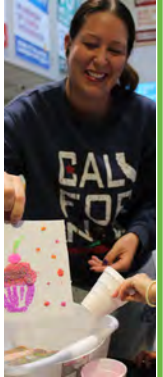




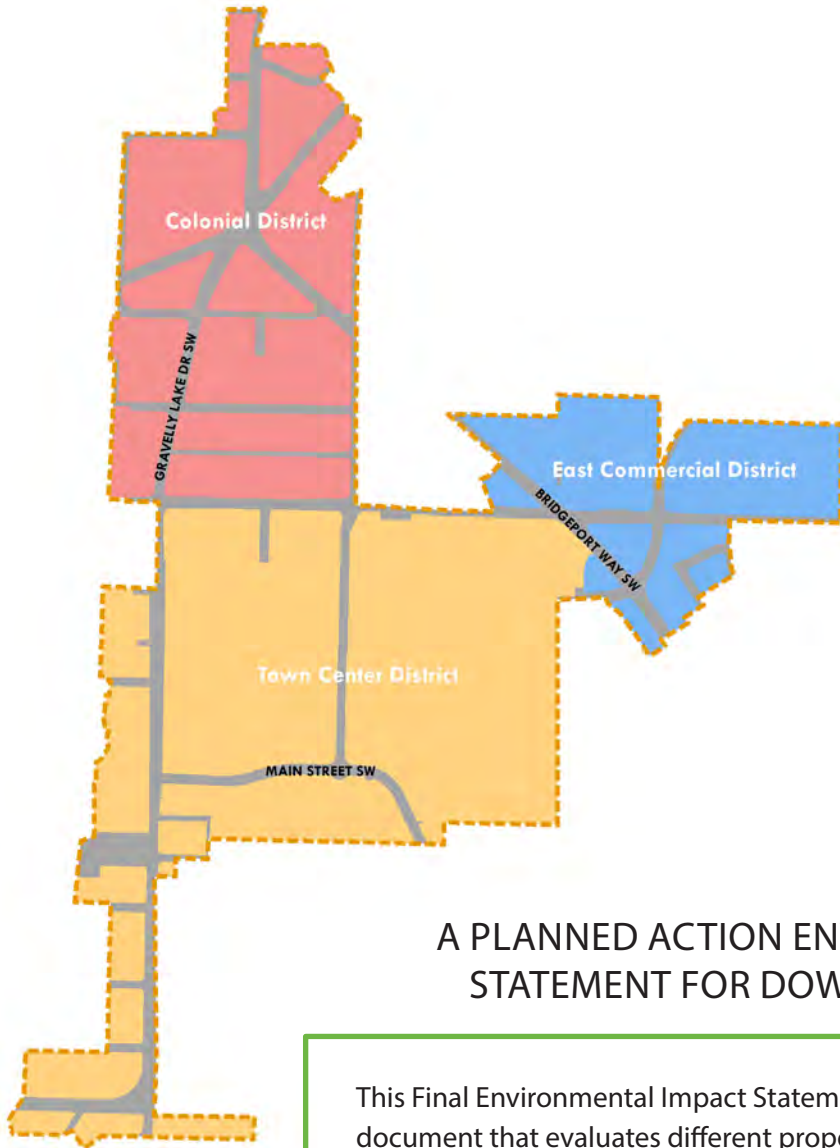
LAKEWOOD DOWNTOWN·PLAN



FINAL Planned Action Environmental Impact Statement

JULY 2018

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



A PLANNED ACTION ENVIRONMENTAL IMPACT STATEMENT FOR DOWNTOWN LAKEWOOD

This Final Environmental Impact Statement (Final EIS) is an informational document that evaluates different proposals and alternatives in the Downtown including future land use, transportation, park and other investments that could be implemented between 2018 and 2035. The document identifies potential beneficial and adverse environmental impacts and potential mitigation measures that can reduce adverse impacts. This document is provided for the public and City decision makers; public comments were taken on the Draft EIS, and provided responses in this Final EIS.

This EIS supports the designation of a Planned Action under the State Environmental Policy Act (SEPA) to streamline future environmental review and permitting in the study area. Future projects in the Downtown study area will not require SEPA determinations at the time of permit application if they are consistent with the type of development, traffic assumptions, and mitigation measures studied in the EIS. All such projects would still need to be consistent with all adopted laws and regulations, and would be reviewed pursuant to City adopted land use procedures.



July 20, 2018

Subject: Final Lakewood Downtown Planned Action Environmental Impact Statement

Dear Reader:

A major goal of the City of Lakewood is to create a Downtown focused in the Central Business District (CBD) zone, redeveloping it into a rich urban area with civic amenities, walkable streets, and a mix of uses including housing, entertainment, restaurants, and retail. Downtown Lakewood has significant economic and cultural assets to build upon and some challenges to overcome.

To help attain this ambitious goal for Downtown Lakewood, the City of Lakewood has commissioned the Lakewood Downtown Plan, considered a subarea plan under the Growth Management Act. The plan builds on a foundation of current plans and programs and is anticipated to help bring about desired change and development. The Plan and associated codes and ordinances:

- Describe a vision, land use and design, gathering places, infrastructure investments, and other action strategies for Lakewood's Downtown.
- Amend Comprehensive Plan land use, policy, and capital facility plan elements.
- Create new hybrid form-based zoning standards.
- Provide upfront environmental review through a Planned Action consistent with RCW 43.21c.440 and SEPA rules in WAC 197-11. Future projects in the study area would not require SEPA determinations at the time of permit application if they are consistent with the type of development, traffic assumptions, and mitigation measures studied in the EIS.

In March 2018, a Draft Environmental Impact Statement (Draft) EIS evaluated the environmental consequences of the proposal and alternatives that illustrated how to implement the vision for an urban area with civic amenities, walkable streets, and a mix of uses including housing, entertainment, restaurants, and retail. The Draft EIS Alternatives included a "No Action" Alternative that assumed growth according to current trends and under current City Plans and development regulations, and Action Alternatives 1 and 2 that assumed moderate to high levels of growth based on targeted infrastructure and civic investments and plan and code changes. Investments included a green loop of street and trail improvements, more public streets, and a central park. The Draft EIS provided a qualitative and quantitative analysis of environmental impacts associated with the Lakewood Downtown Plan.

This Final EIS completes the State Environmental Policy Act (SEPA) process by responding to public and agency comments received on the Draft EIS, and describing the Planning Commission recommendations.

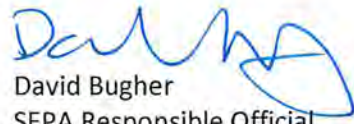
The Planning Commission recommended approval of Alternative 2 together with refinements and improvements to the Draft Downtown Plan, hybrid form-based code, and Planned Action Ordinance.

In addition, a Modified Alternative 1 is evaluated in the Final EIS. Modified Alternative 1 is similar to Draft EIS Alternative 1, but has slightly higher residential density. It is smaller in total development than Alternative 2.

The specific purpose of this EIS is to assist the public and local government decision makers in considering future growth, infrastructure, and mitigation measures appropriate in the Downtown.

For more information, please visit the project website, <https://www.lakewooddowntownplan.org/>, or you may contact Tiffany Speir, Planning Manager, Special Projects, at tspeir@cityoflakewood.us or 253.983.7702.

Sincerely,



David Bugher
SEPA Responsible Official

Assistant City Manager for Development/Community & Economic Development Director



Final Planned Action Environmental Impact Statement

City of Lakewood – July 2018



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Fact Sheet

Project Title

Downtown Lakewood Plan and Planned Action

Proposed Action and Alternatives

The City has commissioned the preparation of a subarea plan for Lakewood’s Central Business District, or “Downtown”. The plan will build upon past planning efforts and describe a vision, land use and design, gathering places, infrastructure investments, and other action strategies for Lakewood’s central business district or “Downtown”. Comprehensive Plan land use, policy, and capital facility plan amendments, new hybrid form-based zoning standards, and upfront environmental review through a Planned Action consistent with RCW 43.21C.440 and SEPA rules in WAC 197-11 are anticipated to help bring about desired change and development.

This Environmental Impact Statement (EIS) considers four alternatives that illustrate how to implement the vision for an urban area with civic amenities, walkable streets, and a mix of uses including housing, entertainment, restaurants, and retail:

- **No Action**, a SEPA Required Alternative. This alternative assumes growth according to current trends and under current City Plans and development regulations, including over 450 housing units, and over 1,660 jobs. 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, with over three times the housing and over two times the jobs as the No Action Alternative, based on targeted infrastructure and civic investments and a Downtown Subarea Plan and code changes. Investments include a green loop of street and trail improvements, more public streets, and a 2-acre central park. Development evaluated includes nearly 1,580 housing units and over 4,150 jobs. 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. Amendments integrating the Subarea Plan would be made to the Lakewood Comprehensive Plan. The City may request an adjusted Regional Growth Center boundary under Vision 2040, the Puget Sound Regional Council’s (PSRCs) Growth Strategy for the four-county area; the boundary proposed would match that of the Study Area evaluated in this EIS.
- **Modified Alternative 1**, which slightly modifies Action Alternative 1 to include 1,725 dwellings and 4,531 jobs to ensure consistency with the Puget Sound Regional Council (PSRC) 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, 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, with five times the housing and jobs compared with the No Action Alternative and with the greatest level of civic and infrastructure investments, including a green loop, added public streets, and a 4-acre central park. With Alternative 2, over 2,250 housing units and nearly 7,370 jobs would be developed. 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. Similar Lakewood Comprehensive Plan and PSRC Vision 2040 boundary amendments would be proposed as for Alternative 1. 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.

The City Council will consider the range of alternatives in its deliberations.

Proponent & Lead Agency

City of Lakewood

Location

The Study Area is approximately 333.5 gross acres including all rights of way per the Final EIS. The Draft EIS Study Area included 319 gross acres if including up to the centerline of roads that border the Study Area. Under either the Final EIS or Draft EIS study areas, there are 268.95 parcel acres since the difference in boundary relates only to the rights of way. The Study Area contains the central shopping area of the community including the Colonial District and Lakewood Towne Center. Major roads include Bridgeport Way SW, and Gravelly Lake Drive SW and 100th Street SW. The Study Area is bounded approximately by Fairlawn Drive SW and Kiwanis Park on the north, 59th Avenue SW and Lakewood Drive W to the east, 112th Street SW to the south, and Gravelly Lake Drive SW to the west, including property fronting on both sides of the roadway.

Tentative Date of Implementation

Summer 2018

Responsible Official

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City of Lakewood

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Contact Person

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253.983.7702
tspeir@cityoflakewood.us

Licenses or Permits Required

City of Lakewood

- Adoption of Downtown Plan as a subarea plan and element of the Comprehensive Plan
- Adoption of Zoning and Development Regulation Amendments
- Adoption of a Planned Action ordinance

Puget Sound Regional Council

- Centers Plan Consistency Review

Washington State Department of Commerce

- Comprehensive Plan and Development Regulation Amendments Review

Authors and Principal Contributors to the EIS

This Draft Environmental Impact Statement (EIS) has been prepared under the direction of the City of Lakewood. The following consulting firms provided research and analysis associated with this EIS:

- [BERK](#): project management, outreach and engagement, land use, Planned Action EIS
- [ESA](#): natural environment
- [Fehr & Peers](#): transportation
- [Framework](#): subarea plan and hybrid form-based code, charrette and pop-up events, placemaking/activation
- [KPG](#): streetscapes and parks
- [Seth Harry](#): urban design and charrette

Draft EIS Date of Issuance and Comment Period

March 16 to April 16, 2018, and expanded comment period from May 21 to June 25, 2018

Date of Final EIS Issuance

July 20, 2018

Date of Final Action

Summer 2018

Location of Background Data

See relevant reports and studies associated with the Downtown Plan at:

<https://www.lakewooddowntownplan.org/>.

Purchase of Final EIS

This Final EIS has been distributed to agencies, organizations and individuals noted on the Distribution List following this Fact Sheet.

Copies of the EIS are also available for review at the Lakewood Community Development Department:

City of Lakewood

Community & Economic Development Department

6000 Main St SW, Lakewood, WA 98499

A copy is also available at the Lakewood Library at 6300 Wildaire Rd SW, Lakewood, WA 98499.

Alternatively, the Final EIS can be reviewed and downloaded at the project website at:

<https://www.lakewooddowntownplan.org/>.

Flash drives or a limited number of hard copies for public distribution are also available and may be purchased at the City's Community & Economic Development Department for the cost of reproduction.

Distribution List

A notice of availability has been provided to the following distribution list. Additionally, commenters in Chapter 4 have been sent a notice. A copy has been provided to the Department of Ecology.

Federal

Commander, Joint Base Lewis-McChord HQ

US Fish & Wildlife Office/ US Service

Tribal

Nisqually Indian Tribe

The Puyallup Tribe

State

Department of Agriculture

Department of Archaeology and Historic Preservation

Department of Commerce

Department of Corrections

Department of Ecology

Department of Fish and Wildlife

Department of Health

Department of Transportation

Energy Facility Site Evaluation Council (EFSEC)

Office of the Attorney General

WA Military Department

Regional

Puget Sound Regional Council

Puget Sound Clean Air Agency

Other Local Governments

City of Bonney Lake

City of DuPont

City of Gig Harbor

City of Lacey

City of Olympia

City of Puyallup

City of Sumner

City of Tacoma

City of University Place

Pierce County

Pierce County Assessor-Treasurer

Thurston County

Town of Steilacoom

Ports

Port of Olympia

Port of Tacoma

Service Providers

Clover Park School District

Lakeview Light & Power

Lakewood Library

Lakewood Refuse Service

Lakewood Water District

Pierce Transit

Puget Sound Energy

Tacoma Power

West Pierce Fire & Rescue

Media

Tacoma News Tribune

Civic and Business Stakeholders

American Lake Improvement Club

Associated General Contractors

Dayton Hudson Corp

Firestone Group LLC

First Interstate Bank Villa Plaza

Lake Steilacoom Improvement Club

Lakewood Players

Lakewood Towne Center - RPAI US Management, LLC

Lakewood Towne Center South LLC

LAKHA Properties

LJB Ventures LLC

LKW Associates LLC

Master Builders Assn. of Pierce County

NAIOP Washington State Chapter

Puget Sound National Bank
RPAI

St. Francis Cabrini

Starbucks Corp

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- C. Planning Commission Revised Draft Planned Action Ordinance
- D. Land Capacity Documentation

1.0 Summary

1.1. Purpose of Proposed Action

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

- Describe a vision, land use and design, gathering places, infrastructure investments, and other action strategies for Lakewood’s central business district or “Downtown”.
- Amend Comprehensive Plan land use, policy, and capital facility plan elements.
- Create new hybrid form-based zoning standards.
- Provide 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.

This Draft Environmental Impact Statement (Draft) EIS evaluated~~s~~ the environmental consequences of the proposal and alternatives that illustrate how to implement the vision for an urban area with civic amenities, walkable streets, and a mix of uses including housing, entertainment, restaurants, and retail. The Alternatives included a “No Action” Alternative that assumes growth according to current trends and under current City Plans and development regulations, and Action Alternatives 1 and 2 that assume moderate to high levels of growth based on targeted infrastructure and civic investments and plan and code changes. Investments include a green loop of street and trail improvements, more public streets, and a central park. A modified Alternative 1 in the range of Alternatives 1 and 2 is also addressed in this Final EIS.

1.2. Organization of this Document

This document is organized to meet the requirements of the State Environmental Policy Act and implementing rules in WAC 197-11, including WAC 197-11-440, EIS Contents, and WAC 197-11-442, Contents of EIS on Nonproject Proposals:

Draft EIS – March 2018

- **Chapter 1 Summary:** This Chapter provides a summary of more detailed proposal descriptions in Chapter 2 and environmental analysis in Chapter 3.

- **Chapter 2 Proposal and Alternatives:** Describes the Lakewood Downtown Plan proposals, objectives, and alternatives that represent a range of choices that Lakewood can make about the future character, growth, and development in Downtown.
- **Chapter 3 Affected Environment, Significant Impacts, and Mitigation Measures:** For each alternative, environmental consequences are considered regarding the natural environment, population, employment, housing, land use, transportation, public services, and utilities.
- **Chapter 4 References:** Identifies the background studies and information reviewed in the preparation of this EIS.

Final EIS – July 2018

- **Chapter 1 Summary:** This chapter provides a summary of more detailed proposal descriptions in Chapter 2 and environmental analysis in Draft EIS Chapter 3.
- **Chapter 2 Proposal and Alternatives:** Describes the Lakewood Downtown Plan proposals, objectives, and alternatives that represent a range of choices that Lakewood can make about the future character, growth, and development in Downtown. Addresses a Preferred Alternative in the range of the Draft EIS Alternatives.
- **Chapter 3 Clarifications and Corrections:** This chapter provides clarifications and corrections to the Draft EIS based on responses to comments or consultant or staff review.
- **Chapter 4 Responses to Comments:** This chapter responds to comments made on the Draft EIS. Each comment letter is marked and responses provided.

Redline edits are included in Chapters 1, 2, and 3 so the reader may see the progression from the Draft EIS to the Final EIS.

1.3. State Environmental Policy Act Process

1.3.1. Purpose of SEPA and Planned Action

This ~~Draft~~ EIS provides a qualitative and quantitative analysis of environmental impacts associated with the Lakewood Downtown Plan. The specific purpose of this EIS is to assist the public and local government decision makers in considering future growth, infrastructure, and mitigation measures appropriate in the Downtown.

The proposal also includes the designation of a SEPA Planned Action to streamline future environmental review and permitting in the study area. A planned action provides more detailed environmental analysis during an area-wide planning stage rather than at the permit review stage. (See RCW 43.21C.440 and WAC 197-11-164 to -172.) Future projects in the proposal study area developing under the designated Planned Action will not require SEPA determinations at the time of permit application if they are consistent with the type of development, traffic assumptions, and mitigation measures studied in the EIS. All such projects would still need to be consistent with all adopted laws and regulations, and would be reviewed pursuant to City adopted land use procedures.

1.3.2. Prior SEPA Review

Lakewood adopted its comprehensive plan EIS in June 2000. The EIS contained a preferred alternative and two other alternatives, including a no action alternative and mixed-use alternative. The principal strategy of the preferred alternative was to:

- Protect established neighborhoods;
- Develop intensification within the city's spine, which stretched north along Bridgeport Way from the Lakewood Station, past the Town Center and the Colonial Center, through to the Custer Road neighborhood;
- Focused residential density in several neighborhoods, notably Springbrook, Tillicum, and Custer; and
- Increasing the employment base by converting parts of the Woodbrook Neighborhood into an industrial center.

The preferred alternative provided 'development capacity' from an estimated 17,500 new residents and 12,275 new jobs by the year 2017.

A supplemental comprehensive plan EIS was prepared in 2003. There were 10 comprehensive plan amendments proposed in 2003 that would collectively redesignate numerous sections of the City of Lakewood from their existing land use and zoning designations to new designations. The majority of these amendments were relatively minor, parcel-specific inconsistencies between the adopted future land use plan and existing or intended land uses. However, one amendment along Bridgeport Way, north of 75th Street SW, reduced high-density residential development in favor of commercial development (Wal-Mart). This amendment was controversial. It was approved by the City, appealed to the growth hearings board, and superior court. -Ultimately, the City's action was upheld.

Since 2003, there have been no additional substantive amendments to the City's comprehensive plan.

1.3.3. Integrated SEPA/GMA Process

Though the Lakewood Downtown Plan and this EIS are addressed in separate documents meeting different purposes of the Growth Management Act, State Environmental Policy Act, and Lakewood's local needs, the preparation of the Plan and EIS and community engagement process has been conducted in an integrated way.

The Draft Lakewood Downtown Plan is circulated concurrently with this Draft Environmental Impact Statement (EIS), and this EIS contains the details of the environmental analysis of the Downtown Plan proposals.

1.4. Public Involvement

To develop the Draft Lakewood Downtown Plan proposals, the City engaged the diverse Lakewood community. Between September and November 2017, Lakewood hosted twelve public outreach and engagement efforts to encourage residents and business and property owners to participate in conversations about the best future for Downtown. Over 645 persons were reached through going to community markets, festivals, and classrooms, facilitating focus groups, hosting a multi-day charrette, and

conducting an online survey. A dedicated website was created with hundreds of unique views: <https://www.lakewooddowntownplan.org/>. Results of the outreach can be found at that website.

Concurrent with Plan outreach efforts, the City asked for comments on the scope of this EIS. The City issued a Determination of Significance and Scoping Notice on December 8, 2017 for a 21-day comment period that closed on December 29, 2017 (see Appendix A). No comments were received.

The Draft EIS ~~is being~~was issued with a 30-day comment period during which time written comments ~~are~~were being requested (see Fact Sheet). Due to a publication error, the City republished the notice of Draft EIS availability in the newspaper of record and invited comment in an extended comment period from May 21 to June 25, 2018. Following the Draft EIS issuance, the Final EIS ~~will~~responds to public comments in both comment periods. The Draft Lakewood Downtown Plan was~~is~~ available for comment concurrently.

Public meetings and hearings on the Planned Action Ordinance and other code amendments (e.g. form-based code) ~~will receive legislative review~~were held by the Planning Commission and City Council. Project related meetings and comment periods ~~are~~were advertised at the project webpage: <https://www.lakewooddowntownplan.org/>. See Appendix A of this Final EIS for a summary of the Draft EIS and Plan Public Outreach.

1.5. Objectives, Plan Concepts, and Alternatives

1.5.1. Objectives

SEPA requires a statement of proposal objectives to guide the formulation of alternatives and their evaluation. For the purposes of this EIS, the proposed guiding principles of the Downtown Plan are considered objectives. Objectives have been amended as the Downtown Plan was reviewed by the public and decision makers, but largely retain the intent for a vibrant, accessible mixed-use area.

Downtown is....

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

- Where people live, work, play, shop, and eat

There are a variety of ways the guiding principles could be implemented to achieve an urban, mixed use, character and these are explored in alternatives.

1.5.2. Plan Concepts

Extensive community visioning occurred in fall 2017 with meetings, pop-up events, focus groups, an online survey, and a design charrette. In all, at least 645 participants gave their opinions and visions to support the Lakewood Downtown Plan effort. Results are found on the project website:

<https://www.lakewooddowntownplan.org/>. Based on the outreach, participants desired:

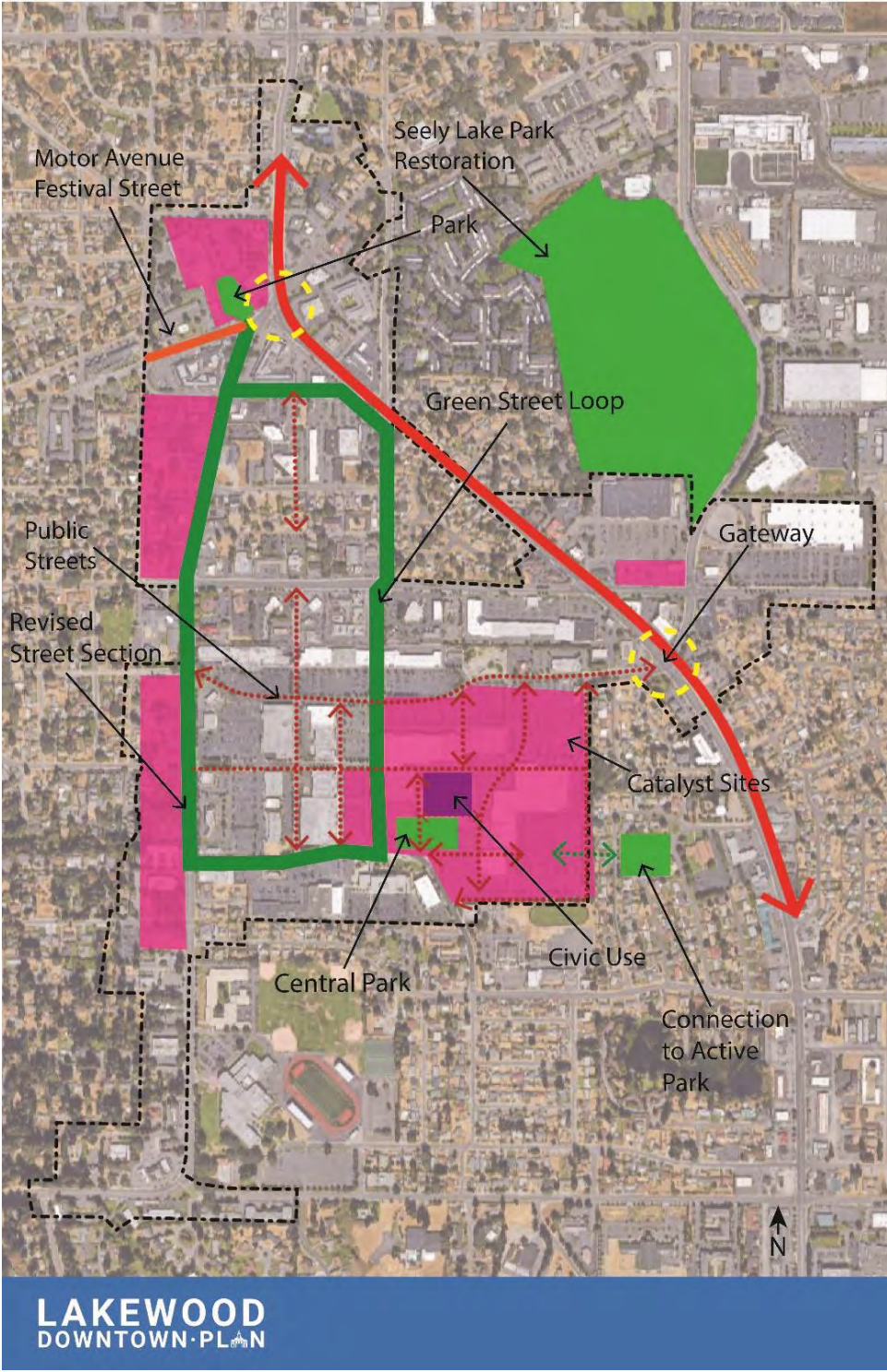
- More entertainment venues and restaurants;
- More retail choices, both “mom and pop” and brand stores;
- Well-designed housing for seniors & disabled and mixed use with housing and commercial together, within walking distance of work, shopping, and buses;
- Pedestrian friendly street design, well-maintained and safe roads; and
- Family activities and gathering spaces, including outdoor recreation (e.g. spray park, climbing walls, skating rink, other) and indoor cultural facilities (e.g. expanded library, children’s museum, etc.)

Because of the visioning efforts, the Downtown Plan is proposing 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; and
- Seeley Lake Park restoration

These concepts are illustrated in the plan map below. EIS alternatives vary the level of implementation of these features. Exhibit 1.5-1 is revised from the Draft EIS to represent the Central Park east of 59th Avenue SW as a preferred conceptual location.

Exhibit 1.5-1. Downtown Lakewood Concepts Revised



Source: Framework 2017

1.5.3. Alternatives

Considering the Downtown Subarea Plan Guiding Principles and major concepts, ~~three~~four alternatives are compared in this ~~Draft~~-EIS.

- **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 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 a Downtown Subarea 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. Amendments integrating the Subarea Plan would be made to the Lakewood Comprehensive Plan. The City may request an adjusted Regional Growth Center boundary under VISION 2040, the Puget Sound Regional Council's (PSRCs) Growth Strategy for the four-county area; the boundary proposed would match that of the Study Area evaluated in this EIS.
- **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 with 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. Similar Lakewood Comprehensive Plan and PSRC Vision 2040 boundary amendments would be proposed as for Alternative 1. 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.

The City Council will consider the range of alternatives in its deliberations.

Alternative civic and infrastructure investments are compared by Alternative below.

Exhibit 1.5-2. Lakewood Downtown Civic and Infrastructure Investments

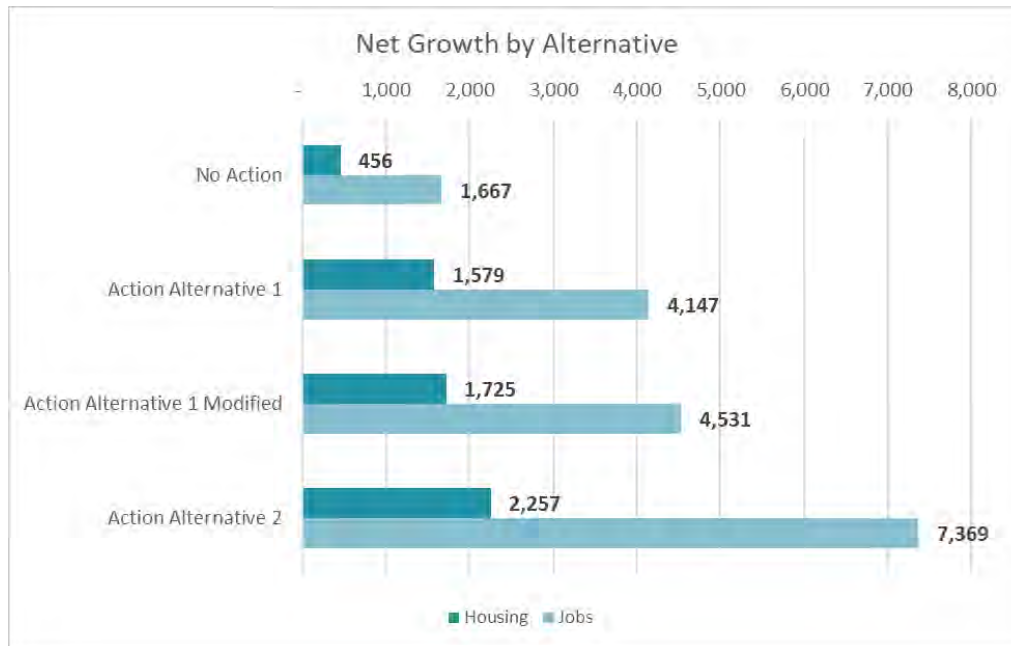
FEATURE	No Action	Action Alternative 1 / <u>Modified Alternative 1</u>	Action Alternative 2
Catalyst Sites	Development per current plans and codes. Less transformation of catalyst areas.	<u>All Options:</u> Infill and integration of new mixed-use development on catalyst sites.	Fuller redevelopment of catalyst sites into mixed-use centers.
Civic Parks, Community Gathering	No new parks	<u>All Options:</u> 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
Transportation Connectivity	Per current plan. The City’s 6-year TIP (2018-2023) includes the following relevant improvement projects: <ul style="list-style-type: none"> ▪ 2.69B – Gravelly Lake Drive Road Diet b/w Bridgeport and Steilacoom (4 lanes to 3 lanes with bicycle lanes) ▪ 2.72 – 100th St: & Lakewood Dr: curb, gutter, sidewalks, new signal ▪ 2.82 – New sidewalk east side of 59th Ave from 100th St to Bridgeport Way ▪ 3.13 – Install a traffic signal at Gravelly Lake Drive / Avondale Road ▪ 5.7 – Improve non-motorized connections on Motor Ave b/w Whitman and Gravelly Lake Dr. ▪ 9.16 – 59th Ave pavement restoration from Main St to 100th St ▪ 9.22 – 100th St pavement restoration from 59th Ave to Lakeview Ave 	<u>All options except as noted:</u> The City’s planned investments with changes/adds: <ul style="list-style-type: none"> ▪ Retain Bridgeport Way SW as primary vehicle entrance-strengthen gateway ▪ Retain 100th Street SW as a primary east-west vehicle connection between I-5 and subarea ▪ <u>Modify cross section of Gravelly Lake Blvd. Study, 3, 4, and 5-lane cross sections between Bridgeport and Nyanza Road SW to allow for improved bicycle and pedestrian facilities*</u> <ul style="list-style-type: none"> ○ <u>Modified Alternative 1 / Preferred Alternative: 4-Lane with Center Turn Lane and Median</u> ▪ Conversion of Lakewood Towne Center Blvd and Bristol Ave as public streets ▪ Lakewood Towne Center Blvd at 59th Ave SW, consider roundabout ▪ Reduce 59th Avenue SW to two lanes, allowing for bicycle facilities ▪ Addition of new street connections to support walkability. Alternative 1 / <u>Modified Alternative 1</u> assumes fewer connections based on phasing or property owner preferences, compared with Alternative 2. Consider 400 feet as the desired maximum block lengths throughout Subarea. 	
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.	

Note: * For a conservative test of alternative transportation improvements, the EIS authors modeled the greatest shift in traffic for Gravelly Lake Drive SW at three lanes and then compared it to no change in the section at five lanes. The analysis provides information indicating that added public streets help distribute the traffic, but that other arterial conditions would require more mitigation. Fewer improvements on other arterials would be needed if four or five lanes is retained in the roadway. This helps the City determine what combination of capital improvements, amenities, and costs are desired.

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

Exhibit 1.5-3. Alternative Plan and Code Changes and associated Housing and Job Growth

FEATURE	No Action	Action Alternative 1 / <u>Modified Alternative 1</u>	Action Alternative 2
Plan and Code	Current Plan and Code	<u>All Options:</u> <ul style="list-style-type: none"> ▪ New Subarea Plan ▪ New <u>Hybrid</u> Form-Based Code and Parking Standards 	New Subarea Plan New <u>Hybrid</u> Form-Based Code and Parking Standards
Height	Up to 90 feet allowed, trend of 1-2 stories	<u>All Options:</u> 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	<u>Alt 1:</u> 80 units per acre <u>Mod. Alt 1:</u> 85 units per acre	100 units per acre
Housing: net growth	456	<u>Alt 1:</u> 1,579 <u>Mod. Alt 1:</u> 1,725 net units	2,257
Job Trends and Building Space	Current trends continue: minor new construction and addition of jobs at existing sites.	<u>Alt 1:</u> Assume 50% of expected 3.0 million new square feet of commercial space. <u>Mod. Alt 1:</u> 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	<u>Alt 1:</u> 4,147 <u>Mod. Alt 1:</u> 4,531	7,369



Source: BERK Consulting 2017

1.6. Major Issues, Significant Areas of Controversy and Uncertainty, and Issues to be Resolved

The key issues facing decision makers include:

- Approval of a Subarea Plan including a vision, guiding principles, land use concept and design principles to further implement the Downtown vision and related consistency edits to the Comprehensive Plan;
- Approval of a new hybrid form-based code and associated consistency edits in the municipal code;
- Level of growth to be incentivized in a Planned Action;
- Type and location of transportation improvements including new public streets and new park investments; and
- Public and private funding strategies.

1.7. Summary of Impacts and Mitigation Measures

1.7.1. Natural Environment

How did we analyze Natural Environment?

This section addresses critical areas, including wetlands, flood hazard areas, fish, and wildlife habitat areas (including streams), aquifer recharge areas, and geologically hazardous areas in the Study Area. Current inventories of natural environment conditions were collected from state, county, and city sources, particularly Geographic Information System (GIS) maps. The EIS consultant team's biologist conducted a windshield survey, reviewed aeriels, and existing studies. Each alternative's growth was examined in relation to existing natural resources.

What outcomes or impacts did we identify?

The area is urban in character and there is a potential for direct impacts to critical areas from groundwater contamination, wetland fill, or stream or wetland buffer loss. In areas where development is older and has not undergone redevelopment (and thus does not have stormwater treatment), there is a greater potential to affect groundwater quality. Newer (existing development) and future redevelopment will comply with the 2012 Stormwater Management Manual for Western Washington (Ecology, 2014) and the Pierce County Stormwater Management and Site Development Manual (2015), or the adopted manuals at the time development occurs.

Ponce De Leon Creek, Clover Creek and their associated wetlands are located in the southwest portion of the Study Area. If development were proposed in the vicinity, wildlife habitat conservation area (stream) and wetland regulations would apply and require avoidance and/or minimization of impacts as appropriate.

As a result of redevelopment and installation of stormwater treatment, potential indirect impacts include changes to water quality and quantity of downstream water bodies including portions of Ponce De Leon and Clover Creeks which are outside of the Study Area, Crawford Marsh, and Lake Steilacoom.

What is different between the alternatives?

Action Alternatives 1 and 2 would encourage greater areas of redevelopment on catalyst sites in addition to vacant and underutilized properties, and results in more pervious areas such as the central park and green street loop. Decreases in impervious surfaces and improvements to stormwater runoff would be implemented on a project by project basis consistent with stormwater standards. These improvements are expected to be greater with Alternatives 1 or 2 and less with the No Action Alternative.

As with Alternatives 1 and 2, the Modified Alternative 1 would decrease impervious surfaces and result in stormwater runoff improvements. These improvements are expected to be similar to Alternative 1.

