



Addendum

**To the Downtown Lakewood Plan and Planned Action Final Environmental Impact Statement
Final EIS issued July 20, 2018 | Addendum Issued: September 10, 2018**

Purpose

The City of Lakewood commissioned the Lakewood Downtown Plan, considered a subarea plan under the Growth Management Act, to guide redevelopment of its Central Business District (CBD) into a rich urban area with civic amenities, walkable streets, and a mix of uses including housing, entertainment, restaurants, and retail. The plan builds on a foundation of current plans and programs and:

- Describes a vision, land use and design, gathering places, infrastructure investments, and other action strategies for Lakewood’s central business district or “Downtown”.
- Amends Comprehensive Plan land use, policy, and capital facility plan elements.
- Creates new hybrid form-based zoning standards.
- Provides upfront environmental review through a Planned Action consistent with RCW 43.21c.440 and SEPA rules in WAC 197-11 that are anticipated to help bring about desired change and development.

The Downtown Lakewood Plan and Planned Action Final Environmental Impact Statement (Final EIS) was issued July 20, 2018. It addressed several alternatives including a Planning Commission Preferred Alternative. Since receiving Planning Commission recommendations in summer 2018, the City Council held a public hearing and deliberated. The City Council has provided direction on a City Council Preferred Alternative.

This addendum provides a description of the City Council Preferred Alternative and its fit in the range of Final EIS alternatives.

This addendum provides information about the proposed action to adopt a Downtown Plan and associated Downtown Development Code and Planned Action Ordinance, but the Addendum does not substantially change the analysis of significant impacts and alternatives in the Final EIS consistent with WAC 197-11-600 (4)(c). This addendum has been circulated to the recipients of the final EIS per WAC 197-11-625.

Downtown Proposal and Alternatives

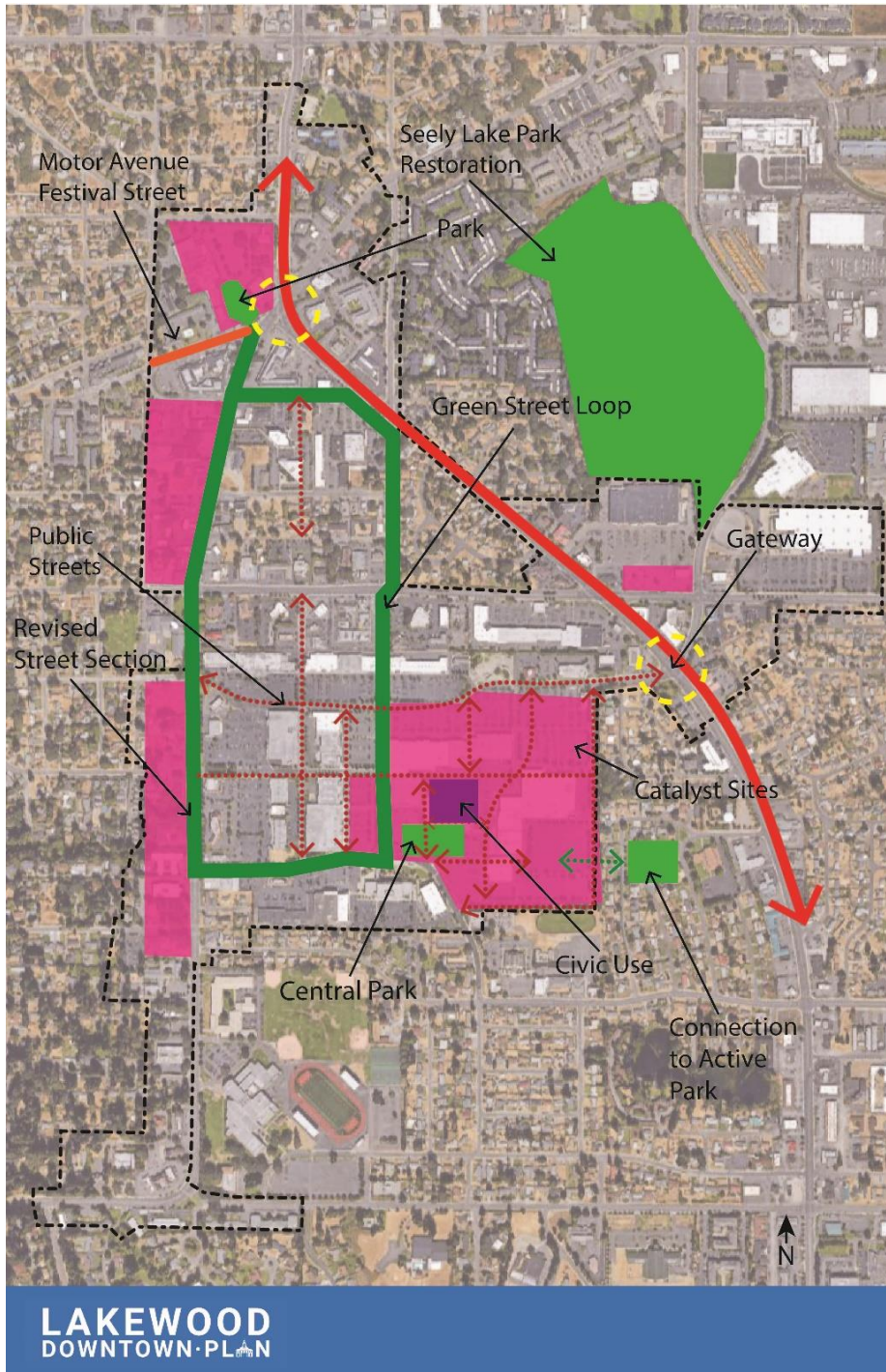
The Downtown Plan proposes key investments and changes:

