. - 112th to Lakes High School, and 100th St. Ct. SW to Steilacoom Blvd.	Fill-in of missing sidewalks		City	Completed in 2024						0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0
302.0098 84th St. Pedestrian Crossing Signal at Pine St	Install pedestrian signal, connection to Pine street intersects with Tacoma's Water Ditch Trail and Wards Lake Park		City	Completed in 2024						0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0
302.0151 South Tacoma Way Pavement Restoration -96th to Steilacoom Blvd	Roadway patching and repair, overlay, signage, markings, and striping.		City	Completed in 2024						0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0



TO: City Council

FROM: Tiffany Speir, Long Range & Strategic Planning Manager

THROUGH: Jeff Rimack, CED Director and John Caulfield, City Manager *John P. Caulfield*

DATE: May 13, 2024

SUBJECT: Third Biennial Review of Downtown Subarea Plan (DSAP) Package and First Biennial Review of Station District Subarea Plan (LSDS) Package

ATTACHMENTS: 2024 DSAP Biennial Review (**Attachment A**); 2019 PSRC Certification of Lakewood’s Regional Urban Growth Center (**Attachment B**); 2018 Transportation Mitigation Fee Administrative Policy (**Attachment C**); 2024 LSDS Biennial Review (**Attachment D**)

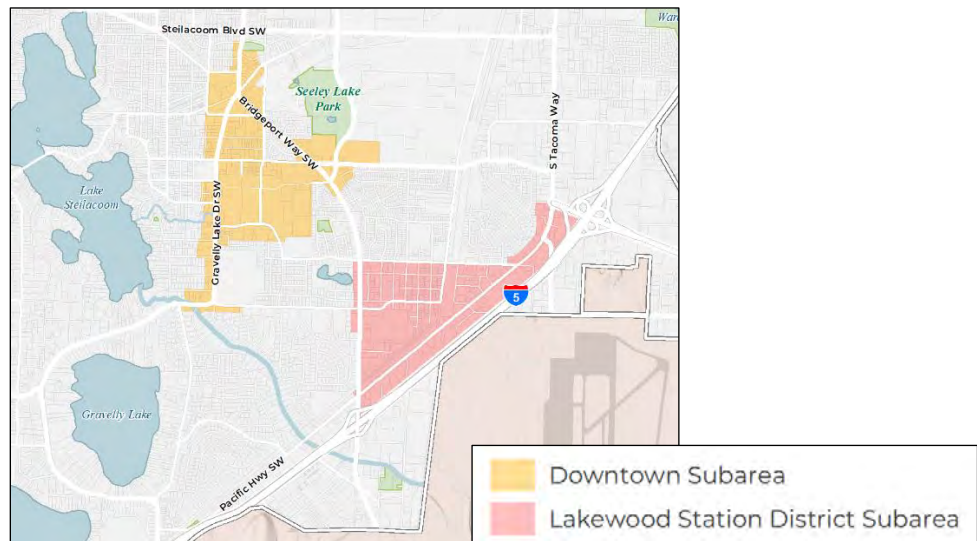
BACKGROUND

This staff report contains the third biennial review of the 2018 Downtown Subarea Plan and its related Planned Action and hybrid form-based code (LMC Title 18B) (the “DSAP package”) per the enacting Ordinances 695 and 696. (See **Attachment A**.) Ordinance 774 adopted a new five-year review schedule for the DSAP documents to commence after 2024 and to be conducted in coordination with future Comprehensive Plan Periodic Reviews and Implementation Progress Reports.

This report also includes the first biennial review of the 2021 Station District Subarea Plan and its related Planned Action and hybrid form-based code (LMC Title 18C) (the “LSDS package”) per the enacting Ordinances 751 and 752. (See **Attachment D**.)

The City Council is reviewing these biennial reviews before the Planning Commission does in order to be able to provide direction to the Commission on whether the Council supports recommendations included in the Discussion below.

Downtown and Station District Subarea Boundaries



RECOMMENDATIONS

Downtown Subarea Plan Package 3rd Biennial Review

1. It is recommended that Group Home Type 5 (secure community transition facilities) be removed from LMC 18A.40.120 as an allowed conditional use in the Central Business District (CBD) Zone. This use is already prohibited in the Downtown subarea regulations at LMC 18B.200.220.
2. It is recommended that the City prepare for the 2025 PSRC Centers redesignation process by drafting a market study report demonstrating how the Downtown will meet its targeted levels of growth.
3. It is recommended that the City Council consider use of the current Transportation Mitigation Fee (TMF) balance toward the cost to install a signal at the intersection of Gravelly Lake Drive and Avondale Road SW. The total cost of this signal was estimated in 2018 to be \$1,178,000.
4. It is recommended that the City Council consider whether to continue the Downtown Subarea Transportation Mitigation Fee (TMF) program unchanged or whether to amend the way Downtown transportation projects are planned and funded.

Station District Subarea 1st Biennial Review

1. It is recommended that the frequency for the regular periodic review of the Station District Subarea Plan, Planned Action Ordinance and implementing development regulations be changed from every two years to every five years. If this is approved, the next periodic review of the LSDS package would occur in 2029 and match the cycles for review of the Downtown Subarea Plan package and the full Comprehensive Plan.
2. It is recommended to remove reference to the Lakewood Landing Project in the LSDS Plan – amendments to do so are included in the 2024 Comprehensive Plan Periodic Review package. The subarea plan should be updated to address a focus of employment and continued mixed use near the Sounder Station.

DISCUSSION

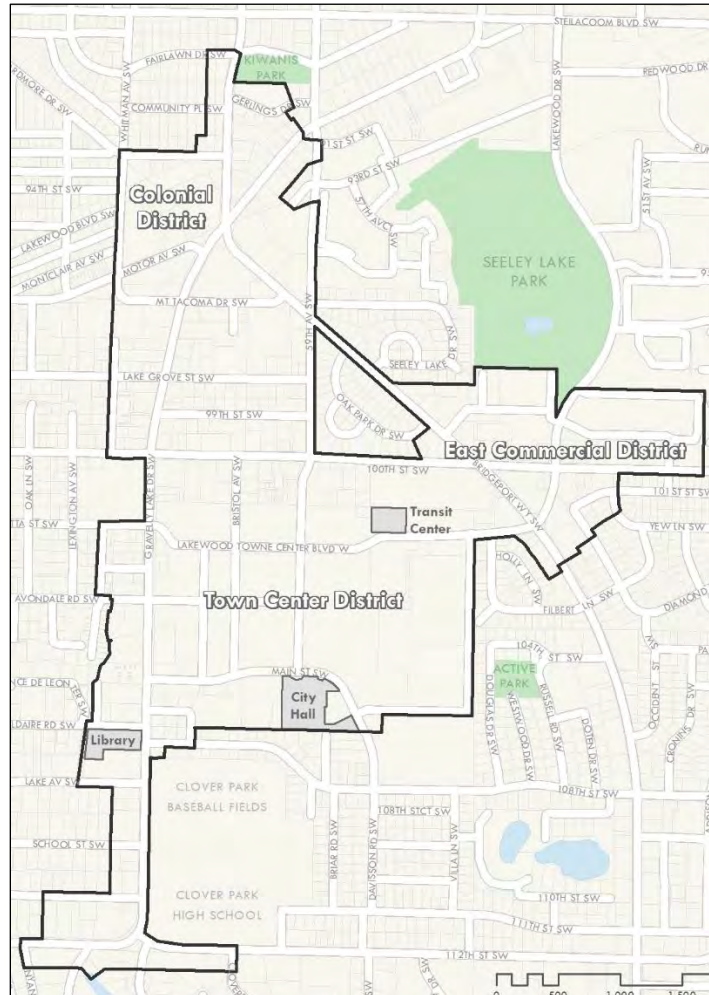
DOWNTOWN SUBAREA PLAN

The Lakewood Downtown Subarea encompasses over 315 parcel acres, with three districts that reflect different characters:

- **Colonial:** This district includes colonial-style commercial buildings. It includes the historic Lakewood Theater, which has not operated for approximately 26 years.
- **Town Center:** This district contains the upgraded Lakewood Towne Center, an auto-oriented shopping area with stores and restaurants, a transit center, the Lakewood Playhouse, and City Hall.

- **East District:** This district at the intersection of Bridgeport Way SW and 100th Street SW has a mix of large auto-oriented commercial centers and smaller strip-commercial properties along arterials.

2018 Downtown Subarea and District Boundaries



As described in Section 1.4.3 of the 2018 Lakewood Comprehensive Plan:

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

“Placemaking” through public and civic investments is central to the Downtown Subarea Plan. Public spaces, art, seasonal events; streets, streetscapes, and parks;

and environmental remediation. Many of the DSAP design concepts require significant capital investments by the City, and in some cases the purchase of additional property for parks and improving public rights-of-way for motorized and non-motorized transportation improvements.

The Downtown Subarea Plan, form-based development code, and SEPA-based planned action (“DSAP package”) are all intended to attract significant numbers of office and retail jobs as well as new high-density housing to create a “destination downtown” for the City.

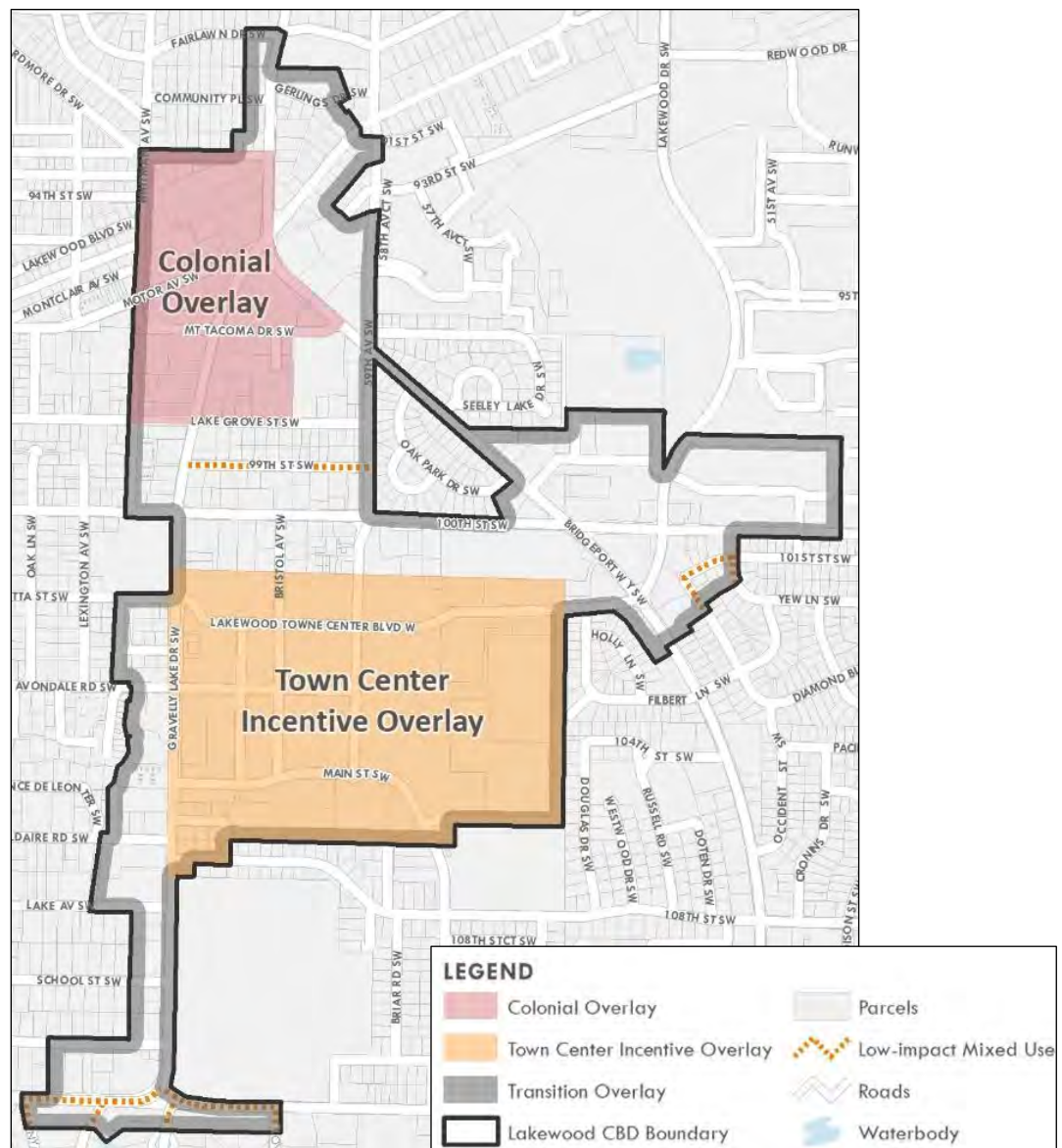
24% (2,257 units) of the City’s 2044 housing target and a 74% (7,317 jobs) of the 2044 job target are planned for the Downtown. **If the housing units targeted to the Downtown are not built within the subarea, then Lakewood will need to identify where the units will be built elsewhere in the City.**

Adopted Downtown Subarea regulatory incentives include:

- Form-based development code that regulates building appearance and site improvements based on the type of street they are located on;
- Multifamily Tax Exemption (MFTE) (Developer incentive);
- Planned Action SEPA (Developer incentive);
- Master Planned Development (design flexibility)
 - o Affords developer and the City the opportunity to implement the intent of the Downtown Subarea Plan in ways that could not be achieved through strict application of subarea regulations;
- Permissive uses (i.e., 80% of the allowed uses are permitting outright);
- Flexibility in density
 - o Mixed use density (up to 100 dwelling units per acre (dua) for market rate mixed use)
 - o Residential density (up to 80 dua residential only)
 - o Affordable housing incentive (Up to 125 dua)
 - o No maximum density in Town Center with Master plan
 - o Density bonuses available for tree retention;
- No minimum lot size;
- No maximum impervious coverage;
- Clearly delineated design standards; and
- Parking incentives
 - o Shared
 - o Public parking
 - o Parking demand

Several of the Downtown’s overlay districts are described below and a map follows:

- Town Center Incentive Overlay (TCI-O) district allows for the holistic development of the Lakewood Towne Center in alignment with the vision and policies of the Downtown Plan. This overlay district area allows Master Planning to encourage significant development projects that can help realize the City’s and subarea’s housing and job targets.
- Transition Overlay (TO) includes any property or portion of a property in the Downtown within 100 ft. of an abutting single-family residential zone or mixed residential zone. Properties within the Downtown that are separated from a single-family residential or mixed residential zone by a city-owned right of way of at least 60 ft. in width do not have to provide a transition area.



Downtown Subarea Plan Package 3rd Biennial Review

Attachment A includes the full 2024 biennial review of the Downtown Subarea Plan, Planned Action, and development code. Excerpts from the review are included below.

The adopted 2035 housing units target is 2,257 net new units. From October 2018 to January 2024, 69 units (3.1% of the goal) were in the permit process. In March 2024, a new 426-unit multifamily project was proposed in the Downtown Subarea by Alliance Residential Company, which would bring the **total to 494 housing units, comprising 28% of the total 2035 subarea housing unit growth target.** See Exhibit 1.

Exhibit 1. Growth Progress - Fall 2018-March 2024: Dwelling Units



The 2023-24 Budget notes: "Our economic development team has also engaged directly with more than 30 major regional and out of state mixed use and multifamily developers for Downtown development with a focus on a mix of middle market housing types and affordable units."

Sources: City of Lakewood, 2024; BERK 2024.

Between 2018-2035, a total of 2.85 million square feet of commercial square feet was anticipated. **As of February 2024, there has been an increase of 2,559 square feet of commercial space, 0.09% of the goal.**

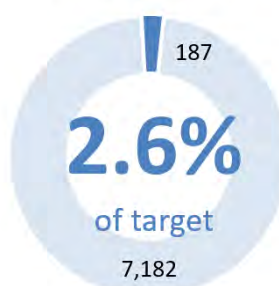
Between 2018-2035, a total of 7,369 new jobs were targeted with all the development and investment into downtown. **187 jobs have been added reviewing Census on the Map, 2.5% of the goal. To meet the subarea plan's 2035 job growth target, the next twelve years, the Downtown will need to add 7,182 jobs over the next 12 years.** See Exhibit 2 below.

Exhibit 2. Growth Progress - Fall 2018- Summer 2023: Employment Space and Jobs

Employment sq. ft. permitted



Census OTM Jobs 2018-21



PSRC/ESD Jobs 2018-22



Sources: City of Lakewood, 2023; Census on the Map (OTM), 2021; PSRC 2024; BERK 2024.

There has been a net total of -94 new daily trips (i.e., **a loss of 94 total trips**) in the Downtown due to the types of new businesses and their traffic patterns, and the 6,658-trip threshold adopted for the 2018-2035 time frame essentially remains unaffected (i.e., there is no near term need to amend the Downtown Planned Action Ordinance because of traffic increases.)

Downtown Transportation Mitigation Fee (TMF) Program

The Transportation Mitigation Fee (TMF) was established as a Downtown development incentive. It is a way to fund transportation improvements needed because of new growth while eliminating the need for private development to conduct traffic analyses, saving applicants both time and money.

The TMF was never meant to address the full cost of identified Downtown transportation infrastructure improvements; as adopted by the City Council in Resolution 2019-11¹, **50% of costs are to be funded through the TMF and the other 50% through public funds.**

Per Ordinance 696, the TMF system for the Downtown Subarea is “a SEPA fair share fee program under which new development contributes its share of the cost for transportation improvements identified as mitigation measures.”

The private per-trip mitigation fee (\$2,174 per trip) was calculated by using the gross number of “PM peak hour vehicle trips” (a total of 6,658) anticipated to come from build out of the Downtown’s planned land use in relation to 50% of the \$28,945,000 in 2018 estimated costs of the mitigation transportation projects.

$$(\$28,945,000 \times .5) \div 6,658 = \mathbf{\$2,174 \text{ per peak PM hour trip}}$$

After the adoption of the DSAP Package, the City adopted an **administrative policy** (see **Attachment C**) that resulted in no TMFs being collected from most subarea development projects. Per the administrative policy:

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

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

¹ In 2019, the City Council added Downtown Subarea projects to the City’s Six Year Comprehensive Transportation Improvement Program (TIP) (2020-2025) via Resolution 2019-11. During initial review of the DSAP and PAO and after discussion and consideration of various options, the Council voted to adopt a SEPA fair share fee program that assessed 50% of the costs for the identified DSAP road projects on development applicants (both against new construction and also against tenant improvements in existing structures) as a Transportation Mitigation Fee (TMF) and committed the City to cover the remaining 50%.