What are some solutions or mitigation for the impacts?

In addition to applying critical areas regulations and stormwater standards, the following mitigation measures are proposed for consideration:

- With major redevelopment proposing activities that could involve groundwater discharge or potential changes to groundwater flow (such as underground structures), the City could require site specific evaluation of groundwater protection. The susceptibility and vulnerability of the critical aquifer recharge area should be evaluated by a licensed hydrogeologist. All stormwater should be treated appropriately to avoid any potential groundwater contamination. Stormwater improvements should be designed to improve aquifer recharge.
- The City could require a conservation easement or other regulatory structure for piped streams to ensure the possibility of creek daylighting is not precluded by future redevelopment. The ecological benefits of daylighting a portion of Ponce de Leon Creek could be evaluated by the City. An evaluation could include leaving the piped stream but identifying its historic location, as well as reviewing water quality treatments that benefit the nearby open channel stream, and serve as landscape amenities in the Study Area.
- Landscaping should consist of native species or species with low water requirements.
- The City could require educational signage for aboveground stormwater facilities and/or added natural features.
- The Downtown Plan can offer support for Pierce County efforts to address potential habitat, stormwater, and recreation improvements to Seeley Lake Park.

With mitigation, what is the ultimate outcome?

There would be no significant unavoidable adverse impacts with any of the alternatives. Redevelopment of the Downtown Subarea would require stormwater best management practices (BMPs), which would result in an improvement to stormwater runoff and a benefit to the natural environment. There are limited critical areas in the Study Area, but where they exist, the City's critical areas ordinance regulations would apply, and no direct impacts to critical areas are assumed.

1.7.2. Population, Employment, and Housing

How did we analyze Population, Employment, and Housing?

This section examines current demographic and socio-economic characteristics of residents of the Study Area. Data is from the U.S. Census Bureau and earlier studies of the Central Business District (CBD) area.

What outcomes or impacts did we identify?

Under all alternatives, there would be an increase in density of population, dwellings, and jobs over existing conditions.

Existing homes and business space could redevelop but there would be sufficient space to relocate them in new developments given added heights and extensive redevelopment areas where newly designed housing and businesses could be located.

For all alternatives, the job mix would change to have more services jobs and relatively less retail though both would continue to constitute the highest share of job types in the center. Services jobs such as office and professional services may offer higher wages than typical retail jobs. An unintended consequence of investments in centers is the potential to increase commercial rents and displace small, local businesses. Economic development policies can address strategies around commercial affordability and support for small, local businesses.

What is different between the alternatives?

All alternatives increase densities of both dwelling and jobs over current conditions, particularly Alternative 1 and 2. All alternatives improve the balance of jobs to housing in the Study Area and allow densities that support transit, particularly Alternatives 1 and 2.

The Modified Alternative 1 slightly modifies Action Alternative 1 densities and jobs to 1,725 dwellings and 4,531 jobs. This improves the balance of jobs to housing in the Study Area, allows densities that support transit and ensure consistency with PSRC's Regional Growth Center activity requirements. The incorporation of Study Area acres including rights of way centerlines at the edge of the Study Area provides a moderately conservative analysis. If only parcel acres are considered, where changes in land use may occur, the densities are higher.¹

¹ Reviewing the Comprehensive Plan (Table 2.1 Comprehensive Plan Designation by Density and Housing Type), the City has considered acres of land use and density based on net acres excluding water and right of way.

Exhibit 1.7-1. Development Density

Feature	Existing	No Action	Alternative 1	Modified Alternative 1	Alternative 2
Maximum Building Height (feet)	15- 35 ft.	90 ft.	90 ft.*	<u>90 ft.*</u>	90 ft.*
Maximum Dwelling Density – Buildable Lands	Not applicable	54 du/ac	80 du/ac	<u>85 du/ac</u>	100 du/ac
Assumed Jobs Density – Buildable Lands	Not applicable	28.34 jobs/ac	FAR 1.8-3.6**	<u>FAR 1.8-3.6**</u>	FAR 1.8-3.6**
<i>Effective Density and Ratios (333.5 gross acres including full ROW on border)</i>					
<u>Persons per Acre</u>	<u>2.73</u>	<u>5.69</u>	<u>13.00</u>	<u>13.95</u>	<u>17.41</u>
<u>Dwelling Units per Acre</u>	<u>1.26</u>	<u>2.62</u>	<u>5.99</u>	<u>6.43</u>	<u>8.02</u>
<u>Jobs per Acre</u>	<u>15.73</u>	<u>20.73</u>	<u>28.17</u>	<u>29.32</u>	<u>37.83</u>
<u>Jobs/Housing Balance Ratio</u>	<u>12.52</u>	<u>7.90</u>	<u>4.70</u>	<u>4.56</u>	<u>4.71</u>
<i>Effective Density and Ratios (318.69 gross acres with parcels, internal public roads, and ROW borders to centerline)</i>					
Persons per Acre	<u>2.85</u> -2.89	<u>5.96</u> -6.03	<u>13.60</u> -13.76	<u>14.60</u>	<u>18.22</u> -18.43
Dwelling Units per Acre	<u>1.31</u> -1.33	<u>2.75</u> -2.78	<u>6.27</u> -6.34	<u>6.73</u>	<u>8.40</u> -8.49
Jobs per Acre	<u>16.47</u> 16.65	<u>21.70</u> -21.94	<u>29.48</u> -29.81	<u>30.68</u>	<u>39.59</u> -40.03
Jobs/Housing Balance Ratio	12.52	<u>7.90</u> -3.64	<u>4.70</u> -2.17	<u>4.56</u>	<u>4.71</u> -2.17
<i>Effective Density and Ratios (268.95 gross parcel acres)</i>					
<u>Persons per Acre</u>	<u>3.38</u>	<u>7.06</u>	<u>16.12</u>	<u>17.30</u>	<u>21.59</u>
<u>Dwelling Units per Acre</u>	<u>1.56</u>	<u>3.25</u>	<u>7.43</u>	<u>7.97</u>	<u>9.95</u>
<u>Jobs per Acre</u>	<u>19.51</u>	<u>25.71</u>	<u>34.93</u>	<u>36.36</u>	<u>46.91</u>
<u>Jobs/Housing Balance Ratio</u>	<u>12.52</u>	<u>7.90</u>	<u>4.70</u>	<u>4.56</u>	<u>4.71</u>

* Transitional heights would allow for step down in buildings along edges of the Study Area that are lower in density.

** Floor area ratio (FAR) refers to the relationship of the building space to the lot area, derived by dividing the gross floor area of all buildings on a lot by the area of that lot. The February 22, 2017 “City of Lakewood Employment Capacity Analysis” Memo applies a floor area ratio (FAR) approach to determining future land capacity and assumes vacant and redevelopable sites can achieve that sites that have 25% of the allowed FAR under zoning are more likely to redevelop than sites with more building space under current zoning. (BERK Consulting, 2017)

Source: BERK 2018

What are some solutions or mitigation for the impacts?

The City allows for tax exemptions for development projects including low and moderate-income housing units in “Tax Incentive Urban Use Centers” in Chapter 3.64 in the Lakewood Municipal Code. As defined in 3.64.010, such a center means “a compact, identifiable district where urban residents may obtain a variety of products and services” and which has businesses, adequate public facilities, and a mix of uses including housing, recreation, and cultural activities. The Downtown Study Area (see Exhibit 1.5-1) containing the community’s Central Business District would meet this definition.

The City works with the Economic Development Board for Tacoma-Pierce County on business retention, expansion, and recruitment activities, as well as the Lakewood Chamber of Commerce. If small business relocation assistance is needed, the City could work with these agencies or others to develop strategies and solutions.

With mitigation, what is the ultimate outcome?

Under all alternatives, displacement of existing residents and existing businesses in the Study Area is possible as land is redeveloped; however, there is capacity to replace housing and business space. Alternatives 1, [1 Modified](#), and 2 would substantially increase the capacity for housing that could better meet demand Downtown, and would further support business investment with more flexible zoning and civic and infrastructure investments. No significant unavoidable adverse impacts are anticipated.

1.7.3. Land Use Plans and Policies

How did we analyze Land Use Plans and Policies?

This section addresses physical land use patterns within and surrounding the Study Area, considering changes in type and intensity of land uses. Existing land use pattern conditions are based on field reconnaissance, imagery review, and Pierce County and City of Lakewood parcel data. Future conditions consider the level of growth and land use change described in Chapter 2 for the alternatives.

What outcomes or impacts did we identify?

Land Use Patterns

New growth is expected to occur under all the alternatives, although the amount of growth and composition of the mix of land uses will vary by alternative. Activity levels would increase across the Study Area with new businesses, residents, and employees.

As redevelopment occurs within the Study Area, there is the potential for localized land use compatibility impacts to occur where newer development is of greater height and intensity than existing development. These compatibility impacts, if they occur, are temporary and will be resolved when the area is fully built, building heights and sizes would be more similar, and mixed uses more prevalent. The extent of these conflicts varies by alternative, and can be reduced by the application of City development and design standards, particularly any standards developed as part of future zoning under Alternatives 1, [1 Modified](#), and 2.

All alternatives would allow development of greater height and density than abutting uses, particularly single family uses that lie to the north, east, south, and west of the Study Area. However, under all alternatives, building transition standards would require a height no greater than 40 feet when abutting single family and mixed residential districts. Currently in LMC 18A.50.120, a building transition area limits the height of multifamily and non-residential uses adjacent to residential and mixed residential zones so that within a transitional distance of about 20 feet, the maximum 40 feet in height. When a preferred plan is selected and the [hybrid](#) form-based code prepared it is anticipated that a transitional height or other design compatibility measures would be included.

Plans and Policies

All alternatives would meet GMA goals to focus growth in urban areas and avoid sprawl with different degrees of urban intensity. All alternatives provide for a mix of uses and denser development than exists today consistent with Puget Sound Regional Council's Vision 2040's (a regional growth strategy for Central Puget Sound) regional growth centers policies. All alternatives contribute capacity to meet the citywide growth targets developed between Pierce County and its cities. Some of the methods to calculate employment capacity should be integrated into the next update of the Buildable Lands Report consistent with Countywide Planning Policies (CWPPs).

What is different between the alternatives?

Land Use Patterns

Areawide

Based on vacant, underutilized, and catalyst properties and zoning densities and assumptions, both residential and employment growth would occur under each alternative, particularly the Action Alternatives, which assume growth on catalyst sites that have larger parcels and parking areas where infill could occur.

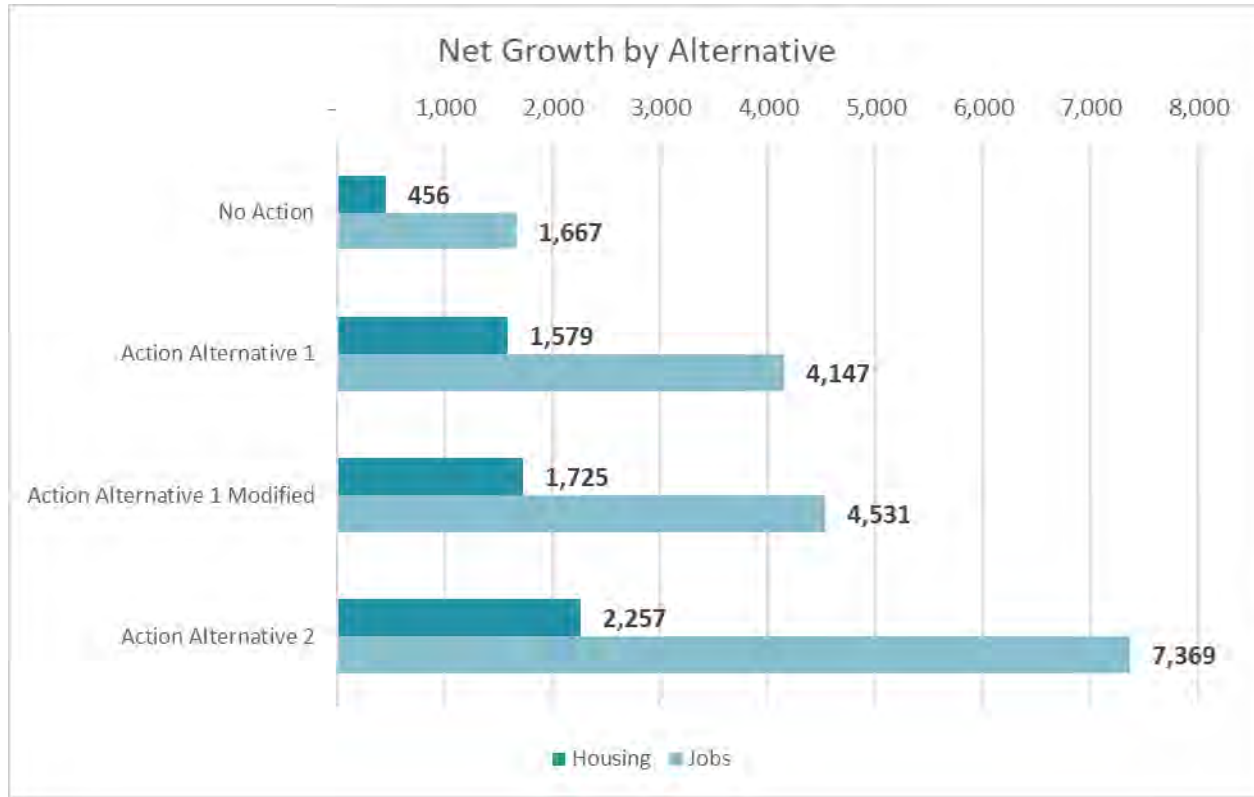
Exhibit 1.7-2. Downtown Buildable Parcels Summary

Type	Parcel Count	Parcel Acres
Vacant – All Alternatives	19	4.42
Underutilized – All Alternatives	140	58.44
Catalyst Areas – Alternatives 1 and 2	86	85.05

Source: Pierce County 2014, BERK 2017 and 2018

Housing would have a greater share of building space in the future, and commercial space would increase substantially under Alternative 1 and 2, compared to the No Action Alternative.

The Modified Alternative 1 changes Action Alternative 1 densities and jobs to 1,725 dwellings and 4,531 jobs to ensure consistency with PSRC's Regional Growth Center activity requirements. 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.

Exhibit 1.7-3. Housing and Job Growth by Alternative

Source: BERK 2017, [BERK 2018](#)

Land Use Study Area West of Gravelly Lake Drive

West of Gravelly Lake Drive, the CBD zone boundary follows parcel boundaries in a non-linear fashion. Blocks are split between MR2, R3, and CBD zoning. Alternatives 1 and 2 study the potential for some of the partial split blocks to be rezoned to more intensive Downtown [hybrid](#) form-based zoning.

Proposed new zoning under Alternative 1 and Alternative 2 would create a Downtown designation and [hybrid](#) form-based development code, allowing for a range of uses and transitional height and landscape standards. This would promote residential redevelopment to mixed use and residential development similar to the purpose of the MR2 zone, but denser than the R3 zone.

The change from MR2 to a Downtown [hybrid](#) form-based code would not result in a significant difference in density or height near existing residential areas given transitional design standards; more commercial use could occur with the [hybrid](#) form-based code, but such uses could be less desirable away from major arterials. The [hybrid](#) form-based code could improve design of attached dwellings compared to current standards.

The change from R3 to a Downtown [hybrid](#) form-based code would alter development character across from facing blocks, and potentially set a precedent for higher intensity development in an area planned long-term for single family residential.

Similar to Alternative 1, proposed new zoning under the Modified Alternative 1 and Alternative 2 as recommended by the Planning Commission would create a Downtown designation and hybrid form-based development code, allowing for a range of uses and transitional height and landscape standards. This would promote residential redevelopment to mixed-use and residential development similar to the

purpose of the MR2 zone. The change from MR2 to a Downtown hybrid form-based code would not result in a significant difference in density or height near existing residential areas given transitional design standards; more commercial use could occur with the hybrid form-based code, but such uses could be less desirable away from major arterials. The proposed hybrid form-based code would apply low-impact mixed use standards along some roadways at the periphery of the Study Area to help ensure compatibility. The hybrid form-based code would improve design of attached dwellings compared to current standards.

The change from R3 to a Downtown hybrid form-based code would only apply to an existing institutional property that is on a larger parcel fronting Gravelly Lake Drive at Lake Avenue SW (St Mary's Episcopal Church and School), and is not expected to create a precedent due to the current institutional character. Transitional standards with lower height and added landscaping would apply.

Plans and Policies

Action Alternatives 1 and 2 would fulfill the goals and policies of the Lakewood Comprehensive Plan and help fulfill setting target activity units and mode share² goals consistent with PSRC's Vision 2040.

All alternatives would increase activity units per acre within the Study Area, a portion of the overall Urban Center, helping to meet PSRC Guidance for growth in centers. Gross acres are not defined in PSRC guidance. Even assuming just gross parcel acres would be conservative at 268.95 acres given that it does not exclude private roads that are proposed to be public roads under the Action Alternatives. It also does not exclude land for the central park or Green Loop.

Exhibit 1.7-4. Activity Units by Alternative

FEATURE	EXISTIN G	NO ACTION	ALTERNATIVE 1	MODIFIED ALT. 1	ALTERNATIVE 2
Activity Units: Population + Jobs	6,157	8,813	13,730	14,430	14,430
Activity Units with 333.5 gross parcels with full ROW at boundary	18.46	26.43	41.17	43.27	55.24
Activity Units with 319 acres including gross parcels and ROW to centerline	19.32	27.66	43.08	45.28	57.80
Activity Units with 268.95 gross parcel acres	22.89	32.77	51.05	53.65	68.50

Source: Pierce County 2014, BERK 2017

The No Action Alternative would not amend current plans or regulations applicable in the area. This would not fulfill Lakewood Comprehensive Plan policies calling for plan and code updates to further address mixed use development. Other policies call for removal of deed restrictions and push for more investment in community gathering spaces and multi-modal travel, so these items would not be addressed in a Subarea Plan or hybrid form-based code.

² Mode split (or mode share) is a measure that describes the various means of transportation used for daily trips within the region. A mode split goal is a quantitative policy statement used to plan for and encourage a shift away from travel by private automobile, in particular driving alone, in favor of alternative modes, such as transit and non-motorized travel options like walking and biking. (Puget Sound Regional Council, 2014)

The No Action Alternative would also not establish a plan that sets growth targets for the Downtown portion of the designated Lakewood Urban Center. It would not address mode share goals.

The Modified Alternative 1 and Alternative 2 as recommended by the Planning Commission would establish a Downtown Subarea Plan that would be adopted together with consistency edits to the Comprehensive Plan. A hybrid form-based code would be adopted. This new hybrid form-based code will become a new section of the Municipal Code 18A.35 Downtown Districts and will regulate all development and land use in Downtown. The Downtown code section would supersede the standards in Section 18A.50 for all development within Downtown boundary unless incorporated by reference.

What are some solutions or mitigation for the impacts?

Land Use Plan Consistency

Alternatives 1 and 2 would amend the Comprehensive Plan Land Use Designation for the Study Area and create a new implementing hybrid form-based code. If areas west of Gravelly Lake Drive currently designated/zoned Residential Mixed /MR2 or Residential 3/ R3 are modified to be included in the Downtown designation and hybrid form-based zone, this would also require Comprehensive Plan Amendments.

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.

Further, the Subarea Plan may result in amendments to Comprehensive Plan capital facility and transportation improvements.

The 2014 Buildable Lands Report calculation methods for Lakewood should be updated at the next Buildable Lands Report Update to reflect an alternative FAR method to the jobs-per-acre approach.

Design Standards

Alternatives 1 and 2 would require the development of new or revised zoning and development regulations for the Study Area. New regulations will need to address permitted uses, dimensional requirements, parking and circulation, landscaping, and the development of streets and sidewalks. These regulations will need to be crafted with the intent of creating land use compatibility within and adjacent to the Study Area.

Alternatives 1 and 2 will include the adoption of design standards specific to the Study Area. It is anticipated that design regulations developed to implement Alternatives 1 or 2 would include standards related to: integration of the natural environment, building design, enhancement of gateway features, low-impact development surface water features, public art, pedestrian experience and streetscapes, public spaces, mixed-use building features, site planning, parking, lighting, screening, and signage.

Similar to Alternatives 1 and 2 the Modified Alternative 1 includes the adoption of new zoning and a hybrid form-based code for the Study Area. The hybrid form-based code is comprised of a Regulating Plan and development standards. The Regulating Plan designates the locations, subdistricts, and streets that are intended to embody specific physical characteristics. It specifies the location and applicability of

specific design treatments and maps where they are required. The Regulating Plan works in tandem with the development standards, tables, and figures to define the shape, size, and location of streets, through connections, infill blocks, buildings, and landscaping.

District-wide development standards address permitted uses, dimensional requirements related to lot size, lot coverage, setbacks, building height (including applicable height bonuses), tree preservation, landscaping, parking and circulation, and the development of streets and sidewalks. In addition to these district-wide standards, the Modified Alternative 1 and Alternative 2 as recommended by the Planning Commission includes the adoption of design standards specific to the Colonial District and Transition Areas.

- Colonial Overlay (C-O) district is a special design district in the CBD zone that preserves the unique colonial style aesthetic within that area. Design standards require building additions, modifications, and new development in the district to be compatible with the scale, materials, and architectural elements of American Colonial Revival architecture. Design standards address rooflines, window fenestration, façade materials, front entry design and architectural elements such columns, cupolas and other elements consistent with American Colonial Revival Architecture.
- The Transition Overlay (T-O) is any property or portion of a property in the Downtown District that is within 100 ft. of an abutting single-family residential zone or mixed residential zone (also called the district receiving the transition). Transition Overlay Standards provide create a buffer between higher intensity uses in the Downtown District and lower intensity uses in the residential zones that surround Downtown. Standards apply to development adjacent to residential uses and address building height modifications (height in the transition area is limited to 10 feet higher than the maximum height of the district receiving the transition) setbacks, parking, location of refuse containers and the screening of mechanical equipment. These standards are intended to address elements that can be incorporated into site and building design to soften its impact and result in a compatible transition.

With mitigation, what is the ultimate outcome?

Under all alternatives, additional growth and development will occur in the Study Area, leading to increases in height and bulk of buildings and increased land use intensity. This transition is unavoidable, but is not considered significant or adverse within an urban area designated as the Central Business District and a regional growth center in the Comprehensive Plan.

Future growth is likely to create temporary or localized land use compatibility issues as development occurs. The potential impacts related to these changes may differ in intensity and location in each of the alternatives. However, with existing and new development regulations, zoning requirements, and design guidelines, no significant adverse impacts are anticipated.

1.7.4. Transportation

How did we analyze Transportation?

Existing transportation conditions and future transportation conditions are documented under the **three studied** alternatives employing the use of the City's travel demand model. A supplemental tool, called

MainStreet, was also applied to estimate the change in vehicle trip rates that could occur based on the variation in land use density and built environment among the alternatives. The effects of future growth on vehicle, transit, pedestrian, and bicycle modes were considered, as well as adopted levels of service for intersections.

What outcomes or impacts did we identify? What is different between the alternatives?

Each alternative tests a different level of growth and a different set of transportation improvements, which shows a range of effects on trips and modes. (see Exhibit 1.7_3 regarding land use assumptions and Exhibit 1.7_6 the following page illustrating improvements)

Exhibit 1.7_5 summarizes the daily person trip ends generated within the project area from the City’s model. The exhibit also shows the mode split estimates from the model for automobile (SOV and HOV) and non-automobile (transit, walk, and bike) modes. Turning movement volumes were forecasted at each of the 22 study intersections and then analyzed in the Synchro traffic operations model.

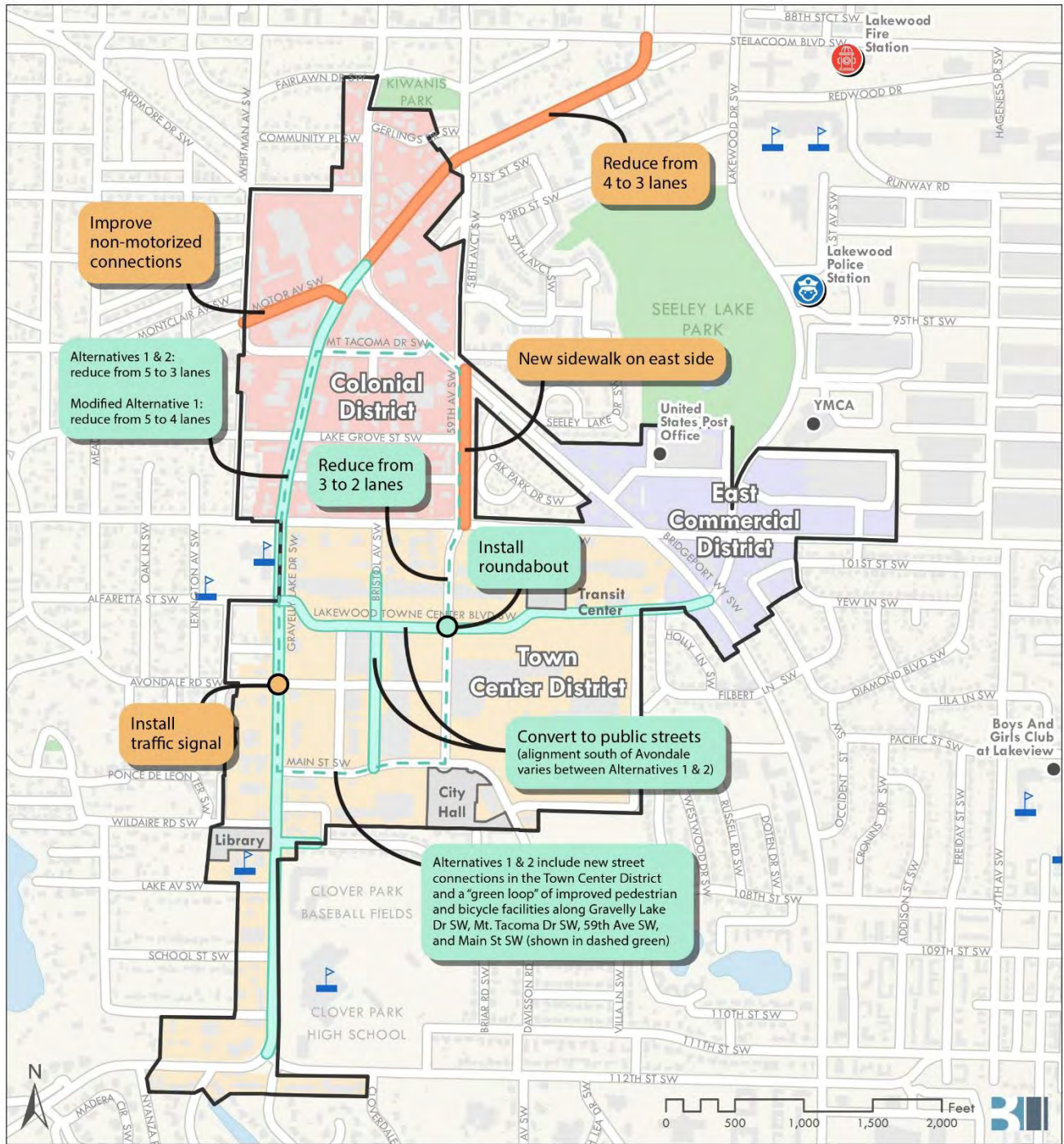
The Modified Alternative 1 scenario would increase the daily person trip ends generated by approximately 5% compared with Alternative 1. This estimate is based on the changes in land use and the MainStreet trip generation tool. Alternative 2 would have the highest daily person trip ends of all alternatives.

Exhibit 1.7_5-1.7-4. Daily Person Trip Ends Generated by Scenario

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

Source: Fehr & Peers 2018

Exhibit 1.7-6.1-7-5. Transportation Network Assumptions.



LEGEND

- All Alternatives
- Action Alternative
- Lakewood CBD Boundary
- Public Facilities
- Parks
- Schools
- Waterbody
- Roads

Note: For a conservative test of alternative transportation improvements, the EIS authors modeled the greatest shift in traffic for Gravelly Lake Drive SW at three lanes and then compared it to no change in the section at five lanes.

Source: Fehr & Peers 2018

All alternatives would meet expected standards and improve conditions for pedestrians and bicyclists. Development under all alternatives would be expected to meet applicable parking standards. Given differences in expected growth and proposed improvements, the No Action Alternative would impact the least intersections and Alternative 2 would impact the most.

As described in the Draft EIS, the City's traffic model was run with a five-lane cross-section on Gravelly Lake Dr SW to evaluate how traffic volumes would be distributed if a three-lane cross-section were not installed on that facility. The results indicated that two intersections impacted in Alternative 2 would remain within the City's adopted LOS thresholds:

- 108th St SW/Bridgeport Way SW
- 112th St SW/Gravelly Lake Dr SW

The transportation impacts for Modified Alternative 1 can be inferred from the results of the five-lane sensitivity test and the number of impacts in Alternatives 1 and 2. Since the land use growth in Modified Alternative 1 is more than Alternative 1 but less than Alternative 2, no additional impacts would result beyond those identified in Alternative 2. The results from the Gravelly Lake Drive SW sensitivity test showed that even with the high land use growth under Alternative 2, the two intersections listed above would not be impacted if four travel lanes (and turn pockets at key intersections) were maintained on Gravelly Lake Drive SW.

Since Modified Alternative 1 includes four travel lanes and turn pockets at key intersections on Gravelly Lake Drive SW and the land use growth is less than that of Alternative 2, it can be inferred that the Modified Alternative 1 scenario would have two fewer impacts than Alternative 2 (at the intersections above) and one less impact than Alternative 1 (at 112th St SW/Gravelly Lake Dr SW). See Exhibit 1.7-7 and Exhibit 1.7-8.

There are no additional pedestrian, bicycle, parking, or freight impacts under Modified Alternative 1.

Exhibit 1.7-7-1.7-6. Summary of Transportation Impacts.

Type of Impact	No Action	Alternative 1	<u>Modified Alternative 1</u>	Alternative 2
Auto and Freight	2 intersections	5 intersections	<u>4 intersections</u>	6 intersections
Transit	2 intersections	5 intersections	<u>4 intersections</u>	6 intersections
Pedestrian	None	None	<u>None</u>	None
Bicycle	None	None	<u>None</u>	None
Parking	None	None	<u>None</u>	None
Safety	None	None	<u>None</u>	None

Source: Fehr & Peers, 2018.

Exhibit 1.7-8. Comparison of Intersection Impacts.

<u>Intersection</u>	<u>Alternative 1</u>	<u>Modified Alternative 1</u>	<u>Alternative 2</u>
<u>Gravelly Lake Dr SW/59th Ave SW</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>100th St SW/Bridgeport Way SW</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>100th St SW/Lakewood Dr SW</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>Lakewood Dr SW/Bridgeport Way SW</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>

<u>Intersection</u>	<u>Alternative 1</u>	<u>Modified Alternative 1</u>	<u>Alternative 2</u>
<u>108th St SW/Bridgeport Way SW</u>	=	=	<u>Yes</u>
<u>112th St SW/Gravelly Lake Dr SW</u>	<u>Yes</u>	=	<u>Yes</u>

Source: Fehr & Peers, 2018.

What are some solutions or mitigation for the impacts?

In addition to the six-year transportation improvement program (TIP) and alternative transportation improvements, additional improvements would be needed. See Exhibit 1.7-6 for initial proposed list of improvements, and Exhibit 1.7-9 for additional potential mitigation.

Considering proposed transportation improvements and land use together in the City's transportation model, some intersections would require additional capital improvements, or alternatively changes in programs or policies as described below. For a conservative test of alternative transportation improvements, the EIS authors modeled the greatest shift in traffic for Gravelly Lake Drive at three lanes ~~for Alternatives 1 and 2 and then compared it to no change in the section (five lanes)~~. The table below shows the full list of improvements if Gravelly Lake Drive were modified ~~as such to a cross-section of three lanes~~.

~~The results without that change are described below the table.~~

Exhibit 1.7-9-1-7-7. Potential Additional Transportation Mitigation

<u>Intersection</u>	<u>No Action</u>	<u>Alt 1</u>	<u>Alt 1 Mitigated</u>	<u>Alt 2</u>	<u>Alt 2 Mitigated</u>
Gravelly Lake Dr SW/59th Ave SW					
Signalize intersection	E/38	E/46	B/19	F/82	B/19
100th St SW/Bridgeport Way SW					
Add westbound right turn pocket, convert existing westbound through-right lane to through-only, and prohibit east and westbound left turns	E/68	F/85	C/34	F/102	D/49
100th St SW/Lakewood Dr SW					
Signal timing revisions to provide more green time to protected left turn phases and reduce time for eastbound and southbound through phases	D/50	E/56	D/49	E/56	D/54
Lakewood Dr SW/Bridgeport Way SW					
Convert westbound through-left lane to left only to remove split phase or move the pedestrian crossing to the north side of the intersection coincident with the WB phase*	C/34	E/66	D/39	E/67	D/48
108th St SW/Bridgeport Way SW**					
Add northbound right turn pocket	D/48	D/51	D/47	E/58	D/52
112th St SW/Gravelly Lake Dr SW**					

Intersection	No Action	Alt 1	Alt 1 Mitigated	Alt 2	Alt 2 Mitigated
Add second westbound left turn pocket and combine through and right turn movements into outside lane	C/31	E/61	C/34	E/65	C/35

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

**These intersections remain within the City's LOS standard of D if the Gravelly Lake Drive SW Revision is not implemented.

Source: Fehr & Peers 2018

As described in the previous section, the travel demand model was also run to estimate how volumes might change under Alternative 2 land use without the Gravelly Lake Drive SW three-lane section.

If five lanes were retained, the following intersections would not require change:

- 108th St SW/Bridgeport Way SW
- 112th St SW/Gravelly Lake Dr SW

Comparing results with three lanes and with five lanes on Gravelly Lake Drive SW suggests that volumes on a five-lane Gravelly Lake Drive SW would be approximately 200 to 500 vehicles higher in each direction with smaller differences at the north end of the corridor and larger differences at the south end of the corridor, improving the intersection of Gravelly Lake Drive SW/112th Street from LOS E to D while increasing delay at Gravelly Lake Drive SW/59th Avenue SW. The volume reductions on Bridgeport Way would be smaller, likely no more than 200 vehicles in a single direction, though it would improve the intersection of 108th Street/Bridgeport Way from LOS E to D. The other impacted intersections would remain impacted with or without the revision. This indicates that the diverted traffic is distributed among multiple alternate routes and that much of the increase in volumes on Bridgeport Way is associated with increased land use rather than the Gravelly Lake Drive SW revision.

Since Modified Alternative 1 does not assume significant capacity reductions on Gravelly Lake Drive SW, intersection mitigations are only necessary at four locations. The before and after mitigation LOS and delay at the following intersections would be similar between Alternative 1 and Modified Alternative 1.

- Gravelly Lake Dr SW/59th Ave SW
- 100th St SW/Bridgeport Way SW
- 100th St SW/Lakewood Dr SW
- Lakewood Dr SW/Bridgeport Way SW

An alternative design could be considered for Alternatives 1 and 2 which limits the extent of the revision to Main Street instead of 112th Street SW. This shorter section would reduce the overall cost of the project and would limit the changes to portions of Gravelly Lake Drive SW with slightly lower volumes. The area south of Main Street is not projected to see as much new development as the study area Area so reconfiguring the cross-section all the way to 112th Street SW would not provide as much additional benefit.

To reduce the potential for capital costs, the following program and policy options could be considered:

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

The City of Lakewood's Comprehensive Plan includes policies aimed at managing auto travel demand. The policies call for the City to encourage and assist employers who are not affected by the CTR law to offer TDM programs on a voluntary basis, encourage large employers to offer flexible or compressed work schedules to reduce localized congestion, and implement a public awareness and educational program to promote TDM strategies.

A more robust implementation of TDM strategies could be undertaken in the City. With such a TDM program in place, it is expected that actual trip generation in the Downtown Plan area could be lowered beyond the levels analyzed in this plan and associated Planned Action EIS.

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

Revise Lakewood's Level of Service (LOS) Policy: The City could also approach mitigation through revision of its LOS policy. The City's Comprehensive Plan already identifies a LOS F standard for two corridors. In recognition of Bridgeport Way SW's role as a primary vehicle gateway, the City could consider revising the LOS standard to LOS E or F along the corridor. This action would reflect the community vision of a more multimodal Gravelly Lake Drive SW corridor while accepting more congestion along the vehicle gateway of Bridgeport Way SW.