- 2 to 4-acre park near City Hall
- Green street loop with improved pedestrian and bicycle facilities
- Site for additional civic uses near City Hall
- Improved public street grid in the Towne Center

- Gateways along major arterials at the entrance to Downtown
- Revised plan line on Gravelly Lake Drive
- Catalyst sites for redevelopment
- Connection to Active Park
- Motor Avenue Improvements
- Seeley Lake Park restoration

These concepts are illustrated in the map below. EIS alternatives vary implementation of these features.

Exhibit 1. Downtown Lakewood Concepts Revised



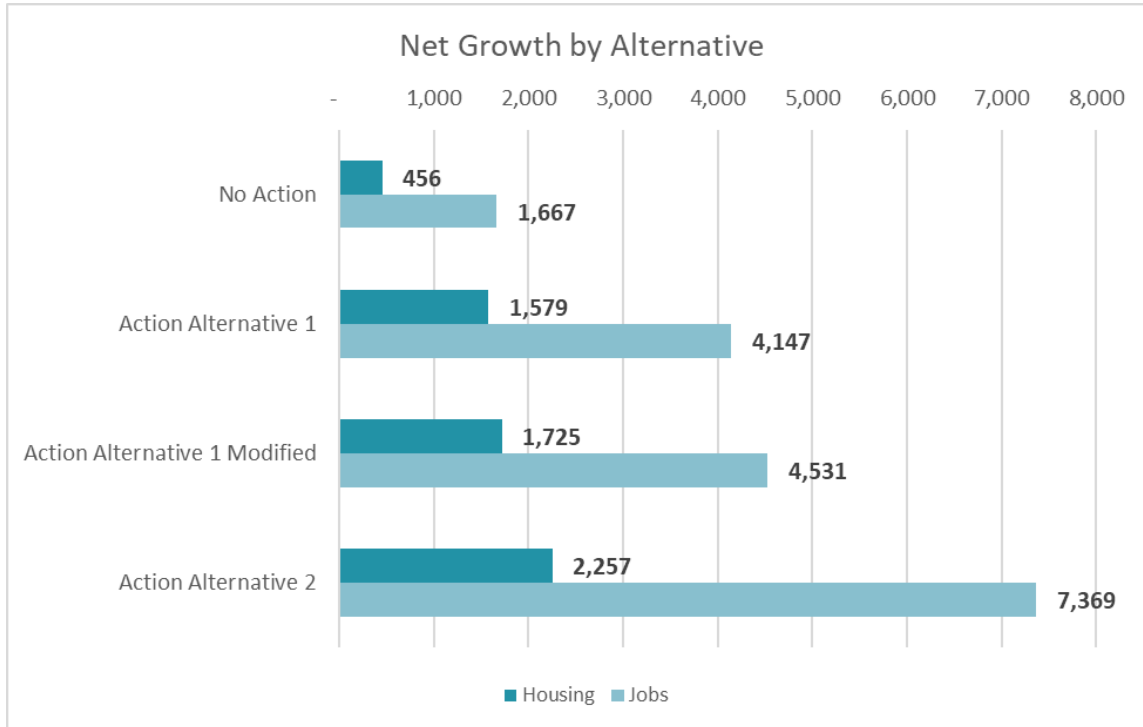
Source: Framework, 2018

Four alternatives were compared in the Final EIS, including:

- **No Action**, a SEPA Required Alternative. This alternative assumes growth according to current trends and under current City Plans and development regulations. The No Action Alternative would assume the least housing and jobs are added based on trends. There would be no additional public investments in parks or stormwater infrastructure. Current transportation plans would be implemented, the number of public streets would not increase, and block size would not decrease. The Subarea Plan and associated hybrid form-based code and Planned Action Ordinance would not be adopted.
- **Action Alternative 1**, assuming a moderate level of development based on targeted infrastructure investments and plan and code changes. New housing would be added at more than three times the level of the No Action Alternative, given a greater density allowed. Jobs would more than double the level of the No Action Alternative. The job mix would see a greater number of office or entrepreneurial businesses, and households that want to live, work, shop, and play in the same area. The increased growth in housing and jobs is spurred by a greater investment in multi-modal transportation improvements, parks and gathering spaces, and environmental amenities and stormwater management. Infill and integration of mixed-use development would occur on catalyst sites.
- **Modified Alternative 1**, which slightly modifies Action Alternative 1 densities and jobs to 1,725 dwellings and 4,531 jobs to ensure consistency with Regional Growth Center activity requirements. This is considered Phase 1 growth. The increased growth in housing and jobs is spurred by a greater investment in multi-modal transportation improvements, parks and gathering spaces, and environmental amenities and stormwater management. Investments include a green loop of street and trail improvements, more public streets, and a 2-acre central park. If more growth occurs in Phase 2 similar to Action Alternative 2, additional capital investments in transportation and parks would be made. The Downtown Subarea Plan would be adopted together with consistency edits to the Comprehensive Plan. A hybrid form-based code would be adopted. A Planned Action Ordinance would be adopted.
- **Action Alternative 2**, assuming a high level of growth studied including five times the housing and jobs compared with No Action. Alternative 2 is like Alternative 1 except that larger investments in transportation connections, parks, and green infrastructure would be made. The plan and code would allow the greatest density and heights up to similar levels as the current code (90 feet). More redevelopment of catalyst sites into mixed use formats would occur. The Planning Commission recommended Action Alternative 2 as a preferred alternative. As recommended by the Planning Commission the Downtown Subarea Plan would be adopted together with consistency edits to the Comprehensive Plan. A hybrid form-based code would be adopted. A Planned Action Ordinance would be adopted.

Due to differences in growth and density, the alternative growth levels would vary as illustrated below.