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

Most subarea development projects since 2018 have not been assessed a TMF, and the amount of TMFs collected to date totals less than 10% of the total cost of identified subarea improvements. Most Downtown Subarea development has caused no net increase in PM peak hour trips - and therefore resulted in no TMF revenue - due to the trip credits provided in the City's administrative policy for development that locates in pre-existing spaces. Furthermore, no time limit has been placed on how far back the previous use in a space could have happened to be part of the TMF calculation.

A total of **\$175,397.10** in TMFs has been collected for the period between 2018 and the end of 2023 under the City's TMF administrative policy. The total TMFs that would have been collected without applying the administrative policy is estimated at **\$896,311.11**.

In other words, roughly 20% of the 50% private share has been collected from development projects since 2018. No public funds have been set aside for the public share under the TMF program. **Approximately 10% of the total 2018-estimated costs for Downtown transportation projects has been collected to date.**

Per state law and the Downtown Subarea Planned Action Ordinance², **the City must return any unspent TMF fees after 10 years to the current owner of a property** "unless the City has made a written finding that extraordinary or compelling reasons exist to extend the time for expending or encumbering the mitigation fees." The first TMF fees were paid in 2019, so fees would need to be returned starting in 2029 if not yet spent on an identified Downtown transportation project.

By basing fees on the number of trips to a development during the peak PM hour, uses with higher trip generation, including retail and some professional services that are desired in the Downtown Subarea, may pay significant TMFs. On the other hand, these developments are not having to engage in their own SEPA traffic studies, thereby saving applicants time and money.

Alternatives to the Current Downtown Subarea TMF

If desired, the City Council has full authority to:

- direct changes to the current TMF administrative policy, including
 - o adding a time limit for how long a space may remain vacant and still have past trip generation used as a credit against a new business (e.g., 12 months) or

² Period of Expenditure: The current owner of property on which traffic mitigation fees have been paid may receive a refund of such fees if the mitigation fees have not been expended or encumbered within 10 years of receipt of mitigation fees, unless the City has made a written finding that extraordinary or compelling reasons exist to extend the time for expending or encumbering the mitigation fees. (Ordinance 752.)

- o considering reducing TMF or exempting certain uses from TMF collection (this would require additional legal analysis before staff could provide a recommendation);
- amend the current TMF program to change the share of project costs that are currently split 50%/50% between private and public sources to any amount the Council might wish (e.g., 25% private/75% public, 75% private/25% public, 0% private/100% public, or some other split);
- repeal the SEPA-based TMF program and use other local, state, or federal dollars to fund the subarea's planned transportation improvements, such as
 - o a Citywide traffic impact fee (assessed across the City versus just in the Downtown and able to be used for transportation projects anywhere in Lakewood in proportion to how much impact a development would have on the project in question);
 - o federal, state, and regional transportation grants (unlikely to fund the types of projects in the Downtown since they are not the types of projects currently prioritized by grant agencies);
 - o general funds to cover 100% (or some other percentage in combination with other fees and grants) of transportation costs; or
- restrict Downtown subarea development unless and until transportation improvements are constructed to preserve the City's current levels of service (LOS) per GMA concurrency requirements; or
- adjust the transportation levels of service (LOS) on the Downtown transportation system based on GMA concurrency requirements, thereby eliminating the need for transportation mitigation in the Downtown.

Note: The City of Lakewood has applied for a 2024 federal RAISE Planning and Preconstruction Activities Grant of \$1,100,000 to examine the existing and currently planned motorized and non-motorized transportation network within the Downtown Subarea. If awarded, the grant will fund a report with updated recommendations on motorized and non-motorized transportation safety and capacity-building capital projects to pursue in the Downtown.

RECOMMENDATIONS

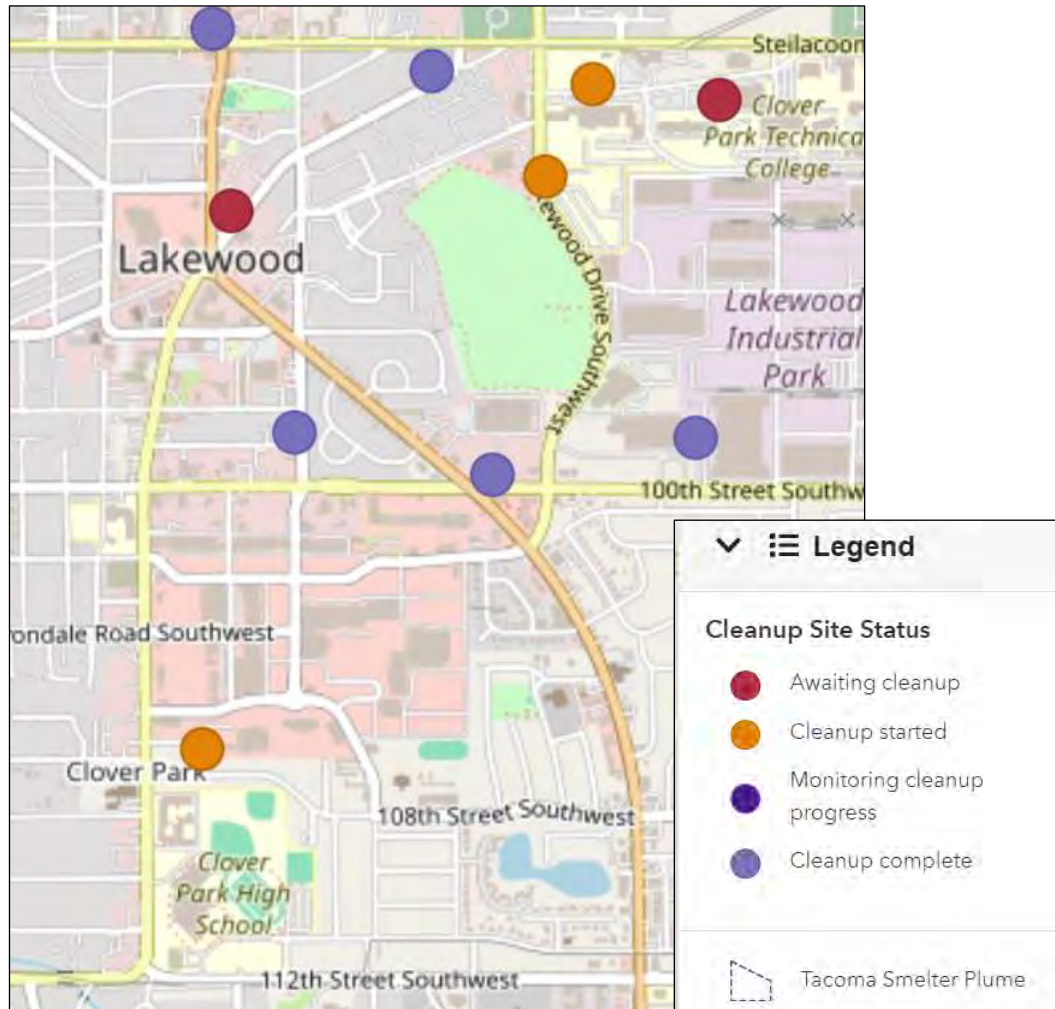
1. It is recommended that Group Home Type 5 (secure community transition facilities) be removed from LMC 18A.40.120 as an allowed conditional use in the Central Business District (CBD) Zone. This use is already prohibited in the Downtown subarea regulations at LMC 18B.200.220.
2. It is recommended that the City prepare for the 2025 PSRC Centers redesignation process by drafting a market study report demonstrating how the Downtown will meet its targeted levels of growth.
3. It is recommended that the City Council consider use of the current Transportation Mitigation Fee (TMF) balance toward the cost to install a signal

at the intersection of Gravelly Lake Drive and Avondale Road SW. The total cost of this signal was estimated in 2018 to be \$1,178,000.

4. It is recommended that the City Council consider whether to continue the Downtown Subarea Transportation Mitigation Fee (TMF) program unchanged or whether to amend the way Downtown transportation projects are planned and funded.

Status of Contaminated Sites in the Downtown Subarea

In 2022, the City Council requested the status of contaminated sites in the Downtown. A 2024 contaminated site status map from the WA State Department of Ecology is included below.

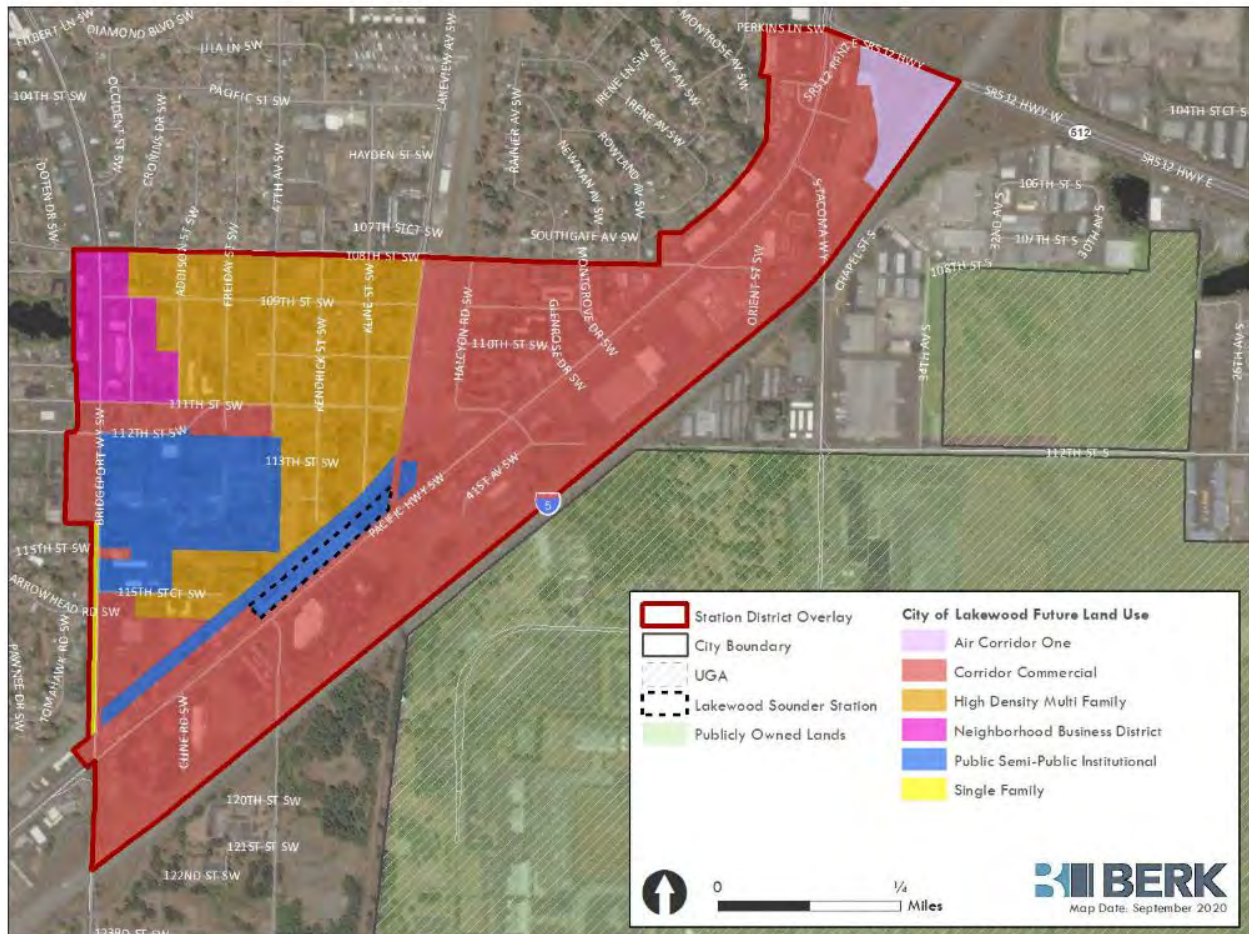


Source: [Department of Ecology, 2024](#)

LAKWOOD STATION DISTRICT SUBAREA PLAN

Adopted in 2021, the Lakewood Station District Subarea Plan, development code, and SEPA-based Planned Action (“LSDS Package”) are crafted to be a new pedestrian-oriented high-density employment and residential district about a ½ mile around the Sounder Station. The LSDS is intended to function as Lakewood’s multi-modal commuter hub with supporting policies that call for a transit-oriented development district and the use of bonus densities and incentives to achieve a rich mix of land uses around the station including regional offices, major institutions, high density and middle housing choices, neighborhood businesses, and open space.

Exhibit 11. Future Land Use in the LSDS



Source: Lakewood Station District Subarea Plan, 2021

Most of the subarea is in commercial use, but there is a significant amount of residential use and some vacant lands as well. Residential uses include single-family homes (60%), small duplex or multiplex buildings (26%), and low-rise multifamily units (14%).

Half of the 339-acre subarea's 40 parcels are a ½ acre or less in size. The 13 largest parcels account for 38% of the land in the subarea. This variety of parcels will provide opportunities for both small and large scale redevelopment in the subarea over time.

19% (1,772 units) of the City's 2044 housing target and 13% (1,276 jobs) of the 2044 job target are planned for the Station District. **If the housing units targeted to the Station District are not built within the subarea, then Lakewood will need to identify where the units will be built elsewhere in the City.**

Adopted development incentives in the Station District subarea include:

- Form-based development code that regulates building appearance and site improvements based on the type of street they are located on;
- Density bonuses available for tree retention;
- No minimum lot size;
- Clearly delineated design standards; and
- Permissive uses.

Station District Subarea Plan 1st Biennial Review

Attachment B includes the full 2024 biennial review of the Station District Subarea Plan, Planned Action, and development code. Excerpts from the review are included below.

Since the adoption of the LSDS package, 78 building permits within the subarea have been accepted or finalized. Development includes a hotel, an adaptive reuse of a building to become a new neighborhood fulfillment center, two new small businesses opening in existing spaces, and 324 dwelling units.

With 324 dwelling units permitted, the Station District housing is at 18.8% of the housing target. See Exhibit 4.

Exhibit 4, Progress of Dwelling Units Created



Source: City of Lakewood, 2023; BERK 2024.

Between 2020-2035, 1,276 net new jobs are planned in the Station District

Subarea. The 2021 SEPA evaluation assumed 171 retail jobs in Lakewood Landing, a 30-acre phased mixed use development, and the remaining 1,105 jobs elsewhere in the subarea. However, the central section of the Lakewood Landing area was purchased and is being developed as a neighborhood fulfillment center, and Lakewood Landing will not be developed as envisioned.

The Station District Planned Action Ordinance (PAO) is based on the total jobs across the subarea; there is no need to amend the PAO when removing references to Lakewood Landing as part of the 2024 Comprehensive Plan Update.

There has been no meaningful change in job counts between 2019 (when the LSDS Existing Conditions Report was published) and 2021, when the LSDS was adopted.

- 2019: 1,945
- 2020: 1,988
- 2021: 1,940

The pending neighborhood fulfillment center is anticipated to offer 330 jobs. Including these jobs, about 35% of the subarea’s 2035 jobs target would be met. See Exhibit 3.

Exhibit 3. Jobs and Achievement of Threshold 2021-2023



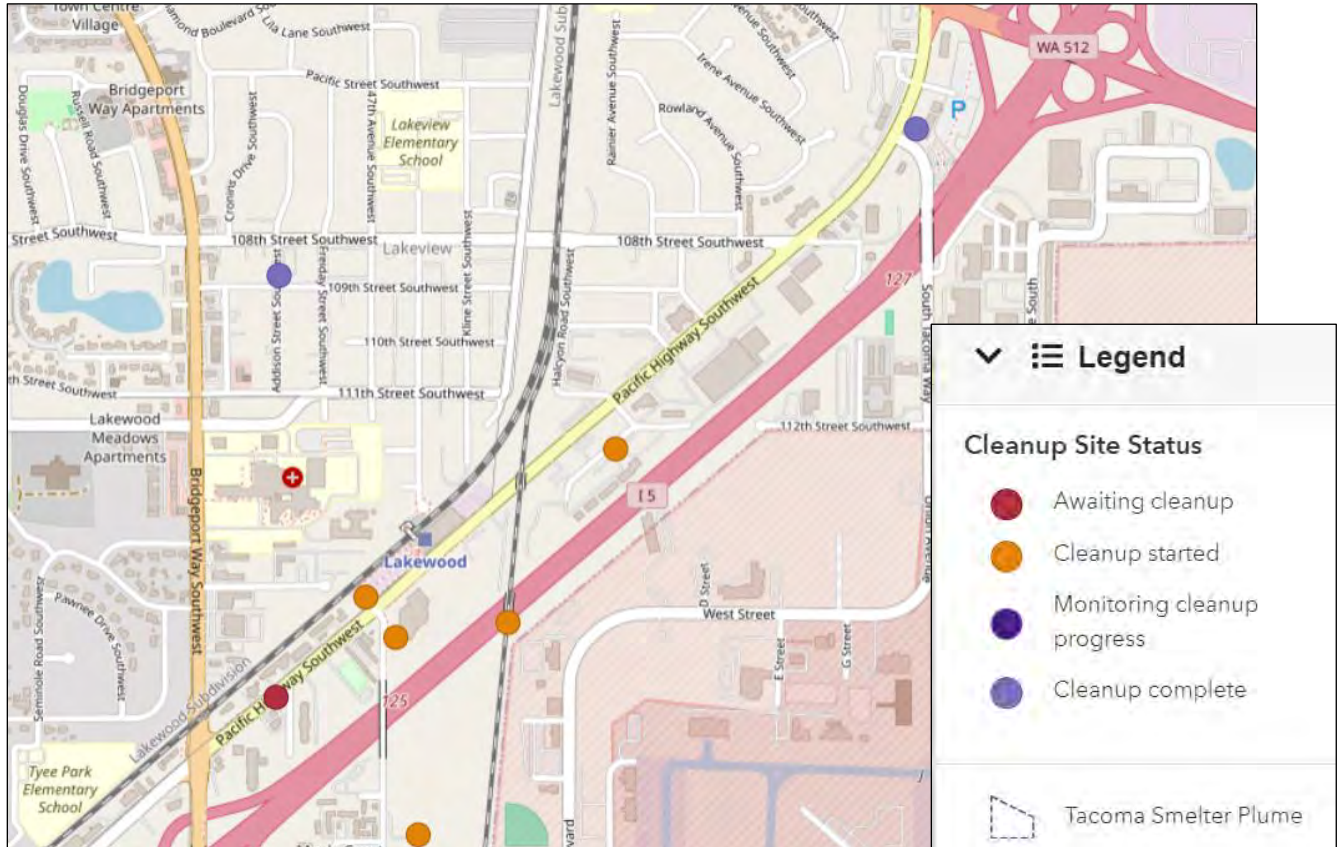
Sources: City of Lakewood, 2023; Census on the Map (OTM), 2021; PSRC 2024; BERK 2024.