With mitigation, what is the ultimate outcome?

Significant adverse impacts to auto, freight, and transit were identified under both Alternatives 1 and 2 [and Modified Alternative 1](#). With some combination of the potential mitigation measures outlined in the previous section, the magnitude of the intersection LOS impacts could be mitigated to meet City standards. Although the effects of additional vehicles on traffic congestion could be mitigated through implementation of the transportation improvements identified above and compliance with City codes and standards, the increases in activity Downtown and associated traffic congestion would be considered a significant unavoidable adverse impact. A significant unavoidable adverse impact could also result if one or more planned improvement projects identified to address expected growth and transportation impacts are not implemented (e.g. due to cost, feasibility, or other policy choice).

1.7.5. Public Services

How did we analyze Public Services?

This section addresses the potential impacts associated with the alternatives on public services including police, fire/emergency medical; schools, and parks and recreation. Information considered included service provider plans and annual reports, and the City's adopted levels of service.

What outcomes or impacts did we identify?

An increase in housing units and jobs in the Study Area will generate increased demand for public service providers, including the need for additional firefighter, police, and school personnel, depending on the phasing of growth.

What is different between the alternatives?

Regarding parks, there are none today in the Study Area, and the current spacing standard for neighborhood parks is not met. Alternatives 1 and 2 include a two to four-acre park and another greenspace like a green street loop to create a linear park concept. The Plan would also create pedestrian connections to parks outside the Study Area.

Housing and population growth would be the primary driver of increases in demand for public services. The No Action Alternative will see the least amount of growth in demand, and Alternative 1 increasing demand even more, and Alternative 2 increasing demand the most.

The Modified Alternative 1 is projected to increase demand for public services within the range of growth between Alternative 1 and 2.

What are some solutions or mitigation for the impacts?

The City addresses public service levels of service in its Capital Facilities Plan Element. The element is updated periodically to ensure that proposed growth and change can be served.

The City requires private open space and recreation for new multifamily and commercial development. 18A.50.231 Specific Uses Design Standards.

The City could allow developers to avoid a percentage of onsite open space requirements if providing a fee in lieu towards the central park.

With mitigation, what is the ultimate outcome?

With the implementation of mitigation measures, no significant unavoidable adverse impacts are anticipated on public services. The growth planned for the area would be incremental, and periodic update of service provider plans would address improvements required to maintain response times, ensure access to parks, and address student growth.

1.7.6. Utilities

How did we analyze Utilities?

This section addresses the potential impacts associated with the alternatives on utilities including water, wastewater, stormwater, and power. Service provider plans and standards of service were reviewed in relation to expected growth.

What outcomes or impacts did we identify?

Under all alternatives there would be increases in development, population, and employment density. The greatest density increases would occur on the catalyst sites. The development would be incremental and Lakewood as well as the utilities are regularly updating plans to accommodate growth and maintain utilities.

The Lakewood Water District has planned for a daily demand of 9 million gallons/day currently and has identified that it can support yearly increases of up to 2 million gallons/day of demand. In addition, improvements are planned to the water system across its service area, which includes the Study Area.

What is different between the alternatives?

Under the No Action Alternative, the increase in housing units is relatively limited, and any increase in population within the Study Area is not anticipated to result in substantive impacts on utilities. Alternatives 1 and 2 would more substantially increase growth in the Downtown area.

Water systems can address the full range of growth studied. Pierce County plans for sewer capacity are based on growth targets shared by the County and City; tracking of growth in relation to targets and regular updates of system plans can address impacts.

Energy codes will apply to new buildings and result in greater energy conservation compared with existing buildings.

Under Alternatives 1 and 2, the addition of new public streets could necessitate changes to some utility lines. Developers are responsible for the cost of these alterations, which may be identified during the design review for individual projects.

[The Modified Alternative 1 is projected to increase demand for public services within the range of growth between Alternative 1 and 2.](#)

What are some solutions or mitigation for the impacts?

In addition to adopted plans and codes, other measures could include:

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

With mitigation, what is the ultimate outcome?

With the implementation of mitigation measures, no significant unavoidable adverse impacts are anticipated on utilities. The growth planned for the area would be incremental, and periodic updates of

relevant plans would address improvements required to maintain levels of service, and ensure utilities can accommodate growth.

2.0 Proposal and Alternatives

2.1. Purpose and Introduction

The City has commissioned the preparation of a Subarea Plan for Lakewood’s central business district, or “Downtown”. The Plan builds on a foundation of current plans and programs and will:

- Describe a vision, land use and design, gathering places, infrastructure investments, and other action strategies for Lakewood’s Downtown;
- Amend Comprehensive Plan land use, policy, and capital facility plan elements;
- Create new hybrid form-based zoning standards; and
- Provide upfront environmental review through a Planned Action consistent with RCW 43.21c.440 and SEPA rules in WAC 197-11 ~~are is~~ anticipated to help bring about desired change and development.

This non-project Environmental Impact Statement (EIS) provides a qualitative and quantitative analysis of beneficial and adverse environmental impacts associated with implementation of the subarea plan and associated code across Downtown Lakewood. The specific purpose of this EIS is to assist the public and local government decision makers to consider environmental implications of future growth and investments in Downtown, together with proposed comprehensive plan and code amendments and mitigation measures that would apply to future development actions.

This ~~Draft~~ EIS considers ~~three~~ four alternatives that illustrate how to implement the vision for an urban area with civic amenities, walkable streets, and a mix of uses including housing, entertainment, restaurants, and retail:

- **No Action**, a SEPA Required Alternative. This alternative assumes growth according to current trends and under current City Plans and development regulations, including over 450 housing units, and over 1,660 jobs.
- **Action Alternative 1**, assuming a moderate level of development, with over three times the housing and over two times the jobs as the No Action Alternative, based on targeted infrastructure and civic investments and plan and code changes. Investments include a “Green Loop” (see discussion following Exhibit 2.3-12) of street and trail improvements, more public streets, and a 2-acre central park. Development evaluated include nearly 1,580 housing units and over 4,150 jobs.
- **Modified Alternative 1**, which slightly modifies Action Alternative 1 to include 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, 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, with five times the housing and jobs compared with No Action and with the greatest level of civic and infrastructure investments, (including a Green Loop, added public streets, and a 4-acre central park). With Alternative 2, over 2,250 housing units would be developed and nearly 7,370 jobs. 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.

The City Council will consider the range of alternatives in its deliberations.

2.2. Description of the Study Area

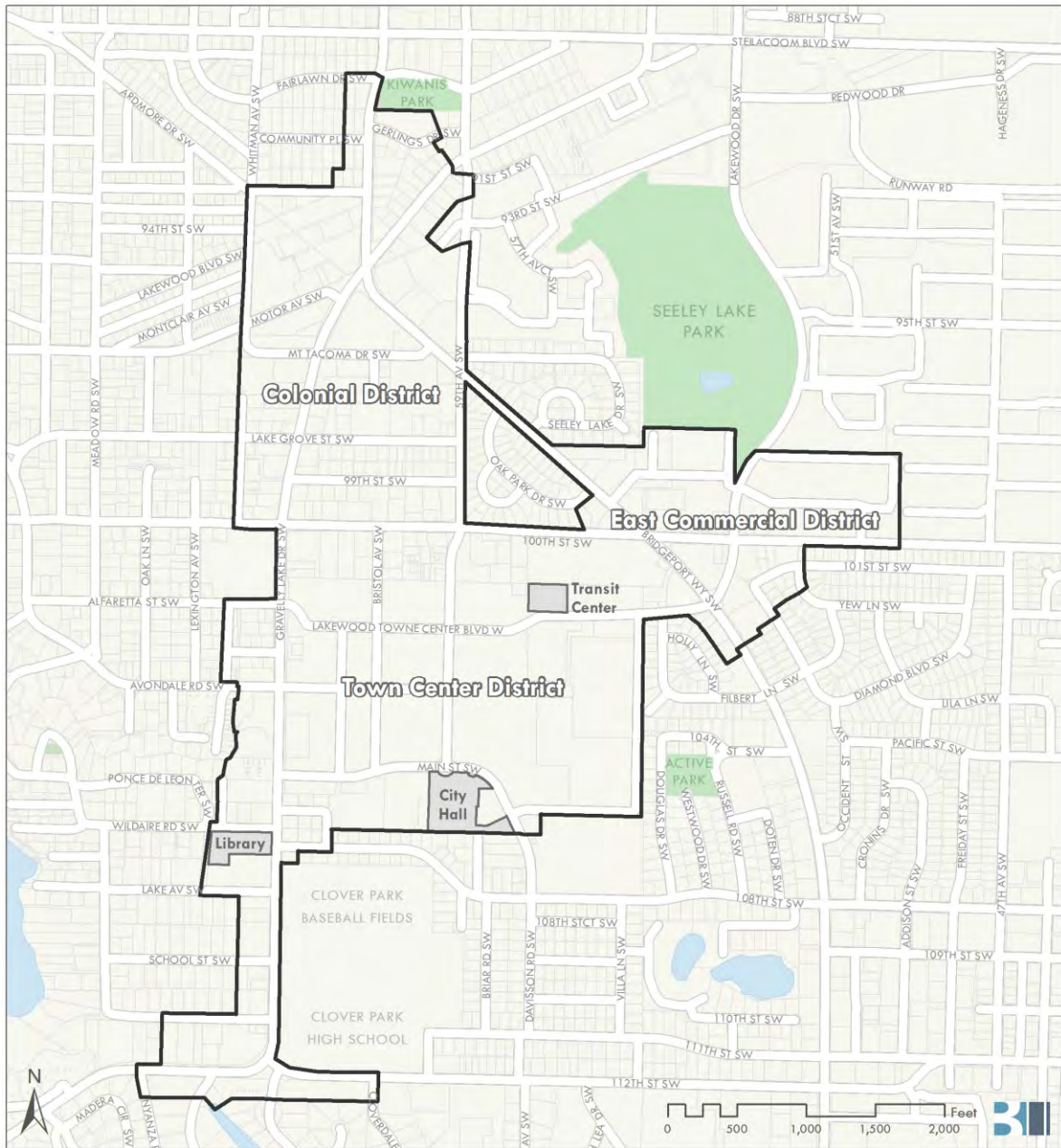
The Study Area is approximately 333.5 gross acres including all rights of way per the Final EIS. The Draft EIS Study Area included 319 gross acres if including up to the centerline of roads that border the subarea. Under either the Final EIS or Draft EIS study areas, there are 268.95 parcel acres since the difference in boundary relates only to the rights of way. The Study Area~~The Study Area is approximately 319 gross acres, and~~ contains the central shopping area (Central Business District) of the community.

Compared to the Draft EIS, Study Area boundaries are slightly adjusted to extend from the centerline of the roads to the opposite right-of-way edge to ensure a consistent streetscape. Similarly, to ensure Bridgeport Way has a consistent landscape, the East Commercial and Colonial Districts are connected by the inclusion of rights of way only. See Exhibit 2.2-1. The Study Area also contains many civic and cultural facilities such as City Hall, Lakewood Library, Transit Center, Post Office, the Lakewood Playhouse, and the Lakewood History Museum. Most of the Study Area is within a half mile of the Transit Center.

To recognize different characters and conditions, the Study Area is divided into districts:

- **Colonial:** This district includes colonial-style commercial buildings. Here in 1937 Norton Clapp built part of the Lakewood Colonial Center, one of the first suburban shopping centers in the country.
- **Town Center:** Developed in 1958 as the Villa Plaza Shopping Center, which was later renovated to become the Lakewood Mall, this district contains the upgraded Lakewood Towne Center.
- **East:** 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.

Exhibit 2.2-1. Study Area



LEGEND

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

Source: City of Lakewood, BERK Consulting 2017

2.3. Objectives and Alternatives

2.3.1. Objectives

SEPA requires a statement of proposal objectives to guide the formulation of alternatives and their evaluation. For the purposes of this EIS, the proposed guiding principles of the subarea plan are considered objectives. Objectives have been amended as the Downtown Plan was reviewed by the public and decision makers, but largely retain the intent for a vibrant, accessible mixed-use area.

Downtown Is...

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

There are a variety of ways the guiding principles could be implemented to achieve an urban, mixed use, character and these are explored in alternatives.

2.3.2. Subarea Concepts

Extensive community visioning occurred in fall 2017 with meetings, pop-up events, focus groups, an online survey, and a design charrette. In all, at least 645 participants gave their opinions and visions to support the Lakewood Downtown Plan effort. Results are found on the project website:

<https://www.lakewooddowntownplan.org/>. Based on the outreach, participants desired:

- More entertainment venues and restaurants;
- More retail choices, both mom and pop and brand stores;
- Well-designed housing for seniors & disabled and mixed use with housing and commercial together, within walking distance of work, shopping, and buses;
- Pedestrian friendly street design, well-maintained and safe roads; and

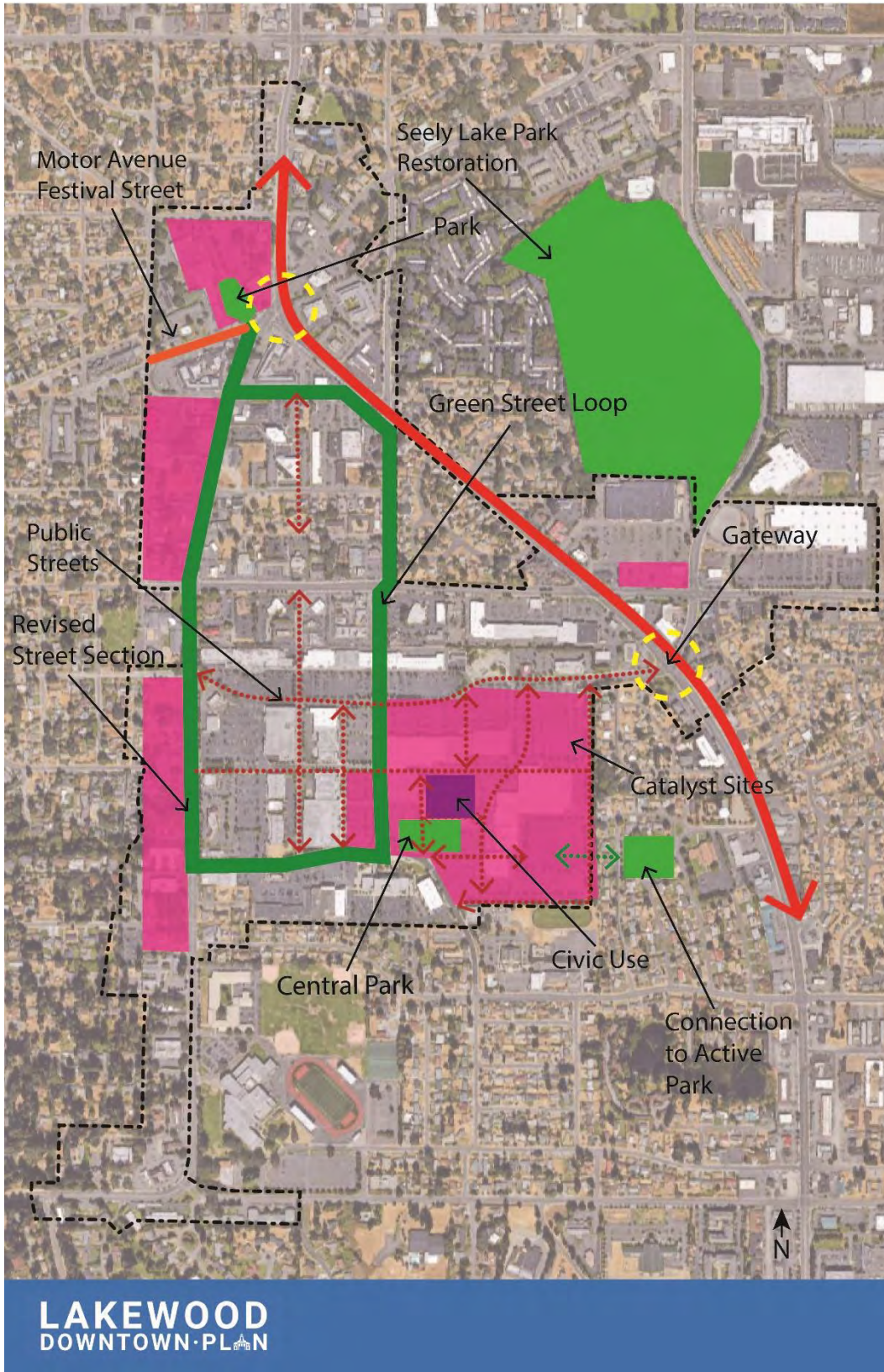
- Family activities and gathering spaces, outdoor recreation (e.g. spray park, climbing walls, skating rink, other), and indoor cultural facilities (e.g. expanded library, children’s museum, etc.).

Because of the visioning efforts, the Downtown Plan is proposing 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;
- Revision and multi-use path on Gravelly Lake Drive;
- Catalyst sites for redevelopment;
- Connection to Active Park;
- Motor Avenue Improvements; and
- Seeley Lake Park restoration.

These concepts are illustrated in the plan map below. EIS alternatives vary the level of implementation of these features. The concept map is revised from the Draft EIS to represent the Central Park east of 59th Avenue SW as a preferred conceptual location, and to illustrate the study area modification to include the Bridgeport Way streetscape on the north.

Exhibit 2.3-1. Downtown Lakewood Concepts

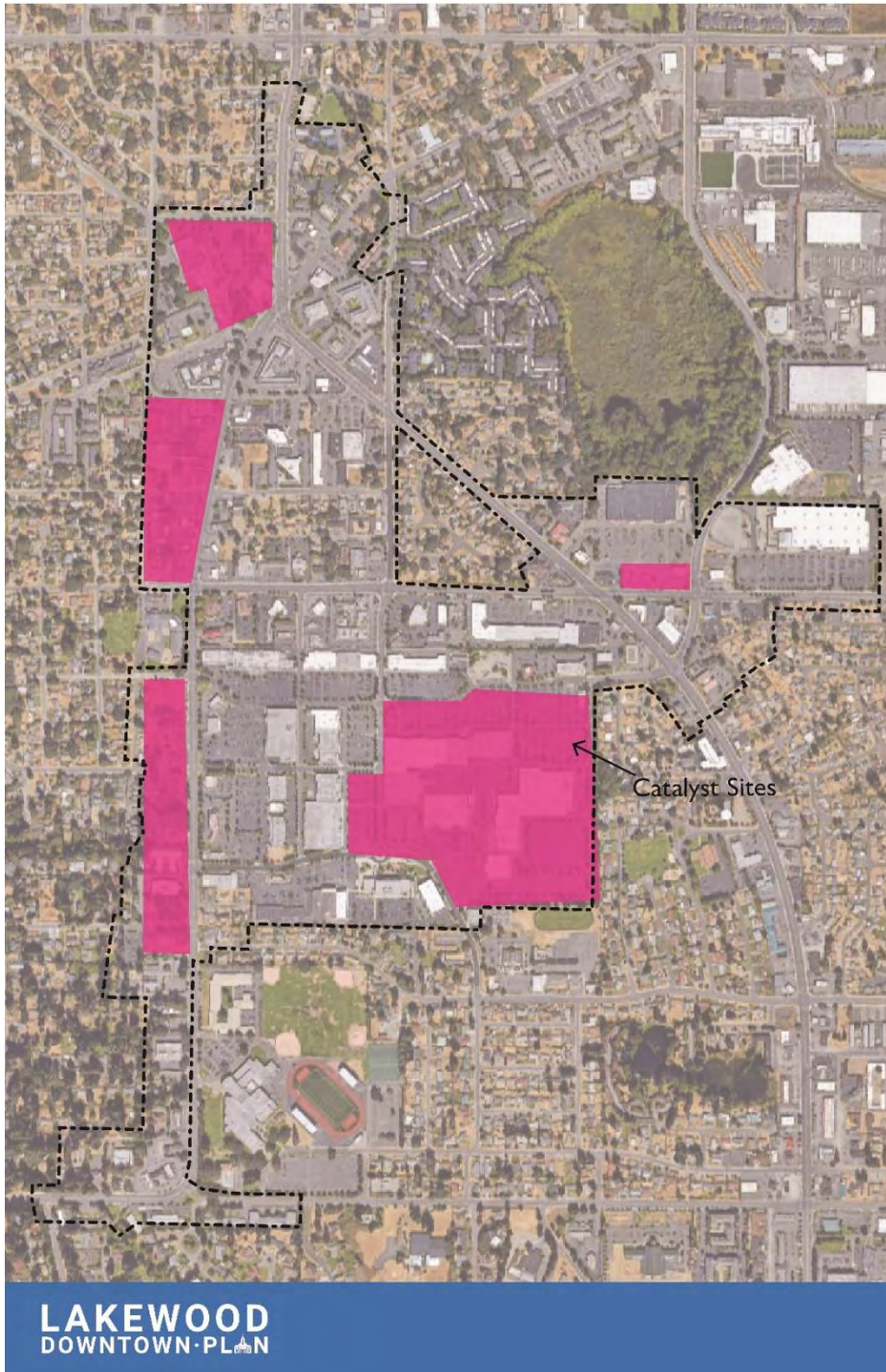


Source: Framework 2017.

Catalyst Sites

The Downtown Lakewood Concepts in Exhibit 2.3-1 identify major redevelopment areas in each of the Downtown Districts, with a close up of the catalyst sites shown in Exhibit 2.3-2. Additional smaller redevelopment sites are shown in the Areawide Redevelopment Opportunities and Exhibit 2.3-11. [The map has been revised since the Draft EIS to illustrate the study area modification to include the Bridgeport Way streetscape on the north.](#)

Exhibit 2.3-2. Catalyst Sites



Source: Framework 2017.

Major catalyst sites include:

- Lakewood Towne Center, which has large parking areas and a potential for infill redevelopment and more intense vertical and horizontal mixed-use building space;
- Land fronting the west side of Gravelly Lake Drive where some property depth and extent could allow for mixed use commercial and residential development at greater densities; and
- Colonial District properties where land could be consolidated and redeveloped for mixed use purposes.

Each of these major catalyst sites are addressed in greater detail below.

Towne Center and Central Park/Civic Improvements

The Towne Center property currently consists of local and community serving retail in different formats (grocery-anchored community shopping center, big box center, entertainment, etc.). It has extensive parking lots. Given the changing nature of retail centers and competition from online retail and other economic forces, it is possible that additional housing, retail, and office uses could be integrated into the center, particularly given larger extents of surface parking.

Exhibit 2.3-3. Existing Conditions: Lakewood Towne Center



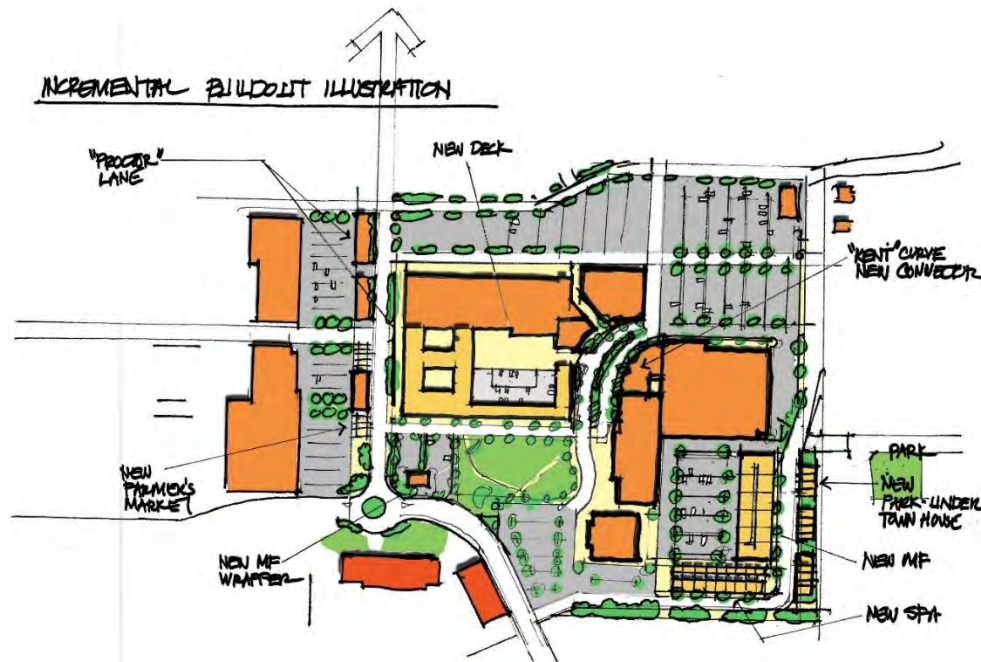
Source: Seth Harry and Associates, 2017

Two options for the Towne Center are considered in this EIS:

- Option A) a phased mixed-use redevelopment largely retaining the current retail structures and adding more intense horizontal and vertical mixed-use buildings with surface and structured parking, and moderate park and civic spaces; and
- Option B) a more complete redevelopment of the area, with newer format vertical mixed uses featuring ground floor retail and housing and offices above and a larger park and civic investment.

Exhibit 2.3-4 shows an early concept plan of Option A prepared at the fall 2017 charrette. Option A provides a mix of uses, centralized parking structure (above ground), multi-family housing and active uses on 59th Avenue SW. A two-acre park is shown just northeast of City hall on a currently underutilized portion of the Towne Center. Option A was further refined as a 3-D model was prepared.

Exhibit 2.3-4. Phased Mixed-Use Option: Early Charette Concept Option A



Source: Seth Harry and Associates, 2017

The site plan and 3-D in Exhibit 2.3-5 show an updated model of Option A with more refinement.

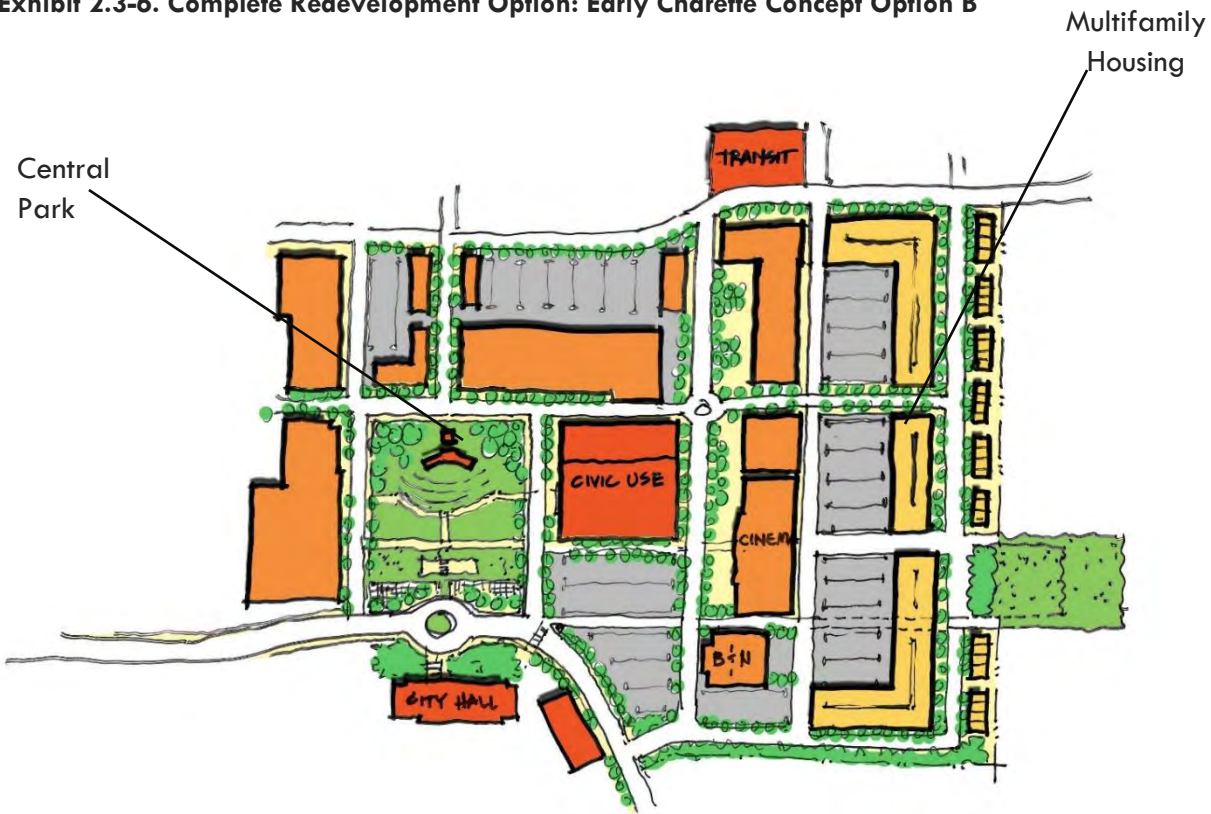
Exhibit 2.3-5. Towne Center Option A - Phased Mixed-Use Option Site Plan and 3D View



Seth Harry and Associates, 2017

A more complete redevelopment concept referenced as Option B was developed at the charrette in fall 2017. See Exhibit 2.3-6. Option B represents a more thorough re-imagining of the center with more opportunities for vertical mixed use commercial and residential buildings. This concept also includes a four-acre central park just north of City Hall, a new civic use near the park and City Hall, new pedestrian oriented mixed-use development, a reconfigured urban street grid and diverse multi-family housing to the east.

Exhibit 2.3-6. Complete Redevelopment Option: Early Charette Concept Option B

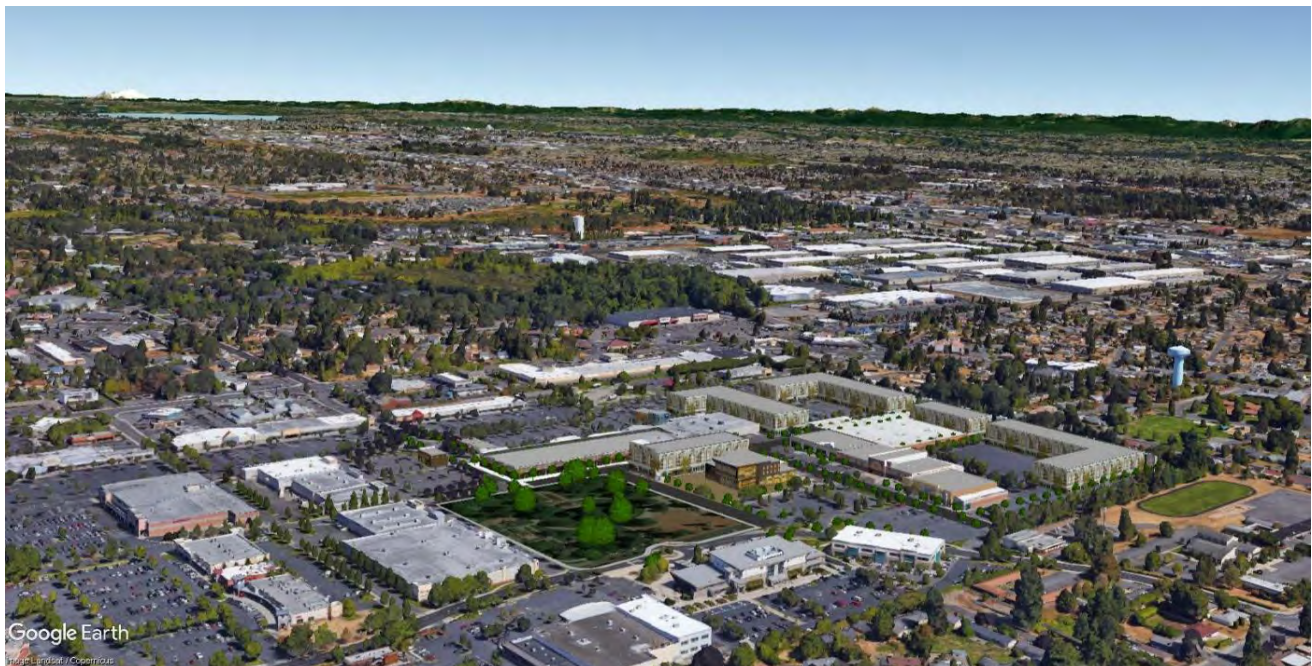


Note: Details of each concept plan are preliminary and the illustrations are for demonstration. Based on the legislative review process with the Planning Commission and City Council, a Central Park is being considered across 59th Avenue SW.

Source: Framework, 2017

Option B was further refined into a site plan and 3-D model. See Exhibit 2.3-7.

Exhibit 2.3-7. Towne Center Option B – New Format Option Site Plan and 3D View

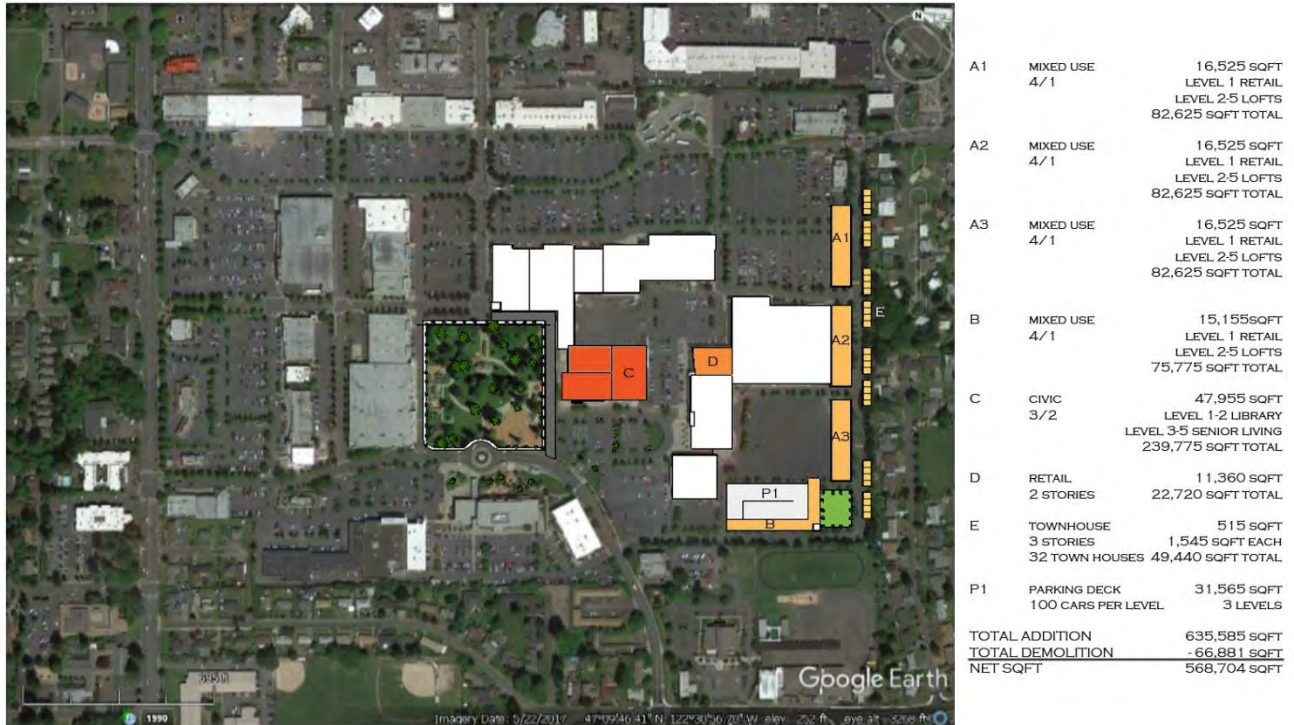


Note: Details of each concept plan are preliminary and the illustrations are for demonstration. Based on the legislative review process with the Planning Commission and City Council, a Central Park is being considered across 59th Avenue SW.

Sources: Seth Harry and Associates and Framework, 2017

While Option B is a bolder redevelopment option, elements of it could be implemented incrementally as shown below in Option C, with retention of existing commercial buildings and addition of other housing and civic structures. However, for the purposes of a more conservative analysis of impacts, a more complete redevelopment is assumed under Option B.

Exhibit 2.3-8. Towne Center Option C – Infill and Partial Redevelopment based on Option B



Note: Details of each concept plan are preliminary and the illustrations are for demonstration. Based on the legislative review process with the Planning Commission and City Council, a Central Park is being considered across 59th Avenue SW.

Source: Seth Harry and Associates, 2017; Framework, 2017

West of Gravelly Lake Drive

Several catalyst sites are considered west of Gravelly Lake Drive, where some ground floor retail could be developed with housing above and behind. An example of such development at the maximum 100 units per acre studied in this EIS appears in the figure below. The EIS Alternatives consider different levels of density in the areas west of Gravelly Lake Drive.