Exhibit 2. Growth Level Comparison by Alternative



Source: BERK, 2018

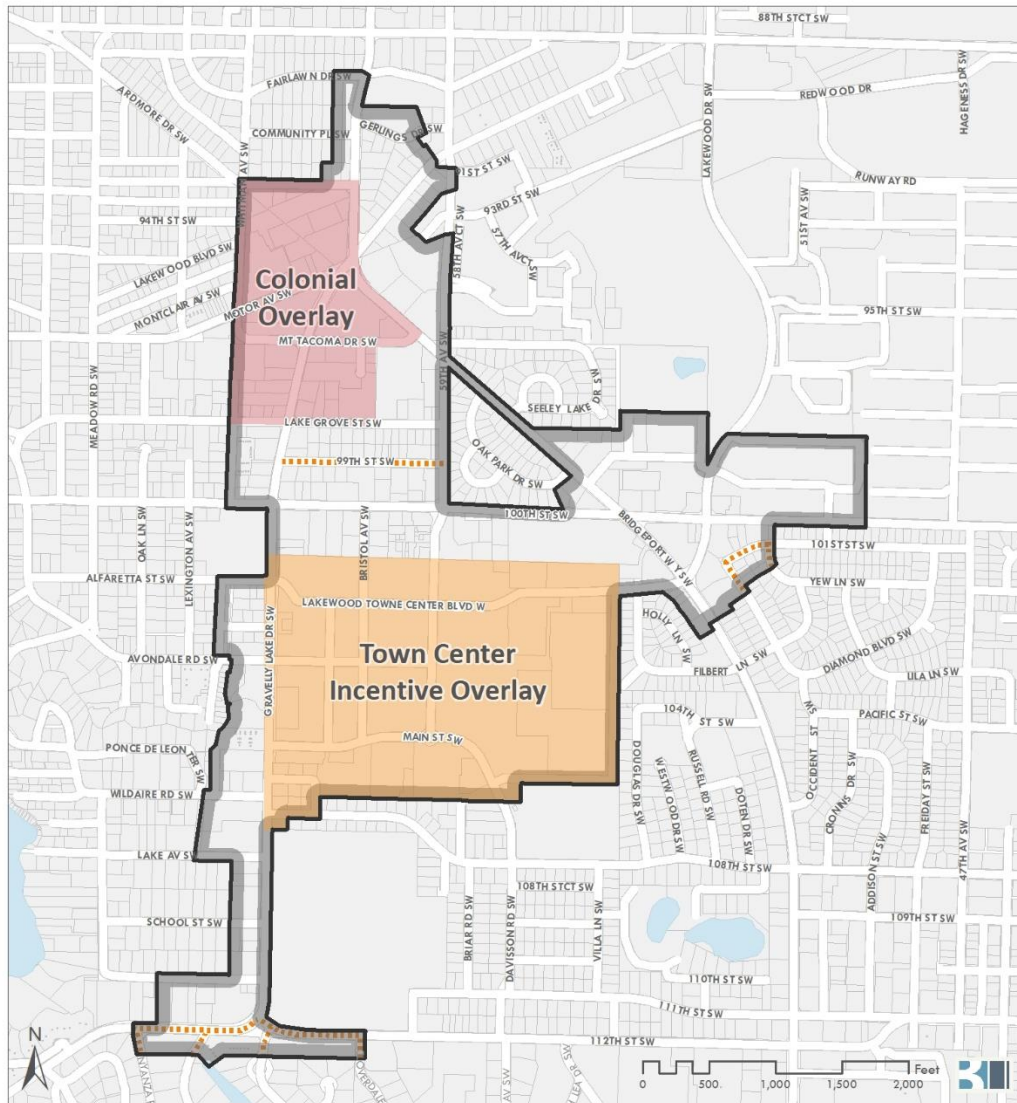
City Council Preferred Alternative

The City Council's Preferred Alternative is based on Action Alternative 2 with several changes incorporated in the range of other alternatives:

Overlay Zones: The Colonial District is smaller than proposed for other Action Alternatives to try to ensure special design standards are focused in the most important locations. The smaller boundary is illustrated on the following page.

Stand-Alone Multi-Family Residential Location and Density: The City Council Preferred Alternative provides stronger regulations to encourage mixed uses and commercial development. Stand-alone multifamily residential uses that are more than a quarter mile (1,320 feet) from the Colonial Overlay or Town Center Incentive Overlay districts would be prohibited, except when the opportunity for future commercial use is part of the development design. Densities of 100 units per acre are allowed for mixed-use residential development, or when residential is added to a commercial site, or if a first floor is provided at a height of 16 feet allowing future commercial use. Stand-alone multifamily that does not meet these mixed use or design requirements would be allowed a lower density of 80 units per acre.

Exhibit 3. Overlay Districts Map – City Council Preferred



LEGEND

- Colonial Overlay
- Town Center Incentive Overlay
- Transition Overlay
- Lakewood CBD Boundary
- Low-impact Mixed Use
- Roads
- Waterbody
- Parcels

Source: BERK, 2018

Transportation Network Assumptions: Under the City Council Preferred Alternative, Alternative 2 road improvements would generally be implemented, except as follows, to provide for a more cost-effective multi-modal street system:

- Gravelly Lake Drive would have a 4-lane section like the Planning Commission Preferred Alternative. See Exhibit 4.
- The 59th Avenue NW Cross section, a portion of the Green Loop, would be consistent with Concept 1 (Existing ROW) and would not be bisected by a Central Park. See Exhibit 5. The Central Park would be east of the roadway.
- Bristol Avenue would not be a public street.

Exhibit 4. Gravelly Lake Drive SW Revision – Concept #3A (Looking north) – Part of Green Loop