RECOMMENDATIONS

1. It is recommended that the frequency for the regular periodic review of the Station District Subarea Plan, Planned Action Ordinance and implementing development regulations be changed from every two years to every five years. If this is approved, the next periodic review of the LSDS package would occur in 2029 and match the cycles for review of the Downtown Subarea Plan package and the full Comprehensive Plan.
2. It is recommended to remove reference to the Lakewood Landing Project in the LSDS Plan – amendments to do so are included in the 2024 Comprehensive Plan Periodic Review package. The subarea plan should be updated to address a focus of employment and continued mixed use near the Souder Station.

Status of Station District Subarea Contaminated Properties

In 2022, the City Council requested the status of contaminated sites in the Downtown. For the City Council's reference, a Station District Subarea 2024 contaminated property status map is included below.



Source: [Department of Ecology, 2024](#)

ATTACHMENT A

Third Biennial Review: Downtown Planned Action

Prepared by: BERK Consulting, Inc. | Prepared for: City of Lakewood | May 5, 2024

Introduction 1

Progress on Growth Thresholds 3

Progress on Downtown Plan Vision & Concept 12

Effects of New State Legislation 20

Performance as a Regional Growth Center 21

Conclusion..... 22

Summary

The growth in Downtown has been relatively limited compared to the planned capacity. However, for three years between 2020 and 2022, downtown was significantly impacted by COVID-19. Despite these challenges, the City has made progress. Since the zoning focuses on multifamily and mixed use housing rather than single-family housing, the subarea is not affected by most of the recent statutory changes related to middle housing and ADUs.

With the March, 2024 426-unit multifamily project proposed in Downtown, progress to the 2035 housing unit goal to totals 494 units or 28% of the goal. To date, 187 jobs or 2.5% of the goal have been created, and the Downtown will need to add 7,182 jobs by 2035 to meet the planned goal.

The City continues to seek public and private funding for catalyst projects that could lead to additional private investment. The City also wishes to find additional state and federal funding for streets and other amenities. State or federal funds are likely to be the primary funding of improvements since transportation mitigation fee (TMF) collection has been limited and was never meant to address the full cost.

The City has also been supporting a new mixed use housing development and Central Park site with the Towne Center owner. In 2024 and beyond, the City anticipates seeking state and federal funding and private investment into the Downtown.

Group Home 5 is prohibited in the Downtown regulations at LMC 18B.200.220 but LMC 18A.40.120 indicates Group Home 5 (for secure community transition facilities) is allowed by Conditional Use Permit in the CBD zone. This difference should be addressed in housekeeping code amendments.

Introduction

This document contains the third biennial review of the 2018 Downtown Subarea Plan (DSAP) and Planned Action Ordinance (PAO), which includes the Town Center, Colonial, and East Commercial districts per Ordinance 695 and 696.

Ordinance 695 requires a review that considers land use, improvements, and actions in the set forth in the DSAP.

Ordinance 696 establishing the Planned Action requires reviewing the following every two years. As described in Ordinance 696:

- The City should monitor the **progress of development** in the designated Planned Action area biennially to ensure that it is consistent with the assumptions of this Ordinance and the Planned Action EIS regarding the type and **amount of development** and associated impacts and with the mitigation measures and **improvements planned** for the Planned Action Area.
- The review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the **impacts of development, and required mitigation measures** (Exhibit B) and **public agency actions and commitments** (Exhibit C). Based upon this review, the City may propose amendments to this Ordinance or may supplement or revise the Planned Action EIS [adopted in Ordinance 696].

Ordinance 774 adopted a new five-year review schedule for the DSAP documents to commence after 2024 and to be conducted in coordination with future Comprehensive Plan Periodic Reviews (due in 2034 and every ten years thereafter) and Implementation Progress Reports (due in 2029 and every 5 years following adoption of future Comprehensive Plan periodic reviews.)

The review in this third assessment addresses the City Council Ordinances' monitoring requirements as well as the potential effect of recent state housing legislation on the subarea and the status and performance of the Downtown as the City's Puget Sound Regional Council- (PSRC-) designated regional urban growth center. This review includes the following:

- Monitor the progress of development to ensure that it is consistent with the assumptions of this Ordinance and Planned Action EIS regarding the type and amount of development and associated impacts with the mitigation measures and improvements;
- Review the Planned Action share of transportation mitigation fees (TMFs) to affirm the cost basis;
- Monitor the progress on the "big ideas" of the DSAP package, including the Green Street Loop, new public streets, Central Park, revised Gravelly Lake Drive, Catalyst sites, and Festival Street;

- Update the Implementation Strategy Status;
- Consider effect of recent legislation per HB 1220 (affordable housing for all), HB 1110 (middle housing in single family areas), and HB 1337 (ADUs in single family areas) regarding housing types, affordability, design, and parking; and
- Comparing the status and performance of Downtown as Lakewood’s PSRC Regional Urban Growth Center to the criteria to be used in the pending PSRC Centers review.

Progress on Growth Thresholds

Measuring Growth through Development

The DSAP package was adopted in October 2018 and has been in effect for 5 years and 3 months. Three of those years were significantly affected by the COVID-19 pandemic, which altered in-person services, food customer visits, and business employment.

Since the October 2018 adoption of the DSAP package and through February 2024, 69 permits within the subarea were accepted, issued, or finalized, including 3 new commercial buildings and 494 new dwelling units. In addition, 25 remodels and 29 tenant improvements were permitted. With tenant improvements, a number of businesses changed from one type to another and spaces were improved to accommodate the new use. Exhibit 1 provides detailed description of each of the permits; Exhibit 3 depicts the project locations.

Exhibit 1. Downtown Commercial and Residential Permits (October 2018 – February 2024)

Address	Owner	Date Applied	Use Type	Work Type	Permit Fee	Sq. Ft.	Units
6102 Lake Grove St SW	Lake Grove Apts	6/14/2019	Comm Res	New Bldg	\$16,806.83	11333	15
6112 Lake Grove St SW	Lake Grove Apts	6/14/2019	Comm Res	New Bldg	\$16,817.83	11333	15
6025 99th St SW	Lake Grove Apts	6/14/2019	Comm Res	New Bldg	\$16,725.83	11333	15
6105 99th St SW	Lake Grove Apts	6/14/2019	Comm Res	New Bldg	\$16,633.83	11333	15
9615 Bristol Ave SW	Bristol Apts	1/29/2020	Comm Res	New Bldg	\$17,150.43	6040	7
5920 100th St SW	Energy Massage	5/4/2023	Commercial	Change of Occupancy	\$255.00	0	0
10828 Gravelly Lake Dr SW Suite 107	Affinity Staffing	8/2/2023	Commercial	Change of Occupancy	\$255.00	0	0
11104 Gravelly Lake Dr SW	Veterans Roofing	10/31/2023	Commercial	Change of Occupancy	\$255.00	0	0
6010 Mt Tacoma Dr SW	Eventful Spaces	11/6/2023	Commercial	Change of Occupancy	\$255.00	0	0
6111 Lakewood Towne C Blvd SW	Kally Threading	2/10/2021	Commercial	Change of Use	\$250.00	0	0
6229 Lake Grove St SW	Dutch Bros	2/28/2019	Commercial	New Bldg	\$60,634.65	824	0
5429 100th St SW	CHICK-FIL-A	4/28/2022	Commercial	New Bldg	\$686.39	0	0
9810 Gravelly Lake Dr SW	Take 5	9/27/2023	Commercial	New Bldg	\$9,739.71	1735	0
10417 Gravelly Lake Dr SW	Metro PCS	10/6/2018	Commercial	Remodel	\$1,871.94	0	0

Address	Owner	Date Applied	Use Type	Work Type	Permit Fee	Sq. Ft.	Units
9103 Bridgeport Way SW	Angels Academy	7/23/2019	Commercial	Remodel	\$23,075.51	0	0
6111 Lakewood Towne C SW	Tee Upper Cuts	12/11/2019	Commercial	Remodel	\$415.67	0	0
6020 Main St SW	Edward Jones	12/16/2019	Commercial	Remodel	\$1,709.62	0	0
10011 Bridgeport Way SW	Lakewood Place Office	3/20/2020	Commercial	Remodel	\$1,784.35	0	0
5221 100th St SW	Unique Nails	3/26/2020	Commercial	Remodel	\$1,023.25	0	0
6010 Main St SW	State of Washington	12/30/2020	Commercial	Remodel	\$6,455.43	0	0
9102 Bridgeport Way	Asian Cnsl/Trtmt Svcs	1/21/2021	Commercial	Remodel	\$3,792.05	0	0
6111 Community Pl SW	Asian Cnsl/Trtmt Svcs	1/25/2021	Commercial	Remodel	\$2,105.42	0	0
5618 Lakewood Towne Center Blvd SW	Target	2/17/2021	Commercial	Remodel	\$1,069.59	0	0
6020 Main St SW	Navy Credit Union	3/4/2021	Commercial	Remodel	\$696.30	0	0
5618 Lakewood Towne Center Blvd SW	Target	5/10/2021	Commercial	Remodel	\$4,195.01	0	0
9310 Bridgeport Way SW	US Bank	10/12/2021	Commercial	Remodel	\$5,739.66	0	0
5821 Main St SW	Old Navy	2/24/2022	Commercial	Remodel	\$4,836.09	0	0
5700 100th St SW	Rite Aid	6/15/2022	Commercial	Remodel	\$1,315.60	0	0
11104 Gravelly Lake Dr SW	King's Kitchen	9/19/2022	Commercial	Remodel	\$2,902.16	0	0
5700 100th St SW	America's Best Contacts	11/7/2022	Commercial	Remodel	\$6,617.53	0	0
9533 Gravelly Lake Dr SW	Bakerview Mobile	2/9/2023	Commercial	Remodel	\$1,939.98	0	0
9511 Bridgeport Wy	Taco Bell	2/13/2023	Commercial	Remodel	\$6,617.53	0	0
9824 Gravelly Lake Dr SW	Arby's	3/3/2023	Commercial	Remodel	\$1,102.48	0	0
6040 Main St SW	Starbucks	3/23/2023	Commercial	Remodel	\$3,604.65	0	0
10330 59th Ave SW Suite A	David's Bridal	4/6/2023	Commercial	Remodel	\$8,997.36	0	0
9515 Bridgeport Way SW	Bank of America	5/11/2023	Commercial	Remodel	\$1,107.48	0	0
9805 Gravelly Lk Dr SW Suite A	Cascade Residential	8/16/2023	Commercial	Remodel	\$1,589.11	0	0
5605 Lakewood Towne Center Blvd SW	Five Guys	10/10/2023	Commercial	Remodel	\$5,336.09	0	0
5618 Lakewood Towne C Blvd SW	Target	10/4/2018	Commercial	TI	\$12,100.88	0	0
10011 Bridgeport Way SW	Little Feets Massage	11/5/2018	Commercial	TI	\$1,159.81	0	0
5712 Main St SW	Bureau of Industrial Insurance Appeals	12/6/2018	Commercial	TI	\$3,734.50	0	0
10321 Gravelly Lake Dr SW	Jamba Juice	1/29/2019	Commercial	TI	\$7,308.93	0	0
10310 59th Ave SW	Ultra Beauty	2/12/2019	Commercial	TI	\$5,040.01	0	0
11004 Gravelly Lake Dr SW	Revive Yoga	4/24/2019	Commercial	TI	\$2,229.25	0	0
10310 59th Ave SW	Ultra Beauty	5/1/2019	Commercial	TI	\$4,642.18	0	0
9124 Gravelly Lk Dr SW	Sky Bridge Therapies	5/16/2019	Commercial	TI	\$888.68	0	0

Address	Owner	Date Applied	Use Type	Work Type	Permit Fee	Sq. Ft.	Units
5700 100th St SW	Rush Bowl	7/12/2019	Commercial	TI	\$20,241.71	0	0
6111 Lakewood Towne C Blvd SW	BBQ Petes	10/3/2019	Commercial	TI	\$79,625.20	0	0
10828 Gravelly Lk Dr SW	Clover Park Professional Square	10/30/2019	Commercial	TI	\$970.23	0	0
9514 Gravelly Lake Dr SW	Benchmark Physical Therapy	12/6/2019	Commercial	TI	\$1,599.65	0	0
6111 Lakewood Towne Center Blvd SW	Awns Tailoring & Cleaning	2/10/2020	Commercial	TI	\$940.23	0	0
11122 Gravelly Lake Dr SW	Sugar Faced Sweets	2/11/2020	Commercial	TI	\$984.35	0	0
6112 100th St SW	Taqueria El Antojo	3/3/2020	Commercial	TI	\$6,037.90	0	0
10011 Bridgeport Way SW	Ubreakifix	6/30/2021	Commercial	TI	\$2,085.10	0	0
5831 Lakewood Towne Center Blvd SW	Catapult Adventure Park	9/30/2021	Commercial	TI	\$7,765.20	0	0
5700 100th St SW	Mathnasium	10/8/2021	Commercial	TI	\$1,116.35	0	0
9525 Gravelly Lake Dr SW	Bakerview Mobile	3/24/2022	Commercial	TI	\$6,039.39	0	0
5700 100th St SW	Multicare	3/28/2022	Commercial	TI	\$6,309.75	0	0
9315 Gravelly Lake Dr SW	Redeem Ministries	4/5/2022	Commercial	TI	\$3,788.65	0	0
6120 Main St SW #E	Huynn DDS	7/1/2022	Commercial	TI	\$2,070.34	0	0
10011 Bridgeport Way SW	Therapeutic Associate Physical Therapy	7/25/2022	Commercial	TI	\$2,963.94	0	0
6111 Lakewood Towne Center Blvd SW	Daiso	9/11/2022	Commercial	TI	\$8,368.96	0	0
6111 Lakewood Towne Center Blvd SW	Davita	1/13/2023	Commercial	TI	\$4,125.01	0	0
10011 Bridgeport Way SW Suite 1100	Buffalo Wild Wings	6/2/2023	Commercial	TI	\$10,228.23	0	0
6125 100th St SW	Minami Sushi	7/13/2023	Commercial	TI	\$2,104.80	0	0
6020 Main St SW	N Brothers Bakeshop	10/9/2023	Commercial	TI	\$705.03	0	0
5815 Lakewood Twn Cntr Blvd SW	Kite Realty	1/5/2024	Commercial	TI	\$2,055.31	0	0
6323 100th St SW	Jones ADU	11/13/2018	Residential	ADU Remodel	\$1,415.02	180	1
5731 Main Street SW	Alliance Residential Co.	2/6/2024	Residential	New	Pending	429,525	426
69 permits					\$465,009.95	460,171	494
					+ Pending		

Source: City of Lakewood, 2023, BERK 2023

As of March 2024, **2,559 square feet of new commercial retail space and 494 units (426 residential and 67 commercial)** have been permitted or are in progress. See Exhibit 2 below.

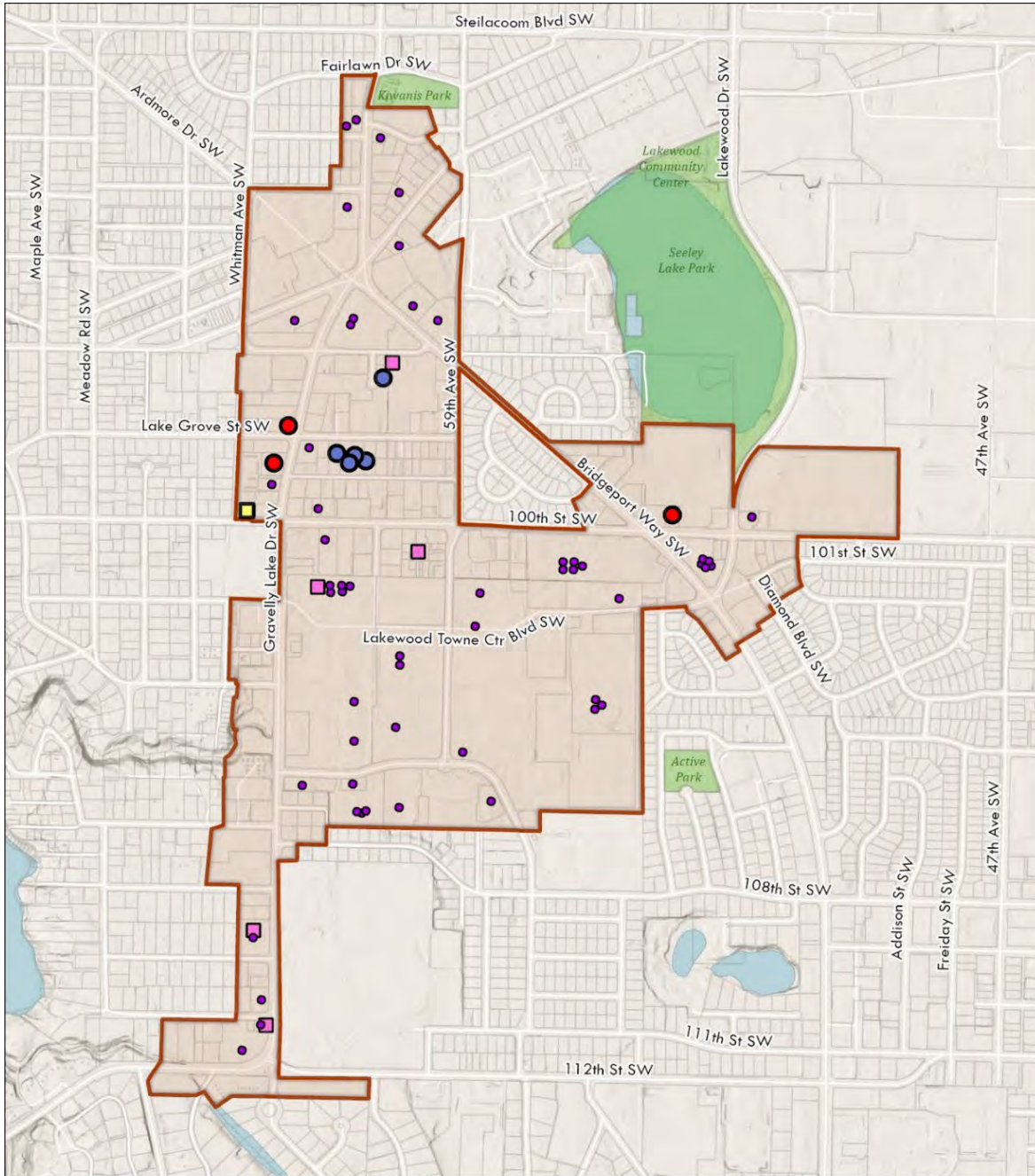
Exhibit 2. Downtown - Permit History (October 2018 – March 2024)

Row Labels	Permits (Accepted, Issued, Finalized)	Square Feet	Units
Commercial Residential			
New Building	5	51,372	67
Master Planned Development	1	429,525	426
Commercial			
Change of Occupancy	4	-	0
Change of Use	1	-	0
New Building	3	2,559	0
Remodel	25	-	0
Tenant Improvement (TI)	29	-	0
Residential			
ADU Remodel	1	180	1
Grand Total	69	459,991	494

Source: City of Lakewood, 2023, BERK 2023

Permits in the study area through January 2024 (69 permits) are shown below; the proposed 426 units in consideration in March 2024 are not displayed, but would be generally located in the center of the subarea, within the footprint of the Lakewood Towne Center. See Exhibit 3.