Exhibit 2.3-9. Concept – Mixed-Use West of Gravelly Lake Drive



Source: Framework 2017

Colonial District and Motor Avenue

Infill development would also occur in the Colonial District, supported by roadway and placemaking improvements to Motor Avenue under the Action Alternatives. EIS Alternatives consider different levels of housing and employment as well as infrastructure investment in this area.

Exhibit 2.3-10. Colonial District and Motor Avenue Improvements

Sources: KPG, Framework 2016 and 2017

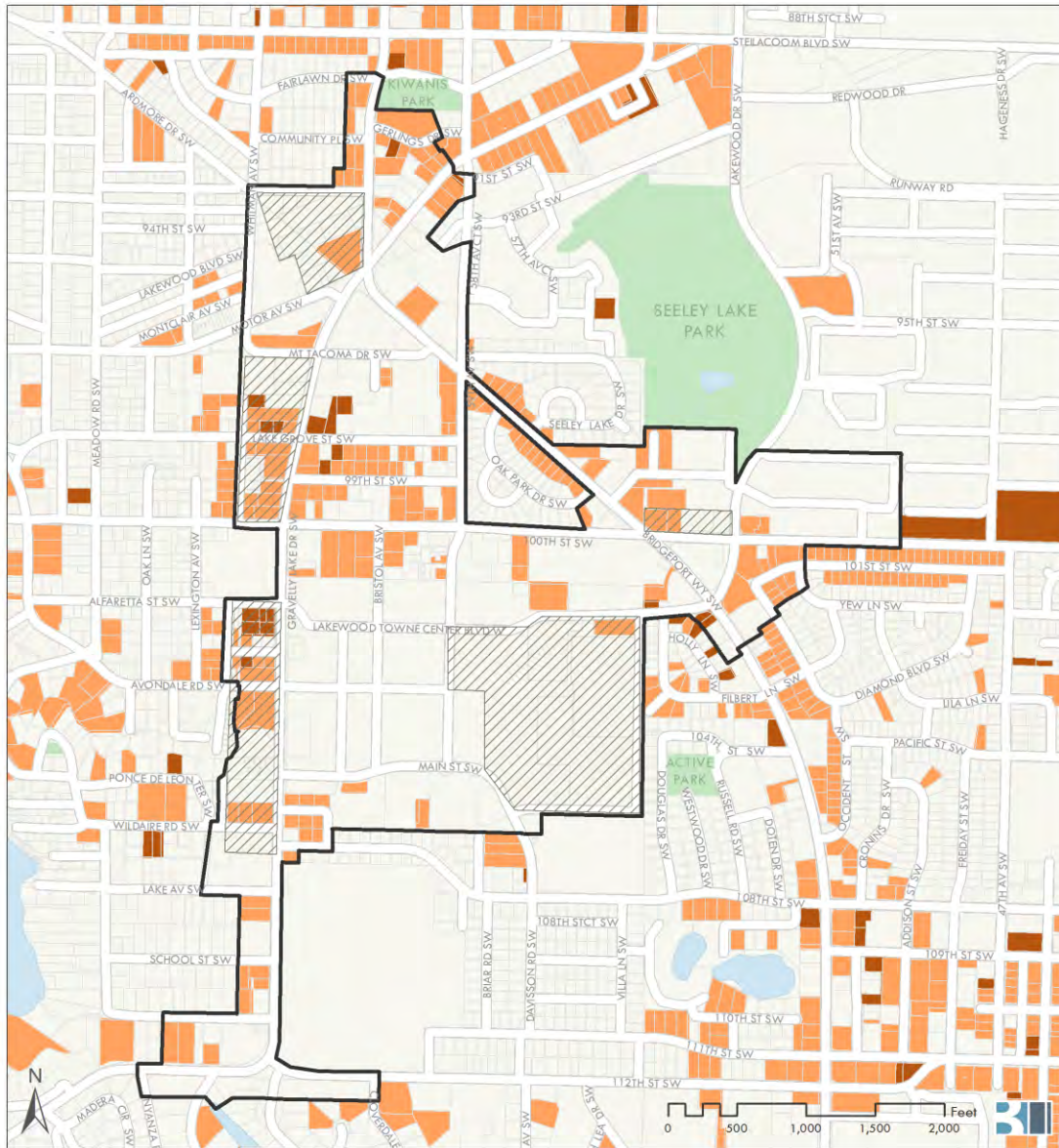
Areawide Redevelopment Opportunities

A land capacity analysis reviews vacant and underutilized land (i.e., where more development is feasible on a property under the zoning or where land values are greater than building values). Buildable land is mapped in the central portion of the Study Area, and constitute portions of the larger blocks in the Town Center District. See Exhibit 2.3-11. These sites are possible places of change by 2035, and could implement the new vision for the Study Area in addition to the catalyst sites.

The catalyst sites introduced above in Exhibit 2.3-2 do not fully appear in Exhibit 2.3-11 because their land value is not markedly higher than the building value; however, the catalyst sites are potentially redevelopable, such as large parking lots where underbuilding parking could be constructed in association with new commercial or housing uses, or are places where smaller parcels can be aggregated and allow for a more economical redevelopment.

This ~~Draft~~ EIS examines the combined redevelopment potential of the catalyst sites and the Downtown buildable lands in Exhibit 2.3-11. Redevelopment sites are the same as for the Draft EIS, but the slightly modified boundaries with rights of way are updated.

Exhibit 2.3-11. Downtown Area Buildable Lands and Catalyst Sites



LEGEND

- Lakewood CBD Boundary
- Potential Catalyst / Redevelopment Areas
- Vacant
- Underutilized
- Parks
- Parcels
- Waterbody
- Roads

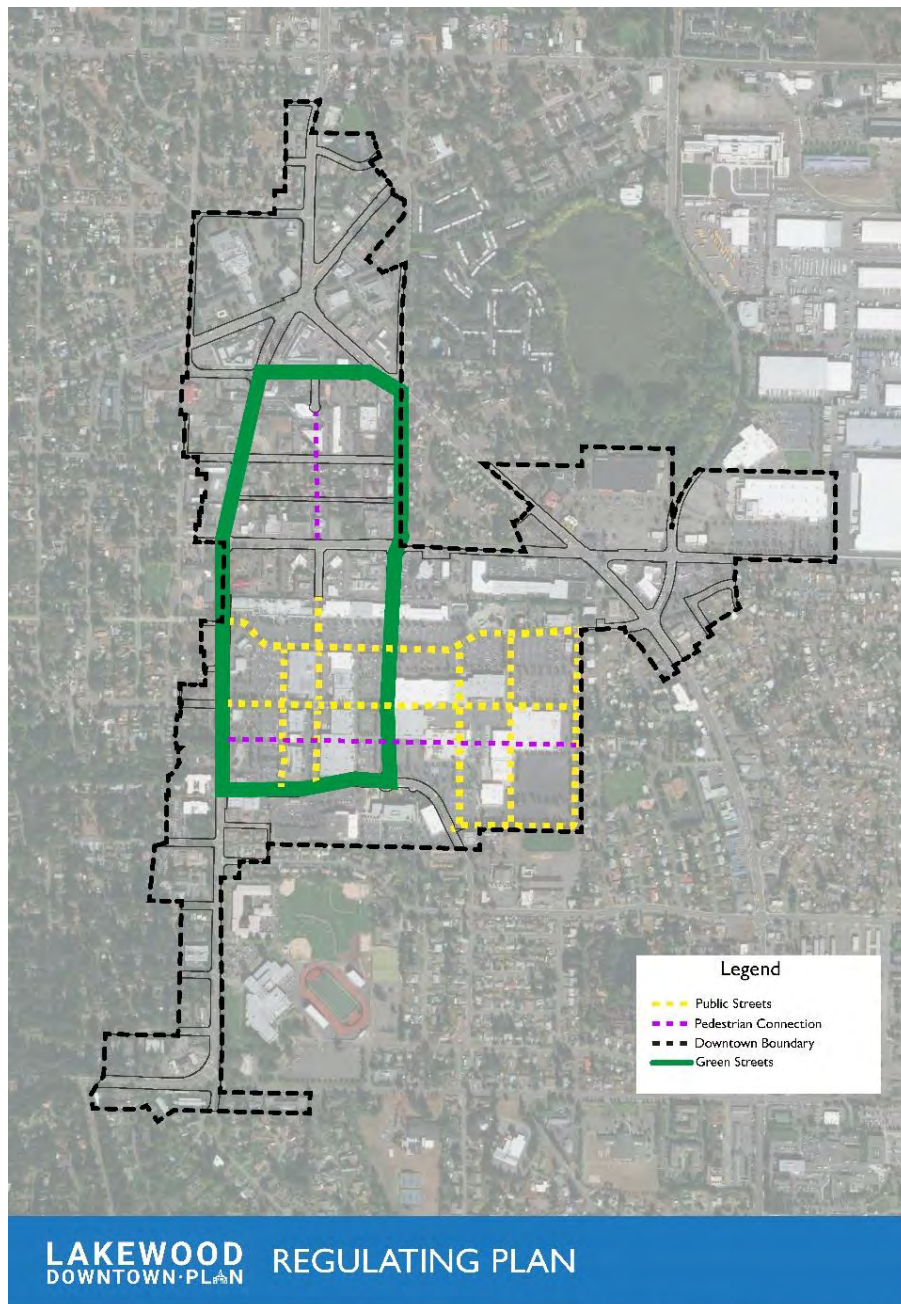
Per the County’s 2014 Buildable Lands Report, underutilized lands include parcels that have an existing structure(s) or land use activity and have the ability to accommodate additional employment (jobs) or housing units. (Pierce County, 2014)

Source: Pierce County, BERK 2017

Streets and Green Loop

The City's six-year transportation improvement program (TIP) includes a "road diet" project (i.e., removing travel lanes from a roadway and utilizing the space for other uses and travel modes) on Gravelly Lake Drive, which will reduce the road from four lanes to three lanes, and proposes other various intersection, pedestrian, and bicycle improvements. Alternatives 1 and 2 include all the City's six-year projects for the area, revises another section of Gravelly Lake Drive, proposes new public streets, and connects non-motorized features. See Exhibit 2.3-12 for these concepts. [The Final EIS incorporates a more complete map of street types compared to the Draft EIS to ensure streetscape and building frontages are coordinated, and is detailed as part of the Preferred Alternative in subsequent pages.](#)

Exhibit 2.3-12. Downtown Lakewood Streets and Green Loop Concepts



Source: KPG, Fehr & Peers, 2017; Framework 2018

The Green Loop and new public streets would result in alternative street cross-sections with more pedestrian, bicycle, and landscaping/green infrastructure amenities.

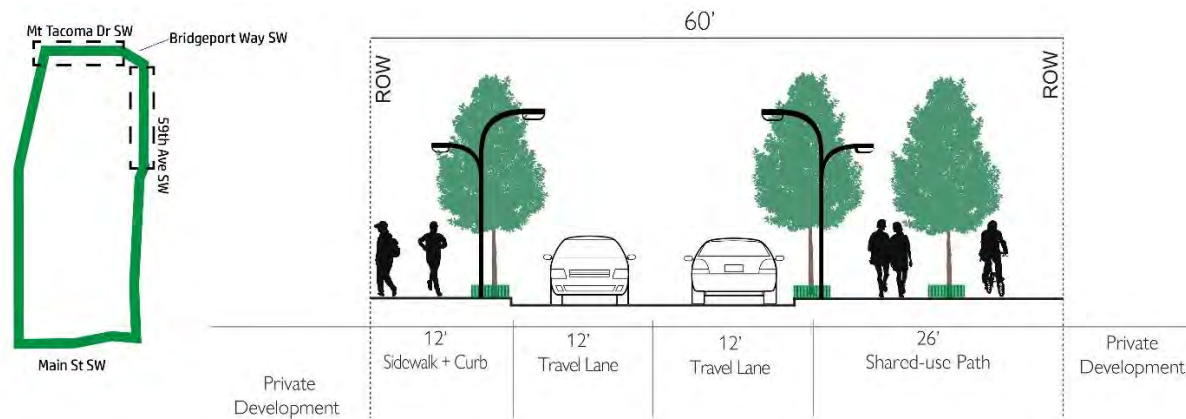
Green Street Loop

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

Mt Tacoma Drive SW/59th Avenue SW: The concept plan for these streets is to reduce the number of travel lanes from three to two. The reduction in vehicle lanes allows for a 12' sidewalk on the west side and a 26' multi-use path on the east side.

Exhibit 2.3-13. Street Section Concepts: Green Loop Mt Tacoma Drive SW/59th Avenue SW

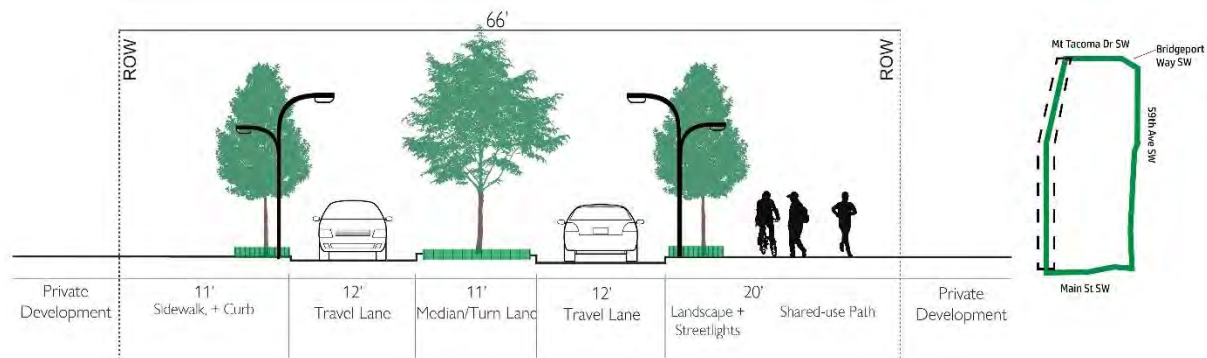
Green Loop:



Framework and KPG, 2018

Green Loop: Gravelly Lake Drive SW: The following three concepts for a revision on Gravelly Lake Drive SW would reduce the number of vehicle travel lanes from five to three or four lanes and accommodate expanded sidewalks and a shared use path on the east side with landscaping, underground utilities, street trees, street lights, and other amenities. Right-hand turn pockets would be provided at 112th Street SW, Main Street SW, and 100th Street SW in the northbound direction. No right-hand turn lanes would be provided southbound.

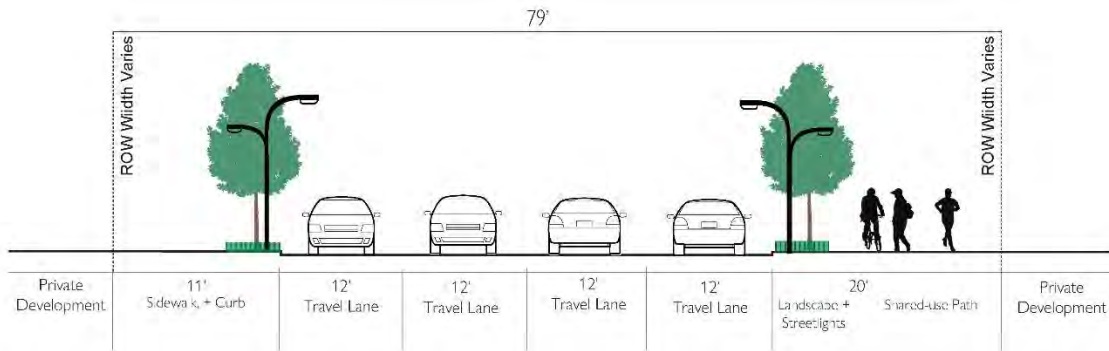
Figure 1. Gravelly Lake Drive SW Revision – Concept #1 (looking north)



Source: Framework and KPG, 2018

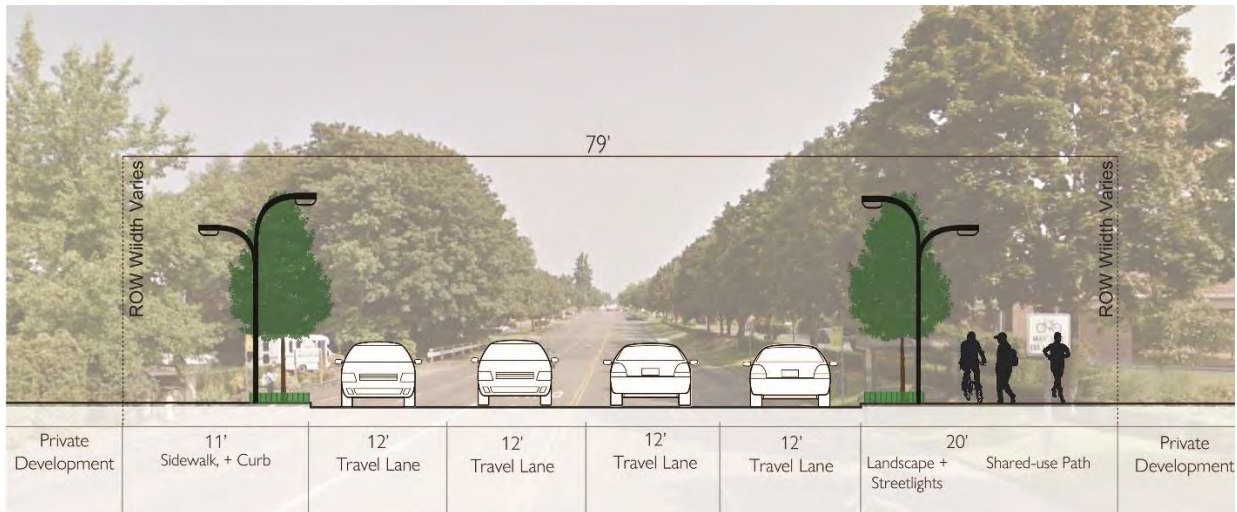
Exhibit 2.3-14 shows a four-lane concept for the Gravelly Lake Road SW road diet.

Exhibit 2.3-14. Gravelly Lake Drive SW Revision – Concept #2 (looking north)



Framework, 2018; KPG, 2018

Exhibit 2.3-15. Gravelly Lake Drive SW Revision with Photo – Concept #2 (looking north)



Source: Framework, 2018, KPG, 2018

Exhibit 2.3-16 shows two options for concept 3, which both include four travel lanes and a center median with left turn pockets at public street intersections. The upper street section maintains the existing curbs and expands the sidewalks on the west side of the street through acquiring additional ROW potentially as properties redevelop. Sidewalks may be expanded on the west side as part of frontage improvements associated with private development or a City capital project. Concept 3-A is proposed as part of the Preferred Alternative.

Exhibit 2.3-16. Gravelly Lake Drive SW Revision – Concept #3-A (Looking north)

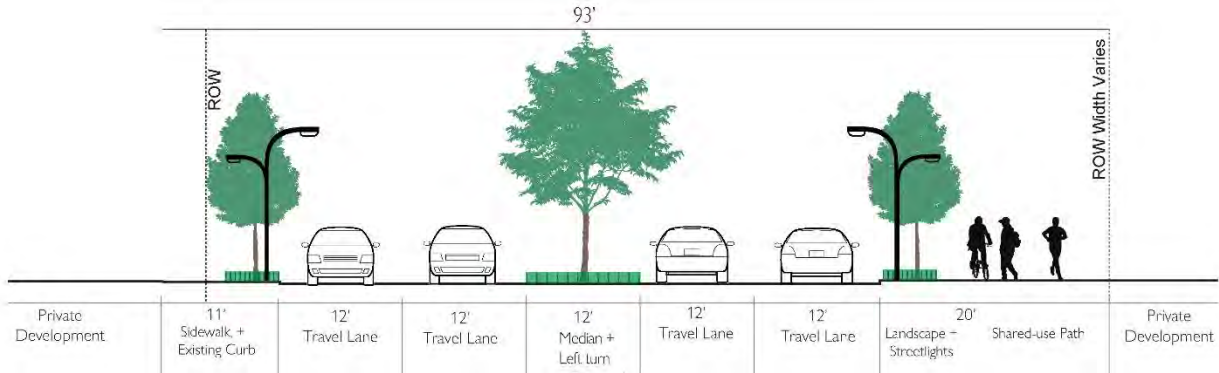
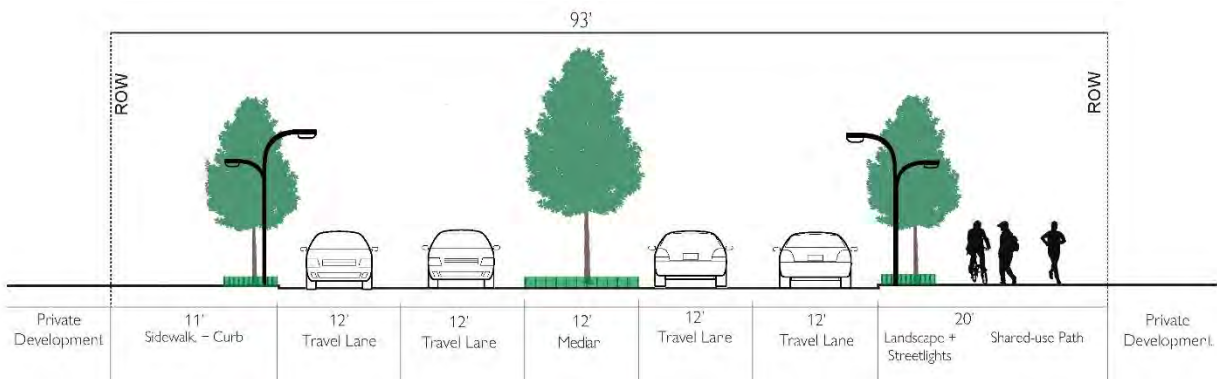


Exhibit 2.3-17. Gravelly Lake Drive SW Revision – Concept #3-B (Looking north)

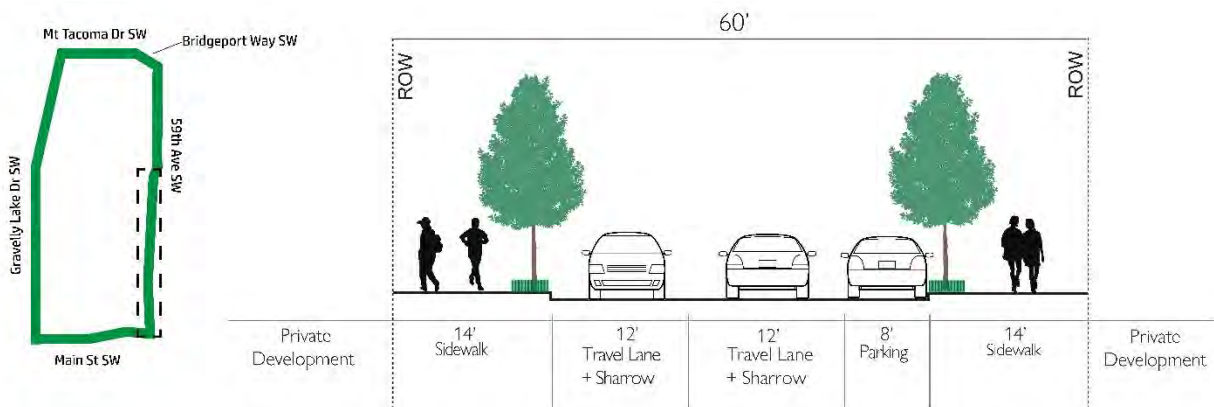


Source: Framework and KPG, 2018

59th Avenue SW

59th Avenue SW is one of the few public streets in the Towne Center. It currently has three vehicle lanes and sidewalks on both sides of the street within an approximately 60' right-of-way. The first concept shown in Exhibit 2.3-18 includes only the existing right-of-way and converts one of the travel lanes to on-street parallel parking and allows for sidewalks up to 14' in width on both sides. This concept supports the transition of 59th Street SW to a pedestrian oriented retail street. Concept 1 is the preferred design as it recognizes that the Central Park is anticipated to be placed to the east.

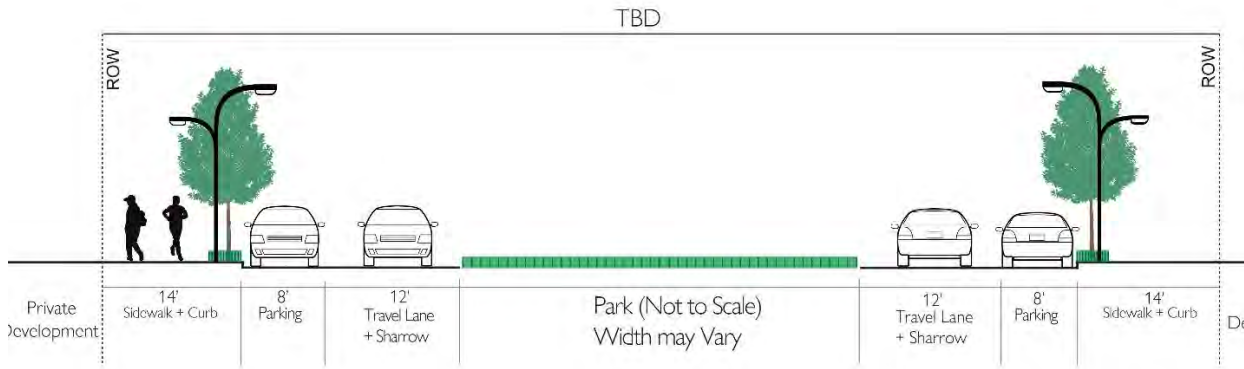
Exhibit 2.3-18. Green Loop: 59th Avenue NW Concept 1 (Existing ROW)



Framework and KPG, 2018

The second concept shown in Exhibit 2.3-19 addresses the reconfirmation of 59th Avenue SW with the addition of the Central Park north of City Hall. Each side of the park would have a single one-way vehicle travel lane, 14' sidewalks, and on-street parallel parking. The final design of the park and street improvements will depend on the location, size, and layout for the Central Park.

Exhibit 2.3-19. 59th Avenue SW Concept 2

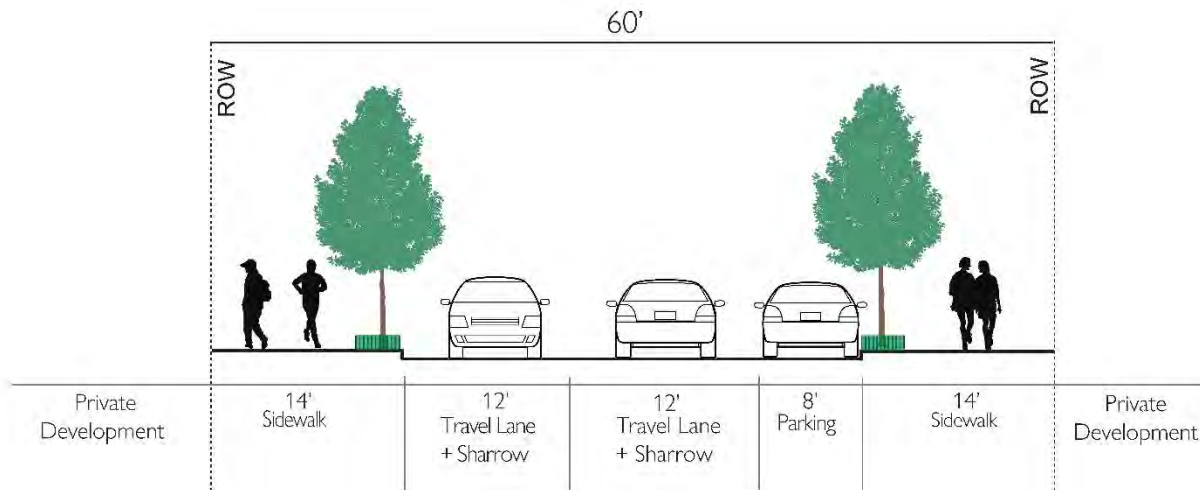


Framework and KPG, 2018

Lakewood Towne Center Boulevard SW

Lakewood Towne Center Boulevard SW is currently a private street with three vehicle travel lanes and sidewalks on both sides of the street. The concept plan shows two 12' vehicle travel lanes with sharrow, on-street parallel parking on one side of the street, and 14' sidewalks on both sides of the street.

Exhibit 2.3-20. Lakewood Towne Center Boulevard SW



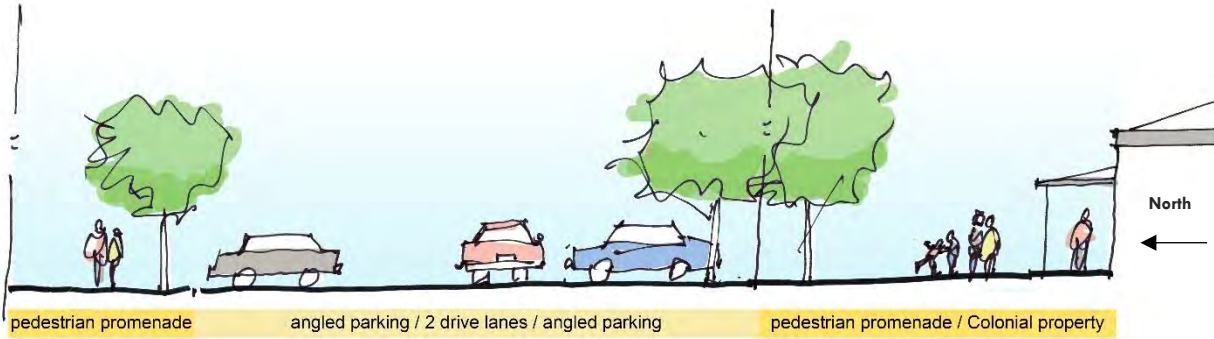
Source: KPG, Framework 2018

Motor Avenue

The ~~Lakewood Colonial Plaza Project~~ ~~Motor Avenue Urban Design Project~~ would also be carried forward in the Downtown Subarea Plan. The goal is to expand public space in the Downtown and provide opportunities for programming, events, and to encourage redevelopment in the area.

Exhibit 2.3-21 shows angled parking on both side of the street, wide sidewalks on the north side and a pedestrian promenade on the south side.

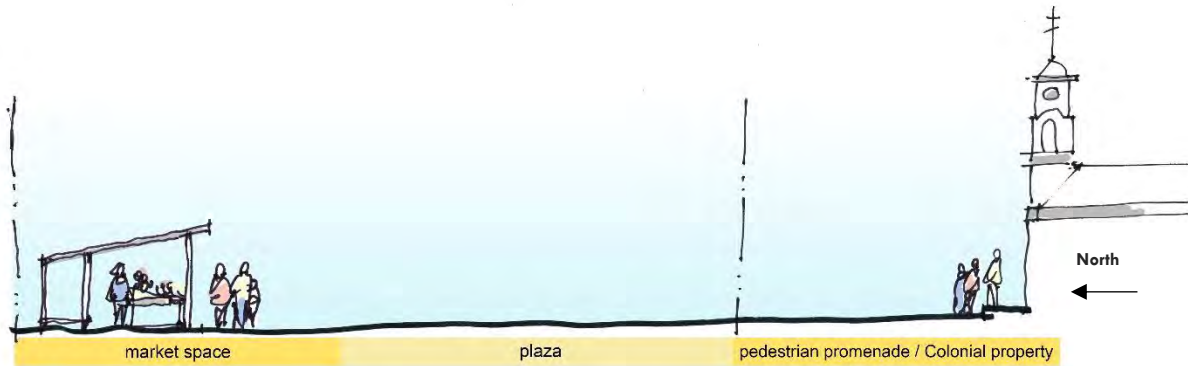
Exhibit 2.3-21. Lakewood Colonial Plaza Project: Motor Avenue SW – Typical Section – Travel, Parking, and Pedestrian Spaces



Source: KPG 2016

The design supports programming for events with a variety of potential configurations depending on the size of the events including closing the street to vehicular traffic during major events. The concept design also includes a small structure to support a farmer’s market, small concerts, and other events, and a large central plaza to highlight the Lakewood Theater. See Exhibit 2.3-22.

Exhibit 2.3-22. Lakewood Colonial Plaza Project: Motor Avenue SW – Typical Section – Market Space and Plaza

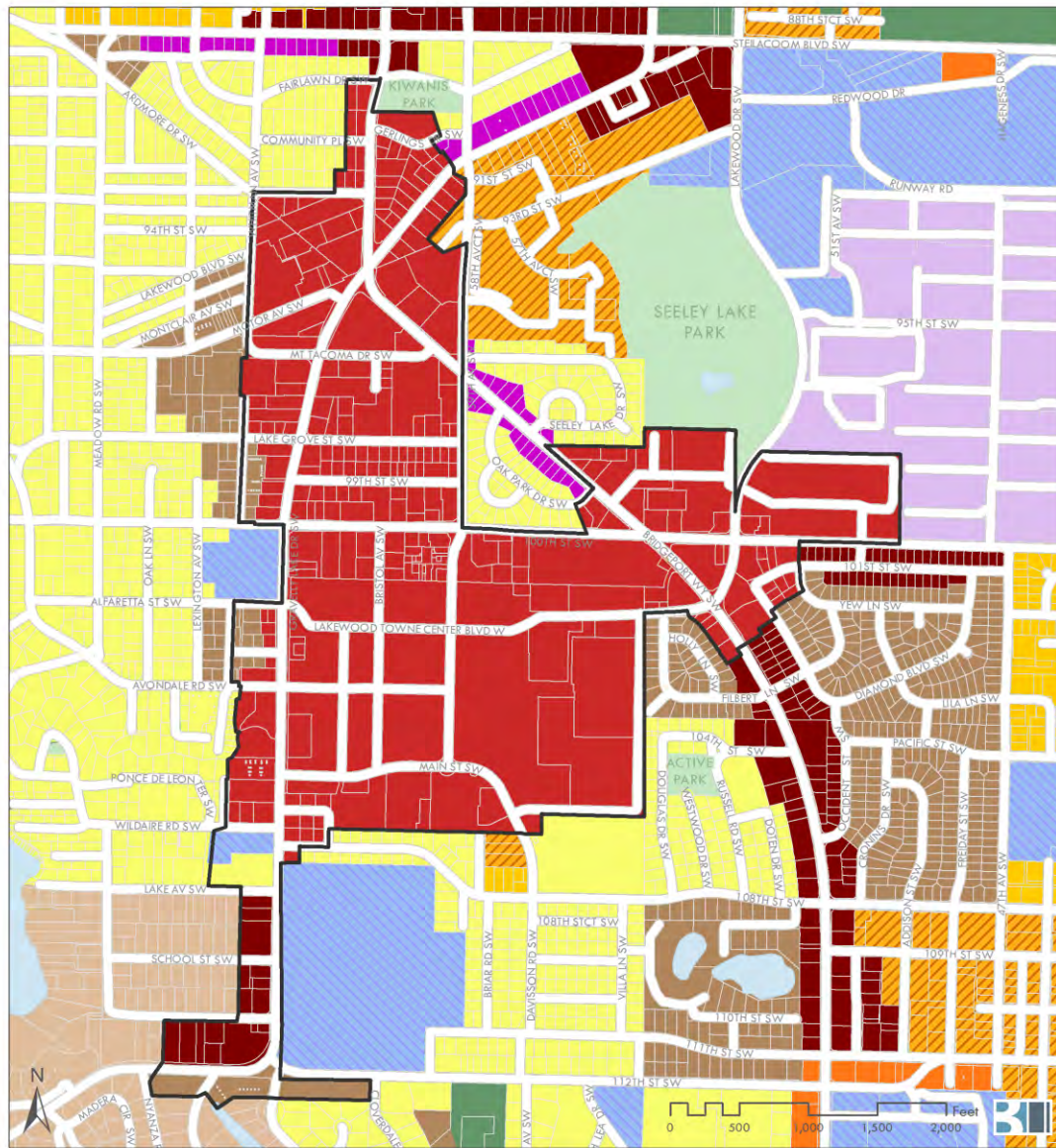


Source: KPG 2016

Land Use Plan and Form-Based Code

Most of the Study Area is planned as Central Business District (CBD). See Exhibit 2.3-23. Action Alternatives 1 and 2 would designate the Study Area as “Downtown” in the updated Future Land Use Map, replacing the CBD and other land use designations in the Study Area.