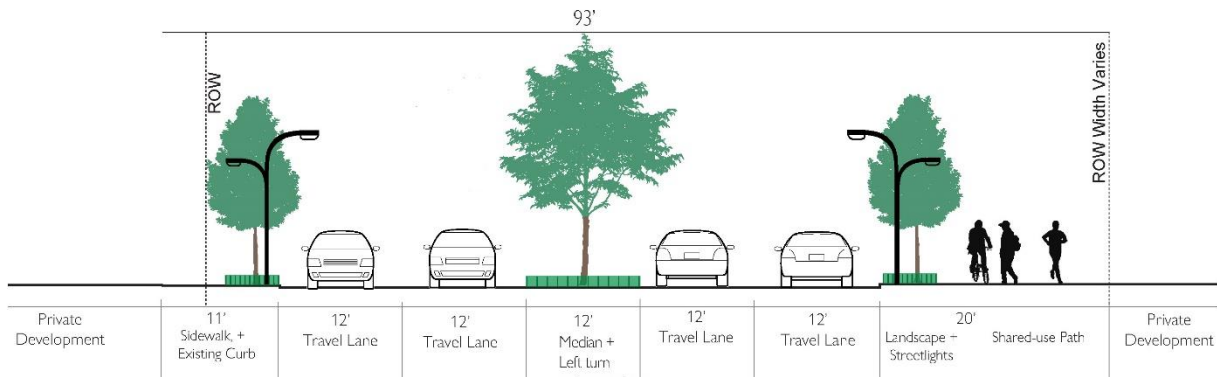
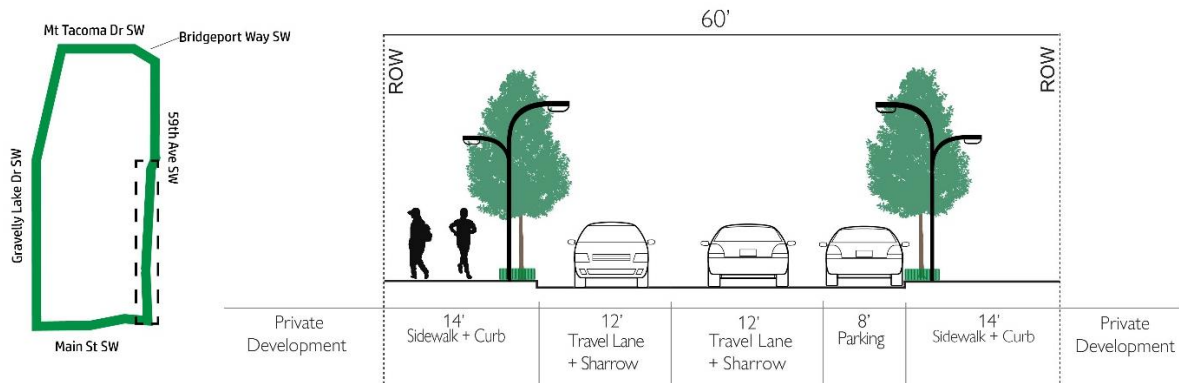


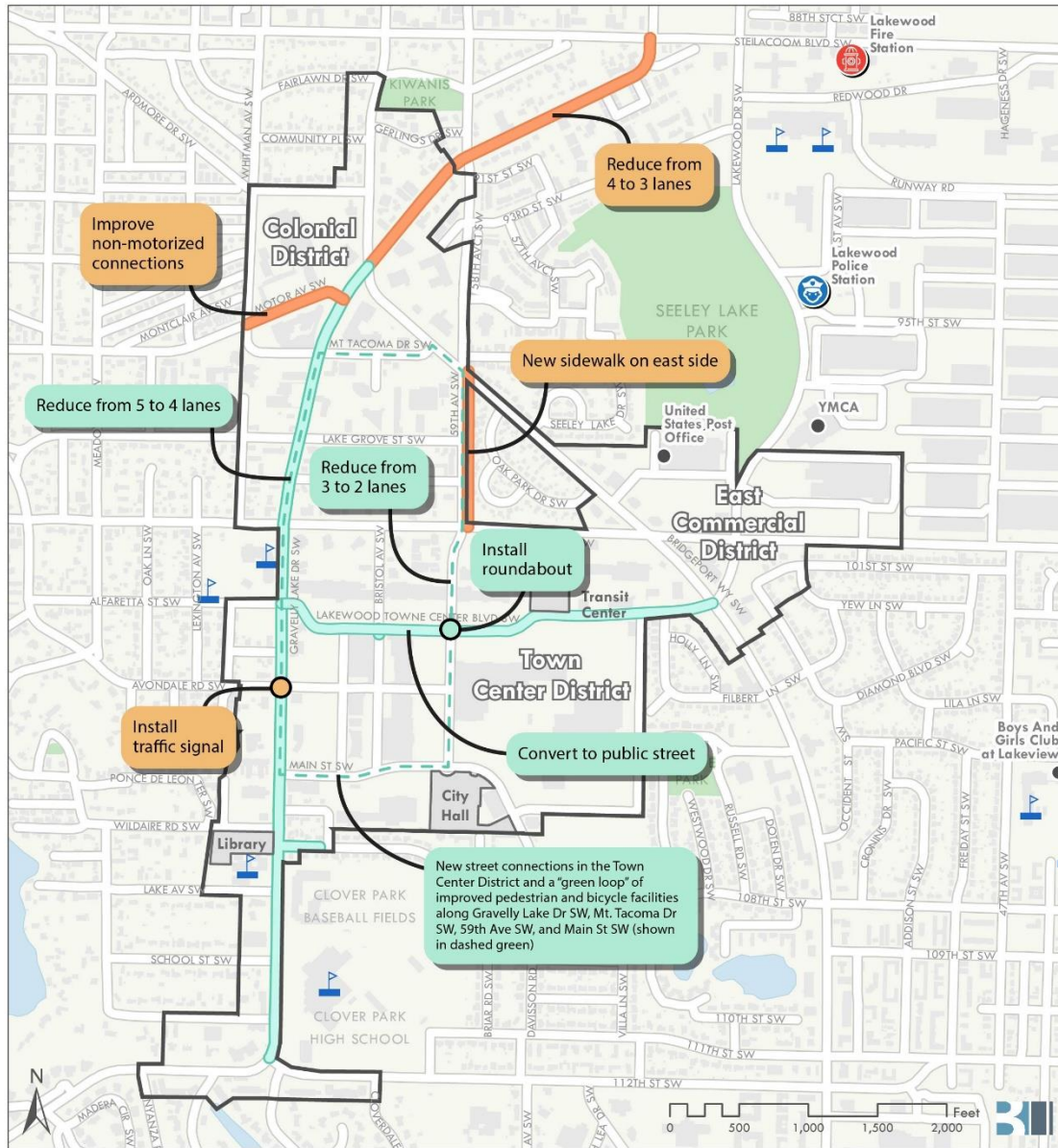
Exhibit 5. 59th Avenue NW Concept 1 (Existing ROW) – Part of Green Loop