Exhibit 3. Downtown Permits October 2018 – January 2024



- | | |
|--|--|
| Downtown Subarea Boundary | Commercial - New |
| Permit Type - Downtown | Commercial - Change of Use/
Occupancy |
| Residential - ADU | Commercial Residential - New |
| Commercial - Remodel/Tenant
Improvement | |



BERK
Map Date: March 2024

Source: City of Lakewood 2024; BERK Consulting, 2024.

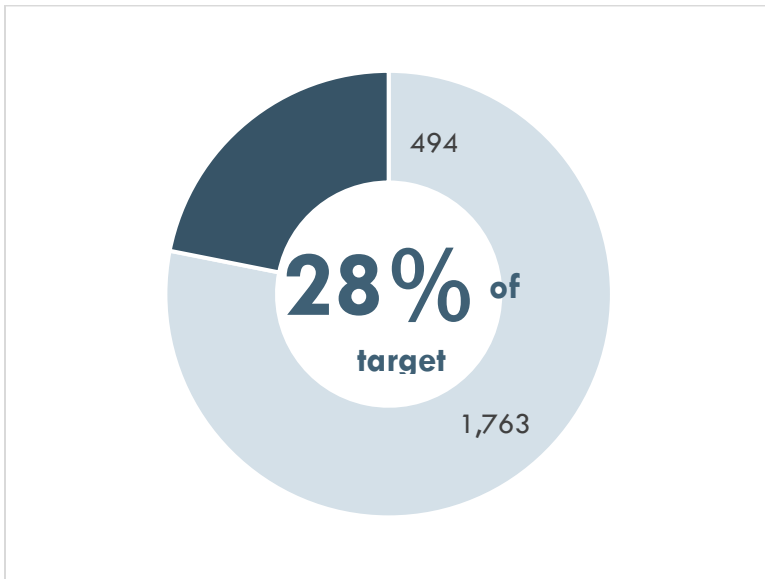
Using block data from OFM’s small area estimates, the PSRC data similarly records 70 units added since 2020.

In aggregate, **since the adoption of DSAP package, 187 jobs have been added in the study area** based on Census on the Map Data between 2018 and 2021 (the date of adoption and the last year available). PSRC data for the Center shows only a 90-job increase between 2018 and 2022; however, 150 jobs were created between 2021 and 2022, showing some recovery since the pandemic. This is due to both new occupancies in existing spaces and new construction.

Comparison of Development to Growth Thresholds

The DSAP is intended to attract significant numbers of additional office and retail jobs as well as new high-density housing to create a “destination downtown” for the City. The adopted 2035 housing units target is 2,257 net new units. From October 2018 to January 2024, 69 units (3.1% of the goal) were in the permit process. In March 2024, a new 426-unit multifamily project was proposed in downtown by Alliance Residential Company, which brings the **progress to the 2035 goal to 494 units and 28%**. See Exhibit 4.

Exhibit 4. Progress Growth Fall 2018-February 2024: Dwelling Units



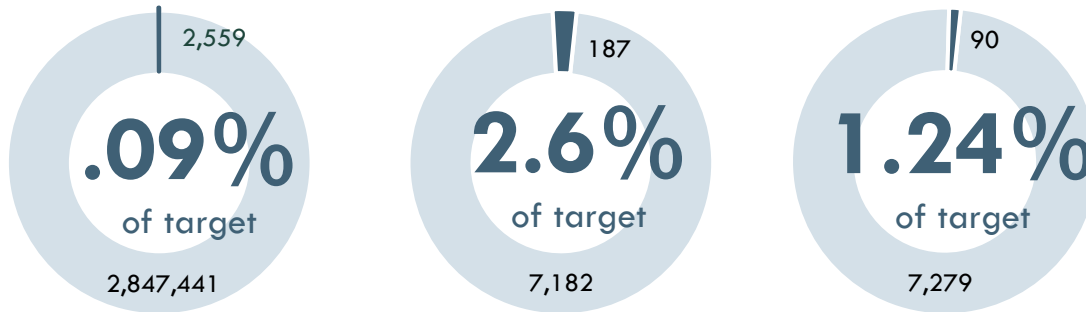
The 2023-24 Budget notes: “Our economic development team has also engaged directly with more than 30 major regional and out of state mixed use and multifamily developers for Downtown development with a focus on a mix of middle market housing types and affordable units.”

Sources: City of Lakewood, 2024; BERK 2024.

Between 2018-2035, a total of 2.85 million square feet of commercial square feet was anticipated. As of February 2024, there has been an increase of 2,559 square feet of commercial space, 0.09% of the goal. Between 2018-2035, a total of 7,369 new jobs were targeted with all the development and investment into downtown. 187 jobs have been added reviewing Census on the Map, 2.5% of the goal. **Over the next twelve years, the downtown will need to add 7,182 jobs.** See Exhibit 5 below.

Exhibit 5. Progress Growth Fall 2018- Summer 2023 – Employment Space and Jobs

Employment sq. ft. permitted Census OTM Jobs 2018-21 PSRC/ESD Jobs 2018-22



Sources: City of Lakewood, 2023; Census on the Map (OTM), 2021; PSRC 2024; BERK 2024.

Measuring Growth through Traffic Fees and Trips

To date (November 2018-January 2024) a total of \$175,397.10 has been collected in TMFs. Exhibit 6 is a comprehensive list of the developments that paid TMFs.

Exhibit 6. Development TMF and Corresponding Data

Permit	Owner	Location	TMF proposed	TMF adjusted	TMF collected
LU-19-00014	Beyler Consulting	5920 100th St SW	\$682.43	\$682.43	\$ 5,331.98
LU-19-00022	Jamba Juice	10321 Gravelly Lake DR SW #F	\$5,331.98	\$5,331.98	\$ 57,679.13
LU-19-00060	BBQ Petes	6111 LAKEWOOD TOWNE CENTER BLVD SW #A	\$61,085.49	\$61,085.49	\$ 7,864.45
LU-19-00006	Dutch Bro's Gravelly	6229 Lake Grove St SW / 9642 Gravelly Lake Dr SW	\$79,557.42	\$57,679.13	\$ 18,056.88
LU-19-00024	New Bristol Apartments	9615 BRISTOL AVE SW	\$6,695.00	\$5,477.72	\$ 21,754.36
LU-19-00154	Angels Academy	9103 Bridgeport Way SW	\$21,754.00	\$21,754.00	\$ 61,085.49
LU-19-00155	Rush Bowls	5700 100Th St SW	\$27,771.54	\$18,056.88	\$ 5,594.45
3828-7616	Buffalo Wild Wings Go	10011 BRIDGEPORT WAY SW Ste #1100	\$25,995.04	\$5,329.11	\$ 5,477.72
			\$228,872.90	\$175,396.74	\$175,397.10

Source: City of Lakewood 2024, BERK, 2024.

A comprehensive list of all projects, their corresponding net new trips and TMF payment amount is listed in Exhibit 7.

Exhibit 7. Traffic Mitigation Fee (TMF) Reviews: 2018-January 2024

Permit	Date (estimate application)	Owner	Address	Gross New Trips	Net New Trips	Proposed TMF	Adjusted TMF	TMF Collected
BP-18-01578	12/5/2018	Little Feet	10011 Bridgeport Way SW	1.67	-4.11	\$-	\$-	\$-
LU-19-00014	1/15/2019	Beyler Consulting	5920 100th St SW	0.31	0.31	\$-	\$682.43	\$682.43
LU-19-00022	2/4/2019	Jamba Juice	10321 Gravelly Lake DR SW #F	2.45	2.45	\$682.43	\$5,331.98	\$5,331.98
LU-19-00038	2/12/2019	ULTA	10310 59th Ave SW	21.65	-3	\$5,331.98	\$-	\$-
LU-19-00060	3/19/2019	BBQ Petes	6111 Lakewood Towne Center Blvd SW #A	34	28.1	\$-	\$61,085.49	\$61,085.49
LU-19-00073	3/27/2019	Sky Bridge Therapies	9124 Gravelly Lake Dr	6.23	3.62	\$-	\$7,864.45	\$-
LU-19-00086	4/17/2019	Revive Yoga	11004 Gravelly Lake Drive	2.56	-9.56	\$-	\$-	\$-
LU-20-00024	6/10/2019	Altitude Trampoline	5831 Lakewood Towne Center Blvd	67.51	-23.4	\$61,085.49	\$-	\$-
LU-19-00006	6/12/2019	Dutch Bro's Gravelly	6229 Lake Grove St SW / 9642 Gravelly Lake Dr SW	26.53	26.53	\$7,864.46	\$57,679.13	\$57,679.13
LU-19-00024	6/13/2019	New Bristol Apartments	9615 BRISTOL AVE SW	2.52	2.52	\$-	\$5,477.72	\$5,477.72
LU-19-00154	7/12/2019	Angels Academy	9103 Bridgeport Way SW	10.01	10.01	\$-	\$21,754.00	\$21,754.36
LU-19-00155	7/18/2019	Rush Bowls	5700 100th St SW	17.49	8.31	\$-	\$18,056.88	\$18,056.88
LU-20-00015	8/12/2019	Sugar Faced Sweets	11122 Gravelly Lake Dr SW	0.5	-0.86	\$79,557.42	\$-	\$-
LU-19-00170	8/14/2019	Nail Salon (undecided name)	5221 100th St SW	1.77	-15.44	\$6,695.00	\$-	\$-
BP-19-01342	8/27/2019	Studio Fitness	9601 Gravelly Lake Dr SW	17.25	1.8	\$21,754.00	\$-	\$-
LU-19-00179	8/28/2019	Tee Upper Cuts	6111 Lakewood Towne Center Blvd SW Suite B	1.52	-11.16	\$27,771.54	\$-	\$-
LU-19-00207	9/19/2019	Clover Park Professional Square	10828 Gravelly Lake Dr. SW, Suite 209	2.57	2.57	\$-	\$5,594.45	\$-
LU-19-00208	9/19/2019	MMG Speech & Language Therapy, LLC	9881 Bridgeport Way SW	20.93	-28.43	\$-	\$-	\$-
LU-19-00222	10/3/2019	Patron LLC. No name yet	9116 Gravelly Lake Dr. SW	7.5	0	\$-	\$-	\$-
LU-19-00272	12/16/2019	Edward Jones	6020 Main St SW Suite D	0	0	\$-	\$-	\$-
LU-20-00005	1/7/2020	Benchmark Physical Therapy	9514 Gravelly Lake Dr SW	0	0	\$5,594.45	\$-	\$-
LU-20-00013	2/7/2020	Awns Tailoring & Cleaning	6111 Lakewood Towne Center Blvd SW, Suite C.	4.11	0	\$-	\$-	\$-
LU-20-00039	3/3/2020	Staffing Office	10011 Bridgeport Way SW #800	1.26	-15.77	\$-	\$-	\$-
LU-20-00093	5/25/2020	Taqueria El Antojo #2	6112 100th Street SW	655.8	0	\$4.70	\$-	\$-
LU-21-00010	3/3/2021	Asian Counseling-Treatment Services	9100 Bridgeport Way SW	3.7	0	\$-	\$-	\$-

Permit	Date (estimate application)	Owner	Address	Gross New Trips	Net New Trips	Proposed TMF	Adjusted TMF	TMF Collected
LU-21-00011	3/5/2021	Asian Counseling-Treatment Services	9100 Bridgeport Way SW	24.04	0	\$-	\$-	\$-
LU-21-00034	3/22/2021	Lowe's	5115 100th St SW	6.58	0	\$547,772.40	\$-	\$-
LU-21-00056	3/25/2021	Chick-Fil-A	5429 100th St SW	44	0	\$-	\$-	\$-
LU-21-00138	6/30/2021	U-Break-I-Fix	10011 Bridgeport Way SW, Suite 1400	7.43	0	\$-	\$-	\$-
LU-21-00143	7/13/2021	Xfinity	5605 Lakewood Towne Center Blvd SW	9.27	0	\$-	\$-	\$-
LU-21-00193	9/19/2021	Mathnasium	5700 100th St SW, Suite 370	2.95	0	\$-	\$-	\$-
LU-21-00194	9/20/2021	US Bank	9310 Bridgeport Way SW	52.83	0	\$-	\$-	\$-
624-863	3/29/2022	N Brothers Bakery	6020 Main St SW	14.13	4.36	\$-	\$9,477.33	\$-
74-79	4/6/2022	Zesty Steakhouse	9905 Bridgeport Way SW	92.78	0	\$30,422.00	\$-	\$-
932-1563	6/3/2022	People's Plaza	9315 Gravelly Lake Dr SW	19.67	0	\$-	\$-	\$-
831-2652	6/22/2022	Therapeutic Associates	10011 Bridgeport Way SW Ste #700	8.34	0	\$-	\$-	\$-
2160-4237	11/21/2022	Take 5 Oil	9810 Gravelly Lake Dr SW	14.55	14.55	\$-	\$31,627.34	\$-
1676-3800	1/6/2023	Kings Kitchen	11104 Gravelly Lake Drive SW	9.44	0	\$-	\$-	\$-
61-4052	1/6/2023	Dasio	6111 Lakewood Towne Center Blvd SW	34.84	-11.7	\$92,317.91	\$-	\$-
2449-4551	1/6/2023	Charlie Sushi	6125 100th St SW	11.95	0	\$9,477.33	\$-	\$-
789-6493	4/18/2023	America's Best Contacts & Eyeglasses	5700 100th St SW	0.78	0.78	\$-	\$1,697.96	\$-
2577-7972	7/27/2023	Lakewood Interim Library	10202 Gravelly Lake Dr SW	62.73	-78.87	\$-	\$-	\$-
3828-7616	8/3/2023	Buffalo Wild Wings Go	10011 Bridgeport Way SW Ste #1100	4.94	2.45	\$-	\$5,329.11	\$5,329.11
Total		43 projects		1,331.09	-93.94	\$896,331.11	\$231,658.27	\$175,397.10

Source: City of Lakewood, 2023.

Per the administrative policy adopted to implement the DSAP transportation funding system, the City has not collected the Downtown traffic mitigation fees (TMFs) from most development projects; most development has not had a net increase in trips in the subarea since it has largely re-occupied existing spaces. The City has collected some funds that could be used for some of the capital projects in the Planned Action Ordinance. However, the amount collected is less than 20% of the cost of identified improvements (e.g., signals; see Exhibit 8 below), and it would take several more years at the current rate to collect the 50% private share of the project funds as anticipated in the Planned Action Ordinance.

Should the City determine it no longer wishes to collect the SEPA mitigation fee at this time, the City would rely on 100% of local, state, or federal funds to implement the improvements. Based on concurrency, should development cause intersections to exceed levels of service, the City could restrict development unless the improvements are implemented.

Comparison of Traffic Trips to Threshold

To date, there has been a total of -94 net new daily trips (i.e., a loss of 94 total trips) due to the types of new businesses and their traffic patterns, and the 6,658-trip threshold adopted for the 2018-2035 time frame essentially remains unchanged. See Exhibit 7 above.

Progress on Downtown Plan Vision & Concept

Since 2022, the City has worked to secure funding for parks, roads, and other amenities and to attract interest in Downtown catalyst sites, but neither enough funding nor development has yet been secured to make significant progress implementing the Plan. Since 2018, the largest completed public subarea is the Festival Street/Motor Avenue in the Colonial District. See Exhibit 8.

Exhibit 8. Matrix of Big Ideas and Status

Project	Description	Progress (star scale)	Update	Cost (\$)
Green Street Loop	Improve public streets, and circulation for pedestrians and bicyclists	1	In 2020, the Green Street was added to the City Six Year Transportation Improvement Program (TIP) and Parks Legacy Plan update. Identified as a legislative priority to bring federal funding to the creation of the Green Street Loop. The City will resubmit the “Green Loop” street portion of the Downtown Subarea Plan project to the federal RAISE grant program seeking grants. The City will also consider its next federal earmark request for delegation consideration in 2025. (2024 Federal Policy Agenda)	\$21,692,000 (2024-29 TIP)
New Public Streets	Create a dense and walkable street grid	1	In 2019, projects along 100 th Street and Lakewood Drive, and 59 th and 100 th added to Six Year TIP for traffic signals, street lighting, and sidewalks.	59 th Ave SW and Towne Center Blvd. SW Sidewalks, Lighting, Paving: \$3,000,000 100 th St SW and Bridgeport westbound right turn pocket: \$781,000 Gravelly Lake Drive / Avondale Signal: \$931,000 Gravelly Lake Dr./ 112 th St. SW Signal: \$931,000 (All: 2024-29 TIP not programmed yet)
Central Park	Create a new urban park just north of City Hall	1	In the 2021-2026 Parks Capital Facility Program, includes construction of a 2 acre Downtown Park. In the process of developing a purchase and sale agreement to KITE Realty Group to acquire 2 acres.	\$17,525,000 (2 acre) or \$35,000,000 (4 acre) (2020 Legacy Plan and 2023-24 budget)

Project	Description	Progress (star scale)	Update	Cost (\$)
			Parks Capital Improvement Program 2024-2029: Due diligence and planning pending 2025-2026.	
Revised Gravelly Lake Drive	Allow for expanded sidewalks and a multi-use path on the east side of the street	1	In 2019, added to the City's Six Year Comprehensive TIP. In 2021 received \$4 million grant from Transportation Improvement Board (TIB). In early 2023, Motor Ave Gateway Arcs unveiled.	100% cost (in rounded 2018 \$ \$1,178,000 +19,410,000 (2nd biennial report)
Catalyst Sites	Weave together public improvements in infrastructure and amenities with infill and redevelopment by the private sector	1-2	In 2022, the City continued to plan and seek funding for catalyst projects that spark additional private investment. The 2023-24 Budget notes the City has been working with over two dozen developers to attract interest in mixed use development.	With Alliance Residential project in review, City is at about 28% of projected units.
Festival Street	Construct the Colonial Plaza Project	4	In 2019, the City completed a public gathering space at the Colonial Plaza.	Not applicable – completed.