Exhibit 2.3-23. Existing Future Land Use Plan



FUTURE LAND USE

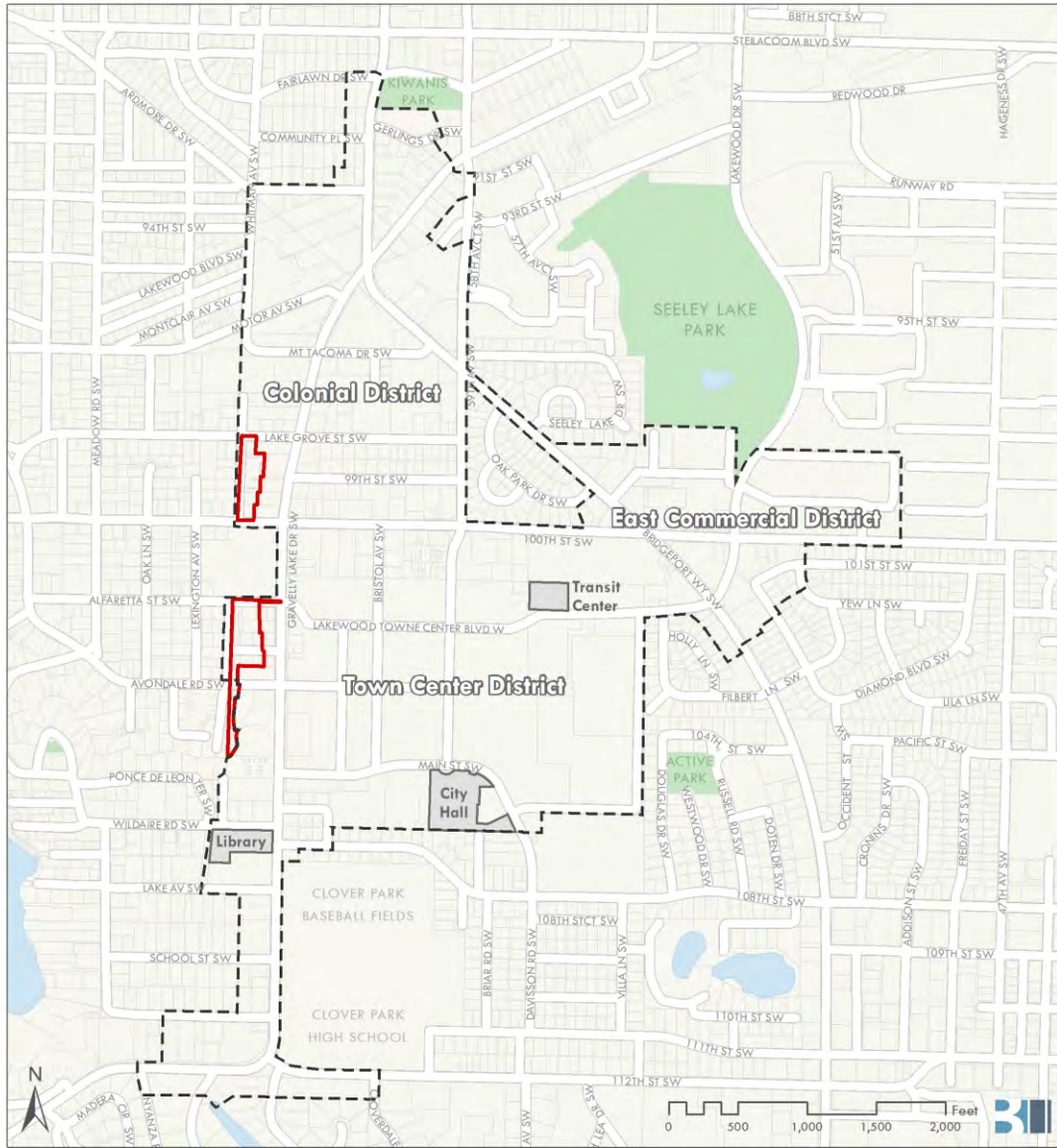
- Lakewood CBD Boundary
- Corridor Commercial
- Central Business District
- Neighborhood Business District
- Arterial Corridor
- Industrial
- Open Space / Recreation
- Public Semi-Public Institutional
- Residential - Single Family
- Residential - Multi Family
- Residential - High Density Multi Family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

Source: Pierce County Assessor, City of Lakewood, BERK 2017

On the west edge of the Study Area, the current CBD zone splits block boundaries. To consider if the CBD zone boundary should be retained or adjusted, a land use study area is considered. Alternatives 1, 1

Modified, and 2 assume some land use designation changes in this location and are part of the proposed plan ordinances. See Exhibit 2.3-24.

Exhibit 2.3-24. Land Use Study Area



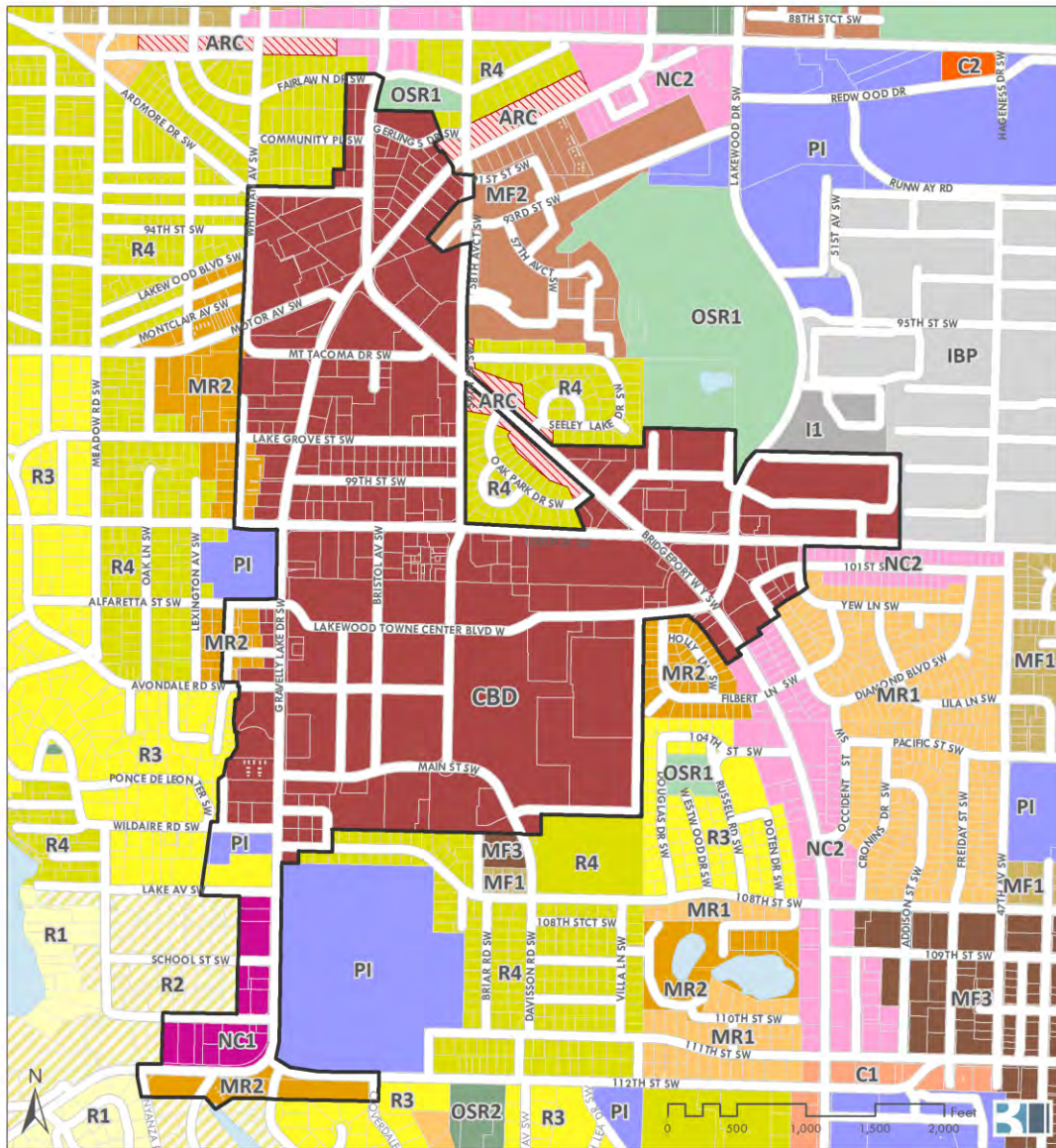
LEGEND

- Lakewood CBD Boundary
- Landuse Study Area
- Public Facilities
- Parks
- Parcels
- Waterbody
- Roads

Source: City of Lakewood GIS 2017, BERK Consulting 2018

Current zoning follows the Future Land Use Designations with CBD as the primary zone.

Exhibit 2.3-25. Existing Downtown Area Zoning Map



LEGEND

- | | | | |
|---------------------------------------|---------------------------------|----------------------------------|-----------------------|
| Arterial Residential/Commercial (ARC) | Mixed Residential 1 (MR1) | Neighborhood Commercial 2 (NC2) | Residential 3 (R3) |
| Commercial 1 (C1) | Mixed Residential 2 (MR2) | Open Space & Recreation 1 (OSR1) | Residential 4 (R4) |
| Commercial 2 (C2) | Multifamily 1 (MF1) | Open Space & Recreation 2 (OSR2) | Lakewood CBD Boundary |
| Central Business District (CBD) | Multifamily 2 (MF2) | Public Institutional (PI) | Parcels |
| Industrial 1 (I1) | Multifamily 3 (MF3) | Residential 1 (R1) | Waterbody |
| Industrial Business Park (IBP) | Neighborhood Commercial 1 (NC1) | Residential 2 (R2) | Roads |

Source: City of Lakewood, BERK 2017

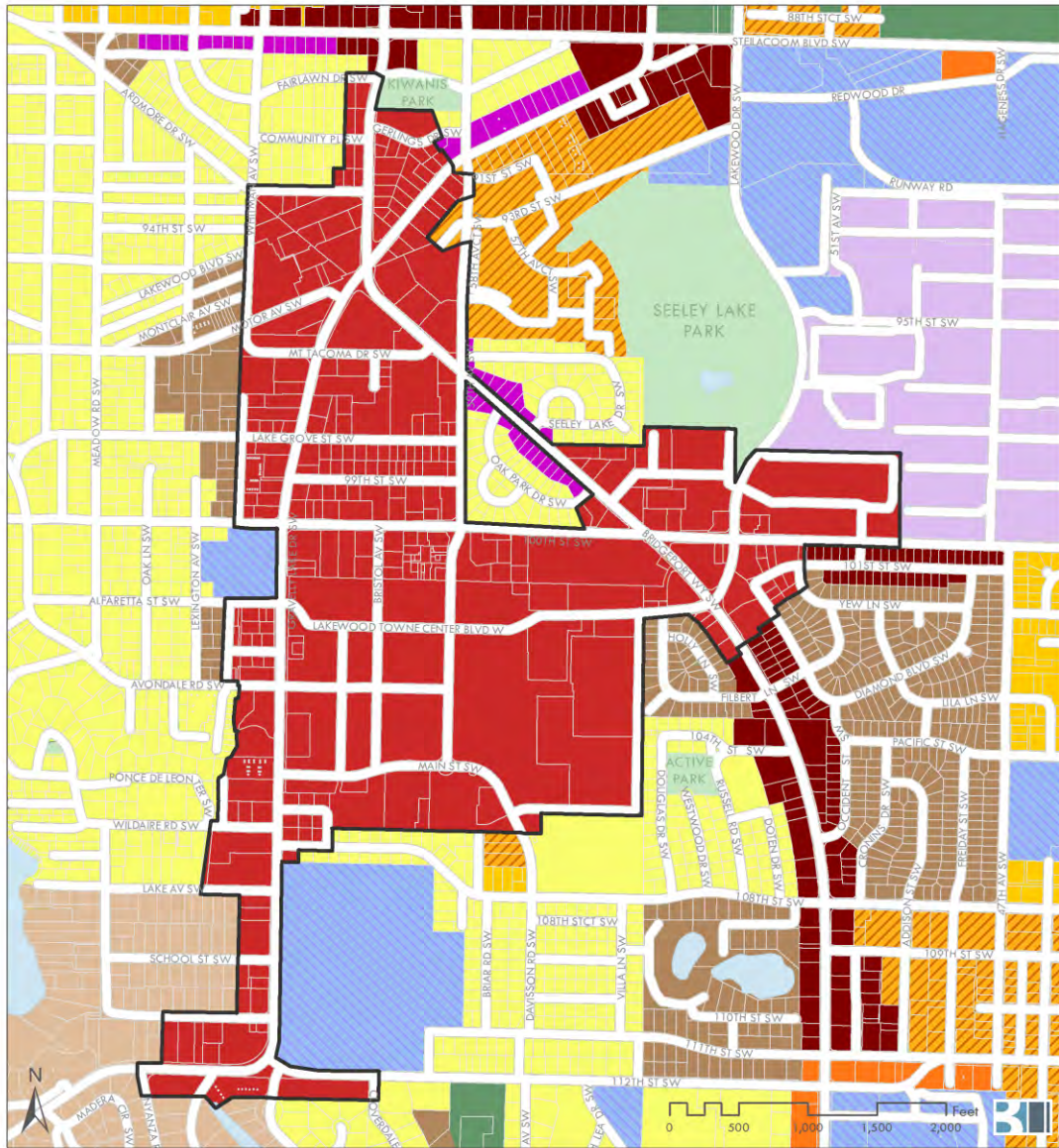
With Action Alternatives 1 and 2, current zoning districts in the Plan Study Area would be replaced with a new zone called “Downtown.” Properties would be regulated based on a simplified list of allowed land uses, street types (see Exhibit 2.3-12), building frontage types, and overlay districts to provide for more specific standards based on location and context. The development standards will emphasize building form, relationships between buildings, streets, and public spaces. The development code will emphasize creating an active public realm with streets, parks, and public spaces that are welcoming, active, and fun. The zoning standards ~~would be~~ were developed with a Preferred Alternative ahead of the preparation of the Final EIS; see Planning Commission recommendations in Appendices.

Implementation of the plan will occur through a hybrid form-based code, which takes elements from form-based codes and traditional land use zoning. Form-based codes emphasis the look and feel of developments and how they interact, the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Regulations and standards in form-based codes are expressed in written descriptions along with clearly drawn diagrams and other visuals. A key component of form-based codes is designating an appropriate form, scale, and threefold character of development. This is distinct from traditional land use zoning, which regulates what types of activities and uses are permitted.

The Preferred Alternative recommended by the Planning Commission proposes a single base zone “CBD”. Several overlay designations are proposed to ensure consistent design and incentivize mixed uses per Exhibit 2.3-27. and Exhibit 2.3-28.. The Planning Commission recommended this approach together with Alternative 2. However, these designations and regulations are also compatible with Alternative 1 and Modified Alternative 1.

- Colonial Overlay (C-O) district is a special design district in the CBD zone that preserves the unique colonial style aesthetic within that area.
- Town Center Incentive Overlay (TCI-O) district allows for the holistic development of the Lakewood Towne Center in alignment with the vision and policies of the Downtown Plan. This area is available for Master Planning accordance with the provisions in LMC 18A.35.720.
- Low-Impact Mixed-Use Roads (LIMU-0) district supports the transformation of the Downtown District according to the Downtown Plan and the fulfillment of the purpose of the CBD zone, but allows for existing single-family residential development to remain in place.
- The Transition Overlay (TO) is any property or portion of a property in the Downtown District that is within 100 ft. of an abutting single-family residential zone or mixed residential zone (also called the district receiving the transition). Properties within the Downtown District that are separated from a single-family residential or mixed residential zone by a eCity-owned right of way of at least 60 ft. in width do not have to provide a transition area.

Exhibit 2.3-26. Preferred – Future Land Use Map

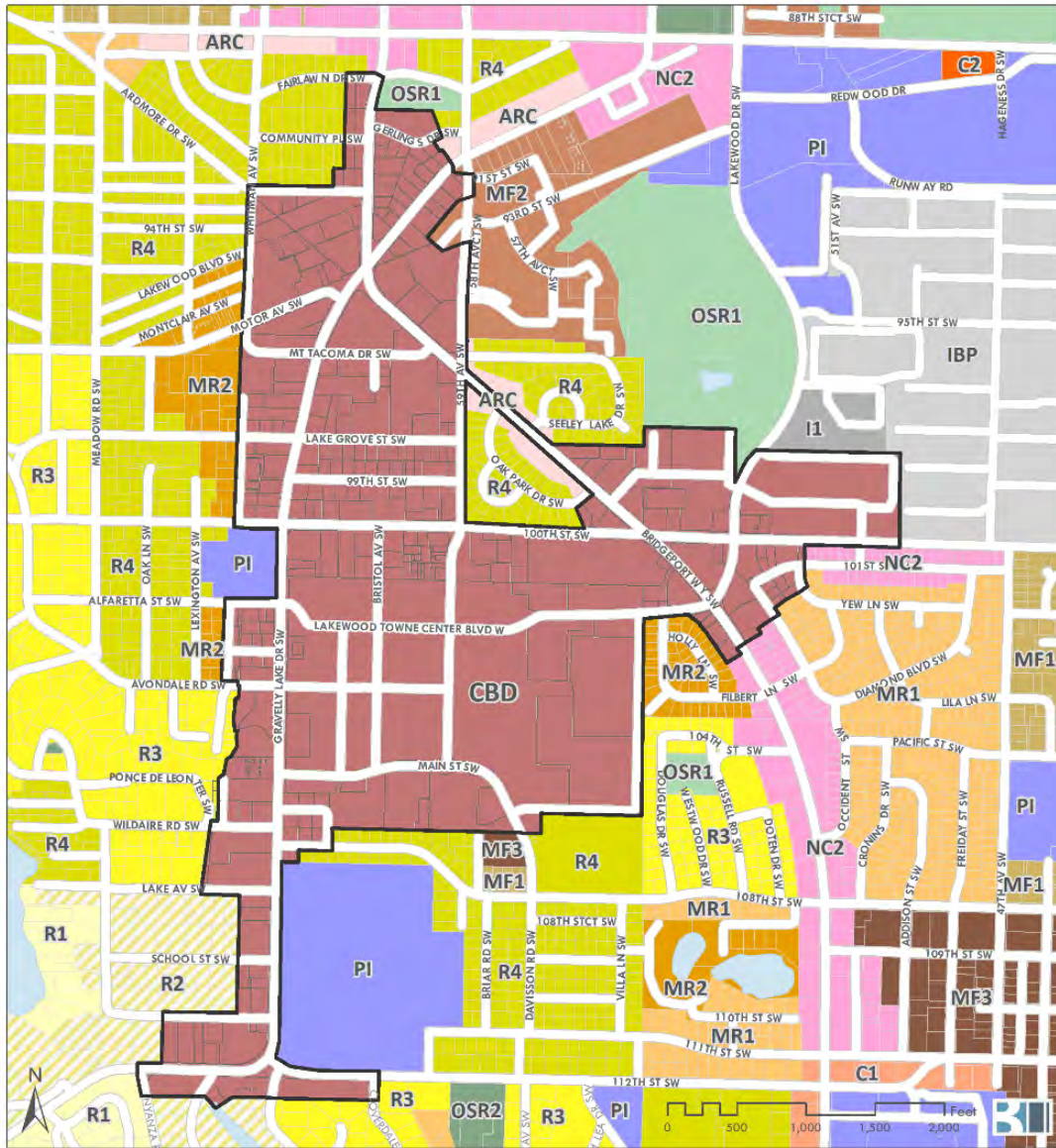


FUTURE LAND USE

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

Source: City of Lakewood 2017, BERK 2018

Exhibit 2.3-27. Preferred – Proposed Zoning

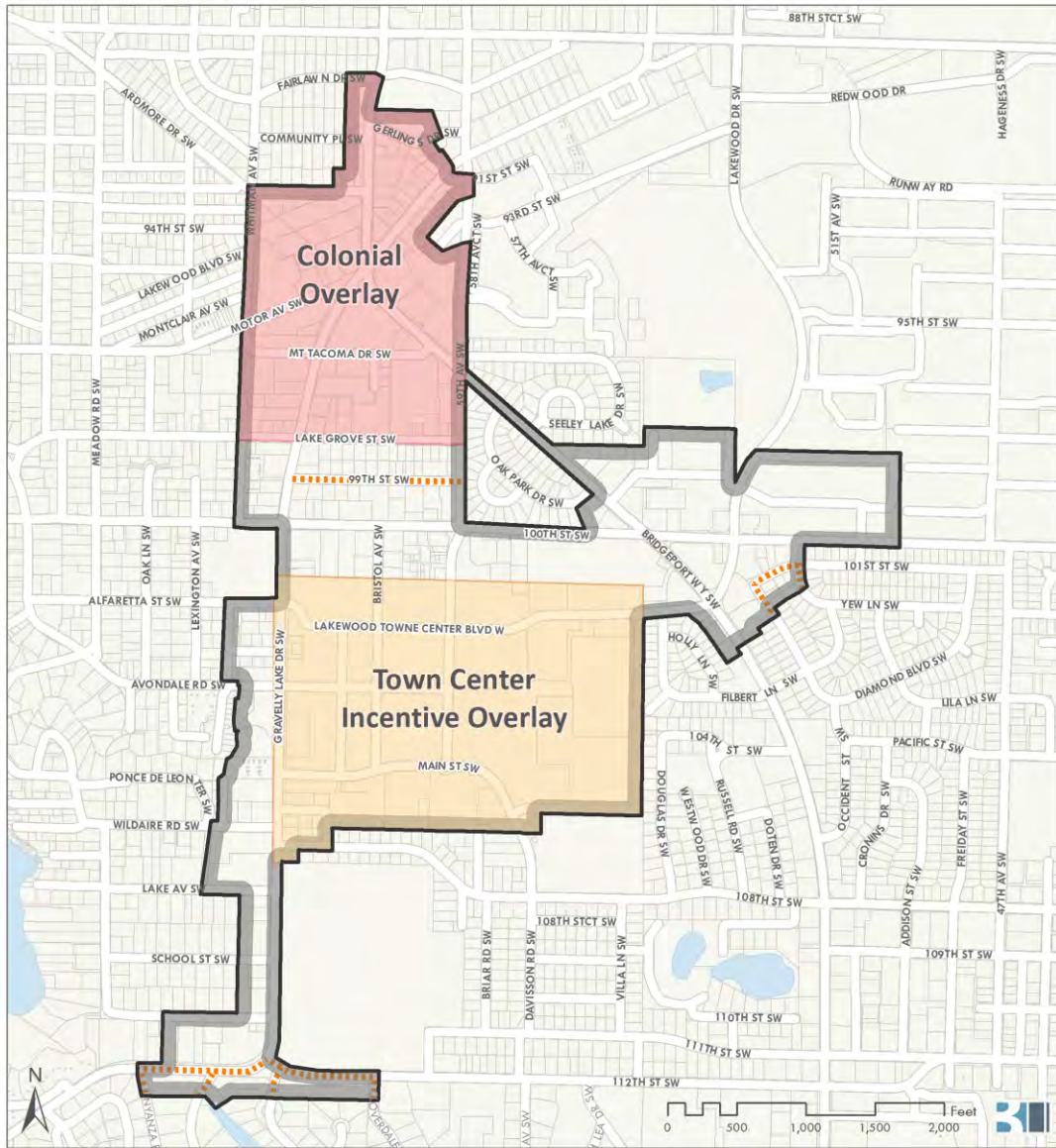


LEGEND

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

Source: City of Lakewood 2017, BERK 2018

Exhibit 2.3-28. Preferred – Overlay Zones Only



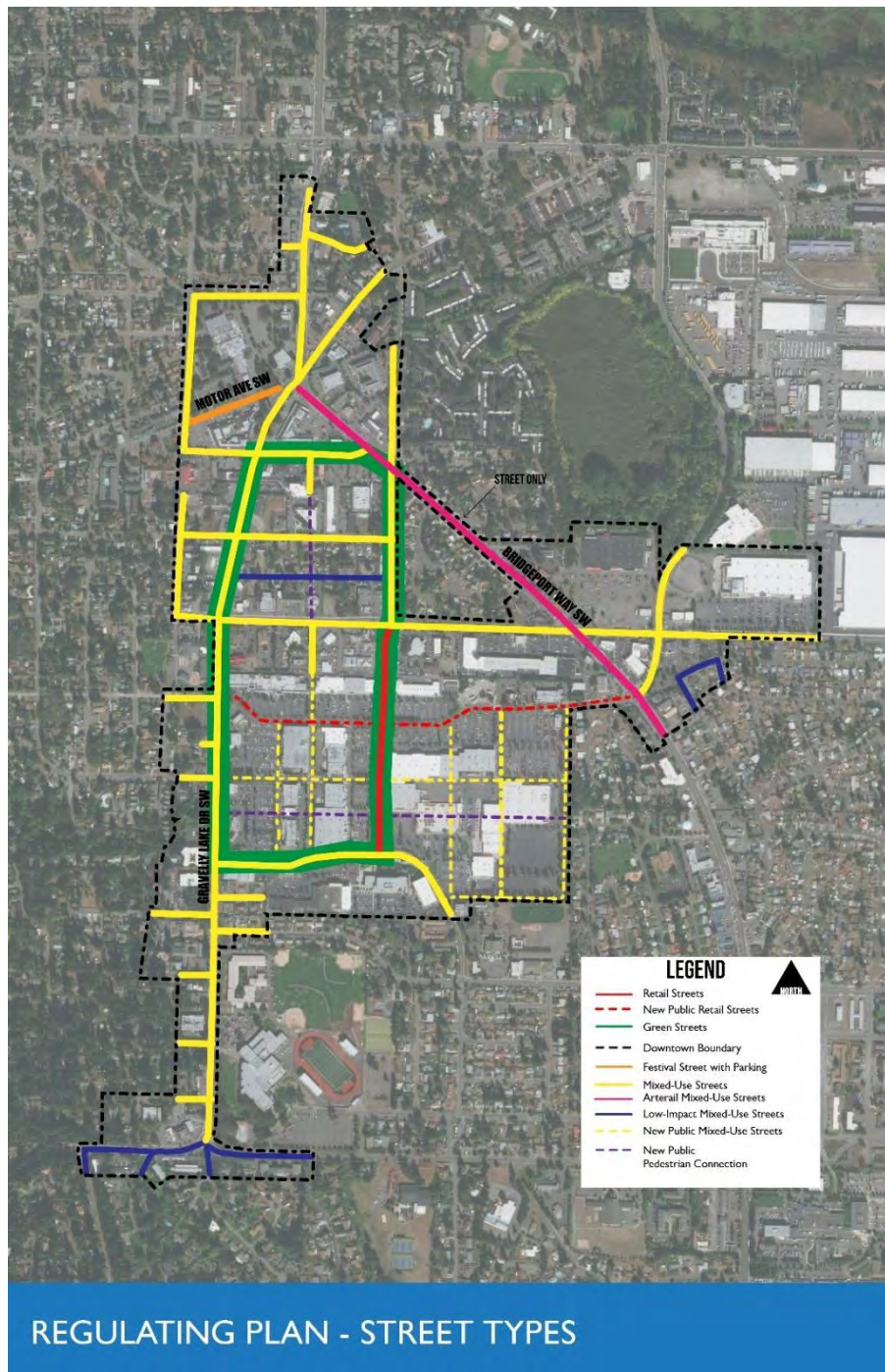
LEGEND

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

Source: City of Lakewood 2017, BERK 2018

Based on the original Regulating Plan proposal in Exhibit 2.3-12, a combination of new street landscapes and the City’s standard landscaping along functionally classed streets is proposed. The Regulating Plan proposed with the Preferred Alternative in Exhibit 2.3-29, includes a designation for each street and applies landscape and frontage standards intended to create a cohesive design that is more urban in character with buildings close to the street, wider sidewalks, and landscaping. The Planning Commission recommended this approach together with Alternative 2. However, these designations and regulations are also compatible with Alternative 1 and Modified Alternative 1.

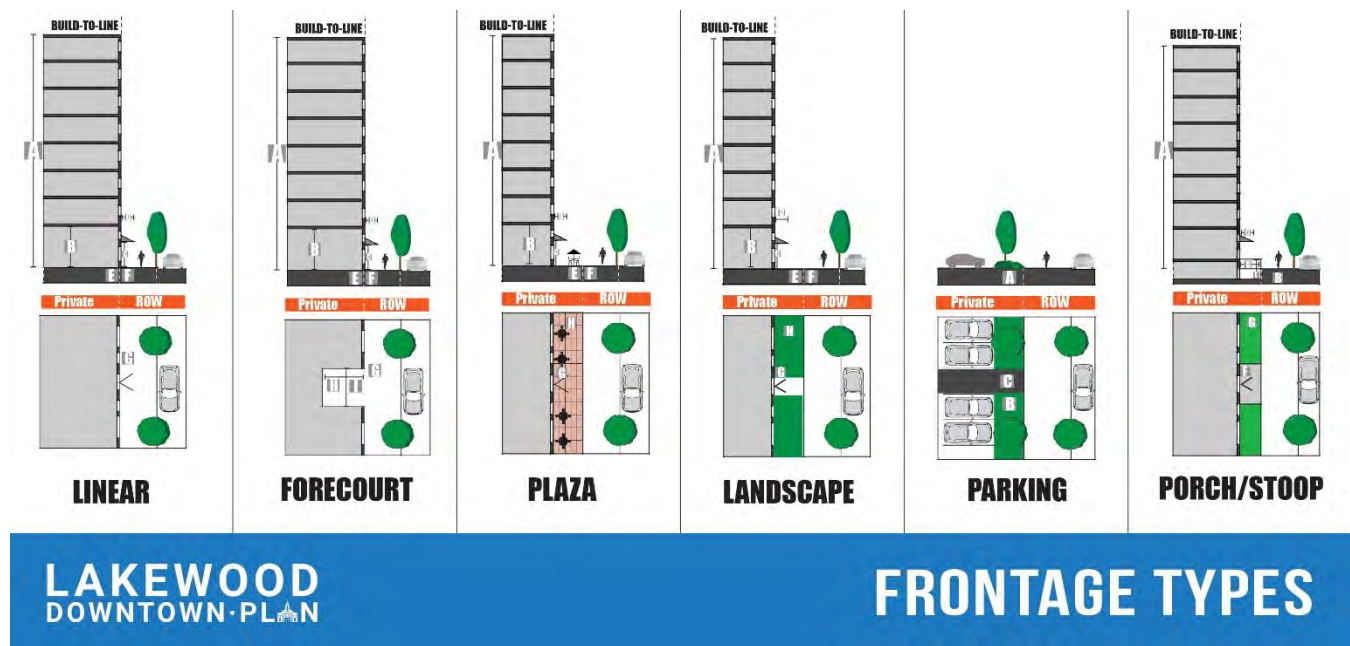
Exhibit 2.3-29. Preferred Regulating Plan



Source: KPG, Fehr & Peers, 2017; Framework 2018

Frontage types indicating scale and the relationship of buildings to streets are illustrated below. Several frontage types are allowed on different street types.

Exhibit 2.3-30. Frontage Types – Development Code



Source: Framework 2018

Overall, the proposed development code addresses the following aspects of land use and design – see Appendix B for more information:

- 18A.35.100 Downtown District: Describes purpose and intent and links to Downtown Plan Vision and Guiding Principles referenced in Section 2.3.1 of this EIS.
- 18A.35.200 Land Use and Zoning: Illustrates the CBD zone and overlay districts described above. Identifies prohibited and conditionally allowed uses, with a wide range of permissible uses. See Appendix B.
- 18A.35.300 Streets and Blocks: References the Regulating Plan illustrated in Exhibit 2.3-29, and cross sections described in “Streets and Green Loop” above.
- 18A.35.400 Site Design, Buildings, and Frontage: Indicates required and permissible frontage types per Exhibit 2.3-30. Height, bulk, and other standards are applied for each frontage type. See Appendix B.
- 18A.35.500 Landscaping, Open Space, and Green Infrastructure: Requires landscaping, onsite private open space for residential and plazas in some circumstances for commercial development, and low-impact development and stormwater management techniques.
- 18A.35.600 Parking: Reduces parking standards for some commercial and residential uses and applies minimum and maximum standards with method to vary.
- 18A.35.700 Administration: Identifies application requirements. Allows a master plan to vary standards in Town Center Incentive Overlay district. Addresses when developments would have to partially or fully comply with standards as redevelopment occurs.

2.3.3. Planned Action

A planned action provides more detailed environmental analysis during the early formulation stages of planning proposals rather than at the project permit review stage. Future development proposals consistent with the Downtown Planned Action Ordinance do not have to undergo an environmental threshold determination, and are not subject to SEPA appeals when consistent with the PAO, including specified mitigation measures. Planned actions still need to meet the City's development regulations and to obtain necessary permits.

According to the SEPA law and rules, a planned action is defined as a project that has the following characteristics:

1. *Is designated a planned action by ordinance or resolution adopted by a GMA county/city;*
2. *Has had significant environmental impacts addressed in an EIS, though some analysis can be deferred at the project level pursuant to certain criteria specified in the law;*
3. *Has been prepared in conjunction with a comprehensive plan, subarea plan, a fully contained community, a master planned resort, master planned development, a phased project, or in conjunction with subsequent / implementing projects;*
4. *Is located within an urban growth area;*
5. *Is not an essential public facility, as defined in RCW 12.36.70A.200, unless an essential public facility is accessory to or part of a residential, office, school, commercial, recreational, service, or industrial development that is designated a planned action; and*
6. *Is consistent with a comprehensive plan or subarea plan adopted under GMA.*

The jurisdiction must include a definition of the types of development included, but has options to limit the boundaries and to establish a time during which the planned action will be effective.

Review of a planned action is intended to be simpler and more focused than for other projects. If the PAO is adopted, the City would follow the applicable procedures contained in the ordinance to determine if the proposed project impacts are consistent with the EIS. When a permit application and environmental checklist are submitted for a project that is being proposed as a planned action project, the City must first verify the following:

- The project meets the description of any project(s) designated as a planned action by ordinance or resolution;
- The probable significant adverse environmental impacts were adequately addressed in the EIS; and
- The project includes any conditions or mitigation measures outlined in the ordinance or resolution.

If the project meets the above requirements, the project qualifies as a planned action project and a SEPA threshold determination is not required. However, City actions (i.e., the permit process) are still applicable.

Appendix B-C contains a revised draft of the PAO including the information on the draft process and the parameters used to determine consistency with EIS assumptions, based on the Planning Commission's recommendations. The PAO would be implemented following City Council deliberation and approval with the Downtown Plan as an incentive for future development.

2.3.4. Alternatives Comparison

Considering the Downtown Subarea Plan Guiding Principles and major concepts, ~~three-four~~ alternatives are compared in this ~~Draft~~-EIS.

- **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.

The City Council will consider the range of alternatives in its deliberations.

Alternative civic and infrastructure investments are compared by Alternative below.