Framework and KPG, 2018

The overall street improvement concept is illustrated in Exhibit 6.

Exhibit 6. Transportation Network Assumptions – City Council Preferred



Source: Fehr & Peers, BERK 2018

Comparison of Alternatives

Alternative civic and infrastructure investments are compared by Alternative in Exhibit 7.

Exhibit 7. Lakewood Downtown Civic and Infrastructure Investments

Feature	No Action	Action Alternative 1	Modified Alternative 1	Action Alternative 2	Planning Commission Preferred Alternative	City Council Preferred Alternative
Catalyst Sites	Development per current plans and codes. Less transformation of catalyst areas.	Infill and integration of new mixed-use development on catalyst sites.	Same as Action Alternative 1.	Fuller redevelopment of catalyst sites into mixed-use centers.	Same as Action Alternative 2.	Same as Action Alternative 2.
Civic Parks, Community Gathering	No new parks	New 2-acre Central Park, new Green Street Loop, and connections to adjacent parks	New 2-acre Central Park, new Green Street Loop, and connections to adjacent parks	New 4-acre Central Park, new Green Street Loop, and connections to adjacent parks	Up to 4-acre Central Park, new Green Street Loop, and connections to adjacent parks	Up to 4-acre Central Park, new Green Street Loop, and connections to adjacent parks
Ecosystem – e.g. creek daylighting, menu of stormwater requirements	No change to creek. Implement stormwater manual on site by site basis.	Consider range of options qualitatively: greater investment in green infrastructure compared with creek daylighting.				
Transportation						
6-year TIP (2018-2023) *	Included	Included	Included	Included	Included	Included
Retain Bridgeport Way SW as primary vehicle entrance-strengthen gateway	No change beyond TIP	Included	Included	Included	Included	Included
Retain 100th Street SW as a primary east-west vehicle connection between I-5 and subarea	No change beyond TIP	Included	Included	Included	Included	Included
Modify Gravelly Lake Blvd between Bridgeport and Nyanza Road SW for improved bicycle and pedestrian facilities*	5-lane	3-lane to 5-lane studied	4-Lane with Center Turn Lane and Median	3-lane to 5-lane studied	4-Lane with Center Turn Lane and Median	4-Lane with Center Turn Lane and Median