Key

- 1 Included in Capital Plans or State or Federal Funding Requests, Funding Pending / Preapplications for private development
- 2 Project Funded and Programmed/ Projects in permit reviews with private development
- 3 Project Under Construction
- 4 Project Complete

The City has implemented some DSAP actions and has ongoing programs; other actions remain to be implemented. See Exhibit 9.

Exhibit 9. Implementation Strategy Status

Element/Topic	Plan Action	Timeline	Department	Status
Urban Design + Land Use	Update the City's Future Land Use Map and Zoning Map to designate the entire Study Area as "Downtown."	Short-term	Community Development	<input checked="" type="checkbox"/> Completed 2018
	Adopt a hybrid form-based code that combines design elements with traditional zoning to regulate Downtown development. Use Overlay Districts, Street Types, Building Frontage Standards, and a simplified list of allowed land uses in the subarea.	Short-term	Community Development	<input checked="" type="checkbox"/> Completed 2018
	Adopt standards to address the transition and minimize impacts from more intense development Downtown to lower-density residential neighborhoods.	Short-term	Community Development	<input checked="" type="checkbox"/> Completed 2018
	Encourage integrated mixed-use urban development, including housing, in the Downtown.	Ongoing	Community Development	<input type="checkbox"/> Ongoing 2023-24 Budget notes contact with over 30 major regional and out of state mixed use and multifamily developers for Downtown development.

Element/Topic	Plan Action	Timeline	Department	Status
	Train staff on maintenance and implementation of a hybrid form-based development code.	Short-term	Community Development	<input checked="" type="checkbox"/> Completed 2018
	Remove underlying deed restrictions and/or covenants that prohibit office, high density residential, and/or mixed-use development or open space.	Mid-term	Community Development	<input checked="" type="checkbox"/> Not completed
	Conduct a parking study in the Downtown to understand the existing demand for parking and identify opportunities for redevelopment of existing surface parking lots to support the implementation of this Plan.	Short-term	Community Development	<input checked="" type="checkbox"/> Not completed
	Update the City's parking requirements to "right size" the requirements based on the results of the parking study and to encourage shared parking and flexibility in meeting parking requirements. The updated parking requirements should consider parking maximums.	Short-term	Community Development	<input checked="" type="checkbox"/> Partial. The standards were updated at time of Downtown code. Shared parking encouraged. No maximums.
	Monitor the impact of the Downtown Code in implementing this Plan at least in 2024 and at least every five (5) years thereafter and amend the Plan and its associated regulations as needed to improve outcomes.	Short-term; Ongoing	Community Development	<input checked="" type="checkbox"/> Continuous <input checked="" type="checkbox"/> Amended 5-Year
Economic Development	Develop a Lakewood-specific business attraction and retention program with regional economic development partners including opportunities for incubator businesses.	Ongoing	Community Development, Public Works Engineering, Parks and Recreation, Economic Development	<input type="checkbox"/> Ongoing <input type="checkbox"/> Business Retention and Expansion (BRE) Program continues – 2022 to Q2 2023 BRE Visits – 200 citywide. ¹
	Identify and implement incentives that would encourage new businesses to locate in Downtown Lakewood.	Short-term; Ongoing	Economic Development	<input type="checkbox"/> MFTE program continues ² <input type="checkbox"/> Review of TMF in 2024
	Provide resources for entrepreneurs and small businesses, including information available in multiple languages, and recruit key business services to the area.	Short-term; Ongoing	Economic Development	<input type="checkbox"/> BIPOC Accelerator Program citywide
	Support a business improvement district and continue ongoing initiatives to make downtown Lakewood clean and safe.	Short-term	Economic Development	<input checked="" type="checkbox"/> Not implemented.
	Activate empty and underutilized places such as parking lots.	Short-term	Community Development, Economic Development	<input checked="" type="checkbox"/> Not implemented.
	Seek neighborhood businesses that provide daily goods and services in the CBD.	Ongoing	Economic Development	<input type="checkbox"/> Ongoing

¹ See: https://cityoflakewood.us/wp-content/uploads/2023/10/EcDev_Council_11Sept2023.pdf.

² See: <https://buildyourbetterhere.com/mfte-incentives>.

Element/Topic	Plan Action	Timeline	Department	Status
	Invest in civic amenities and infrastructure consistent with this Downtown Plan to attract business owners and investors who create living wage jobs.	Mid-term	Community Development, Public Works Engineering, Parks and Recreation	○ Ongoing – see Exhibit 8.
	Explore the feasibility of a business incubator in Downtown and consider incorporating economic gardening for microenterprises into it.	Mid-term	Economic Development	☒ Not implemented.
	Work with local financial institutions on providing low interest loans for qualified small local businesses.	Short-term; Ongoing	Economic Development	☒ Finance including loans advertised. ³
	Implement “crime prevention through environmental design” principles at the time of design and through maintenance programs.	Short-term; Ongoing	Community Development, Public Works Engineering	☒ Applied in review. ☑ Addressed in Common and Open Space Standards (LMC 18B.500.530).
	Improve regular police patrols through extension of public streets.	Mid-term	Community Development, Public Works Engineering, Police Department	☒ Public streets not yet created.
	Evaluate regulations, procedures, and fees to remove barriers to business formation and development while remaining effective and reasonable to achieve the Vision of this plan.	Short-term	Community Development	☒ Review of TMF in 2024.
Housing	Adopt form-based development regulations that improve the quality of attached and mixed-use housing development and create a walkable attractive Downtown.	Short-term	Community Development	○ Completed.
	Revise land use and development regulations to promote mixed-use development within the CBD.	Short-term	Community Development	○ Completed.
	Adopt transitional height and landscape standards to ensure compatibility with abutting lower-density areas.	Short-term	Community Development	○ Completed.
	Engage affordable housing organizations about opportunities and partnerships to increase housing in the Downtown.	Short-term; Ongoing	Community Development, Economic Development	○ Ongoing 2023-24 Budget notes contact with over 30 major regional and out of state mixed use and multifamily developers for Downtown development including affordable housing.
	Explore opportunities for transitional housing and services with homelessness service providers to address the health, social, and shelter needs of homeless in Lakewood.	Short term; Ongoing	Community Development, Economic Development	○ Addressing community-wide needs: Ongoing. Lakewood, Tacoma, and Pierce County jointly purchased a former hotel for

³ See: <https://cityoflakewood.us/business-resources/#Finance>.

Element/Topic	Plan Action	Timeline	Department	Status
				use as an emergency shelter through 2023. The site is in Tacoma. ⁴
				The City is working with Living Access Support Alliance (LASA) to expand their facility, which opened in 2015. ⁵
	Foster neighbor engagement and create a sense of safety through “crime prevention through environmental design” principles integrated into development designs.	Ongoing	Community Development	<input checked="" type="checkbox"/> Applied in review. <input checked="" type="checkbox"/> Addressed in Common and Open Space Standards (LMC 18B.500.530).
	Explore expanding current tax abatement programs and other incentives.	Long Term	Community Development	<input checked="" type="checkbox"/> MFTE program addresses the Downtown area and continues. <input type="checkbox"/> City is considering amending the target area in 2024. ⁶
Street Grid, Streetscapes and Public Spaces	Require land uses and development to support an active, safe, and engaging public realm in Downtown streets, parks, and public spaces.	Mid-term; Ongoing	Community Development, Economic Development, Public Works Engineering, Parks and Recreation	<input checked="" type="checkbox"/> Frontage standards adopted. <input checked="" type="checkbox"/> Central Park and Green Street Loop not implemented.
	Expand the number of events held in public spaces in Downtown by building off the success of the Lakewood Farmer’s Market.	Short-term; Ongoing	Public Works Engineering, Community Development	<input checked="" type="checkbox"/> Farmers Market Continues. <input checked="" type="checkbox"/> More events at Motor Avenue Festival Street.
	Implement public and civic investment programs such as: public spaces, art, seasonal events; streets, streetscapes, and parks; and environmental remediation.	Mid-term	Public Works Engineering, Community Development, Parks and Recreation	<input checked="" type="checkbox"/> Not implemented.

⁴ See: The 94-room “Aspen Court” facility shelters up to 120 people. After 2023, the facility will become permanent supportive housing for Tacoma and Pierce County referrals.

⁵ Per City Budget 2023-24 abutting the Downtown to the immediate northeast: LASA is a local nonprofit that provides emergency housing, rapid rehousing and transitional housing in Lakewood, in addition to case management, and a range of other services to prevent homelessness. Recent LASA projects include the expansion of the Center to improve access to general health and hygiene for those experiencing homelessness. Additionally, the City worked with LASA to help finance and acquire additional property to expand their existing facilities as well as helping LASA develop a long range social services plan to help meet community needs. LASA anticipates developing between 50 and 60 new affordable rental housing units on its site, with development phases over two distinct project builds. The first phase proposes to construct 25 units of new affordable rental housing units and is expected to begin construction in 2023-24; the second phase is still being developed and would likely begin construction two years after the first phase of development is completed and placed into service. Total project costs for the initial 25 units of affordable housing is projected at \$10.5 million.

⁶ See: <https://cityoflakewood.us/notice-of-city-of-lakewood-planning-commission-public-hearing-on-the-proposed-regulations-regarding-property-tax-exemptions-for-multifamily-housing/>.

Element/Topic	Plan Action	Timeline	Department	Status
	Adopt regulations for right-sized parking requirements, a larger on-street parking network, parking facilities within in structures or located away from the edges of streets and public spaces, and encouraged shared parking.	Short-term; Ongoing	Community Development, Public Works Engineering	<input checked="" type="checkbox"/> Parking standards modified in Downtown code.
Transportation	Amend City design and engineering standards to implement Downtown street sections.	Short-term	Public Works Engineering	<input checked="" type="checkbox"/> Not addressed. ⁷
	Ensure development standards require new development to provide convenient pedestrian connections to bus stops.	Short-term	Community Development, Public Works Engineering	<input checked="" type="checkbox"/> Not addressed directly. Pedestrian walkways required between streets and buildings and at mid-block. Bus shelters not addressed in street standards. Complete streets considers how to integrate transit.
	Provide pedestrian facilities and amenities, local access, on-street parking, and active streets on designated retail streets in the Downtown.	Ongoing	Public Works Engineering	<input checked="" type="checkbox"/> Code addresses. <input checked="" type="checkbox"/> Capital investments in sidewalks pending. See Exhibit 8.
	Prioritize the design and construction of the Green Loop, including the revision on Gravelly Lake Drive SW.	Ongoing	Community Development, Public Works Engineering	<input checked="" type="checkbox"/> Pending. See Exhibit 8.
	Provide sidewalks and/or upgraded sidewalk conditions within the Downtown area along the Green Loop roadways and along connections to parks and recreational spaces.	Ongoing	Community Development, Public Works Engineering	<input checked="" type="checkbox"/> Pending. See Exhibit 8.
	Construct high quality bicycle facilities for riders of all ages, including bicycle lanes and multi-use paths to provide safe east-west and north-south routes in the Downtown.	Long-term	Community Development, Public Works Engineering	<input checked="" type="checkbox"/> Pending. See Exhibit 8.
	Actively pursue the acquisition of the proposed public streets based on the priorities established in the Implementation Plan and as strategic opportunities arise.	Short-term	Public Works Engineering	<input checked="" type="checkbox"/> Pending. See Exhibit 8.
	Work with Pierce Transit, Sound Transit, and other partners to offer incentives to small employers that promote multimodal travel.	Short-term	Public Works Engineering	<input checked="" type="checkbox"/> Not addressed.
	Provide a high level of transit stop amenities, including pads, bus shelters, and traveler information within the Plan area.	Short-term	Pierce Transit, Public Works Engineering	<input checked="" type="checkbox"/> Not addressed.

⁷ See: https://cityoflakewood.us/public_works_engineering/engineering-services/.

Element/Topic	Plan Action	Timeline	Department	Status
	Conduct a parking study in the Downtown to understand the existing demand for parking and identify opportunities for redevelopment of existing surface parking lots to support the implementation of this Plan.	Short-term	Community Development	<input checked="" type="checkbox"/> Not addressed.
	Update the City's parking requirements to "right size" the requirements based on the results of the parking study and to encourage shared parking and flexibility in meeting parking requirements.	Short-term	Community Development	<input checked="" type="checkbox"/> Partial. The standards were updated at time of Downtown code. Shared parking encouraged. No maximums.
	Pursue opportunities to add on-street parking consistent with the street concept plans and support the redevelopment of existing surface parking lots and prioritize access to street level retail uses.	Short Term; Ongoing	Community Development, Public Works Engineering	<input checked="" type="checkbox"/> Not implemented.
Parks, Open Spaces, & Trails	Implement the Lakewood Legacy Plan urban parks level of service standard.	Mid-Term	Parks and Recreation, Community Development	<input checked="" type="checkbox"/> Standard in place. Park in capital plan. Implementation pending.
	Explore grant and other funding opportunities for public space improvements and programming.	Mid-term	Parks and Recreation, Community Development, Public Works Engineering, Administrative Services	<input type="checkbox"/> In progress, including federal funds.
	Authorize partial fees in lieu of onsite parks and recreation facilities to contribute to central and linear park implementation.	Short-term	Parks and Recreation, Community Development	<input checked="" type="checkbox"/> Completed. Addressed in code.
	Acquire land for and develop a central park in Downtown to provide citizens with recreation and cultural features.	Long-term	Community Development, Public Works Engineering	<input type="checkbox"/> In progress with KITE.
	Develop the Green Loop to connect the Downtown's parks, recreation, cultural, transit, and retail assets.	Short-term	Community Development, Public Works Engineering	<input checked="" type="checkbox"/> Pending, see Exhibit 8.
	Explore the potential to designate a cultural district within Downtown to celebrate art and creativity and to attract funding.	Mid-term	Parks and Recreation	<input checked="" type="checkbox"/> Not implemented.
	Program and host events (e.g., farmers market, parades, holiday festivals or Octoberfest) for Downtown public spaces.	Short-term; Ongoing	Parks and Recreation	<input type="checkbox"/> Ongoing. Farmers market. Added in Motor Avenue.
	Create streetscapes and trails that link the Downtown area to parks and recreational facilities outside of Downtown.	Mid-term	Community Development, Public Works Engineering	<input checked="" type="checkbox"/> Not implemented.
Stormwater	Feature low impact development and green stormwater infrastructure along the Green Street Loop.	Short-term	Public Works Engineering, Community Development	<input checked="" type="checkbox"/> Pending, see Exhibit 8.

Element/Topic	Plan Action	Timeline	Department	Status
	Use native and/or drought tolerant landscaping in the Downtown.	Short-term	Community Development, Public Works Engineering	<input checked="" type="checkbox"/> Not implemented.
	Provide educational signage at aboveground stormwater facilities and/or added natural features.	Short-term	Public Works Engineering	<input checked="" type="checkbox"/> Not implemented.
	Encourage that open ponds be an amenity for the Downtown, with both natural landscape and urban access and edge treatments.	Short-term	Public Works Engineering	<input checked="" type="checkbox"/> Not implemented.
	Address protection and potential restoration of piped streams in development to improve downstream function.	Mid-term	Community Development, Public Works Engineering	<input checked="" type="checkbox"/> Not implemented.
	Require a conservation easement or other regulatory structure for piped streams to ensure the possibility of creek daylighting is not precluded by future redevelopment.	Mid-term	Community Development, Public Works Engineering	<input checked="" type="checkbox"/> Not implemented.
	Identify types of acceptable low impact development and green stormwater infrastructure techniques for small parcels in the Plan area. Be open to emerging ideas.	Short-term; Ongoing	Public Works Engineering	<input checked="" type="checkbox"/> Not implemented.
Utility Infrastructure	Facilitate the creation of public streets to maximize development potential that meets the Downtown Plan vision.	Mid-term	Public Works Engineering, Community Development	<input checked="" type="checkbox"/> Pending. See Exhibit 8.
	Develop a water line replacement phasing plan in conjunction with the Lakewood Water District that dovetails with the installation of public street to reduce the costs of utility relocation.	Short-term	Public Works Engineering	<input checked="" type="checkbox"/> Not implemented.
	Coordinate with Pierce County on the relocation of sewer lines as public streets are developed.	Short-term; Ongoing	Public Works Engineering	<input checked="" type="checkbox"/> Not implemented.
	Promote energy-saving building materials and site designs (e.g., LEED or similar ranking systems) through development regulation incentives.	Short-term; Ongoing	Community Development	<input checked="" type="checkbox"/> Part of Master Plan Development Incentives.
Community Partnerships	Create a Downtown Plan Advisory Commission with staff support to assist with implementation efforts.	Mid-term	Community Development, Economic Development	Not implemented.
	Connect businesses to other Lakewood business support organizations' missions and programs including the Lakewood Chamber of Commerce.	Short-term; Ongoing	Community Development, Economic Development	<input type="checkbox"/> Ongoing.
	Work with Lakewood Chamber of Commerce on a "buy local" initiative that builds on the small business movement.	Short-term	Economic Development	<input type="checkbox"/> Ongoing.

Element/Topic	Plan Action	Timeline	Department	Status
	Seek community partnerships for the programming and management of public spaces for active use.	Mid-term; Ongoing	Parks and Recreation	<input type="radio"/> Ongoing.
	Explore becoming a designated Main Street program through the State of Washington.	Short-term	Community Development, Parks and Recreation	<input checked="" type="checkbox"/> Not implemented.