Exhibit 2.3-31 ~~2.3-26~~. Lakewood Downtown Civic and Infrastructure Investments

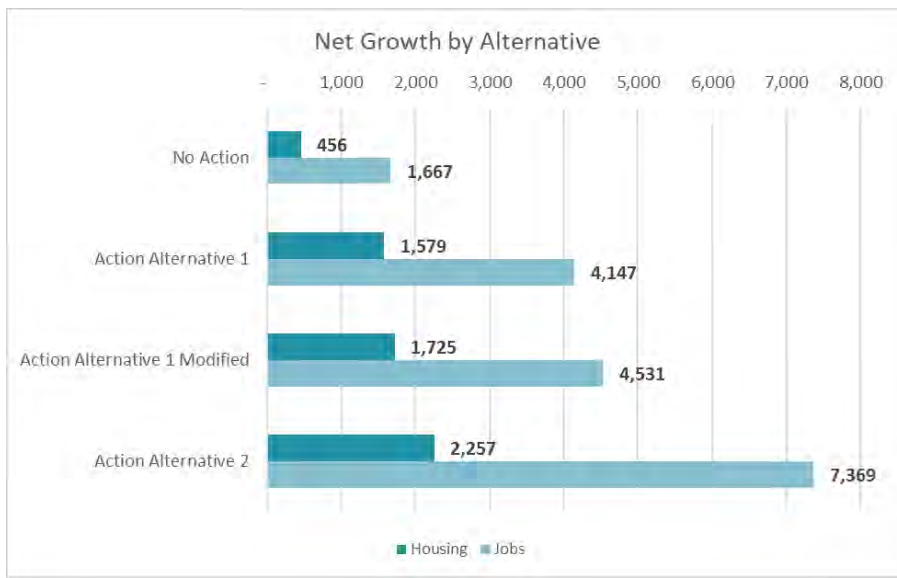
FEATURE	No Action	Action Alternative 1-1 / <u>Modified Alternative 1</u>	Action Alternative 2
Catalyst Sites	Development per current plans and codes. Less transformation of catalyst areas.	<u>All Options:</u> Infill and integration of new mixed-use development on catalyst sites.	Fuller redevelopment of catalyst sites into mixed-use centers.
Civic Parks, Community Gathering	No new parks	<u>All Options:</u> 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
Transportation Connectivity	<p>Per current plan. The City’s 6-year TIP (2018-2023) includes the following relevant improvement projects:</p> <ul style="list-style-type: none"> ▪ 2.69B – Gravelly Lake Drive Road Diet b/w Bridgeport and Steilacoom (4 lanes to 3 lanes with bicycle lanes) ▪ 2.72 – 100th St. & Lakewood Dr. curb, gutter, sidewalks, new signal ▪ 2.82 – New sidewalk east side of 59th Ave from 100th St to Bridgeport Way ▪ 3.13 – Install a traffic signal at Gravelly Lake Drive / Avondale Road ▪ 5.7 – Improve non-motorized connections on Motor Ave b/w Whitman and Gravelly Lake Dr. ▪ 9.16 – 59th Ave pavement restoration from Main St to 100th St ▪ 9.22 – 100th St pavement restoration from 59th Ave to Lakeview Ave 	<p><u>All options except as noted:</u> The City’s planned investments with changes/adds:</p> <ul style="list-style-type: none"> ▪ Retain Bridgeport Way SW as primary vehicle entrance-strengthen gateway ▪ Retain 100th Street SW as a primary east-west vehicle connection between I-5 and subarea ▪ <u>Modify cross section of Gravelly Lake Blvd. Study, 3, 4, and 5-lane cross sections between Bridgeport and Nyanza Road SW to allow for improved bicycle and pedestrian facilities*</u> <ul style="list-style-type: none"> ○ <u>Modified Alternative 1/ Preferred Alternative: 4-Lane with Center Turn Lane and Median</u> ▪ Conversion of Lakewood Towne Center Blvd and Bristol Ave as public streets ▪ Lakewood Towne Center Blvd at 59th Ave SW, consider roundabout ▪ Reduce 59th Avenue SW to two lanes, allowing for bicycle facilities ▪ Addition of new street connections to support walkability. Alternative 1 /<u>Modified Alternative 1</u> assumes fewer connections based on phasing or property owner preferences, compared with Alternative 2. Consider 400 feet as the desired maximum block lengths throughout Subarea. 	
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.	

Note: * For a conservative test of alternative transportation improvements, the EIS authors modeled the greatest shift in traffic for Gravelly Lake Drive at three lanes and then compared it to no change in the section (five lanes). The analysis provides information indicating that added public streets help distribute the traffic, but that other arterial conditions would require more mitigation. Fewer improvements on other arterials would be needed if four or five lanes is retained in the roadway. This helps the City determine what combination of capital improvements, amenities, and costs are desired.

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

Exhibit 2.3-322-3-27. Alternative Plan and Code Changes and ~~associated~~ Associated Housing and Job Growth

FEATURE	No Action	Action Alternative 1 / <u>Modified Alternative 1</u>	Action Alternative 2
Plan and Code	Current Plan and Code	<u>All Options:</u> <ul style="list-style-type: none"> ▪ New Subarea Plan ▪ New <u>Hybrid</u> Form-Based Code and Parking Standards 	New Subarea Plan New <u>Hybrid</u> Form-Based <u>based</u> Code and Parking Standards
Height	Up to 90 feet allowed, trend of 1-2 stories	<u>Alt 1:</u> 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	<u>Alt 1:</u> 80 units per acre <u>Mod. Alt 1:</u> <u>85 units per acre</u>	100 units per acre
Housing: net growth	456	<u>Alt 1:</u> 1,579 <u>Mod. Alt 1:</u> <u>1,725 net units</u>	2,257
Job Trends and Building Space	Current trends continue: minor new construction and addition of jobs at existing sites.	<u>Alt 1:</u> Assume 50% of expected 3.0 million new square feet of commercial space. <u>Mod. Alt 1:</u> <u>Assume 55% of expected 3.0 million new square feet of commercial space.</u>	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	<u>Alt 1:</u> 4,147 <u>Mod. Alt 1:</u> <u>4,531</u>	7,369



Source: BERK Consulting 2017

2.4. SEPA Comment Opportunities

The City provided comment opportunities with a Determination of Significance and Scoping Notice issued December 8, 2017 for a 21-day comment period that closed on December 29, 2017 (see Appendix A). The Draft EIS ~~is being~~was issued with a 30-day comment period during which time written comments ~~are being~~were requested (see Fact Sheet). Due to a publication error, the comment period was extended to open for comments again from May 22, 2018 through June 25, 2018. Following the Draft EIS issuance, the Final EIS ~~will~~responds to public comments.

Public meetings and hearings on the Planned Action Ordinance and other code amendments (e.g. form-based code) ~~will receive legislative review~~were held by the Planning Commission and City Council. Project related meetings and comment periods ~~are~~were advertised at the project webpage: <https://www.lakewooddowntownplan.org/>.

2.5. Benefits and Disadvantages of Delaying the Proposed Action

Delay of the proposed action would continue present trends of a lower-density single-purpose commercial center. Delay of the proposal would reduce potential for additional traffic trips and utility and service demands and costs.

The disadvantages of delaying the proposed action include a lack of economic development and housing variety, contrary to City long-range plans. Delaying redevelopment would also delay the improvement of stormwater quality and associated natural systems, and delay the addition of parks and trails in an identified gap area.

3.0 Clarifications and Corrections to the Draft EIS

This chapter of the Final Environmental Impact Statement (Final EIS) identifies revisions to the March 2018 Draft Environmental Impact Statement (Draft EIS), including text changes and clarifications, based on comments received. These changes are reflected in strike-through/underline format to indicate deletions/additions to the text of the Draft EIS. These changes are also reflected in the appropriate responses to comments in **Chapter 4**.

3.1. Study Area Boundaries and Acres

Study Area boundaries are slightly adjusted in Chapters 1 and 2 of this Final EIS to extend from the centerline of the roads to the opposite right of way edge to ensure a consistent streetscape. Similarly, to ensure Bridgeport Way has a consistent landscape, the East Commercial and Colonial Districts are connected by the inclusion of rights of way only. See Exhibit 2.2-1. This does not affect parcels or developable area.

3.2. Current Zoning Acres

While zoning maps illustrated zoning on parcels, the table of acres showed the extension of zoning into rights of way. Parcel acres more accurately reflect where zoning applies. Thus, Exhibit 3.3 is amended.

Zoning in the Study Area implements the Land Use policies of the Comprehensive Plan. It includes primarily the commercial business district zone with roughly ~~290~~246 acres of CBD zoning, and only ~~12.1~~10 acres of neighborhood commercial zoning (NC-1, ~~NC-2~~), ~~6.6~~9 acres of multi-family residential (MR-2), ~~3.4~~1.8 acres of public institutional zoning (P1), and ~~2.6~~7 acres of low density residential (R3 ~~and R1~~) as shown in Exhibit 3.3-3 and Exhibit 3.3-4.

Exhibit 3.3-3. Current Zoning Within Study Area, by Acres

Zone	Description	<u>Parcel</u> Acres	Percent
CBD	Central Business District	245.73 <u>290.09</u>	92 <u>91</u> %
NC1	Neighborhood Commercial 1	9.46 <u>12.31</u>	4%
<u>NC2</u>	<u>Neighborhood Commercial 2</u>	<u>0.15</u>	<u><1%</u>
MR2	Mixed Residential 2	8.84 <u>10.14</u>	3%
PI	Public Institutional	1.89 <u>3.47</u>	1%
R2	Residential 2	0.03	0%
R3	Residential 3	2.87 <u>2.64</u>	1%
Total		268.95 <u>318.69</u>	100%

Source: Lakewood ~~Municipal Code 2017~~GIS 2017, BERK 2018

3.3. Density and Activity Units

See Chapter 1, Section 1.7.2 of this Final EIS which contains redline edits of the text and exhibits regarding density of population and jobs. Changes slightly modify the housing and jobs per acre in Exhibit 1.7-1 due to a correction to the Draft EIS study area gross acres including rights of way from 315 acres to 318.69 acres. The acreage is correct in the text but was not applied in calculations. Due to the small difference in gross acres, the calculations are similar. The order of magnitude differences among the alternatives are unchanged.

As described for Chapter 1, Exhibit 1.7-1, Exhibit 3.2-10 is amended to correct the calculations with the Draft EIS Study Area acreage of 318.69 instead of the acreage of 315 acres. It also shows the Draft EIS gross parcel acres. Furthermore, it corrects the jobs/housing ratio to be based on jobs/housing instead of inadvertently jobs/population. The direction of change is similar as for the Draft EIS since housing is related to population.

Exhibit 3.2-10. Development Density

Feature	Existing	No Action	Alternative 1	Alternative 2
Maximum Building Height (feet)	15- 35 ft.	90 ft.	90 ft.*	90 ft.*
Maximum Dwelling Density – Buildable Lands	Not applicable	54 du/ac	80 du/ac	100 du/ac
Assumed Jobs Density – Buildable Lands	Not applicable	28.34 jobs/ac	FAR 1.8-3.6**	FAR 1.8-3.6**
<i>Effective Density and Ratios (333.5 gross acres including full ROW on border)</i>				
<u>Persons per Acre</u>	<u>2.73</u>	<u>5.69</u>	<u>13.00</u>	<u>17.41</u>
<u>Dwelling Units per Acre</u>	<u>1.26</u>	<u>2.62</u>	<u>5.99</u>	<u>8.02</u>
<u>Jobs per Acre</u>	<u>15.73</u>	<u>20.73</u>	<u>28.17</u>	<u>37.83</u>
<u>Jobs/Housing Balance Ratio</u>	<u>12.52</u>	<u>7.90</u>	<u>4.70</u>	<u>4.71</u>
<i>Effective Density and Ratios (318.69 gross acres <u>with parcels, internal public roads, and ROW borders to centerline</u>)</i>				
Persons per Acre	<u>2.85</u> 2.89	<u>5.96</u> 6.03	<u>13.60</u> 13.76	<u>18.22</u> 18.43
Dwelling Units per Acre	<u>1.31</u> 1.33	<u>2.75</u> 2.78	<u>6.27</u> 6.34	<u>8.40</u> 8.49
Jobs per Acre	<u>16.47</u> 16.65	<u>21.70</u> 21.94	<u>29.48</u> 29.81	<u>39.59</u> 40.03
Jobs/Housing Balance Ratio	12.52	<u>7.90</u> 3.64	<u>4.70</u> 2.17	<u>4.71</u> 2.17
<i>Effective Density and Ratios (268.95 gross parcel acres)</i>				
<u>Persons per Acre</u>	<u>3.38</u>	<u>7.06</u>	<u>16.12</u>	<u>21.59</u>
<u>Dwelling Units per Acre</u>	<u>1.56</u>	<u>3.25</u>	<u>7.43</u>	<u>9.95</u>
<u>Jobs per Acre</u>	<u>19.51</u>	<u>25.71</u>	<u>34.93</u>	<u>46.91</u>
<u>Jobs/Housing Balance Ratio</u>	<u>12.52</u>	<u>7.90</u>	<u>4.70</u>	<u>4.71</u>

* Transitional heights would allow for step down in buildings along edges of the Study Area that are lower in density.

**Floor area ratio (FAR) refers to the relationship of the building space to the lot area, derived by dividing the gross floor area of all buildings on a lot by the area of that lot. The February 22, 2017 “City of Lakewood Employment Capacity Analysis” Memo applies a floor area ratio (FAR) approach to determining future land capacity and assumes that sites that have 25% of the allowed FAR under zoning are more likely to redevelop than sites with vacant and redevelopable sites can achieve more building space under current zoning. (BERK Consulting, 2017)

Source: BERK 2018

Appendix D provides a Land Capacity Documentation that draws from the February 22, 2017 “City of Lakewood Employment Capacity Analysis” Memo referenced under Exhibit 3.2-10 notes, and also documents the residential approach considered with the Downtown Plan.

Exhibit 3.3-13 is amended below to show both the Draft EIS Study Area with parcels and rights of way to centerlines and Draft EIS Study Area (and Final EIS) gross parcel acres. It shows a slightly increased number of activity units to match base year dwellings and population as reported on page 3-41 of the Draft EIS: Parcel data demonstrates 419 dwelling units and a resulting potential base population of 909 within the Study Area.

Vision 2040

All alternatives provide for a mix of uses and denser development than exists today consistent with regional growth centers policies.

All alternatives would increase activity units per acre within the Study Area, a portion of the overall Urban Center, helping to meet PSRC Guidance for growth in centers.

Exhibit 3.3-1. Activity Units by Alternative

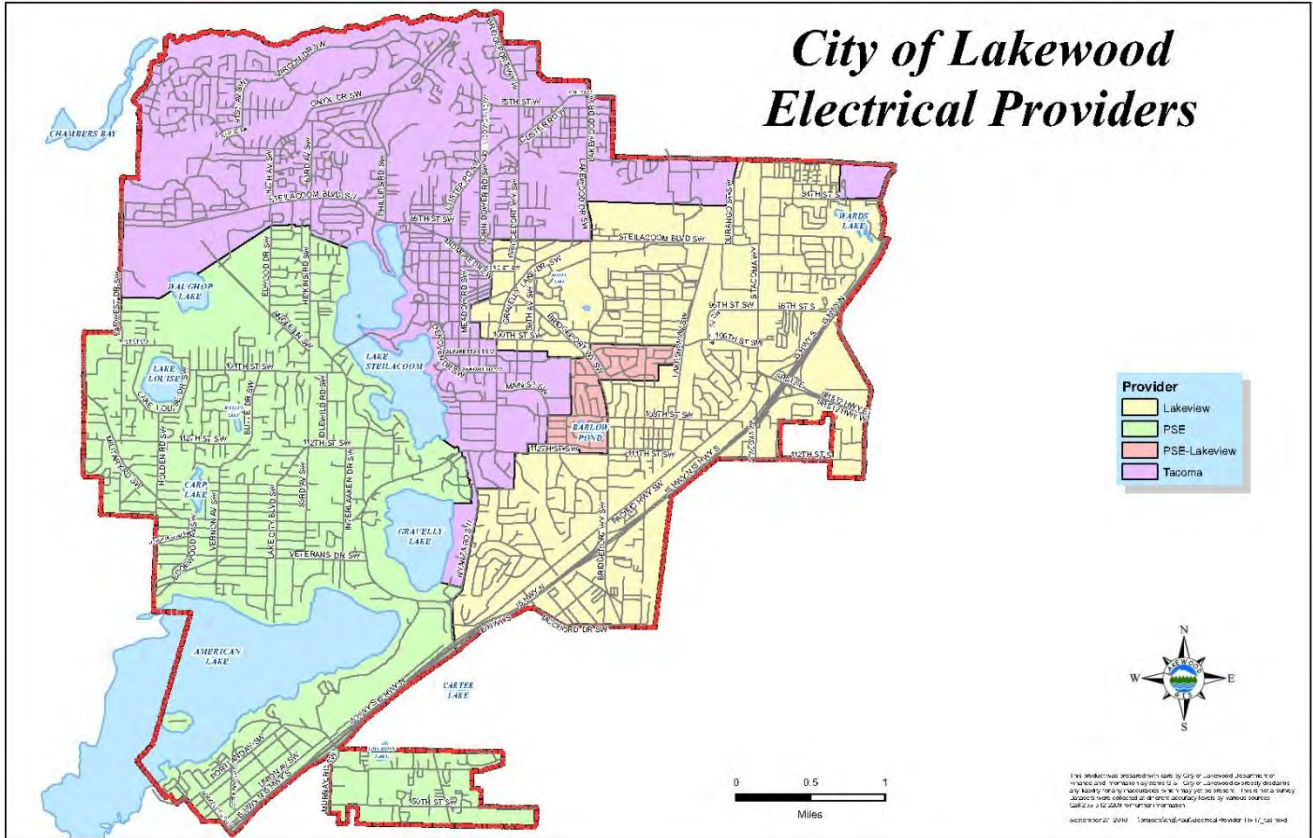
Feature	Existing	No Action	Alternative 1	Alternative 2
Activity Units: Population + Jobs	<u>6,157</u> 6,015	<u>8,813</u> 8,671	<u>13,730</u> 13,588	<u>14,430</u> 18,281
Activity Units Per Gross Parcel Acres with 319 acres including gross parcels and ROW to centerline	<u>19.32</u> 19.09	<u>27.66</u> 27.51	<u>43.08</u> 43.12	<u>57.80</u> 58.01
<u>Activity Units with 268.95 gross parcel acres</u>	<u>22.89</u>	<u>32.77</u>	<u>51.05</u>	<u>68.50</u>

Source: Pierce County 2014, BERK 2017

3.4. Utilities

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 reparenting a few blocks in the southern portion of the East Commercial Area. Puget Sound Energy also serves the western portion of Lakewood beyond the study area. Puget Sound Energy has an Integrated Resource Plan filed with the Washington Utilities and Trade Commission. The Plan addresses traditional and renewable energy sources. Growth is not expected to be substantial in the southern portion of the East Commercial Area and is unlikely to affect PSE services significantly.

Exhibit 3.6-4. Electrical Service Areas by Providers Map



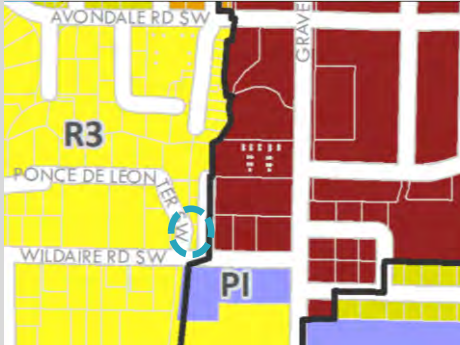
Source: (City of Lakewood, 2016)

4.0 Responses to Comments

During the Draft Environmental Impact Statement (Draft EIS) comment period, thirteen written comments were received from the individuals and public agencies listed below in date received order.

The issues raised in each comment letter are numbered on each letter and are followed by correspondingly numbered responses. Comments that state preferences on alternatives or other matters are acknowledged with a response that the comment is noted and forwarded to City decision makers. Comments that address methods, analysis results, mitigation, or other matters are provided a response. Where appropriate clarifications or corrections are made (see Chapter 3 of this Final EIS).

Exhibit 3.4-1. Responses to Comments Matrix

Letter Num.	Commenter/Date	Comment Summary	Response
1.	Harry Black March 16, 2018	Is property within Downtown boundary?	It appears your property is on the border, but outside the Study Area boundary for the Downtown Plan. See dashed circle on top of current zoning. 
2.	Jay Roney March 20, 2018	Focus on other neighborhoods rather than Downtown.	The comment is noted and forwarded to City decision makers.
3.	Elizabeth Jackson March 20, 2018	Address entryway to Downtown off of freeway exit. Add sidewalks to Nyanza Rd. Ensure people can walk to Downtown.	The comment is noted and forwarded to City decision makers. The amended Draft Subarea Plan includes additional policies about mobility and access for all.
4.	David Aiken March 24, 2018	Improve lake access and fishing opportunities.	The comment is noted and forwarded to City decision makers.
5.	Julian Wheeler March 26, 2018	A tourist draw could be a reflecting pool. Consider a sweat lodge and multi-tribal museum, particularly by officially recognized Native American Tribes, and help local residents learn more about the Native American history of this locality. Consider a meeting facility for non-profits.	The comment is noted and forwarded to City decision makers. The Draft Subarea Plan under action alternatives promotes cultural and recreational opportunities Downtown.

Letter Num.	Commenter/Date	Comment Summary	Response
6.	Dane Jaster April 4, 2018	Target's preference is for the "Lakewood Towne Center Incremental Build-Out" concept.	The comment is noted and forwarded to City decision makers. The Preferred Alternative and associated hybrid Form-based Code allow for incremental infill development.
7.	Tim Scully April 12, 2018	Appreciate the opportunity to share my opinion on the future of Lakewood in the Onyx and Downtown surveys.	The comment is noted and forwarded to City decision makers.
8.	Susan Wollwage April 15, 2018	Adapting the Town Center signage motif. Comments included in Downtown Survey.	The comment is noted and forwarded to City decision makers. Public engagement results including the survey are included in Appendix A.
9.	Amy Pow, Tacoma-Pierce County Health Department April 16, 2018		
9-1		Pleased to see so many wonderful policies in your well written draft plan and mitigation measures in the Draft EIS.	The comment is noted and forwarded to City decision makers.
9-2		The Health Department encourages the City to engage diverse communities and local residents and businesses in conversations around design compatibility and aspirations sensitive to their social, cultural, and lifestyle needs. The Health Department is available to partner with you during the public process when putting the hybrid form-based codes together.	The comment is noted and forwarded to City decision makers. Opportunities for comment on the draft form-based code have been provided with the Planning Commission and City Council legislative processes. Meetings have been sent to interested stakeholders and advertised on the project website: https://www.lakewooddowntownplan.org/ .
9-3		Can this Plan target for a healthier job to housing ratio with no net export of workers, taking into account the trends of diminishing average household size over time? Ensure the dwelling units created is affordable to workers working in the downtown. We encourage the Plan to address the lack of medical offices in the downtown area.	The comment is noted and forwarded to City decision makers. The Downtown is the City's primary employment area. A jobs-housing balance, while reported for the Downtown only – and showing significantly greater balance – is better considered at a citywide scale, or regional scale. The alternatives support much greater density and housing opportunity over the No Action Alternative. The proposed development code links greater density to affordable housing bonuses and multifamily tax exemption incentives. Medical and other commercial office uses are allowed and encouraged Downtown per the CBD Assessment,

Letter Num.	Commenter/Date	Comment Summary	Response
9-4		<p>To waive fee-in-lieu towards the central park development (Section 1.7.5 of Draft ETS), some form of development agreement is required of the developer to maintain and dedicate the open space for public use at all reasonable hours.</p> <p>To make the green street loop a linear park serving downtown area, it's desirable to develop both public and private open spaces or plazas along the green street loop. A system of smaller urban parks connected by a green street loop helps promote physical activity and social gathering, thus improving physical, social and mental health.</p> <p>Extend the green street loop to connect with Seely Lake Park and Active Park</p>	<p>Downtown Plan, and development code.</p> <p>The City's fee-in-lieu approach will follow voluntary agreement provisions in state law. The fees will go towards public owned linear and nodal park space.</p> <p>The comments regarding parks are noted and forwarded to City decision makers. The proposed plan and code promote the Green Loop and Central Park as defining features Downtown, but call for connections via improved non-motorized facilities along rights of way and new public streets. Additionally, the development code proposes requirements for private open space for commercial establishments (e.g. plazas at corners) and onsite private space for multifamily and mixed-use development.</p>
9-5		<ul style="list-style-type: none"> ▪ Develop mode split goals. ▪ Require parking utilization studies. ▪ Require shared parking. ▪ Improve connectivity between Transit Center and Sounder Station. ▪ Bring the baseline collision rate to zero over time. ▪ Identify safe-route-to-school strategies. 	<p>Regarding mode split, the plan identifies the share of non-motorized travel, indicating improvements with the action alternatives. Plan policies promote multiple modes.</p> <p>The development code promotes reduced parking and shared parking. Applicants can submit parking studies. Holistically, the plan promotes a parking demand study as an implementation strategy.</p> <p>Regarding the baseline collision rate to zero over time, this policy is a citywide issue and is not specific to this plan.</p> <p>Regarding safe routes to schools, the citywide Comprehensive Plan includes such a policy: T-14.1. Implement and place a high importance on projects identified in the City's Non-Motorized Transportation Plan that serve and connect high density areas, major employers, schools, parks, shopping areas, and other popular destinations.</p> <p>The Downtown Plan promotes improved non-motorized facilities in support of this policy.</p>
9-6		<p>Recommendations to support local businesses and avoid displacement.</p>	<p>The comment is noted and forwarded to City decision makers.</p>

Letter Num.	Commenter/Date	Comment Summary	Response
9-7	Jay Peterson, Pierce Transit April 16, 2018	<ul style="list-style-type: none"> ▪ Recommend green roofs for high rises. ▪ Natural play areas for private open space. ▪ Rain gardens and community gardens connected by the green street loop. 	<p>Several of these suggested strategies fit within the Draft Downtown Plan strategies. An emphasis on local businesses is added into the Revised Draft Downtown Plan vision.</p> <p>Regarding encouraging local small businesses, the parking strategy would eliminate spaces for small shops. This Plan does not limit business sizes, which will be determined by market demand.</p> <p>The comment is noted and forwarded to City decision makers.</p> <p>The suggested strategies fit with the strategies in the Stormwater and the Natural Environment section of the Draft Plan.</p> <p>See the Draft Development code such as 18A.35.540 Green Infrastructure and other landscaping provisions in 18A.35.500 which promote low impact development, pervious sidewalks, etc.</p>
10-1		City of Lakewood should keep transit-friendly design in mind and that our agency continues to be included in the planning process to ensure our bus operations are not negatively impacted.	The comment is noted and forwarded to City decision makers.
10-2		Page 5: Pierce Transit agrees with the report's statements about improving pedestrian and other nonmotorized connections at the Towne Center, including the Lakewood Transit Center (LTC). In addition to the eight Pierce Transit routes, LTC is also served by the Sound Transit Route 574 to Sea-Tac Airport and the GO7 Route to JBLM.	Page 5, Table 1 of the Draft Plan is a high-level summary of conditions. The Draft EIS, Exhibit 3.4 5. Existing Bus Routes, indicates the eight routes plus route 574.

Letter Num.	Commenter/Date	Comment Summary	Response
10-3		Page 6: Has the City of Lakewood considered including an officially designated Park and Ride lot adjacent to the LTC in their plan?	A park and ride lot could affect the plan in terms of land availability for private development, and may not be a fit with Towne Center CC&Rs. However, the Draft EIS and Draft Plan promote Transportation Demand Management measures including: non-auto commute options, rideshare, and ride match promotion, and local incentive and reward programs.
10-4		Pierce Transit supports additional/improved signing to increase awareness of, and ease wayfinding to, the LTC.	The comment is noted and forwarded to City decision makers. Improved traveler information is included in Transportation strategies (see also Response 10-5).
10-5		Page 10: Pierce Transit requests consideration for transit-friendly elements of any improvements made to the Green Loop and Revised Gravelly Lake Drive.	<p>Comment noted. The Draft Plan includes the following strategies:</p> <ul style="list-style-type: none"> ■ Strategy: Provide a high level of transit stop amenities, including pads, bus shelters, and traveler information within the Plan area. ■ Strategy: Provide pedestrian facilities and amenities, local access, on-street parking, and active streets on designated retail streets in the Downtown. ■ Strategy: Provide sidewalks and/or upgraded sidewalk conditions within the Downtown area along the Green Loop roadways and along connections to parks and recreational spaces. <p>The transit amenities and pedestrian amenities are meant to improve all non-auto travel.</p>
10-6		Page 33: Pierce Transit requests transit-friendly elements to any improvements to public streets, especially in and around the LTC. Access improvements for buses as well as pedestrians and others connecting to the services at the LTC should be included in the street improvement plans.	Please see Response to Comment 10-5.
10-7		Page 35: Pierce Transit requests consideration for bus operations and access to the LTC when designing the “Festival Street with Parking” along Lakewood Towne Center Blvd SW.	The Festival Street only applies to Motor Avenue.

Letter Num.	Commenter/Date	Comment Summary	Response
10-8		Take into consideration our bus routes (214) when redesigning Gravelly Lake Drive and potentially reducing the number of lanes.	The comment is noted and forwarded to City decision makers. The Preferred Alternative proposes 4 travel lanes and a center median/turn pocket design.
10-9		Take into consideration our bus routes (48) when redesigning Gravelly Lake Drive and potentially reducing the number of lanes.	The comment is noted and forwarded to City decision makers. The Preferred Alternative proposes 4 travel lanes and a center median/turn pocket design.
10-10		Is signalization required if lanes on Gravelly Lake Dr is not reduced?	The need for a traffic signal at Gravelly Lake Drive SW/59 th Ave SW is related to growth in traffic from increased land use and not the reduction in travel lanes on Gravelly Lake Drive SW.
10-11		Pierce Transit prefers standard intersection designs over roundabouts, however if a roundabout is the preferred design for Lakewood Town Center Blvd / 59th Ave SW please consider a geometric design that will allow safe operation of 40' buses.	The comment is noted and forwarded to City decision makers.
10-12		Pierce Transit suggests the City of Lakewood consider concrete pads at bus stops to increase the longevity of the road surface at locations listed for pavement restoration.	The comment is noted and forwarded to City decision makers. This is a citywide issue and is not specific to this plan.
10-13		Clarification on trip ends table.	Bus trips are not included in the vehicular trip ends: these only include SOV and HOV person trips. Transit person trips are included in the non-vehicular category, but the model does not break them out from walking and biking person trips.
10-14		Pierce Transit supports the improvement of traffic control at intersections that our routes turn at. The agency would welcome a signal at the intersection of Gravelly Lake Dr SW and 59th Ave SW with a protected left turn phase to improve safety and operations of our Route 48.	The comment is noted and forwarded to City decision makers. That improvement is included in all action alternatives.
10-15		Support for Transportation Demand Management and can meet with employers.	The comment is noted and forwarded to City decision makers. Transportation Demand Management policies and strategies are proposed under all alternatives.

Letter Num.	Commenter/Date	Comment Summary	Response
10-16		Support transit, multimodal, connectivity strategies, etc.	The comment is noted and forwarded to City decision makers. The referenced strategies are proposed under all alternatives.
10-17		The draft Lakewood Downtown plan presents a positive vision for improvements in that area. Thank you for opportunity to comment.	The comment is noted and forwarded to City decision makers.
11.	Anne Aurelia Fritzel, AICP, Washington State Department of Commerce May 30, 2018		
11-1		<ul style="list-style-type: none"> ▪ Recommends tax abatement programs to housing development be moved from long-term implementation actions to short-term. ▪ Asks about publicly-owned properties that can be used as catalysts for affordable housing. 	<p>The City applies a multifamily tax exemption program to the Downtown area currently. This tool will continue to be available. A density bonus is allowed in the current and amended zoning when affordable housing is provided.</p> <p>Other housing actions to fulfill the Plan's vision are addressed in the short-term. Implementation action timelines were developed considering stakeholder input and the level of resources available overtime.</p> <p>The Plan's strategy for fulfilling its vision includes civic amenities and development at catalyst sites to attract a range of affordable housing choices. At this time, there is no specific publicly-owned properties being considered as catalyst sites for affordable housing, but such proposals can be put forward in the future. For example, if the present Pierce County Library System facility will be moved, the former site may present such an opportunity.</p>
11-2		<ul style="list-style-type: none"> ▪ Supports development that benefits the environment through adding parks, bicycle, and pedestrian connections, updated stormwater standards, and addressing impervious surfaces. 	The comment is noted and forwarded to City decision makers.

Letter Num.	Commenter/Date	Comment Summary	Response
11-3		<ul style="list-style-type: none"> Recommends expanding the study area to the SE to reach the Lakewood Sound Transit Station. 	<p>The two areas are connected via transit service. The study area boundaries have been assessed and modified during the planning process. At this time, the City is not considering modifications to connect the Downtown Plan area to the Lakewood Station. The City may consider developing a future subarea plan for the Lakeview Neighborhood.</p>
12.	Hayden Mackley May 23, 2018	How would alternatives be implemented when areas are under private ownership?	<p>The subarea plan and development code proposes land use designations, zoning districts, and regulations that would be implemented by future developments. The plan assumes growth and development will occur over the planning period that will fulfill the ideas proposed.</p>
13.	Paul Ingram, Puget Sound Regional Council	<p>Raises the issue of the subarea boundary and its effectiveness for contributing to the core of the area. Is interested in how the boundary relates to connectivity between the subarea and the Sound Transit Station.</p>	<p>The proposed Downtown Plan boundary is a more compact boundary and is intended to focus investment and most commercial and residential growth in that location. Regarding the Sound Transit station, the two areas are connected via transit service.</p> <p>At this time, the City is not considering modifications to connect the Downtown Plan area to the Lakewood Station. The City may consider developing a future subarea plan for the Lakeview Neighborhood.</p>

Form Submission - New Form - our house on the border

Letter 1

2 messages

Squarespace <no-reply@squarespace.info>
Reply-To: old1931sarge@gmail.com
To: comments@lakewooddowntownplan.org

Fri, Mar 16, 2018 at 5:22 PM

Name: harry black

Email Address: old1931sarge@gmail.com

Subject: our house on the border

Message: Our home sits what it looks like the line of improvements, we live on [6405 wildaire rd sw](#) and it looks like were in the zone, can you confirm? I'm 87 and don't want to move.

(Sent via [Lakewood Downtown Plan](#))

Jeff Arango <comments@lakewooddowntownplan.org>
To: old1931sarge@gmail.com

Sun, Mar 25, 2018 at 11:41 AM

Thanks for submitting your question. It appears your property is on the border, but outside the study area boundary for the Downtown plan. If you have any further questions please let us know.

[Quoted text hidden]

Jeff Arango <comments@lakewooddowntownplan.org>

Form Submission - New Form - City Center

1 message

Squarespace <no-reply@squarespace.info>

Tue, Mar 20, 2018 at 10:38 AM

Reply-To: zjay41@comcast.net

To: comments@lakewooddowntownplan.org

Name: Jay Roney

Email Address: zjay41@comcast.net

Subject: City Center

Message: How about instead of spending money on areas that are already okay and do something about the other neighborhoods. Seems this city has forgotten about us that don't live on the main streets of Lakewood. I pay property taxes like everyone else but nothing has been done on our street in 20 years. They used to clean the street and put down new gravel once in awhile. But nothing has been done in many many years. Maybe think of us now and then

(Sent via [Lakewood Downtown Plan](#))

Jeff Arango <comments@lakewooddowntownplan.org>

Form Submission - New Form - Sidewalks

1 message

Squarespace <no-reply@squarespace.info>
Reply-To: Heresmyaddy@gmail.com
To: comments@lakewooddowntownplan.org

Tue, Mar 20, 2018 at 6:02 PM

Name: Elizabeth Jackson

Email Address: Heresmyaddy@gmail.com

Subject: Sidewalks

Message: Love some of the ideas. Unfortunately I'm unable to attend the meeting tomorrow.

But while all of this is being done for downtown, what about the entry way to downtown?

A welcome to Lakewood was put up up just off the Gravelly Lake exit, and aside from Bridgeport, this is a main entryway to Lakewood.

Why are there no sidewalks along Nyanza Rd?

It's awful to watch women with children in strollers trying to navigate that terrain, and have to choose to go into the street.

I have mobility issues, and can't walk along the road without hurting myself ... It's happened once, so now I take my car rather than try to walk.

Make the downtown lovely, but please think about those of us who'd love to be able to enjoy a walk to it.

(Sent via [Lakewood Downtown Plan](#))

Jeff Arango <comments@lakewooddowntownplan.org>

Form Submission - New Form - Lakes

1 message

Squarespace <no-reply@squarespace.info>

Sat, Mar 24, 2018 at 8:02 AM

Reply-To: aikendavid74@yahoo.com

To: comments@lakewooddowntownplan.org

Name: David Aiken

Email Address: aikendavid74@yahoo.com

Subject: Lakes

Message: This does not have to do with the downtown but I think the community should improve lake access and fishing opportunities. The law requires lake access but in most instances people either don't know about it or those live near it are very much against it. Apparently, the city has not had the political will to do anything about it. People like to fish off the Interlaken bridge but there is no where to park. There is a boat ramp on lake steilacoom but no where to park your trailer. Bottom line is that 99 percent do not get to use the resources as intended. Something should be done to make fishing and water access easier and in turn improve our community.

(Sent via [Lakewood Downtown Plan](#))

Jeff Arango <comments@lakewooddowntownplan.org>

Form Submission - New Form - Lakewood Downtown Plan

1 message

Squarespace <no-reply@squarespace.info>

Mon, Mar 26, 2018 at 4:01 PM

Reply-To: julianfwheeler@aol.com

To: comments@lakewooddowntownplan.org

Name: Julian Wheeler

Email Address: julianfwheeler@aol.com

Subject: Lakewood Downtown Plan

Message: Thank you for your presentation last week. I provide here additional comments to follow up on the ones I left at the Truck and Tractor event.

Upon further reflection, I would say that a tourist draw could be a reflecting pool using the aggregate square footage currently available, and possibly shaped like the Reflecting Pool in the Mall in Washington, DC. At this draft point of consideration, I would suggest that it could be laid out along the corridor currently identified with 59th Ave SW, and for such a distance that would help realize scenic values when people view the Lakewood City Municipal building at any distance.