Feature	No Action	Action Alternative 1	Modified Alternative 1	Action Alternative 2	Planning Commission Preferred Alternative	City Council Preferred Alternative
Conversion of Lakewood Towne Center Blvd and Bristol Ave as public streets	No change	Both as public streets	Both as public streets	Both as public streets	Both as public streets	Lakewood Towne Center Blvd becomes public street. No change to Bristol Ave.
Lakewood Towne Center Blvd at 59th Ave SW, consider roundabout	No change beyond TIP	Included	Included	Included	Included	Included
Reduce 59th Avenue SW to two lanes, allowing for bicycle facilities	No change beyond TIP	Included	Included	Included	Included	Included
Addition of new street connections to support walkability	No change	Included, fewer than Action Alternative 2	Included, fewer than Action Alternative 2	Included, more than Action Alternative 1 / Modified Alternative 1	Included similar to Alternative 2	Included similar to Alternative 2

*Current TIP:

- 2.69B – Gravelly Lake Drive Road Diet b/w Bridgeport and Steilacoom (4 lanes to 3 lanes with bicycle lanes)
- 2.72 – 100th St. & Lakewood Dr. curb, gutter, sidewalks, new signal
- 2.82 – New sidewalk east side of 59th Ave from 100th St to Bridgeport Way
- 3.13 – Install a traffic signal at Gravelly Lake Drive / Avondale Road
- 5.7 – Improve non-motorized connections on Motor Ave b/w Whitman and Gravelly Lake Dr.
- 9.16 – 59th Ave pavement restoration from Main St to 100th St
- 9.22 – 100th St pavement restoration from 59th Ave to Lakeview Ave

Source: BERK, 2018

Due to land use, density, height, parking, and other allowances, growth would vary by alternative as illustrated in Exhibit 8.

Exhibit 8. Alternative Plan and Code Changes and Associated Housing and Job Growth

Feature	No Action	Action Alternative 1 / Modified Alternative 1	Action Alternative 2 / Preferred Alternative
Plan and Code	Current Plan and Code	All Options: <ul style="list-style-type: none"> ▪ New Subarea Plan ▪ New Hybrid Form-Based Code and Parking Standards 	All Options: <ul style="list-style-type: none"> ▪ New Subarea Plan ▪ New Hybrid Form-based Code and Parking Standards
Height	Up to 90 feet allowed, trend of 1-2 stories	Alt 1: Greater height in center but stepped back on periphery. Most development at 2 to 6 stories. Incentives to earn up to 90 feet (e.g. office).	Greater height in center but stepped back on periphery. More development of office and housing would create greater intensity of building form and heights up to 90 feet.
Housing Density	54 units per acre	<ul style="list-style-type: none"> ▪ Alt 1: 80 units per acre ▪ Mod. Alt 1: 85 units per acre 	<ul style="list-style-type: none"> ▪ Alt 2, Planning Commission Preferred: 100 units per acre ▪ City Council Preferred: 100 units per acre for mixed uses and 80 units per acre for stand-alone multifamily uses*
Housing: net growth	456	Alt 1: 1,579 Mod. Alt 1: 1,725 net units	2,257
Job Trends and Building Space	Current trends continue: minor new construction and addition of jobs at existing sites.	Alt 1: Assume 50% of expected 3.0 million new square feet of commercial space. Mod. Alt 1: Assume 55% of expected 3.0 million new square feet of commercial space.	Assume 95% of expected 3.0 million new square feet of commercial space.
Job Mix	Compared to existing job mix, lesser share of retail and less manufacturing/warehousing, and greater share of finance, insurance, real estate, and services (e.g. office). Similar share of government and education. (Per City transportation model assumptions.)		
Jobs: net growth	1,667	Alt 1: 4,147 Mod. Alt 1: 4,531	7,369