Effects of New State Legislation

A number of recently adopted state laws are affecting the City’s implementation of its Comprehensive Plan and regulations. See Exhibit 10. There is a potential to amend some parts of the subarea’s policies or development code (see LMC Title 18B) to address the new legislation, though since the subarea’s zoning allows multifamily and mixed-use housing rather than single-family housing, the subarea is not affected by most of the recent statutory changes related to middle housing and ADUs.

Exhibit 10. Legislation and Implications

Legislation Description	Potential Implications for Plans/Regulations
<p>HB 1220 requires counties and cities to plan for projected housing needs by income band and removal of regulatory barriers.</p> <p>HB 1220 requires accommodation of emergency shelters and permanent supportive targets and removal of regulatory barriers.</p>	<p>Downtown capacity through 2035 is 2,257 which is 23% of the 9,863 citywide 2044 housing target.</p> <p>Downtown allows a density bonus for affordable units (up to 125 units per acre instead of 100 units per acre).</p> <p>Emergency and permanent supportive housing is allowed in Downtown in LMC 18A.40.120, Special Needs Housing. Group Homes 4 and 5 are prohibited in the Downtown regulations. but LMC 18A.40.120 indicates Group Home 5 (for secure community transition facilities) is allowed by Conditional Use Permit in the CBD zone. This difference should be addressed in housekeeping code amendments.</p> <p>The Downtown provides for low and mid-rise multifamily units and density bonuses for affordable housing, and a preliminary review of the current Comprehensive Plan shows a need for moderate density/middle housing. The City will be exploring alternatives in an EIS focused on housing, and most likely middle housing outside of Downtown.</p>
<p>HB 1110 increases middle housing in areas traditionally dedicated to single-family detached housing.</p> <p>Requires cities to: allow at least six of nine middle housing types in predominantly single-family zones; allow only administrative design review of objective standards; require between two and six middle housing units on each lot depending on city and county population thresholds; provide process and criteria for</p>	<p>In the CBD zone, detached single-family dwellings are prohibited except along one street in the southeast called the Low-Impact Mixed-Use Roads District. The CBD zone is not dedicated to single-family dwellings. Duplex and triplex homes are also not allowed except in the Low-Impact Mixed-Use Roads District. In the Low-Impact Mixed-Use Roads District the City could review and amend regulations as needed to address middle housing.</p>

Legislation Description	Potential Implications for Plans/Regulations
<p>extensions of implementation; and the bill directs Commerce to provide technical assistance including rulemaking and certification authority. It also amends RCW 43.21C to exempt certain actions from environmental review.</p>	
<p>HB 1337 requires the adoption or amendment of municipal zoning regulations to allow for at least two accessory dwelling units (ADUs) on all lots located in all zoning districts within an urban growth area that allows for single family homes. It also limits parking requirements based on distance from transit and lot size and removes barriers to separate sale and ownership of ADUs.</p>	<p>CBD Zone does not allow single family homes except along one street in the southeast called the Low-Impact Mixed-Use Roads District. The City could review and amend regulations as needed to address accessory dwelling units.</p>

Performance as a Regional Growth Center

In 1995, the PSRC designated a 538-acre regional growth center in what would become the City of Lakewood that included the entire central business district (CBD) and the majority of the area surrounding Sound Transit’s Lakewood commuter rail station. In 2016, PSRC certified that Lakewood’s Comprehensive Plan “policies support the role of the Regional Growth Center.” Once the DSAP was finalized in 2018, the PSRC regional growth center boundaries were reduced to match the Downtown Subarea’s boundaries. PSRC certified Lakewood’s DSAP to meet the criteria for a center plan concept, as well as for environment, land use, housing, economy, public services, and transportation elements.

In its Final EIS, the 2018 Downtown Subarea was estimated at 319 acres, but the final boundary encompasses 333 acres. The subarea was anticipated to have achieved more than the minimally-required 18 “activity units” (population + jobs) and would achieve more than the minimally-required 45 activity units per gross acre development capacity for the future activity level. See Exhibit 11.

Exhibit 11. Downtown Final EIS 2018 – Activity Units

Feature	Existing (2014)	Adopted
Activity Units: Population + Jobs	6,157	14,430
Activity Units with 319 acres including gross parcels and ROW to centerline	19.32	57.80
Activity Units with 268.95 gross parcel acres	22.89	68.50

Notes: Parcel data demonstrates 419 dwelling units and a resulting potential base population of 909 within the Study Area. Based on 2011 criteria, new regional growth centers must have a minimum existing activity level (population + employment) of at least 18 activity units per gross acre. The future target is a minimum target activity level of 45 activity units per gross acre. Source: City of Lakewood, BERK, 2018.

The Downtown Subarea boundary is a little larger than anticipated in the Final EIS, and the population is a little lower than prior estimated. However, the area shows gradual increases in activity units and exceeded the minimum required as of 2022. See Exhibit 12.

Exhibit 12. PSRC Center Data for Regional Urban Growth Center at 333 Acres

Year	Housing	Population	Jobs	Activity Units
2018			5,230	15.7
2019			5,120	15.4
2020	230	550	5,070	16.9
2021	240	560	5,170	17.2
2022	300	700	5,320	18.1

Source: PSRC Regional Growth Centers, 2024.⁸

PSRC has adopted a “Regional Centers Framework” monitoring process and associated criteria that will be used to analyze and consider redesignation of Lakewood’s regional urban growth center in 2025 or 2026. Information to be reviewed tentatively includes housing affordability, walkability, urban form consideration, transit service to neighboring centers, displacement, public health, mode share, trend lines, transportation project funding, and identification of critical infrastructure and cultural institutions.

Per the redesignation process, if a center is not fully meeting the Framework criteria at the time of centers monitoring, PSRC boards may consider removing the regional center designation or consider probationary status until planning requirements are met.

Note: The Regional Centers Framework states that in 2025, existing centers will remain designated if they do not meet the new center existing density criteria, provided that the jurisdiction completes a market study that evaluates the potential for and opportunities to best support center growth. The market study must consider a planning horizon reasonably beyond the monitoring period (2025). The market study should show how the center can meet targeted levels of growth within the planning period. The jurisdiction should demonstrate its work to address opportunities identified in the market study and the center is consistent with other criteria identified in the Framework.

Conclusion

The City has adopted a Downtown plan, code, incentives, and incorporated capital investments in its capital and transportation improvement plan. Tenant permits in existing spaces have been robust, but new construction has been limited. The growth in Downtown has been relatively limited compared to the planned capacity. However, for three years between 2020 and 2022, downtown was significantly impacted by COVID-19. Despite these challenges, the City has made progress.

The City continues to seek public and private funding for catalyst projects that could lead to additional private investment. The City also wishes to find additional state and federal funding for streets and other amenities. State or federal funds are likely to be the primary funding of improvements since transportation mitigation fee (TMF) collection has been limited and was never meant to address the full cost. The City has also been supporting a new mixed use housing development and Central Park site with the Towne Center owner. In 2024 and beyond, the City anticipates seeking state and federal funding and private investment into the Downtown.

⁸ See: <https://psrcwa.shinyapps.io/centers-monitoring/>.

Recommendation of Actions

Group Home 5 is prohibited in the Downtown regulations at LMC 18B.200.220, but LMC 18A.40.120 indicates Group Home 5 (for secure community transition facilities) is allowed by Conditional Use Permit in the CBD zone. This difference should be addressed in housekeeping code amendments.

The City should prepare for the 2025 PSRC Centers redesignation process by drafting a market study report demonstrating how the Downtown will meet its targeted levels of growth.

PSRC PLAN REVIEW REPORT & CERTIFICATION RECOMMENDATION

LAKWOOD DOWNTOWN SUBAREA PLAN

January 31, 2019



BACKGROUND

A major emphasis of the Washington State Growth Management Act (GMA) is the need to coordinate local, regional, and state planning efforts. Within the central Puget Sound region, local governments and the Puget Sound Regional Council (PSRC) have worked together to develop an overall process for reviewing local, countywide, regional, and transit agency policies and plans for compatibility and consistency. VISION 2040, the Regional Transportation Plan, and the Adopted Policy and Plan Review Process call for PSRC to review and certify subarea planning efforts of jurisdictions with designated regional centers.¹ This process also provides an opportunity to coordinate and share information related to local and regional planning.

VISION 2040 includes an action (DP-Action-17 and p. 98) for jurisdictions with regional growth centers and/or manufacturing/industrial centers to develop subarea plans for those centers. This expectation has been in place since the PSRC Executive Board adopted its Plan Review Process in 2003 and is required for designation of new regional centers under the Designation Procedures for New Centers and the Regional Centers Framework. The following report addresses planning requirements and expectations for regional growth centers.

DISCUSSION

The Lakewood City Council adopted the Lakewood Downtown Regional Growth Center (RGC) Subarea Plan in October 2018. The RGC consists of approximately 315 acres and includes the Town Center, Colonial, and East Commercial districts. The subarea plan included an amendment to decrease the boundary size by 223 acres, to create a more compact center where investment and commercial and residential growth could be focused. Downtown Lakewood was designated as a regional growth center by PSRC in 1995. The city completed the subarea plan to address PSRC regional growth center subarea plan requirements and submitted the plan to PSRC. PSRC staff worked with city staff in preparation of this report.

CERTIFICATION RECOMMENDATION

Based on the review of the Lakewood Downtown Regional Growth Center Subarea Plan, the following action is recommended to the PSRC Growth Management Policy Board, Transportation Policy Board, and Executive Board:

The Puget Sound Regional Council certifies that the Lakewood Downtown Regional Growth Center Subarea Plan addresses planning expectations for regional growth centers.

The remainder of this report contains a summary of the PSRC review of the Lakewood Downtown subarea plan. Under each heading, the scope of the certification review, as guided by the [Plan Review Manual](#) and Regional Center Plans Checklist, is listed in high-level bullets. Discussion in each topic area highlights exemplary provisions of the plan, as well as issues identified through the certification review where future work on the part of the city may more fully address VISION 2040, the Regional Transportation Plan, and center planning requirements. PSRC recognizes that the timing and mechanism for addressing each of the comments will vary

¹ The specific requirements for center planning are provided in [PSRC's Plan Review Manual](#), and the process is also described in [VISION 2040, Part IV: Implementation](#). Certification of the jurisdiction's comprehensive plan for consistency with the regional transportation plan, regionally established guidelines and policies, and Growth Management Act requirements for transportation planning is completed through a separate board action.

based on the jurisdiction, its resources and plan update process, and the nature of the comment. The recently adopted update of the Regional Centers Framework calls for review of centers and center planning in 2025, and PSRC may provide additional guidance or review in the future, consistent with the updated Framework.

Review of Regional Growth Center Planning

BACKGROUND

The success of regional centers lies at the heart of VISION 2040 and the Regional Growth Strategy, and jurisdictions with regionally designated centers are expected to conduct subarea planning for these areas. Subarea planning efforts are reviewed for consistency with the Regional Center Plans Checklist. The review contained in this section follows the format and content established in this checklist, covering the seven major categories (center plan concept, environment, land use, housing, economy, public services, and transportation).

Center Concept

SCOPE OF REVIEW

The Regional Center Plans Checklist calls for subarea plans to address the following center concepts:

Vision for the center, including a commitment to compact, pedestrian and transit-oriented development.

Identification of the area designated as a regional growth center and relationship to other plans.

A **market analysis** of the center's development potential.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Lakewood Downtown Regional Growth Center Subarea Plan effectively addresses the center concept provisions of the Regional Center Plan Checklist. Highlights include:

- ☑ The plan envisions the center transitioning from an auto-oriented commercial hub to a vibrant pedestrian-oriented urban area with civic amenities, public gathering spaces, and mix of uses including housing choices, entertainment, restaurants, and retail. The plan recognizes the need for a more connected, walkable street grid network.
- ☑ The plan describes the center, its relationship to citywide planning, and broader county context for the center and its development market.
- ☑ The plan recognizes the significance of having an active community partnership or organization to advocate for the plan, and a strategy is included to create a Downtown Plan Advisory Commission to assist in implementation efforts.

DISCUSSION: AREAS FOR FURTHER WORK

The city should consider the following comments through future amendments to the comprehensive plan or subarea plans:

- ☐ While the plan recognizes that downtown Lakewood is a Regional Growth Center, more emphasis on the center's role in fulfilling the regional goals in VISION 2040 and the Regional Growth Strategy could help set the center apart from other regional retail and commercial hubs. The plan should demonstrate the benefits of being designated as a Regional Growth Center, as this could assist in attracting the desired public and private investments and redevelopment projects.

Environment

SCOPE OF REVIEW

The Regional Center Plans Checklist calls for subarea plans to address the following environmental policy topics:

Critical/environmentally sensitive areas, including inventories and relevant policies and programs.

Parks and open space, including public spaces and civic places, and provisions to encourage accessible open space.

Innovative stormwater management policies and programs.

Air pollution and greenhouse gas emission reduction policies and programs.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Lakewood Downtown Regional Growth Center Subarea Plan effectively addresses the environmental provisions of the Regional Center Plan Checklist. Highlights include:

- ☑ The plan inventories the existing critical and environmentally sensitive areas and includes policies to protect groundwater quality and supply and incorporate low impact development (LID) principles in stormwater design.
- ☑ The plan recognizes the lack of parks and open space in the center and includes policies to support the creation and maintenance of parks, open space, and public gathering spots. The plan envisions the creation of a Green Street Loop that will connect open spaces and cultural resources.

DISCUSSION: AREAS FOR FURTHER WORK

The city should consider the following comments through future amendments to the comprehensive plan or subarea plans:

- ☐ The city should consider adding policies or strategies that support the reduction of air pollution and greenhouse gas emissions.

Land Use

SCOPE OF REVIEW

The Regional Center Plans Checklist calls for center plans to address the following land use topics:

Defined boundaries and shape for the center that are compact and easily walkable.

Residential and employment growth targets that accommodate a significant share of the jurisdiction's growth, as well as residential densities and building intensities with capacity to accommodate these levels of growth.

Mix, distribution and location of existing and future land uses described and mapped. Encourage a mix of complementary uses.

Design standards for pedestrian-friendly, transit-oriented development and other transit-supportive planning that orients land uses around transit.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Lakewood Downtown Regional Growth Center Subarea Plan effectively addresses the land use provisions of the Regional Center Plan Checklist. Highlights include:

- ☑ The plan shrinks the boundary of the RGC to focus commercial and residential growth in a more compact area. Concurrent with the adoption of the plan, zoning changes were adopted to rezone all properties within the center to Center Business District (CBD) zoning, which allows much higher densities (100 units per acre) and a mixture of uses.

- ☑ The plan details the importance of placemaking and includes several policies and strategies that support the creation of quality public spaces and community events that foster social cohesion and community pride.
- ☑ The plan includes strategies to conduct a parking study and consider parking management techniques such as shared parking and parking maximums.

DISCUSSION: AREAS FOR FURTHER WORK

The city should consider the following comments through future amendments to the comprehensive plan or subarea plans:

- ☐ While the city analyzed the impacts of residential and employment growth targets in the Planned Action Environmental Impact Statement and selected an alternative that accommodates a significant share of Lakewood’s growth, the plan does not reference the growth targets. In future amendments, policies and strategies should more clearly demonstrate how additional growth will be accommodated.
- ☐ The plan emphasizes the importance of transitioning the neighborhood design from being auto-oriented to pedestrian-oriented. The plan could be strengthened by including policies or strategies that support a transit connection from the center to the nearby commuter rail station. Adding policies or strategies that support transit-oriented design, especially as transit options are expanded in the center, could be beneficial as well.

Housing

SCOPE OF REVIEW

The Regional Center Plans Checklist calls for subarea plans to address the following housing policy topics:

Existing and targeted housing units.

Tailored provisions for a variety of housing types, affordable housing, and special housing needs.

Implementation strategies for addressing housing targets and goals.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Lakewood Downtown Regional Growth Center Subarea Plan effectively addresses the housing provisions of the Regional Center Plan Checklist. Highlights include:

- ☑ The plan describes existing housing units and includes policies that encourage a mixture of housing types for all incomes.
- ☑ The plan recognizes that there is currently a lack of housing in the center and includes strategies to promote multifamily development, including revised zoning and development standards (which have been adopted) and tax abatement programs.

DISCUSSION: AREAS FOR FURTHER WORK

The city should consider the following comments through future amendments to the comprehensive plan or subarea plans:

- ☐ The plan’s supplemental Existing Conditions Report demonstrates that Lakewood’s housing stock is largely renter-occupied, and a significant portion of the population earns lower wages, compared to other parts of Pierce County. The city has already taken important steps to address housing preservation by enacting a Rental Housing Safety Program that preserves existing rental units. Citywide zoning incentives have also been adopted to promote senior and affordable housing. The city is commended on these housing programs and is encouraged to continue expanding and targeting housing incentive programs to ensure the center’s anticipated growth includes affordable housing options.

Economy

SCOPE OF REVIEW

The Regional Center Plans Checklist calls for subarea plans to address the following economy policy topics:

Key sectors and industry clusters in the center.

Economic development policies and programs for the center.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Lakewood Downtown Regional Growth Center Subarea Plan effectively addresses many of the economic provisions of the Regional Center Plan Checklist. Highlights include:

- ☑ The plan describes the local market as dominated by retail trade. A market study was completed as part of the planning process and included recommendations to sustain and grow employment within the center.
- ☑ Through coordination with business owners in the area, the plan identifies strategies to support economic development, such as developing a business attraction and retention program and providing resources to entrepreneurs and small businesses, to support the local economy.
- ☑ The plan includes a policy to prioritize and market catalytic sites that are opportunities for public-private partnerships and redevelopment that could encourage future investments in the neighborhood.

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional centers expectations on the economy.

Public Services

SCOPE OF REVIEW

The Center Subarea Plan Checklist calls for center plans to address the following public services topics:

Local capital plans for infrastructure, such as sewer, water, gas, electric and telecommunications, including financing and strategies to ensure facilities are provided consistent with planned growth.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Lakewood Downtown Regional Growth Center Subarea Plan effectively addresses many of the public service provisions of the Regional Center Plan Checklist. Highlights include:

- ☑ The plan describes the existing services and level of service standards for electricity, sanitary sewer/wastewater, water, solid waste, stormwater management, public safety services, and other community services and ensures capacity exists for the expected growth.
- ☑ The plan encourages energy efficient development of public services, including the use of energy-saving building materials and site designs.

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with center planning expectations on public services.

Transportation

SCOPE OF REVIEW

The Regional Center Plans Checklist calls for subarea plans to address the following transportation policy topics:

Integrated multimodal transportation network, including pedestrian and bicycle facilities, as well as linkages to adjacent neighborhoods and districts.