Another amenity worthy of consideration is the placement of a facility on the grounds of Lakewood Towne Center that would be used as a sweat lodge and multi-tribal museum, particularly by officially recognized Native American Tribes, and help local residents learn more about the Native American history of this locality. Support for this endeavor may come in various forms as relationships can be more affirmatively established between the City and local tribes, including the Puyallup or Steilacoom Tribes, and who may find this opportunity worthy of funding. A museum as such could draw tourists from in and around our city, including students and teachers who may need to patronize surrounding establishments during lunch, etc. It may also host other functions, as El Centro de la Raza does in its local Beacon Hill community near a VA hospital. A sweat lodge, while hosting a nominally religious activity, may be allowed by local code and such treaties that have been in place with local tribes for over a century.

If consideration is still in its draft phase, I would also like to recommend the construction and availability of a meeting facility geared towards non-profits. An example of this is the 2100 Building in south Seattle, WA (at [2100 - 24th Ave S, http://2100building.com/](#)). Like the above two suggestions, it could grow into a draw for professionals who will gain the appropriate impression of the City of Lakewood as a community committed to a fairly-paced progress.

Thank you for your time ... again. -j.


(Sent via [Lakewood Downtown Plan](#))

From: Dane.Jaster [mailto:Dane.Jaster@target.com]
Sent: Wednesday, April 04, 2018 2:49 PM
To: Tiffany Speir
Subject: Lakewood Downtown Plan - notice

Ms. Speir,

Hello. My name is Dane Jaster and I manager the existing store portfolio for Target Corp in Washington state. I received a notice in the mail regarding an upcoming community meeting. Unfortunately I am unable to attend. I took a cursory look at the document provided on the project website, "Lakewood Downtown Plan" with a draft date of March 2018, and have a few comments. Target's preference is for the "Lakewood Towne Center Incremental Build-Out" concept shown in Figures 13-16, as this would have less impacts to the Target store. I couldn't help but notice the conceptual plan, labeled as "Lakewood Towne Center Reimagined" (Figures 17-20), could reallocate the retail node section of Lakewood Towne Center with a mixed use development, effectively removing the Target store located at 5618 Lakewood Town Center Blvd SW.

Please keep me informed with further developments and potential impacts to the Target store. My contact information is below.

Dane Jaster | Real Estate |  Target | 1000 Nicollet Mall-TPN-12H
Minneapolis, MN 55403 | Dane.jaster@target.com | Direct 612-761-6422

From: Tiffany Speir
Sent: Wednesday, April 04, 2018 3:04 PM
To: 'Dane.Jaster'
Subject: RE: Lakewood Downtown Plan - notice

Hello:

Thank you for your comments.

You can track the latest updates and schedule of public meetings upcoming for the Downtown Lakewood Subarea Plan here: <https://www.lakewooddowntownplan.org/projectupdates/>

As of now and subject to change, the Planning Commission will be holding meetings on April 9, April 18, May 2, May 16 and June 6; the City Council is currently scheduled to hold meetings on the proposal on April 9, June 25, July 2 and July 16.

There will be two meetings held on April 26 at 12:00 and 1:30 – one to discuss the Planned Action for the subarea and one focused for downtown developers – that you may wish to attend (or have a local representative attend.) Both will be good opportunities to learn more details about how Target may be affected by any of the alternatives. I include more information about those meetings below.

If you would like to have a separate discussion regarding the proposal, please feel free to let me know as well.

Thank you,

Tiffany Speir
Planning Manager, Special Projects



6000 Main St SW, Lakewood, WA 98499
253.983.7702 | c 253.204.9643
tspeir@cityoflakewood.us

Check out the latest about the [Lakewood Downtown Plan](#)
Take the [survey!](#)

Notice of Community Meeting

LAKEWOOD DOWNTOWN PLANNED ACTION

Pursuant to RCW 43.21C.440 (3)(b) the City of Lakewood will host a community meeting on the draft Downtown Planned Action Ordinance.

The community meeting will be an open house format, held on April 26, 2018 at noon at City Hall, 6000 Main St SW, Lakewood, WA 98499. City staff and the project consultants will be available during the community meeting to provide general information about planned actions and the draft ordinance.

For more information, please visit the project website, <https://www.lakewooddowntownplan.org/>, or you may contact Tiffany Speir, Planning Manager, Special Projects, at tspeir@cityoflakewood.us or 253.983.7702.

DATE/TIME: **April 26, 2018 at 12 noon.**

LOCATION: City of Lakewood, City Hall, 6000 Main St SW, Lakewood, WA 98499



Developer Focus Group

Thursday April 26 at 1:30 pm
Lakewood City Hall, 6000 Main St SW

You are invited!

Join us and your peers on **Thursday, April 26 at 1:30 pm** at Lakewood City Hall to learn about and provide your perspective on the proposed Lakewood Downtown Subarea Plan.

The draft Subarea Plan, associated Draft Planned Action Environmental Impact Statement, and background information are available at www.lakewooddowntownplan.org.

You can also view a brief three-dimensional video explaining the potential build-out alternatives for the Towne Center area, one of the Downtown's catalyst sites, that grew out of the 2017 Downtown design charrette and outreach results [here](https://vimeo.com/247520352):
<https://vimeo.com/247520352>

For more information, please contact Tiffany Speir, Planning Manager, Special projects, at 253.983.7702 or tspeir@cityoflakewood.us See you April 26!

From: Dane.Jaster [<mailto:Dane.Jaster@target.com>]

Sent: Wednesday, April 04, 2018 2:49 PM


To: Tiffany Speir

Subject: Lakewood Downtown Plan - notice

Ms. Speir,

Hello. My name is Dane Jaster and I manager the existing store portfolio for Target Corp in Washington state. I received a notice in the mail regarding an upcoming community meeting. Unfortunately I am unable to attend. I took a cursory look at the document provided on the project website, "Lakewood Downtown Plan" with a draft date of March 2018, and have a few comments. Target's preference is for the "Lakewood Towne Center Incremental Build-Out" concept shown in Figures 13-16, as this would have less impacts to the Target store. I couldn't help but notice the conceptual plan, labeled as "Lakewood Towne Center Reimagined" (Figures 17-20), could reallocate the retail node section of Lakewood Towne Center with a mixed use development, effectively removing the Target store located at 5618 Lakewood Town Center Blvd SW.

Please keep me informed with further developments and potential impacts to the Target store. My contact information is below.

Dane Jaster | Real Estate |  Target | 1000 Nicollet Mall-TPN-12H
Minneapolis, MN 55403 | Dane.jaster@target.com | Direct 612-761-6422

Jeff Arango <comments@lakewooddowntownplan.org>

Form Submission - New Form - Citizen Comment

1 message

Squarespace <no-reply@squarespace.info>
Reply-To: scullyta@comcast.net
To: comments@lakewooddowntownplan.org

Thu, Apr 12, 2018 at 6:36 PM

Name: Tim Scully

Email Address: scullyta@comcast.net

Subject: Citizen Comment

Message: Appreciate the opportunity to share my opinion on the future of Lakewood in the Onyx and Downtown surveys

(Sent via [Lakewood Downtown Plan](#))

Jeff Arango <comments@lakewooddowntownplan.org>

Form Submission - New Form - Adapting the T own Center sinage motif

1 message

Squarespace <no-reply@squarespace.info>

Sun, Apr 15, 2018 at 4:13 PM

Reply-To: sz4design@comcast.net

To: comments@lakewooddowntownplan.org

Name: Susan Wollwage

Email Address: sz4design@comcast.net

Subject: Adapting the Town Center sinage motif

Message: I just sent a statement, perhaps in the wrong cubby.

(Sent via [Lakewood Downtown Plan](#))

From: Amy Pow [mailto:APow@tpchd.org]

Sent: Monday, April 16, 2018 2:39 PM

To: Tiffany Speir

Cc: Miae Aramori; Marianne Seifert; Rob Olsen; Brad Harp; Jessica Gehle; Anthony Chen

Subject: Lakewood Downtown Plan EIS

Tacoma-Pierce County Health Department is pleased to see so many wonderful policies in your well-written draft plan and mitigation measures in the DEIS. They provide a foundation for a healthy downtown, comprising healthy and socially-connected people, a vibrant local economy, and a safe and clean environment. The adoption of this plan is only the beginning of building a healthy downtown in Lakewood. We encourage the City to invest in implementing the plan, and empower local communities and businesses to actualize the ambitious vision for this great place to be.

9-1

Urban Design, Streetscape and Public Spaces

We are particularly excited to see Lakewood's intent to introduce form-based code, or its hybrid, to create inviting public spaces and functional plinths, or [the city at the eye level](#), to promote physical activity, pedestrian-oriented businesses and social gathering, thus building a sense of place. Form-based code is instrumental to foster community health and well-being.

9-2

Equitable placemaking comes only with meaningful community engagement when form-based code elements are being discussed and developed. A vibrant downtown should be a central gathering place for all walks of life. The Health Department encourages the City to engage diverse communities and local residents and businesses in conversations around design compatibility and aspirations sensitive to their social, cultural, and lifestyle needs. The Health Department is available to partner with you during the public process when putting the form-based codes together.

Activate empty and underutilized spaces for creative placemaking, community gardens or other social and recreation events to keep downtown safe and vibrant at all times.

Housing and Job Balance

Many people have limited choices regarding where they work and live. We share your vision that the downtown is a place where people can live and work; besides meet, shop and eat. To achieve this vision, we strongly recommend a wide range of quality housing affordable to anyone who works in downtown. We support live-work arrangements to enable those working in a mixed-use building can afford to live in the same building or within walking distance. This would keep commuting and demand for parking minimal, while making downtown vibrant 24/7.

To encourage live and work in the same locality, the plan needs to ensure (1) sufficient numbers of dwelling units available to support the number of workers in the area, and (2) the dwelling units created are affordable to local workers with corresponding wage levels. Consider these two strategies to match and balance housing with jobs:

9-3

- Ensure a balanced job to housing ratio—It appears from DEIS Exh 1.7-3 that there are more jobs created than housing units can support. Can this Plan target for a healthier job to housing ratio with no net export of workers, taking into account the trends of diminishing average household size over time?
- Ensure the dwelling units created is affordable to workers working in the downtown. Track price points of housing units and job wages. We encourage a broad spectrum of businesses,

particularly professional and personal services, to make downtown a mixed-income place to live, work and play.

We encourage the Plan to address the lack of medical offices in the downtown area. Co-locating professional and personal services, particularly medical clinics, near transit facilities is particularly meaningful for those who rely on alternative transportation. Well-served by local and regional transits, Downtown is an ideal place to locate medical and other professional offices.

Linear Parks, Urban Parks and Open Space

As downtown houses more people and jobs over time, the need for urban parks will become more imminent. We encourage the City to review the park LOS adopted by the Legacy Plan to support downtown living. The 0.75-mile service radius may be too challenging for seniors and children. Many cities are trending towards a 10-minute (half-mile max.) walking distance as their LOS. Besides, some kind of per capita LOS may be appropriate to ensure sufficient amount of open space to support high-density built environments.

9-4

To waive fee-in-lieu towards the central park development (Section 1.7.5 of DETS), some form of development agreement is required of the developer to maintain and dedicate the open space for public use at all reasonable hours.

To make the green street loop a linear park serving downtown area, it's desirable to develop both public and private open spaces or plazas along the green street loop. A system of smaller urban parks connected by a green street loop helps promote physical activity and social gathering, thus improving physical, social and mental health.

Extend the green street loop to connect with Seely Lake Park and Active Park by indicating probable on-street trail extensions (subject to further detailed design) on the Plan and associated maps.

Transportation and Parking

To achieve an active downtown, develop mode split targets to achieve over time; and monitor its progress. Successful TDM measures are concurrently needed to support mode split targets at any phase of development.

Require parking utilization studies when (re)developments occur. Also require shared parking agreements with other property owners before approving development proposals.

Improve connectivity between local transit (Lakewood's Transit Center) and regional transit (Lakewood Sounder Station) to facilitate regional mobility. Provide amenities near Lakewood Station.

9-5

While the DEIS concludes there's no indication that collision rates would be increased significantly in both alternatives, we encourage the City to identify strategies to bring the baseline collision rate to zero over time.

Identify safe-route-to-school strategies for students originating from the downtown area.

Local Business Displacement

The plan correctly pointed out the potential negative impacts of gentrification on local businesses. As potential mitigation measures, we recommend:

9-6

- Provide incentives for local businesses to stay.
- Form a local business association to create sense of pride and ownership.
- Empower local businesses with resources to implement community projects and events that foster pedestrian-oriented commercial environment.
- Use form-based codes to encourage small scale businesses by limiting the GFA of the ground level units. Besides providing affordable space for mom and pop shops to stay, this would create functional plinths and foster social interaction.

Environment and Utilities

As potential mitigation measures, we recommend:

- The green roof tops for high rises.
- Previous natural play areas serving as private open space for apartment buildings.
- Rain gardens and community gardens connected by the green street loop to enhance the linear park experience.

The Health Dept continues to partner with Lakewood, addressing threats to drinking water resources, limiting toxic exposure, and improving economic vitality through cleanup of contaminated sites.

Thank you for giving the Health Department the opportunity to provide input.

Sincerely,
Amy

Amy Pow, MCIP

Principal Planner
Environmental Health

(253) 576-6222 o • apow@tpchd.org
(253) 798-2721 f • www.tpchd.org



[Facebook](#) | [Instagram](#) | [Twitter](#) | [YouTube](#)

Shaping Sustainable and Smart Built Environments to Promote Healthy Communities

Program Website: <https://www.tpchd.org/healthy-places/planning-for-healthy-communities>

Healthy Community Planning Toolbox: <https://www.tpchd.org/healthy-places/planning-for-healthy-communities/toolbox>

From: Jay Peterson [mailto:jpeterson@piercetransit.org]
Sent: Monday, April 16, 2018 9:05 AM
To: Tiffany Speir
Subject: Lakewood Downtown Plan EIS

Hi Tiffany –

Thank you for giving Pierce Transit the opportunity to review and submit comments on the City of Lakewood’s draft Downtown Plan. While we have reviewed the entire plan, Pierce Transit’s comments focus mostly on the Transportation section of the plan and how it relates to our transit service. In general, our agency is supportive of this plan and the potential for opportunity that it will create in transforming the downtown area of Lakewood. The draft plan provides a good overview of the future vision of Downtown Lakewood and we hope to remain an active partner with the City of Lakewood in the realization of this plan. If you need any follow-up, please contact Jason Kennedy from our Planning Department who took the lead in drafting our response jkennedy@piercetransit.org 253.581.8135.

10-1

Beyond the specific comments provided below, one general comment that is a common theme throughout our response is that the City of Lakewood should keep transit-friendly design in mind and that our agency continues to be included in the planning process to ensure our bus operations are not negatively impacted. Additionally, if it has not already incorporated into its planning process, Pierce Transit suggests the City of Lakewood use the National Association of City Transportation Officials (NACTO) *Transit Street Design Guide* to help guide the redesign of the streets of Downtown Lakewood. The *Transit Street Design Guide* is a professionally developed and recognized reference meant to help cities plan and design their street network with transit elements in mind.

Pierce Transit’s specific comments are as follows:

Page 5: Pierce Transit agrees with the report’s statements about improving pedestrian and other non-motorized connections at the Towne Center, including the Lakewood Transit Center (LTC). In addition to the eight Pierce Transit routes, LTC is also served by the Sound Transit Route 574 to Sea-Tac Airport and the GO7 Route to JBLM.

10-2

Page 6: Has the City of Lakewood considered including an officially designated Park and Ride lot adjacent to the LTC in their plan?

10-3

Pierce Transit supports additional/improved signing to increase awareness of, and ease wayfinding to, the LTC.

10-4

Page 10: Pierce Transit requests consideration for transit-friendly elements of any improvements made to the Green Loop and Revised Gravelly Lake Drive.

10-5

Page 33: Pierce Transit requests transit-friendly elements to any improvements to public streets, especially in and around the LTC. Access improvements for buses as well as pedestrians and others connecting to the services at the LTC should be included in the street improvement plans.

10-6

Page 35: Pierce Transit requests consideration for bus operations and access to the LTC when designing the “Festival Street with Parking” along Lakewood Towne Center Blvd SW. Pierce Transit generally supports the idea of improving Lakewood Towne Center Blvd SW, however issues such as how curb-side parking near intersections and LTC access points can impact safety and operations of buses needs to be taken into consideration.

10-7

Page 36: Pierce Transit requests that the City of Lakewood take into consideration our Route 214, which operates on Gravelly Lake Drive between 100th and 112th, when redesigning the road and potentially reducing the number of lanes. Currently PT has several in-lane bus stops that occur in the right-hand curb lane and traffic can pass a stopped bus in the left-hand lane. Please be cognizant of the impacts a redesign of the travel lanes will have on operations of our buses and traffic in general. Pierce Transit does prefer in-lane stops and therefore either design would allow for this to occur, however the three-lane design as depicted in Figure 31 does not appear it would allow other vehicles to pass a bus servicing a bus stop.

10-8

Page 47: Similar to the request regarding the Route 214 Pierce Transit requests the City of Lakewood take into consideration our Route 48, which operates on Gravelly Lake Drive between Steilacoom Drive and 59th, when redesigning the road and potentially reducing the number of lanes.

10-9

Do the traffic prediction models your consultant ran indicate the proposed signalization of Gravelly Lake Drive / 59th is still necessary if the number of lanes on Gravelly Lake Drive is reduced?

10-10

Pierce Transit prefers standard intersection designs over roundabouts, however if a roundabout is the preferred design for Lakewood Town Center Blvd / 59th Ave SW please consider a geometric design that will allow safe operation of 40' buses.

10-11

Pierce Transit suggests the City of Lakewood consider concrete pads at bus stops to increase the longevity of the road surface at locations listed for pavement restoration.

10-12

In Table 3, does the Vehicular Mode Trip Ends include bus transit trips? Does the Non-Vehicular Mode Split not include transit? If not, would it be possible to indicate the estimates for transit mode share?

10-13

Page 48: Pierce Transit supports the improvement of traffic control at intersections that our routes turn at. The agency would welcome a signal at the intersection of Gravelly Lake Dr SW and 59th Ave SW with a protected left turn phase to improve safety and operations of our Route 48.

10-14

Page 50: Pierce Transit supports Transportation Demand Management (TDM) programs and policies and would welcome involvement with employers in the Downtown Lakewood plan area.

10-15

Page 51: Pierce Transit supports policies geared to emphasizing transit use within the Central Business District. Pierce Transit also supports the strategies listed that involve the promotion of multimodal travel, improved transit facilities, and increasing connectivity to transit facilities for pedestrians and other non-motorized transportation users.

10-16

Overall, the draft Lakewood Downtown plan presents a positive vision for improvements in that area. Thank you again for allowing Pierce Transit the opportunity to review and comment and we look forward to working with the City of Lakewood as this plan progresses in the future.

10-17

Regards,

Jay Peterson, Transit Development Manager | T: 253.984.8203 | C: 253.377.8510
3701 96th St. SW, Lakewood, WA 98499 | piercetransit.org



Pierce Transit passes now on your phone!

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Letter 11

STATE OF WASHINGTON

DEPARTMENT OF COMMERCE

1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

May 30, 2018

Ms. Tiffany Speir
Planning Manager, Special Projects
6000 Main Street SW
Lakewood, Washington 98499

RE: Proposed adoption of a subarea plan for Downtown Lakewood

Dear Ms. Speir:

Thank you for sending Growth Management Services the proposed amendments to Lakewood's comprehensive plan that we received on March 16, 2018, and processed with Material ID No. 24716.

We especially like the following:

- The new downtown plan is an exciting new venture for Lakewood! The vision of a connected, walkable, mixed use downtown is excellent.
- We are very excited that Lakewood plans to include much needed residential uses in the town center. High density housing with a mix of uses and proximity to transit are a great way to provide housing affordable to lower income segments. Removing obstacles to such development is an important part of the plan. Using elements of a form-based code will help to add additional residential units, while seeing development that fits the vision for the area. Street typologies and an expanded street network will also help bring the vision to fruition. We encourage you to move up your implementation action *Explore expanding current tax abatement programs and other incentives (long term)* to the short term. Designating the area as one where the multifamily tax exemption can be used can help to jump start development and encourage the development of smaller, more affordable units. Are there any publicly-owned properties that could be used as catalysts for development by bringing in affordable housing? We also like the implementation action to *Engage affordable housing organizations about opportunities and partnerships to increase housing in the Downtown (short term, ongoing)*.
- It appears that the environment could benefit from this development by adding parks, bicycle and pedestrian connections, updated stormwater standards, and addressing impervious surfaces. The planned action ordinance will streamline environmental review, and should hasten the construction of development envisioned by your plan.

11-1

11-2

Ms. Tiffany Speir
May 30, 2018
Page 2

We have some suggestions for strengthening your plan that we encourage you to consider either in these or future amendments:

- The transportation section proposes that improved facilities between Downtown and Lakewood Station could help connect the Study Area with a valuable regional transit amenity, yet this is not included in the implementation steps. It is generally known that people will walk about a quarter mile to bus service, but will walk much further to rail service. The Lakewood Station is a very valuable amenity, which offers a transportation connection to the region, and it is about half a mile from the study. Any area this close to such an amenity should do all they can to make a pedestrian, bicycle, bus, or Uber or Lyft connection as easy as possible to provide options to get to Seattle without having to spend time on the freeway. This would also help the assumptions in the EIS to work better. We encourage you to consider expanding the study area to reach to Lakewood station, and focus some early investments to help make the connections between the station and the urban center.

11-3

Congratulations to you and your staff for the good work these amendments represent and this exciting new direction for Lakewood's downtown. If you have any questions or concerns about our comments or any other growth management issues, please contact me at (360) 725.3064. We extend our continued support to the City of Lakewood in achieving the goals of growth management.

Sincerely,



Anne Aurelia Fritzel, AICP
Growth Management Planner
Growth Management Services

AAF:lw

cc: Mark McCaskill, AICP, Managing Director, Growth Management Services
David Andersen, AICP, Eastern Region Manager, Growth Management Services
Ike Nwankwo, Western Region Manager, Growth Management Services

From: Tiffany Speir <tspeir@cityoflakewood.us>
Sent: Friday, May 25, 2018 9:45 AM
To: Hayden Mackley
Subject: RE: Lakewood Downtown Plan EIS

Categories: Red Category

Hello Hayden:

Thank you for your comments. Regarding Towne Center property, the intent is that the City will be adopting these regulations and land use plans now, and when owners and developers are ready to build, remodel, or redesign their property, they will do so under the new regulations. The new "Downtown" as shown in the concept maps and designs may not become reality for 10-20 years, but the City is taking the steps now to make it possible.

If a property owner is interested in working with the city to negotiate a sale or dedication (for a public street or park, for instance), then that possibility is there too.

Thank you once more,

Tiffany Speir
Planning Manager, Special Projects



6000 Main St SW, Lakewood, WA 98499

253.983.7702 | c 253.204.9643

tspeir@cityoflakewood.us

Check out the latest about the [Lakewood Downtown Plan](#)

From: Hayden Mackley [mailto:hayden_mackley@hotmail.com]
Sent: Wednesday, May 23, 2018 2:21 PM
To: Tiffany Speir
Subject: Lakewood Downtown Plan EIS

Hello,

I've been reading through the Downtown Subarea Plan, and have been trying to understand how any of these alternatives would be implemented if the Towne Center property is under private ownership. Would there be some kind of land acquisition by the city? I can't find anything that addresses that in the document or website - could you point me to where I find out more about that?

Aside from that question, It's great to see the level of detail that has gone into the plan. The ideas of denser housing, a more walkable transit-oriented community, and the concept of a downtown city park would all be wonderful to see come to fruition in Lakewood.

Thank you,
Hayden Mackley
253-376-9756

From: Paul Inghram [<mailto:PInghram@psrc.org>]
Sent: Monday, June 25, 2018 4:38 PM
To: Tiffany Speir
Subject: Downtown plan

Letter 13

Tiffany,

The work the city is doing on the Draft Lakewood Downtown Plan looks great. It's clear that city is investing considerable time and energy into the plan with the vision of making downtown a place that serves the community. In particular, the green loop, central park, and concepts for Motor Avenue and Towne Center look like great ideas that can help make Lakewood a more inviting and livable place. In my cursory review, I only identified two things that may be helpful:

The new PSRC regional centers framework includes guidance that the shape of centers should be generally round or square to make them more walkable places and to avoid irregular shapes. The changes to the Lakewood boundary help make it much more compact and focused on the downtown, which appears to be consistent with exactly what the framework recommends. In a couple of locations the boundary pops out to include new areas. That's understandable and may not need any adjustment, but it may be worth thinking about whether the extremities fully contribute to the core of the center. I'm making this comment from arms-length and appreciate that there may be very good logic for the areas that are included.

Making the boundary more focused on downtown Lakewood also meant no longer including the Sounder station. That may be a necessary outcome of working towards a more defined place, but I didn't see much that talked about how to maintain connectivity between downtown and the Sounder station. Is there a way to link them so that workers and residents can easily access regional transit?

It is great to see the work your doing. If my questions don't make sense, please call me any time. I look forward to following up with you next time our schedules overlap.

Paul

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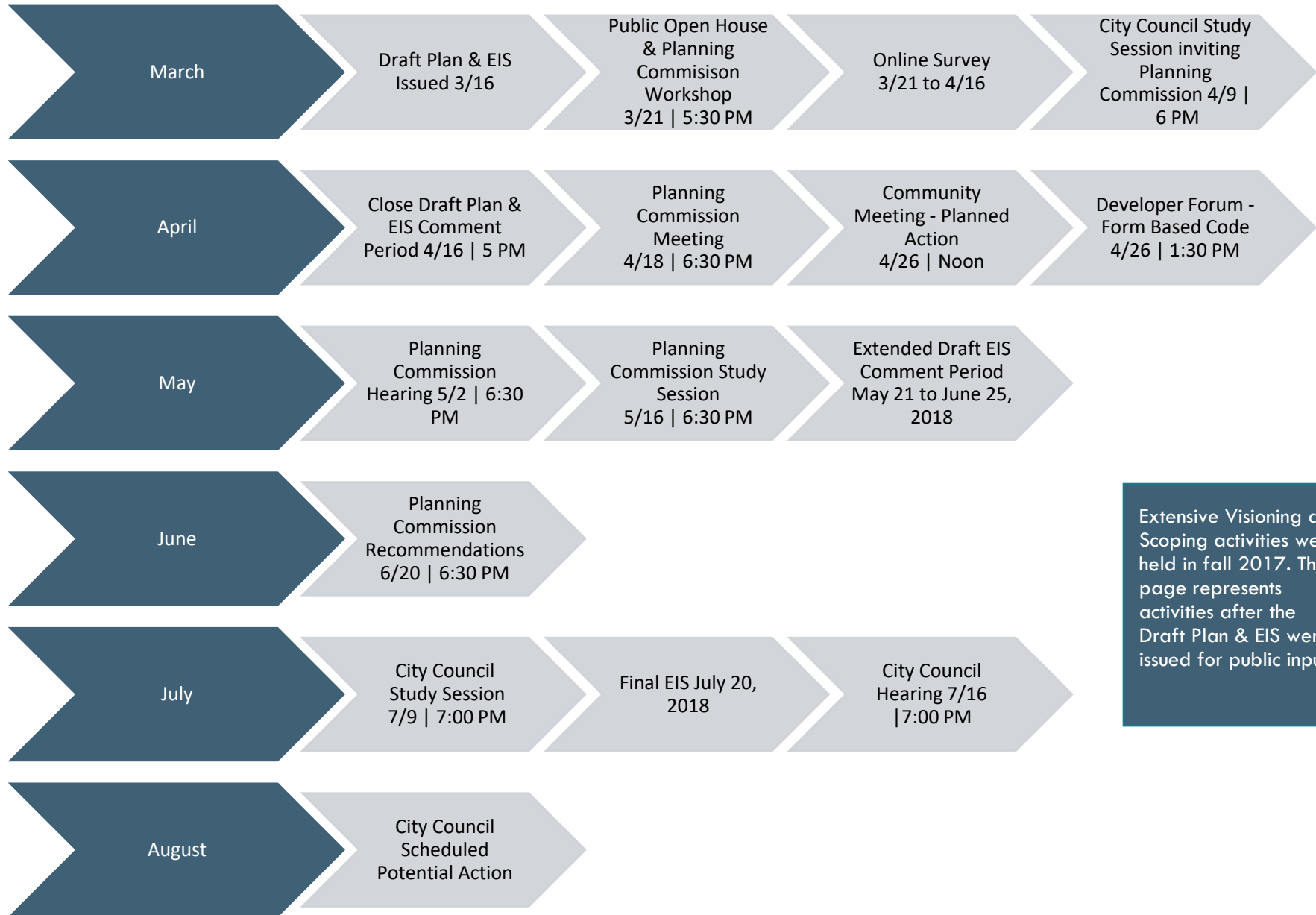
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A. Draft EIS and Plan Public Outreach

Downtown Plan and Environmental Impact Statement Public Outreach 2018

Outreach Timeline – March to August 2018



Extensive Visioning and Scoping activities were held in fall 2017. This page represents activities after the Draft Plan & EIS were issued for public input.

B. Planning Commission Proposed Subarea Plan and Downtown Development Code

ORDINANCE NO. _____

AN ORDINANCE of the City Council of the City of Lakewood, Washington, adopting the Downtown Subarea plan, amending Title 18A of the Lakewood Municipal Code by establishing a new Chapter 18A.35 (Downtown Development Code) and amending Chapters 18A.02 (Administration), 18A.50 (Development Standards), and 18A.90 (Definitions), and amending the Lakewood Comprehensive Plan.

I. RECITALS

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

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

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

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

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

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

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

2017; and

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

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

WHEREAS, the Planning Commission, held a duly noticed public hearing on May 2, 2018 regarding the “Downtown Subarea Plan Packet” (including the Downtown Subarea Plan, amendments to the Lakewood Land Use and Development Code to adopt a new Chapter 18A.35 (Downtown Development Code), associated amendments to the City's Comprehensive Plan text and Land Use Map, and associated amendments to the Lakewood Municipal Code at Chapters 18A.02 (Administration), 18A.50 (Development Standards) and 18A.90 (Definitions)), reviewed the public record and made a recommendation to the City Council on June 20, 2018; and

WHEREAS, the City Council held a duly noticed public hearing on July 16, 2018 regarding the “Downtown Subarea Plan Packet” and reviewed the public record; and

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

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

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

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, the City issued the Downtown Subarea Final Planned Action Environmental Impact Statement (FPAEIS) on July 12, 2018, which identifies the impacts and mitigation measures associated with the adoption of the Subarea Plan;

II. FINDINGS

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

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKEWOOD, WASHINGTON, DO ORDAIN as Follows:

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

Section 2. Adoption of Downtown Development Code. The City of Lakewood's Municipal Code Title 18A is amended to include a new Chapter 18A.35, Downtown Development Code, filed with the Community and Economic Development Department and attached hereto as **Exhibit B**.

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

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

18A.02.502 Process Types- Permits

TABLE 3: APPLICATION PROCESSING PROCEDURES

	Process I Administrative Action	Process II Administrative Action	Process III Hearing Action	Process IV Hearing Action	Process V Legislative Action
Permits	Zoning certification; Building permit; Design Review; Sign permit; Temporary Sign permit; Accessory Living Quarters; Limited Home Occupation; Temporary Use; Manufactured or Mobile Home permit; Boundary	Administrative Uses; Short Plat; SEPA; Home Occupation; Administrative Variance; Binding Site Plans, Minor Plat Amendment, Major modification of Process II permits; Shoreline Conditional Use; Shoreline Variance; Sho	Conditional Use; Major Variance; Preliminary Plat; Major Plat Amendment; Major modification of Process III permits; Shoreline Conditional Use; Shoreline Variance; Substantial Development Permit when	Zoning Map Amendments; Site-specific Comprehensive Plan map amendments; Specific Comprehensive Plan text amendments; Shoreline Redesignation, **Final Plat**; **Development Agreement** **No hearing required or	Generalized or comprehensive ordinance text amendments; Area-wide map amendments; Annexation; Adoption of new planning-related ordinances;

	Line Adjustments; Minor modification of Process II and III permits; Final Site Certification; Certificate of Occupancy; ***Sexually Oriented Business extensions, Form-Based Code Review	Substantial Development Permits; Cottage Housing Development (may be considered together with residential binding site plan)	referred by the Shoreline Administrator; Public Facilities Master Plan; Master Planned Development – Town Center Incentive Overlay	recommendation made by Planning Commission*	
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18A.90.200 Definitions.

Add the following:

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

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

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

Amend the following definition:

NONCONFORMING LOT. A lot which does not conform to the design or density requirements of the zoning district in which it is located. A non-conforming lot is a lot that was legal when it was created but no longer meets the current area, width, or depth dimensional requirements and/or does not meet the landscaping, site planning, or site design requirements for the zoning district in which the

property is located. Nonconforming lots may be occupied by any permitted use in the district, provided that all other development regulations in effect at the time of development must be met.

18A.02.850 Termination of Nonconforming Status.

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

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

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

18A.02.855 Damage or Destruction - Nonconformities.

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

B. If a nonconforming use or structure is damaged due to an involuntary event of fire, natural disaster or other casualty, to the extent of less than fifty (50) percent of fair market value, it may be restored to

substantially the same extent of nonconformance as preexisted the damage, provided that all applicable construction permits are obtained prior to commencement of demolition and reconstruction. This provision shall not be construed as reducing any requirements of construction standards in effect for rebuilt structures. Restoration or replacement shall commence within one (1) year from the date of damage or the use shall be terminated pursuant to LMC 18A.02.850, Termination of Nonconforming Status. (Ord. 264 § 1 (part), 2001.) Subsection B shall not apply to the Downtown District in LMC 18A.35; instead proportional compliance 18A.35.730 C and D shall apply.

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

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

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

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

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

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

18A.50.425 Landscaping Types.

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

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

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

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

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

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

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

f. Street lights as directed by the City Engineer.

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

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

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

(3) Vegetative groundcover.

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

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

18A.50.430 Landscaping Regulations by Zoning Districts.

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

G. Zones and Uses Minimum Landscaping Requirements

2. Multi Family Uses/Zones that abut:

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

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

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

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

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

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

Section 2. Severability. If any portion of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 3. Effective Date. That this Ordinance shall be in full force and effect thirty (30) days after publication of the Ordinance Summary.

ADOPTED by the City Council this 6th day of August, 2018.

CITY OF LAKEWOOD

Attest:

Don Anderson, Mayor

Briana Schumacher, City Clerk

Approved as to Form:

Heidi Ann Wachter, City Attorney

EXHIBIT A

Exhibit A – Downtown Subarea Plan

EXHIBIT B

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

EXHIBIT C

Exhibit C – Comprehensive Plan Map and Land Use Map

Revised Draft Lakewood Downtown Plan

City of Lakewood | June 2018

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

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Introduction

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

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

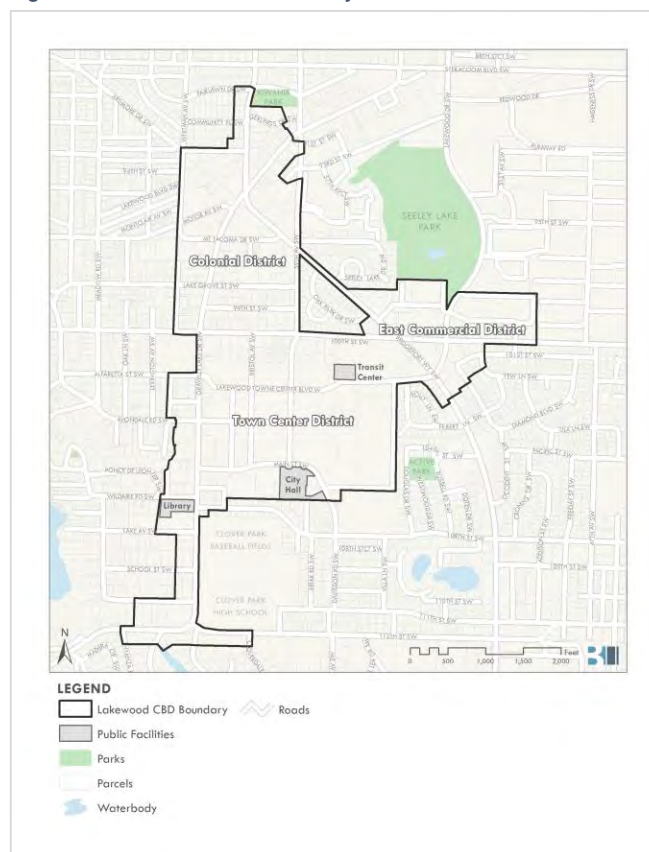
The Lakewood Downtown Plan encompasses over 315 parcel acres, with three districts that illustrate different characters. See Figure 1.