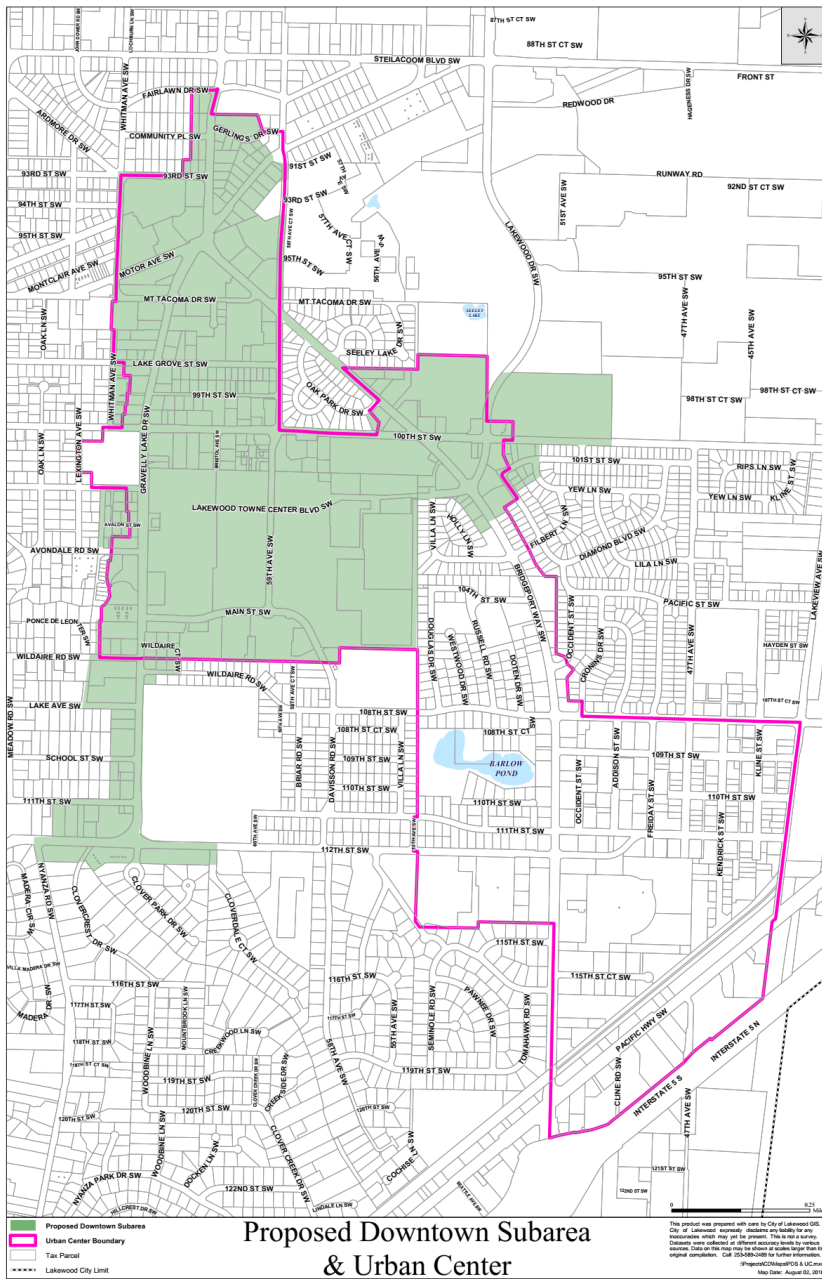
Note: * The City Council's Preferred Alternative allows 100 units per acre if residential is part of a mixed-use format and 80 units per acre if residential is in a stand-alone multifamily format. Achievement of Alternative 2 dwellings is considered possible under the City Council's Preferred Alternative due to the incentives for density in the Towne Center Overlay allowing no density limit except for Planned Action dwelling unit bank cap, as well as the ability to apply for density incentives in much of the Downtown for the provision of affordable housing.

Source: BERK, 2018

Regional Growth Center Standards

As described in the Final EIS, the Downtown Plan would meet updated Puget Sound Regional Council (PSRC) standards for population and job activity units. The Plan would promote an urban, mixed use character, allowing the area to take significant share of growth within the City. The City Council’s endorsement of Alternative 2 growth levels has the potential to generate the highest share of multimodal trips, and the plan supports a new multimodal approach to transportation. The subarea boundaries are more compact overall. See Exhibit 9 illustrating the current Regional Growth Center boundary and the revised one consistent with the Downtown Lakewood Plan.

Exhibit 9. Existing and Proposed Regional Growth Center – Urban Center Boundary



Source: City of Lakewood, 2018

Errata

Two typographical errors in the Final EIS are corrected below.

Section 1.7.3, Page 1-18, Land Use Plan Consistency, second paragraph, remove repeated phrase:

Similar to Alternatives 1 and 2 the Modified Alternative 1 would ~~amend the~~ amend the Comprehensive Plan Land Use Designation for the Study Area and create a new implementing hybrid form-based code. Comprehensive Plan Amendments would also be required to implement the addition of areas west of Gravelly Lake Drive currently designated/zoned Residential Mixed /MR2 to be included in the Downtown designation and hybrid form-based zone.

Section 3.4, page 3-67, first sentence, correct spelling:

The analysis of power addresses Tacoma and Lakeview Power and Light providers. Per Draft EIS Exhibit 3.6 4, Puget Sound Energy overlaps Lakeview Power and Light in a small area of Lakewood ~~representing~~ representing a few blocks in the southern portion of the East Commercial Area.

Preparer

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Date Prepared: August 27, 2018