Regional high-capacity transit, local transit and coordination with transit agencies.

Complete streets provisions for pedestrians, bicyclists, transit, vehicles, and – where appropriate – freight.

Context-sensitive design provisions for transportation facilities.

Environmentally friendly street treatments (green streets).

Level-of-service standards and concurrency provisions tailored for the center to encourage transit.

Parking management strategy that addresses supply of parking, on-street parking and mitigating effects of parking.

Mode-split goals.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Lakewood Downtown Regional Growth Center Subarea Plan effectively addresses many of the transportation provisions of the Regional Center Plan Checklist. Highlights include:

- ☑ The plan emphasizes the need to create a new street grid system, comprised of pedestrian-oriented multimodal public streetscapes. A green street loop road is proposed to connect potential public spaces.
- ☑ The plan includes several parking-related strategies and notes that as redevelopment occurs, there is an opportunity for the city to become more active in regulating, providing, and managing parking to meet the plan's goals.
- ☑ The plan includes a policy to emphasize pedestrian and bicycle connectivity and transit use within the center, and a strategy is included to work with transit providers.

DISCUSSION: AREAS FOR FURTHER WORK

The city should consider the following comments through future amendments to the comprehensive plan or subarea plans:

- ☐ The plan could benefit from recognizing the close proximity to the Lakewood Sounder Station and identifying policies and strategies to link the center with the high capacity transit station.
- ☐ As called for in VISION 2040 (DP-Action-18), the city should consider adopting mode-split goals. This is an important step and will be a key approach to implement and monitor the city's objectives for transit, bicycle, and pedestrian use in the center. The city is encouraged to work with Pierce Transit on developing mode split goals to provide viable alternatives to single-occupant vehicle travel in the center. PSRC has produced [additional guidance](#) about setting mode split goals that the city may find helpful in this work.

Conclusion

PSRC staff thanks the city for working through the plan review and certification process for the center subarea plan. PSRC is available to provide assistance for future plan updates. The adopted Regional Centers Framework calls for review of centers and center planning again in 2025, and PSRC may provide additional comments or guidance for center planning as part of that work. Additional planning resources can also be found at <https://www.psrc.org/our-work/plan-review>. If the city has questions or needs additional information, please contact Andrea Harris-Long at 206-464-6179 or aharris-long@psrc.org.

ATTACHMENT C



COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT Downtown Plan Trip Mitigation Fee Policy

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

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

SUBJECT: Standards to calculate the Downtown Trip Mitigation Fee

Section 1: Background

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

Figure 1.



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

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

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

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

First Biennial Review: Station District Planned Action

Prepared by: BERK Consulting, Inc. | Prepared for: City of Lakewood | DRAFT May 5, 2024

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Introduction

Lakewood’s Comprehensive Plan and the associated Subarea Plan identify the Lakewood Station District Subarea (LSDS) as a new pedestrian-oriented high-density employment and residential district about a half mile around the Sounder Station. The LSDS is intended as Lakewood’s multi-modal commuter hub with supporting policies that call for a transit-oriented development district and the use of bonus densities and incentives to achieve a rich mix of land uses around the station including regional offices, major institutions, high density and middle housing choices, neighborhood businesses, and open space.

This memorandum contains the first biennial review of the 2021 Station District Subarea Plan per Lakewood Ordinance 751 and 752. These ordinances require a review be conducted every two years and amendments be considered if appropriate.

Ordinance 752, Section 4: Monitoring and Review.

- A. The City should monitor the progress of development in the designated Planned Action area biennially to ensure that it is consistent with the assumptions of this Ordinance and the Planned Action Threshold Determination regarding the type and amount of development and associated impacts and with the mitigation measures and improvements planned for the Planned Action Area.
- B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official every two (2) years from its effective date in conjunction with the City’s regular Comprehensive Plan review or docket cycle, as applicable.

This memorandum provides an update on growth and development in the Station District since 2021 by:

- Tracking the progress of development, and associated impacts;
- Monitoring progress on the “big features” including transit-oriented development, hybrid form, affordable housing and homeownership, and walkable district;
- Sharing Implementation Plan status; and
- Identifying the effect of Growth Management Act (GMA) amendments to reflect HB 1220, HB 1110, and HB 1337.

Progress on Growth Thresholds

The Station District package was adopted on June 3, 2021, and has been in effect for 2 years. Before and since plan adoption the subarea businesses were affected by COVID 19 through May 2023 when the federal Public Health Emergency for COVID-19 expired. Included below is a summary of growth through development projects that are ongoing or completed in the Station District through 2023.

Measuring Growth through Development

Since the adoption of the Station District package, 78 building permits within the subarea have been accepted or finalized. Development includes: a hotel, an adaptive reuse of a building to become a new neighborhood fulfillment center, two new small businesses opening in existing spaces, and 324 dwelling units. Exhibit 1 provides a detailed description of each permit.

Exhibit 1. Development Permits in Station District June 2021 to December 2023

Address	Owner	Date Applied	Use Type	Work Type	Permit Fee	Sq. Ft.	Units
11419 Kendrick St SW	Lakewood Station Apts	8/28/2023	Comm Residential	New Bldg	\$18,474.30	11,763	15
11302 Kendrick St SW	Kendrick Apts Bldg A	11/13/2023	Comm Residential	New Bldg	\$78,218.25	57,879	55
11312 Kendrick St SW	Kendrick Apts Bldg B	11/13/2023	Comm Residential	New Bldg	\$209,664.04	17,019	115
11114 Kendrick St SW	Kendrick Apts Bldg C	11/13/2023	Comm Residential	New Bldg	\$167,499.32	142,039	75
11114 Kendrick St SW	Kendrick Apts	11/7/2023	Comm Residential	New Bldg	\$1,864.89	0	0
11017 Bridgeport Wy SW	Lakewood Bookstore	11/6/2023	Commercial	Change of Occupancy	\$2,908.58	0	0
11102 Bridgeport Wy SW	Apex Motors	5/16/2023	Commercial	Change of Occupancy	\$255.00	0	0
11111 Bridgeport Wy SW	Martha African Market	10/9/2023	Commercial	Change of Use	\$255	0	0
10913 Bridgeport Wy SW	Car Wash Enterprises	4/12/2022	Commercial	New Bldg	\$1,964.42	540	0
11711 Pacific Hwy SW	Springhill Suites	9/21/2023	Commercial	New Bldg	\$98,747.85	0	0
10507 S Tacoma Way	Taco Time	9/29/2023	Commercial	Remodel	\$5,911.24	0	0
11419 Bridgeport Wy SW	Pet Doctor	9/12/2022	Commercial	Remodel	\$2,908.58	0	0
11013 Pacific Hwy SW	Lakewood Neigh'd Fulfilment Center	10/23/2023	Commercial	TI	\$56,846.96	0	0
11634 Pacific Hwy SW #B	Pyo & Hye	7/24/2023	Commercial	TI	\$1,879.35	0	0

Address	Owner	Date Applied	Use Type	Work Type	Permit Fee	Sq. Ft.	Units
10314 S Tacoma Way	Starbucks	4/19/2023	Commercial	TI	\$5,592.38	0	0
10812 Bridgeport Wy SW	Dominos	2/28/2022	Commercial	TI	\$5,078.31	0	0
11108 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,673.93	1,679	1
11108 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,673.93	1,679	1
11108 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,673.93	1,679	1
11108 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,673.93	1,679	1
11108 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,673.93	1,679	1
11102 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,673.93	1,679	1
11102 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,673.93	1,679	1
11102 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,673.93	1,679	1
11102 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,673.93	1,679	1
11102 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,673.93	1,679	1
11102 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,673.93	1,679	1
11114 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,601.55	1,679	1
11114 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,601.55	1,679	1
11114 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,601.55	1,679	1
11114 Freiday St SW	Harman Construction	8/27/2021	Residential	New SFR	\$3,601.55	1,679	1
10820 Kendrick St SW #301	Toto Townhomes	3/28/2022	Residential	New SFR	\$4,050.71	1,565	1
10820 Kendrick St SW #302	Toto Townhomes	3/28/2022	Residential	New SFR	\$4,050.71	1,565	1
10820 Kendrick St SW #303	Toto Townhomes	3/28/2022	Residential	New SFR	\$3,919.98	1,565	1
10820 Kendrick St SW #304	Toto Townhomes	3/28/2022	Residential	New SFR	\$3,782.71	1,565	1
10820 Kendrick St SW #305	Toto Townhomes	3/28/2022	Residential	New SFR	\$4,036.11	1,565	1
10820 Kendrick St SW #306	Toto Townhomes	3/28/2022	Residential	New SFR	\$4,050.71	1,565	1
4611 109th St SW # 101	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,046.24	1,565	1
4611 109th St SW # 102	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,483.01	1,565	1
4611 109th St SW # 103	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,372.03	1,565	1
4611 109th St SW # 104	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,046.24	1,565	1
4611 109th St SW # 105	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,041.52	1,565	1
4611 109th St SW # 106	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,789.21	1,565	1
4611 109th St SW # 107	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,922.03	1,565	1
4611 109th St SW # 108	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,151.52	1,565	1
4611 109th St SW # 109	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,057.21	1,565	1
10817 47th Av SW # 201	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,795.14	1,565	1
10817 47th Av SW # 202	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,054.24	1,565	1
10817 47th Av SW # 203	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,047.72	1,565	1
10817 47th Av SW # 204	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,926.48	1,565	1
10817 47th Av SW # 205	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,964.65	1,565	1
10817 47th Av SW # 206	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,041.52	1,565	1
10817 47th Av SW # 207	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,050.69	1,565	1
10817 47th Av SW # 208	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,926.48	1,565	1
10817 47th Av SW # 209	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,789.21	1,565	1
10813 47th Av SW # 401	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,789.21	1,565	1
10813 47th Av SW # 402	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,926.48	1,565	1
10813 47th Av SW # 403	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,050.69	1,565	1
10813 47th Av SW # 404	Toto Townhomes	5/19/2022	Residential	New SFR	\$1,325.31	1,565	1
10813 47th Av SW # 405	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,964.65	1,565	1
10813 47th Av SW # 406	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,926.48	1,565	1
10813 47th Av SW # 407	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,047.72	1,565	1
10813 47th Av SW # 408	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,054.24	1,565	1
10813 47th Av SW # 409	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,795.14	1,565	1
4610 108th St SW # 501	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,792.18	1,565	1
4610 108th St SW # 502	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,057.21	1,565	1
4610 108th St SW # 503	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,151.52	1,565	1
4610 108th St SW # 504	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,922.03	1,565	1

Address	Owner	Date Applied	Use Type	Work Type	Permit Fee	Sq. Ft.	Units
4610 108th St SW # 505	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,789.21	1,565	1
4610 108th St SW # 506	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,041.52	1,565	1
4610 108th St SW # 507	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,046.24	1,565	1
4610 108th St SW # 508	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,922.03	1,565	1
4610 108th St SW # 509	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,789.21	1,565	1
4610 108th St SW # 510	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,046.24	1,565	1
10810 Kendrick St SW # 601	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,057.21	1,565	1
10810 Kendrick St SW # 602	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,052.17	1,565	1
10810 Kendrick St SW # 603	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,926.48	1,565	1
10810 Kendrick St SW # 604	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,789.21	1,565	1
10810 Kendrick St SW # 605	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,041.52	1,565	1
10810 Kendrick St SW # 606	Toto Townhomes	5/19/2022	Residential	New SFR	\$4,050.69	1,565	1
4611 109th St SW # 110	Toto Townhomes	5/19/2022	Residential	New SFR	\$3,792.18	1,565	1

80 Permits

\$904,756.81 330,966 324

Source: City of Lakewood, 2024; BERK 2024.

Eighty (80) permits were submitted between June 1, 2021 and December 31, 2023. The permits included 324 dwelling units, both apartments and townhouses. The new commercial space is primarily due to a new hotel, and a small addition to a carwash. Remodels or tenant improvements (TI) allow for existing or new businesses including a spa and African grocery. See Exhibit 2.

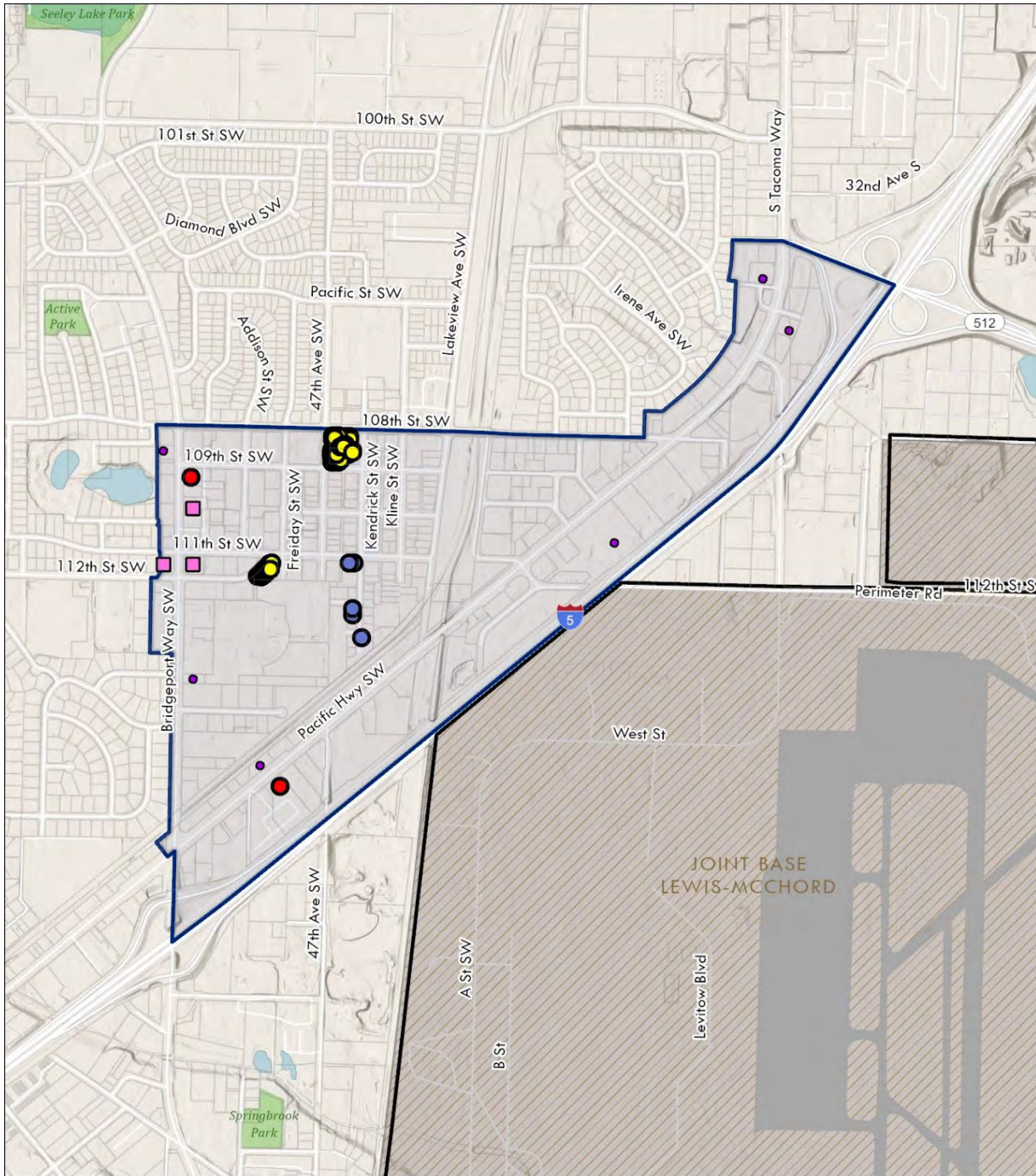
Exhibit 2. Station District Permit History June 2021- December 2023

Use Type	Permits	Units	Square Footage
Commercial New Building	2	0	Hotel, plus 540 sq ft canopy
Commercial Remodel	2	0	--
Commercial Tenant Improvement	4	0	--
Change of Occupancy/ Change of Use	3	0	--
Residential New Building (Apartment)	5	260	228,700
Residential New Building (Townhouse)	64	64	101,756
Total	80	324	330,966

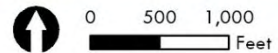
Source: City of Lakewood, 2024; BERK 2024.

A map of the permits in the station district is provided in Exhibit 3. The permits have primarily been located west of Lakeview Avenue SW.

Exhibit 3. Station District Permits June 2021-December 2023



- Station District Subarea Boundary
- Permit Type - Station District**
- Residential - New SFR
- Commercial Residential - New
- Commercial - New
- Commercial - Change of Use/Occupancy
- Commercial - Remodel/Tenant Improvement



BERK
Map Date: March 2024

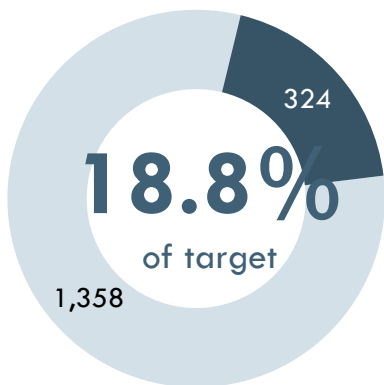
Source: City of Lakewood 2024, BERK Consulting 2024

Comparison to Established Goal

The Planned Action set a development threshold of 1,772 net residential dwelling units between 2020 - 2035. This assumes 760 units in Lakewood Landing (30 acres vision for mixed-use development, rich in amenities for residents, businesses and the surrounding neighborhood) and 962 new units from residential growth in the rest of the subarea over a 20 year period. The development of the Lakewood Neighborhood Fulfillment Center will alter the ability to achieve mixed uses on the Lakewood Landing site. The Planned Action Ordinance is based on the total 1,772 dwelling units. Assuming more units in the areas northwest of Pacific Highway SW and less on the Lakewood Landing site would not alter the fulfillment of the Planned Action Ordinance. However, the subarea plan should be updated with the 2024 Comprehensive Plan Update to address a focus of employment on the Lakewood Landing site and continued mixed use near the station.

With 324 dwelling units permitted, the Station District is at 18.8% of the development threshold; none of the units are on Lakewood Landing. See Exhibit 4.

Exhibit 4. Progress of Dwelling Units Created



Source: City of Lakewood, 2023; BERK 2024.

Between 2020-2035 1,276 net jobs are planned. Lakewood Landing would be the home of a new fulfillment center, and over 300 jobs (see below).

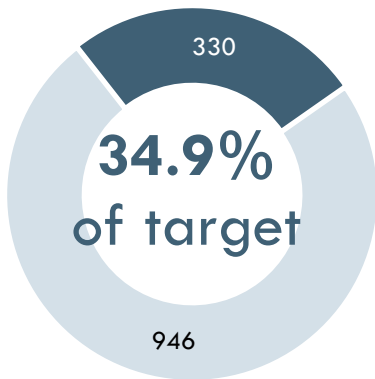
The SEPA evaluation assumed 171 retail jobs on Lakewood Landing as part of a Phase 1 mixed use development and the rest 1,105 jobs in the district. The Ordinance is based on the total jobs across the study area and a greater share on Lakewood Landing is not a hindrance. Adjusting the subarea plan to recognize the change in plans for Lakewood Landing would be appropriate as part of the 2024 Comprehensive Plan Update.

Census on the Map job counts from the base year in the Subarea Plan Existing Conditions Report to the year of adoption show no meaningful changes.

- 2019: 1,945
- 2020: 1,988
- 2021: 1,940

A proposal for a Neighborhood Fulfillment Center would allow for 330 jobs. A Springhill Suites hotel would have 128 hotel rooms with service employment though number of jobs is not known. Based on the anticipated direct jobs of the Neighborhood Fulfillment Center, about 35% of the jobs target would be met. See Exhibit 5.

Exhibit 5. Jobs and Achievement of Threshold



Source: City of Lakewood, September 11, 2023 Economic Development Update; BERK 2024.

Measuring Growth through Traffic Trips

The number of new PM peak hour trips anticipated in the Planned Action Area and reviewed in the Planned Action Threshold Determination for 2035 is 1,950 vehicle trips. To date, the City has not tracked the trips. However, major projects were required to prepare traffic impact analysis reports. There is no net increase in trips since new PM Peak Hour trips are offset by existing trips.

Exhibit 6. Proposed Development and Anticipated PM Peak Hour Traffic Trips

Project	Description	Net New Trips
Lakewood Neighborhood Fulfillment Center TIA (Heath 2023)	Existing 100,178 square foot building proposed to be repurposed and occupied as a mini-warehouse/fulfillment center; replaces a discount store and an indoor go-kart track and drive-through coffee stand on-site are to be demolished.	PM Peak Hour Trips Proposed Use: 116 trips Existing Trips: 308 trips Net New PM Peak Hour Trips: -192
Kendrick Apartments (DevCo) TIA (TENW)	Existing Uses: 4 single family, 2 duplex, 8 multifamily units, 8,631 square feet light industrial Proposed: 245 Dwelling Units, Multifamily Midrise (0.29 trip rate per unit)	Existing PM Peak Hour Trips: 17 Proposed Use: 71 trips Net New PM Peak Hour Trips: 54
Toto Townhomes TIA (Heath 2021)	Existing Use: Church 50 Townhouses (Multifamily Low-Rise, 0.56 trip rate)	Net New PM Peak Hour Trips: 28

Project	Description	Net New Trips
Other Development Approved, Applied Trip Rate (Applied rates)	Harmon Construction, 14 Townhouses Lakewood Station Apartments, 3 story, 15 units	14 x 0.56= 7.84 PM Peak Hour Trips 15 x 0.29=4.35 PM Peak Hour Trips Total PM Peak Hour Trips: 12

Net new trips: -92

Source: Heath and Associates 2021 and 2023; TENW 2022; BERK 2024.

Since the Planned Action Ordinance has a trip threshold it is recommended that the City specifically track the trips even though mitigation fees are not applied. To date there has been no net increase in trips, and the City can continue to request TIA reports for larger developments, as long as City staff tracks all development trips.

Progress on District Vision & Concepts

The Station District has seen robust investments in housing, including affordable housing with higher densities near the station, consistent with the form-based code. The City anticipates some non-motorized access improvements though it is not yet programmed. See Exhibit 7.

Exhibit 7. Station District Plan Features and Implementation Status

Feature	Description	Progress	Update
Hybrid Form-Based Code	Allows for the continuation of a variety of uses but with a uniformed development standard that creates an identifiable look and feel for the district.	4	Hybrid form-based code went into effect on June 3, 2021 to support improved streetscapes that accommodate pedestrian travel, and create a diverse new urban neighborhood.
Transit Oriented Development	Proximity to local and regional transit, residential densities would be up to 40 units pe acre (MF3) and up to 54 units per acre in the mixed use zone.	2	Devco Apartments abut Sounder Station to north and would equal about 49 units per acre with 245 units on 5 acres. Toto Townhomes are about 32 units / acre with about 50 units on 1.57 acres.
Affordable Housing and Homeownership	Residential and development will target housing serving households at 65-110% of AML.	2	A five-acre property was purchased by Devco to build an affordable housing development of 245-units, to be 100% affordable to those earning 60% area median income. The project is scheduled to begin in March 2024, and expected to be ready for lease in the Fall of 2026. Toto Townhomes would promote homeownership opportunities. The project uses the multifamily tax exemption (MFTE) incentive and includes affordable units.

Feature	Description	Progress	Update
Walkable District	New streetscapes and sidewalk improvements will make getting around safer and more comfortable for people on foot.	2	In 2022-2023 in collaboration with Sound Transit, the City hosted an open house to determine street, bridge and path improvements to prioritize, several projects were identified including the 47th Avenue SW bridge and a shared use path from 115th street Court SW to Lakewood Station. The project is estimated at \$1.502M and would be grant funded per the 2024-29 TIP. The Public Works Engineering Work Plan shows the project to be tentatively planned for construction in 2025-2025.

Key

- 1 Development Initiated but Limited | Capital Project Programed but not Funded
- 2 Development is on Pace | Capital Project Funded
- 3 Development is ahead of Pace | Capital Project is Under Construction
- 4 Development is Nearing Threshold | Capital Project is Complete

Implementation Plan Status

Within two years a number of action items have been completed or are in progress. Several need to be pursued particularly regarding pedestrian and park amenities. See Exhibit 8.

Exhibit 8. Implementation Plan Action and Status

Topic	Direction	Timeline	Department	Status
Land Use & Design	Support the master planning of the Lakewood Landing site for mixed-use development so it will provide opportunities for high density housing, employment, business, and public space.	Ongoing	Community Development and Economic Development	<input checked="" type="checkbox"/> City has pursued master planning. Opportunities for employment have been secured. <input checked="" type="checkbox"/> Mixed use development is not likely feasible with the new Neighborhood Fulfillment Center. The Subarea Plan should be amended.
	Pursue opportunities for enhancing landscaping or adding linear parks within the public right-of-way to integrate green spaces and open spaces into the LSDS.	Long term	Community Development and Parks and Recreation	<input checked="" type="checkbox"/> Not addressed.
	Work through the <i>Legacy Plan 2020</i> to identify opportunities for public parks facilities within a 10-minute walk of subarea residents.	Midterm	Parks and Recreation	<input checked="" type="checkbox"/> Not addressed.
	Identify standards and guidelines that support transitional parking arrangements so space used for parking can be transitioned to other uses as the area becomes less auto-dependent.	Short term	Community Development	<input checked="" type="checkbox"/> Not implemented.

Topic	Direction	Timeline	Department	Status
Housing	Monitor the impact of the Lakewood Station District Overlay and amend the Plan as needed to improve outcomes.	Ongoing	Community Development	<input type="radio"/> Ongoing with first report in 2024.
	Allow the highest density housing in mixed-use areas and in the Transit-Oriented Commercial zone where the availability of amenities within walking distance will encourage non-motorized transportation alternatives.	Ongoing	Community Development	<input checked="" type="checkbox"/> Implemented zone recommendations.
	Encourage and support missing middle housing types such as duplexes, triplexes, and small-scale multifamily as infill development in the residential area to improve housing choice and preserve affordability.	Ongoing	Community Development	<input checked="" type="checkbox"/> Plan and code encourage.
	Support the development of ground-related rowhouses as an affordable home ownership option for LSDS residents.	Ongoing	Community Development	<input type="radio"/> Townhouses are attracted. Ongoing need continues.
	Support the development of housing that meets the needs of military households.	Ongoing	Community Development	<input type="radio"/> Multiple housing types addressed in subarea.
	Partner with affordable housing organizations to support the expansion of subsidized housing in the LSDS by building new projects or by purchasing and rehabilitating existing housing.	Ongoing	Community Development	<input type="radio"/> Affordable housing approved. Ongoing need continues.
	Work with the Washington Homeownership Center to find opportunities for investment in the LSDS.	Ongoing	Community Development	<input checked="" type="checkbox"/> Not implemented. Could broaden strategy to any organization promoting homeownership opportunities.
	Consider expansions of existing affordable housing incentive programs and new affordability incentives in the LSDS, including the extension of the applicability area for the multi-family property tax exemption.	Short term	Community Development	<input checked="" type="checkbox"/> MFTE applies to area.
	Consider programs to support residents in the LSDS as the area redevelops and reduce involuntary displacement such as a housing navigator program, a notice of intent to sell ordinance, just cause eviction protections, and right of first refusal incentives.	Short term	Community Development	<input checked="" type="checkbox"/> Not implemented. Address anti-displacement measures.
	Develop community benefit agreements with large investors in the LSDS.	Ongoing	Community Development	<input checked="" type="checkbox"/> Unknown
Provide information and support to help investors navigate affordable housing financing programs.	Short term	Community Development and Economic Development	<input checked="" type="checkbox"/> Not implemented.	

Topic	Direction	Timeline	Department	Status
Housing, continued	Identify partners to support funding and a program that will rehabilitate existing homes such as a home repair program.	Short term	Community Development	<input checked="" type="checkbox"/> Home repair assistance available.
Economic Development, Business, & Employment	Promote St. Clare Hospital and satellite medical office and supportive commercial uses. Connect the residential neighborhood to the hospital with improved pedestrian and linear park opportunities.	Short term	Community Development and Economic Development	Not implemented.
	Support the master planning of the Lakewood Landing site for mixed-use development to expand opportunities for employment and retail development. See related Land Use policy.	Ongoing	Community Development and Economic Development	<input checked="" type="checkbox"/> City has pursued master planning. <input checked="" type="checkbox"/> A developer has not been secured.
	Partner with developers to identify projects eligible for participation in the Lakeview/Kendrick Street Opportunity Zone.	Midterm	Community Development and Economic Development	City has advertised collaboration in the Opportunity Zone.
	Provide resources for entrepreneurs and small businesses, such as grant/loan programs, to support and recruit small, local businesses in the LSDs.	Ongoing	Economic Development	<input type="checkbox"/> Ongoing Business Retention and Expansion (BRE) Program continues – 2022 to Q2 2023 BRE Visits – 200 citywide. ¹
	Encourage micro-retail, or businesses that cater to specific demographic segments of the community, with business development resources and support available in other languages and flexibility in the design of cultural spaces	Ongoing	Economic Development	<input type="checkbox"/> BIPOC Accelerator Program citywide.
	Invest in infrastructure and civic amenities consistent with this Plan to attract business owners and investors.	Long term	Public Works	<input type="checkbox"/> City is partnering with Sound Transit on infrastructure for improved connectivity.
Transportation	Apply a hybrid form-based code to support improved streetscapes that accommodate pedestrian travel.	Ongoing	Community Development	<input checked="" type="checkbox"/> Completed and adopted.
	Add signalization improvements at Pacific Highway and Sharondale Street to prevent traffic delays, and at Bridgeport Way and the I-5 northbound/southbound off ramps to prevent queuing that extends onto the freeway.	Long term	Public Works	<input type="checkbox"/> Included in TIP (\$904,000).
	Work with Sound Transit and Pierce Transit on the timing and location of non-motorized improvements to avoid gaps and overlaps in the system.	Ongoing	Public Works	<input type="checkbox"/> Ongoing Coordination, and in TIP with Grant Funds.

¹ See: https://cityoflakewood.us/wp-content/uploads/2023/10/EcDev_Council_11Sept2023.pdf.

Topic	Direction	Timeline	Department	Status
	Require street frontage improvements that enhance walkability and support economically viable and quality residential development.	Ongoing	Community Development and Public Works	<input checked="" type="checkbox"/> Included in adopted plan and code.
	Publicly invest in the development and construction of streetscapes to support redevelopment in the LSDS.	Ongoing	Community Development and Public Works	<input checked="" type="checkbox"/> Not implemented.
Utilities	Coordinate with public service and utility providers during the update and development of long-range plans and system improvement plans to ensure there is adequate support for anticipated growth and development of the LSDS subarea.	Midterm	Public Works	<input type="checkbox"/> Ongoing.
	Work with public service and utility providers to ensure that capital improvement plans include the projects necessary to support development in the LSDS subarea.	Midterm	Public Works	<input type="checkbox"/> Ongoing.

Source: City of Lakewood, 2021; BERK 2024.

Effects of New State Legislation

Recent legislation is affecting the City’s approach to housing policies and development regulations in Lakewood. Exhibit 9 identifies key pieces of legislation and the implication for plans and regulations in the Station District.

Exhibit 9. Legislation and Implications

Legislation Description	Potential Implications for Plans/Regulations
<p>HB 1220 requires counties and cities to plan for projected housing needs by income band and removal of regulatory barriers.</p> <p>HB 1220 requires accommodation of emergency shelters and permanent supportive targets and removal of regulatory barriers.</p>	<p>Station District capacity through 2035 is 1,722 housing which is 17.5% of the 9,863 citywide 2044 housing target.</p> <p>Incentives for affordable housing include a master plan process for flexibility for mixed income developments. A Multifamily Tax Exemption was also provided.</p> <p>LMC 18A.40.120, Special Needs Housing: Emergency housing is allowed in the TOC and C1 and C2 zones in the subarea. Permanent supportive housing is allowed in all residential, multifamily, commercial and mixed use zones in the study area, excluding the Air Corridor 1. Group homes types 4 and 5 are prohibited in LMC 18C.200.220 in the C1 zone but are allowed by Conditional Use Permit in LMC 18A.40.120. Amendments to reconcile the conflict should be addressed.</p> <p>The Station District provides for multiplexes, townhouses, and low and mid-rise multifamily units, and a preliminary review of the current Comprehensive Plan shows a need for moderate density/middle housing. The City will be exploring alternatives in an EIS focused on housing, and most likely middle housing</p>

Legislation Description	Potential Implications for Plans/Regulations
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HB 1110 increases middle housing in areas traditionally dedicated to single-family detached housing.	outside of Station District since the subarea already allows for such units, and has attracted them.
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<p>Requires cities to: allow at least six of nine middle housing types in predominantly single-family zones; allow only administrative design review of objective standards; require between two and six middle housing units on each lot depending on city and county population thresholds; provide process and criteria for extensions of implementation; and the bill directs Commerce to provide technical assistance including rulemaking and certification authority. It also amends RCW 43.21C to exempt certain actions from environmental review.</p>	<p>Zones in the study area are listed below along with allowed residential types. None of the zones in the study area are dedicated to single-family detached housing.</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="border: none;">Zone</th> <th style="border: none;">Single Family</th> <th style="border: none;">Accessory Dwelling Unit</th> <th style="border: none;">Duplex, Triplex</th> <th style="border: none;">Town-house</th> <th style="border: none;">Multi-family</th> </tr> </thead> <tbody> <tr><td style="border: none;">AC1</td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;"></td></tr> <tr><td style="border: none;">C1</td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;"></td></tr> <tr><td style="border: none;">C2</td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;"></td></tr> <tr><td style="border: none;">MF3</td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;">X</td><td style="border: none;">X</td><td style="border: none;">X</td></tr> <tr><td style="border: none;">NC2</td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;">X</td><td style="border: none;">X</td><td style="border: none;">X</td></tr> <tr><td style="border: none;">TOC</td><td style="border: none;"></td><td style="border: none;">X</td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;">X</td></tr> <tr><td style="border: none;">PI</td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;"></td><td style="border: none;"></td></tr> </tbody> </table> <p><i>18A.40.110 base with overrides in 18C.200.220</i></p> <p>The MF3 zone has attracted affordable housing developments including middle housing, which was a goal of the plan. For example, rowhouses, townhouses, and triplexes were added as specific allowed uses to the MF3 zone in 18C.200.220. Projects in MF3 have included 50 townhomes that are affordable. Attached duplex and triplex units allowed in the NC2 zone could be in the form of a flat or townhouse.</p>	Zone	Single Family	Accessory Dwelling Unit	Duplex, Triplex	Town-house	Multi-family	AC1						C1						C2						MF3			X	X	X	NC2			X	X	X	TOC		X			X	PI					
Zone	Single Family	Accessory Dwelling Unit	Duplex, Triplex	Town-house	Multi-family																																												
AC1																																																	
C1																																																	
C2																																																	
MF3			X	X	X																																												
NC2			X	X	X																																												
TOC		X			X																																												
PI																																																	

<p>HB 1337 requires the adoption or amendment of municipal zoning regulations to allow for at least two accessory dwelling units (ADUs) on all lots located in all zoning districts within an urban growth area that allows for single family homes. It also limits parking requirements based on distance from transit and lot size and removes barriers to separate sale and ownership of ADUs.</p>	<p>None of the zones in the Station District allow for single family detached dwellings. Only one zone, TOC, allows ADUs.</p> <p>The TOC zone is a mixed use zone that allows for multifamily and mixed uses as well as ADUs. Where allowed, ADUs may occur in conjunction with duplex, triplex, townhome, or other housing unit in 18A.40.110 and note B.1.</p> <p>The City could consider adding allowances for ADUs in zones in the Station District that allow duplex, triplex, or townhome units. This could be examined in the Comprehensive Plan EIS.</p>
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Conclusion

In 2024 and beyond the City anticipates continued investments by the City, Sound Transit, and private developers into the Station District Subarea. Despite the challenges, the district has made strong progress on housing type variety and affordability. The City continues to seek funding for pedestrian and park amenities.

Potential areas of reconciliation or exploration in 2024 include:

- The Subarea Plan should be amended to remove references to the Lakewood Landing mixed use concept. The traffic analysis zone data could be updated with the citywide model to shift more jobs to the Lakewood Landing site and more dwelling units to the west.
- Group homes types 4 and 5 are prohibited in LMC 18C.200.220 in the C1 zone but are allowed by Conditional Use Permit in LMC 18A.40.120. Amendments to reconcile the conflict should be addressed.
- The City could consider adding allowances for ADUs in zones in the Station District that allow duplex, triplex, or townhome units. This could be examined in the Comprehensive Plan EIS.