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

History of Lakewood and the Downtown

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

Figure 1. Downtown Plan Vicinity



BERK Consulting 2018

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

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

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

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

Related planning efforts for Downtown

Comprehensive Plan and Community Vision

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

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

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

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

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

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

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

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

CBD Assessment

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

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

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

Lakewood Colonial Plaza Project

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

Existing Conditions Summary

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

Table 1. Top Takeaways – Lakewood Downtown Conditions

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

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

Challenges and Opportunities

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

Assets

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

Challenges

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

Opportunities

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

Incentives

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

What We Heard

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

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

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

OUTREACH THEMES

More **entertainment** venues and restaurants

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

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

Pedestrian friendly street design, well-maintained and safe roads

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

Figure 2. Outreach Summary



BERK Consulting, Inc.

Vision for Downtown

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

Vision Statement

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

Guiding Principles

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

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

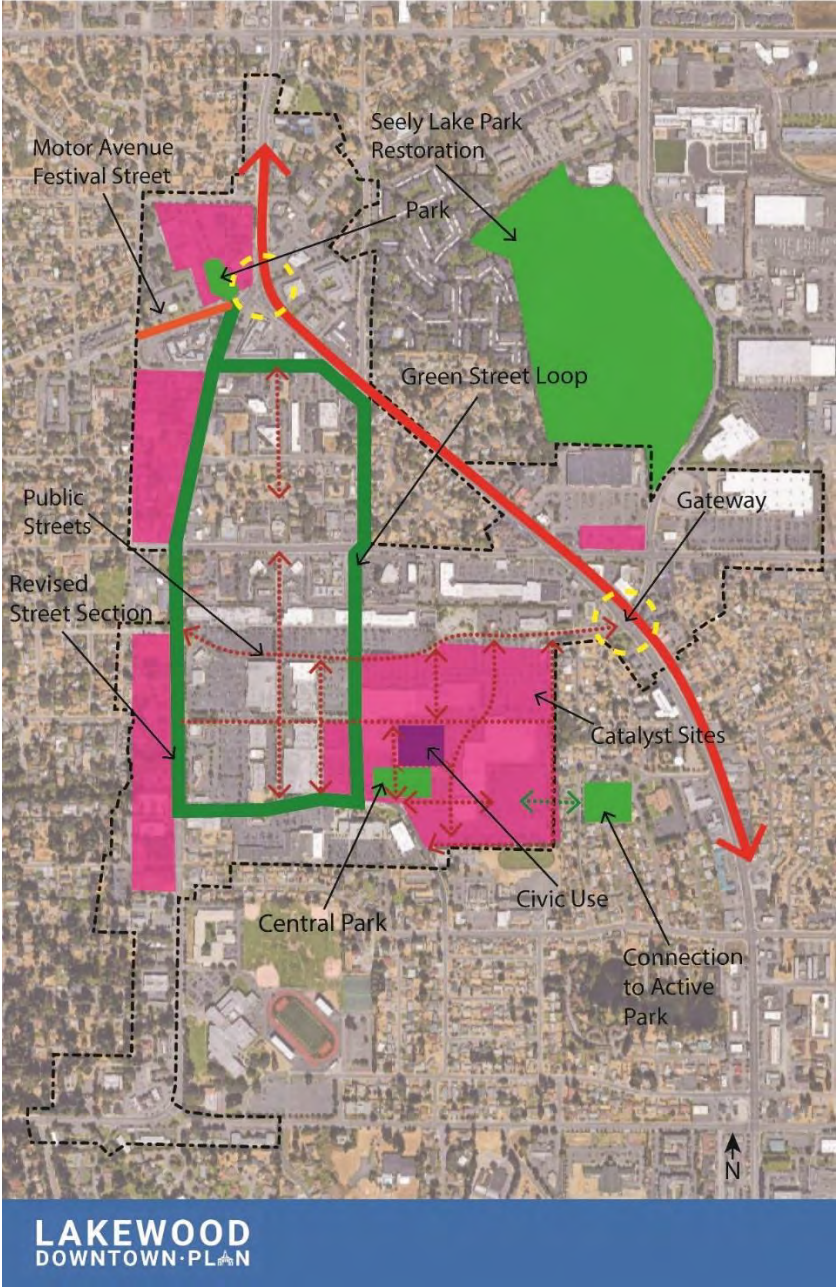
- The heart of the community and civic life
- Where all modes of travel are possible
- Designed for people to walk and bike
- Designed to be accessible by all ages and abilities
- Safe and welcoming
- Livable and affordable
- Where people of all ages go to do fun things, indoor and outdoor
- Rich with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

Concept Plan

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

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

Figure 3. Downtown Plan Concept



Framework, 2018

Placemaking

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

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

Figure 4. Lakewood Colonial Plaza Project Programming Ideas



Framework, 2016

Figure 5. Programming and Activation Examples



Compiled by Framework 2018

Figure 6. Programming and Activation Examples



Compiled by Framework 2018

Policies and Strategies

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

Urban Design + Land Use

Context

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

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

Hybrid Form-Based Code

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

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

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

Over time, various hybrid codes have been developed for unique local conditions that combine form-based code elements with traditional zoning.² This is the recommended approach here.

Land Use Study Area

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

Figure 7. Land Use Study Area



BERK, 2018

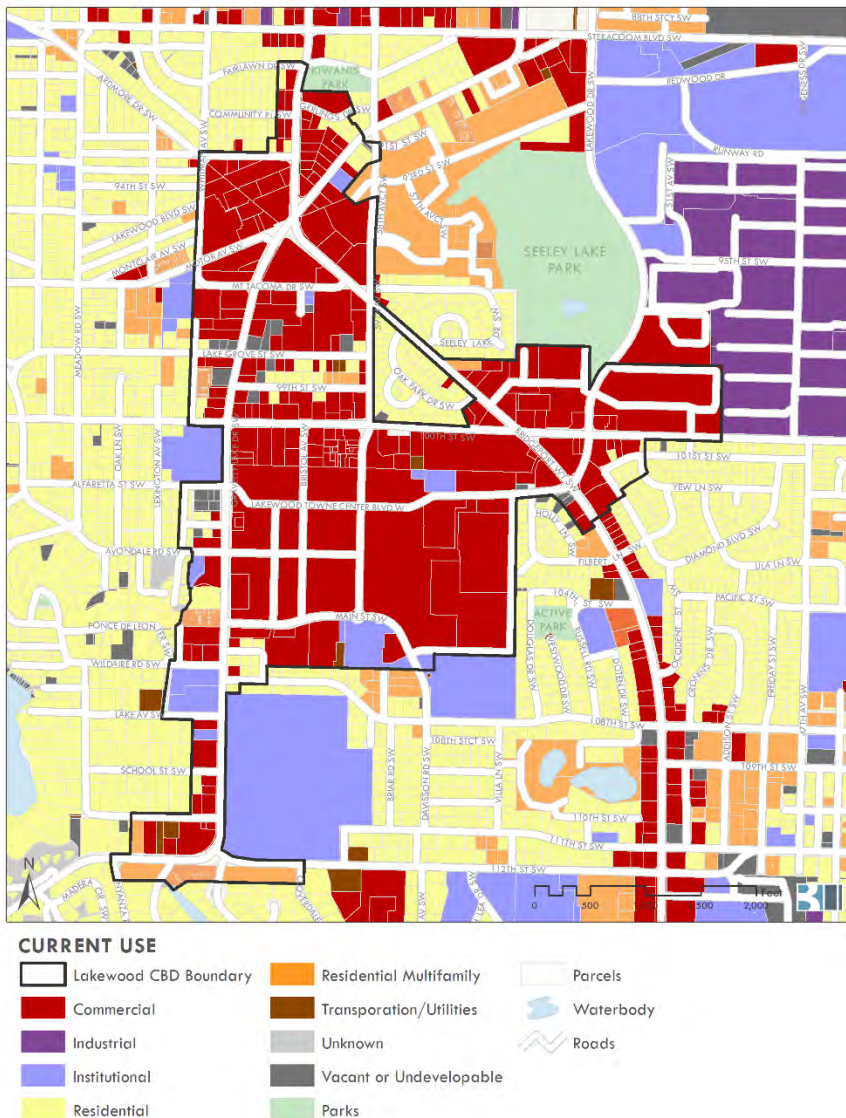
² Source: Form-Based Codes Institute, 2018; MRSC, 2012

Current + Future Land Use

Current Land Use

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

Figure 8. Downtown Current Land Use

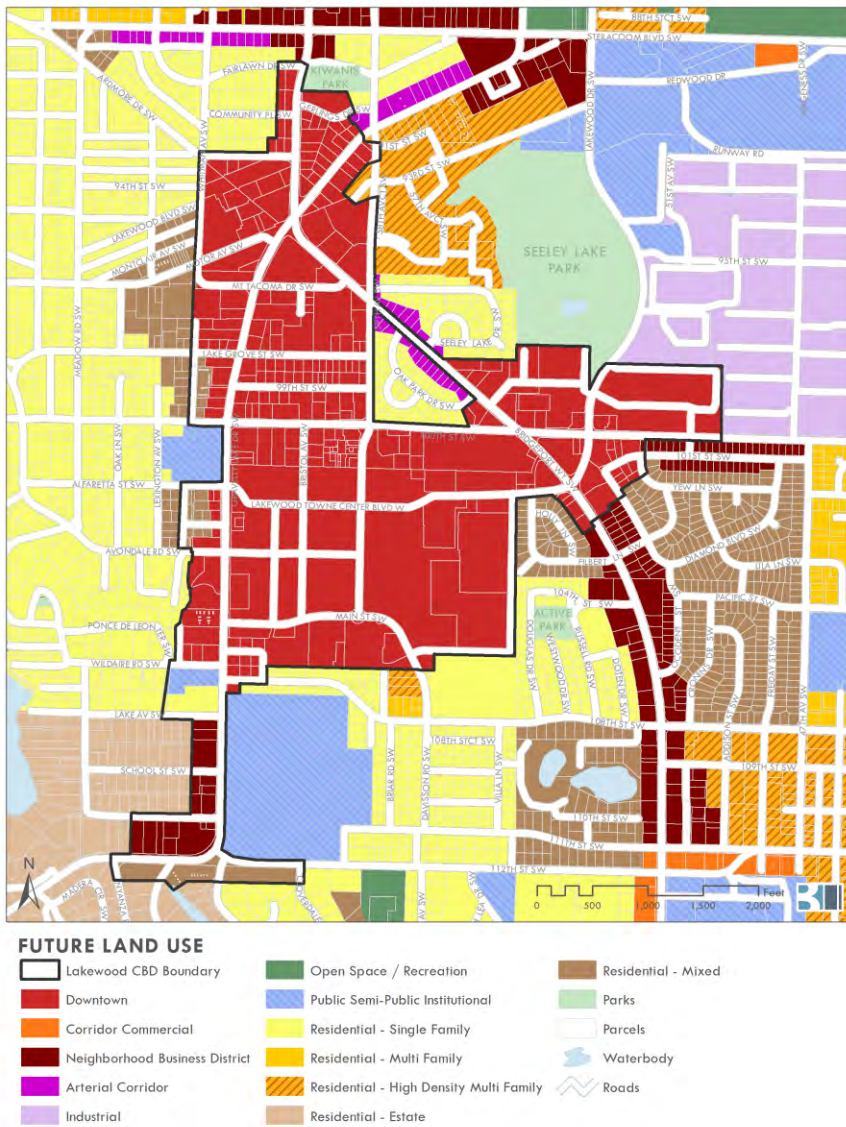


BERK, 2018; City of Lakewood, 2017

Future Land Use

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

Figure 9. Downtown Future Land Use Designations 2017



BERK, 2018; City of Lakewood, 2017

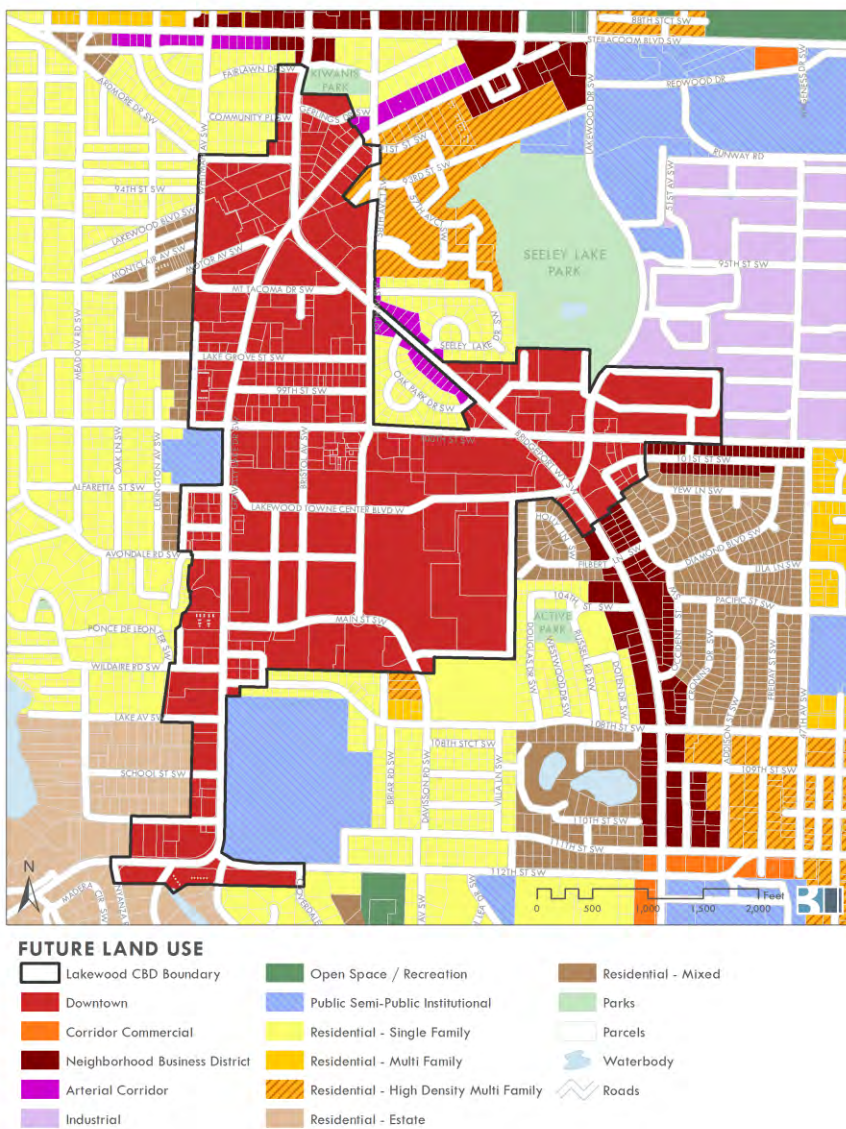
Proposed Future Land Use + Zoning

Future Land Use

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

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

Figure 10. Proposed Future Land Use Map 2018

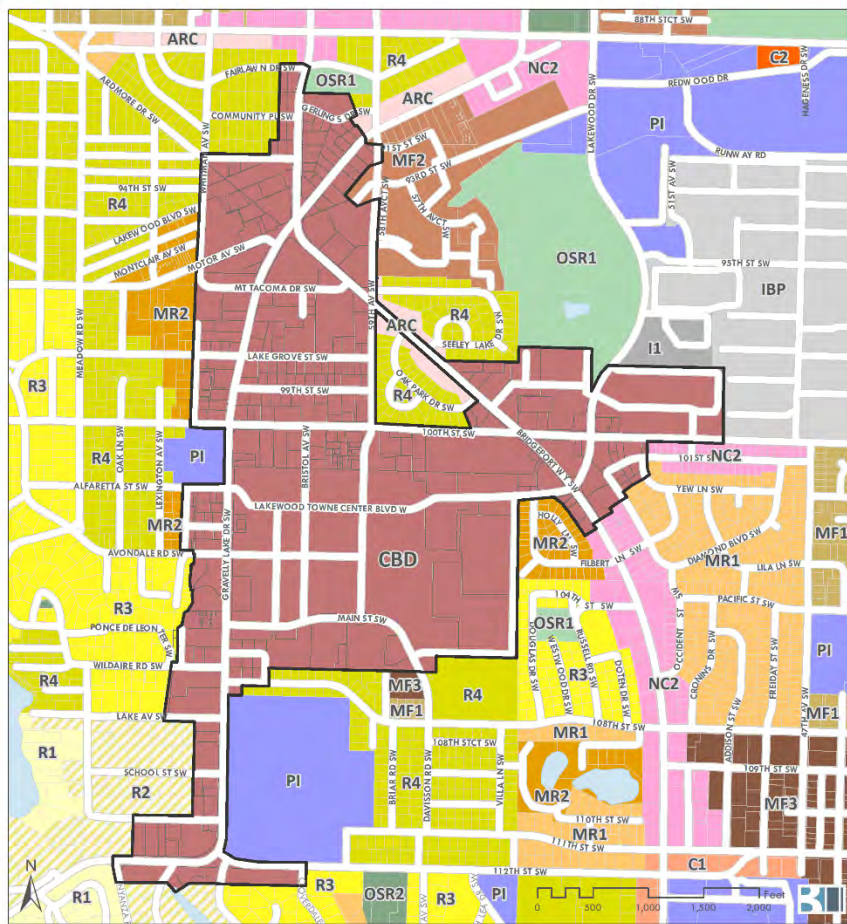


BERK, 2018; City of Lakewood, 2017

Zoning

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

Figure 11. Proposed Zoning Map



LEGEND

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

2017

BERK, 2018; City of Lakewood,

The base and overlay district is described below:

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

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

Urban Design

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

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

Figure 13. Lakewood Towne Center



Google Earth, 2018

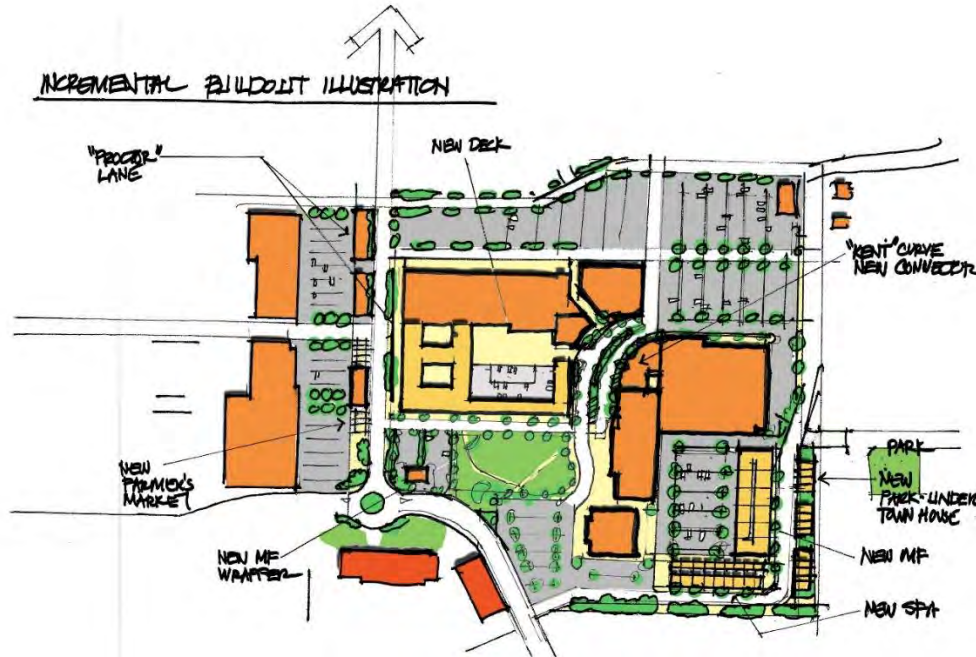
Included below are several redevelopment concepts for Lakewood Towne Center (“Incremental Build-Out” and “Reimagined”), as well as Lakewood Colonial Plaza Project (“Infill” and Redeveloped”), and Mixed-Use Housing on Gravelly Lake Drive SW.

Lakewood Towne Center Concepts

Lakewood Towne Center Incremental Build-Out

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

Figure 14. Lakewood Towne Center Incremental Build-Out



Seth Harry and Associates, 2017

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



Seth Harry and Associates, 2017

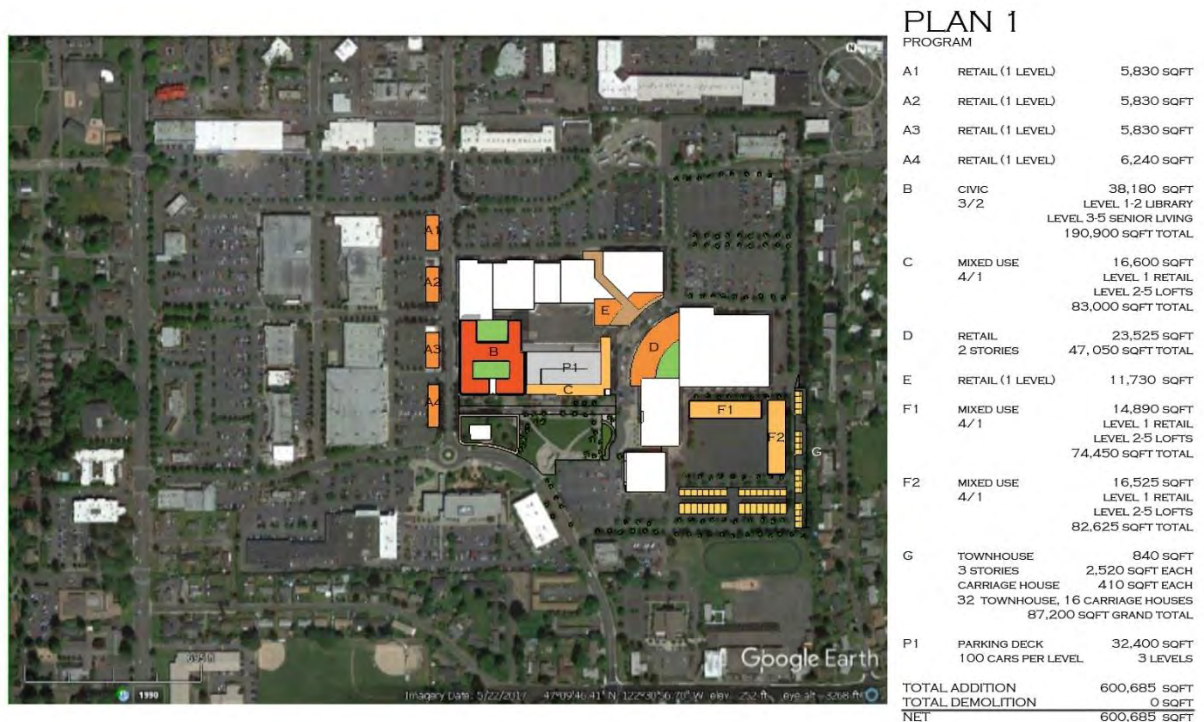
Figure 16. Town Center Incremental Build-Out 3D Model (View 2)



Seth Harry and Associates, 2018

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

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

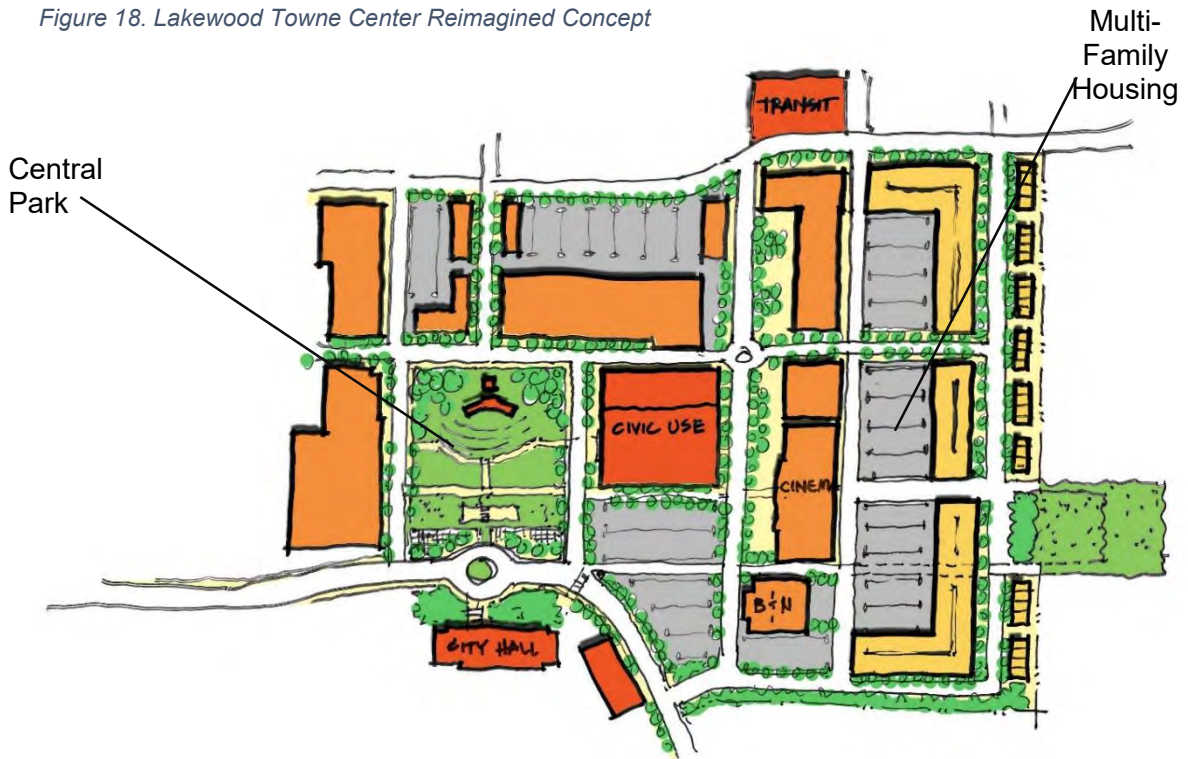


Seth Harry and Associates, 2017

Lakewood Towne Center Reimagined

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

Figure 18. Lakewood Towne Center Reimagined Concept



Framework, 2017

Figure 19. Lakewood Towne Center Reimagined 3D Model



Seth Harry and Associates, 2017, Framework, 2018

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



Figure 21. Lakewood Towne Center Reimagined Site Plan



Seth Harry and Associates, 2017; Framework, 2017

Lakewood Colonial Plaza Project Concepts

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

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

Figure 22. Lakewood Colonial Plaza District Infill Concept



Seth Harry and Associates, 2016

Figure 23. Lakewood Colonial Plaza District Redevelopment Concept



Seth Harry and Associates, 2016

Mixed-Use Housing Concept

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

Figure 24. Mixed-use Housing Concept



Seth Harry and Associates, 2017; Framework, 2017

ACTIVITY UNITS - POPULATION + EMPLOYMENT IN DOWNTOWN LAKEWOOD

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

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

Urban Design Policies + Strategies

Policies

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

Strategies

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

Economic Development

Context

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

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

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

Economic Development Policies + Strategies

Policies

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

Strategies

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

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

Housing

Context

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

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

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



Lakewood Downtown Survey 2017

MORE AND DIVERSE HOUSING WANTED

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

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

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

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

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

LAKWOOD'S RESPONSE TO HOMELESSNESS

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

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

Housing Policies + Strategies

Policies

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

Strategies

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

Street Grids, Streetscapes & Public Spaces

Context

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

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

Figure 26. 59th Avenue SW - Existing



Framework, 2017

Figure 27. 59th Avenue SW - Concept



Seth Harry and Associates, 2017

Figure 28. Active Retail Streetscape Example



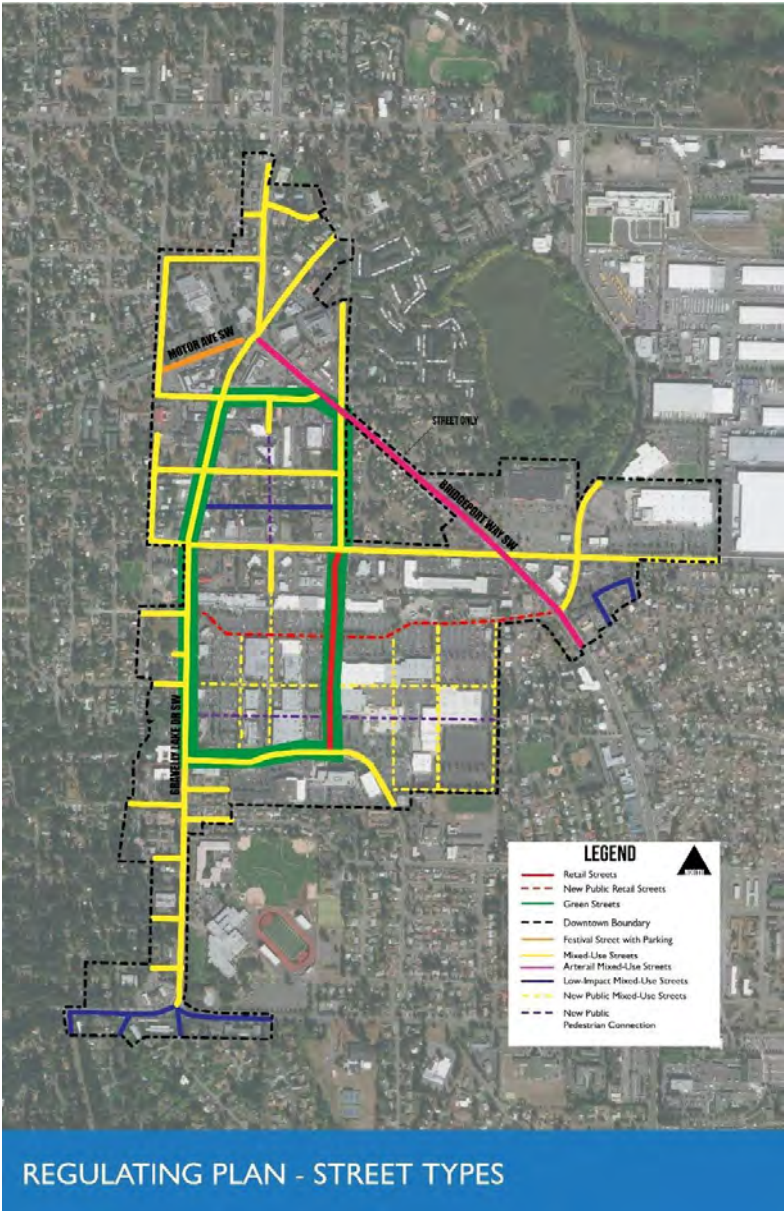
1kfriends.org, 2018

Streets

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

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

Figure 29. Downtown Regulating Plan – Street Types



Framework, 2018

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

To implement this Plan, development in the Downtown will be regulated, in part, by street typologies that address the design and function of the street. The street typologies will be paired with building or site development frontage types that are permitted along that street edge. For example, on the designated retail streets, either active first floor uses will be required with buildings primarily at the street edge, or any space between the street and building will be required to be active pedestrian space (e.g. outdoor dining, seating, public art, and other amenities.) Other street typologies will allow for a range of building frontage types and land uses to provide flexibility in design.

Street Concepts

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

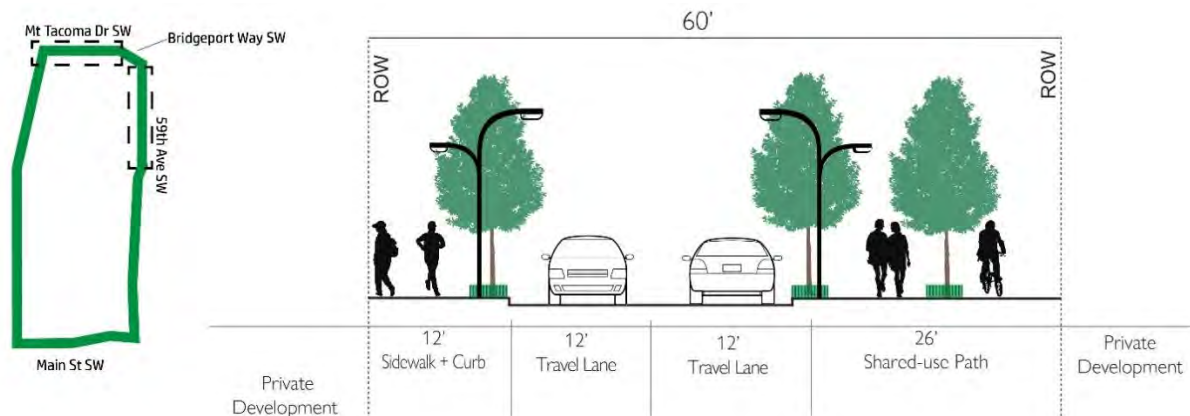
Green Street Loop

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

Mt Tacoma Drive SW/59th Avenue SW

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

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



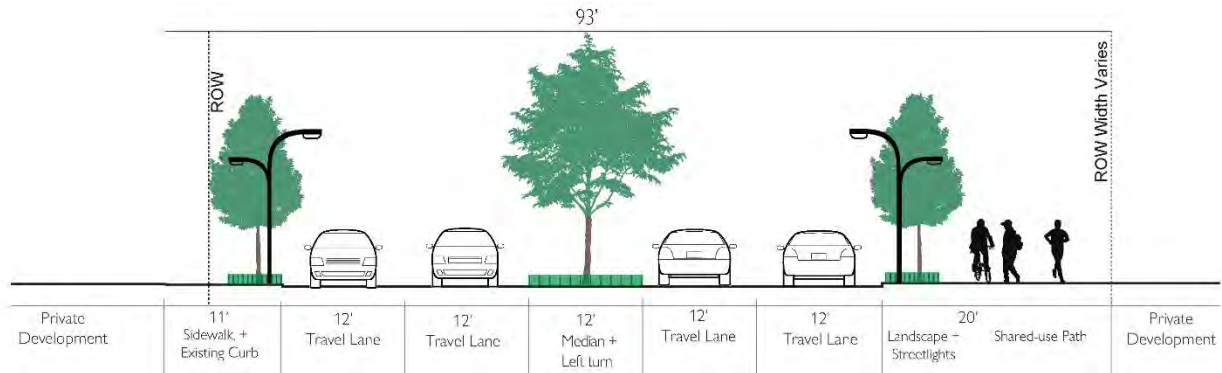
Framework and KPG, 2018

Gravelly Lake Drive SW

After evaluating several cross sections in the Draft EIS, Figure 31 illustrates the preferred section that includes four travel lanes and a center median with left turn pockets at public street

intersections. The street section maintains the existing curbs and expands the sidewalks on the west side of the street through acquiring additional ROW potentially as properties redevelop. Sidewalks may be expanded on the west side as part of frontage improvements associated with private development or a City capital project.

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

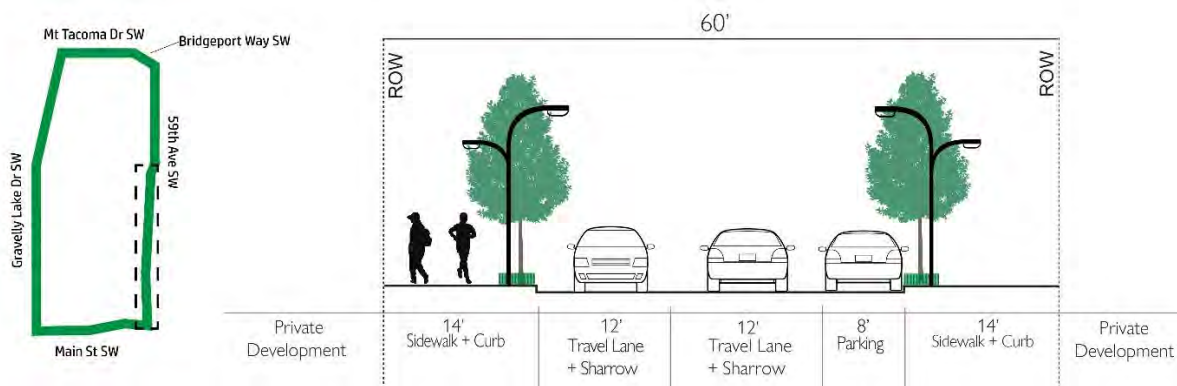


59th Avenue SW

CONCEPT #1

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

Figure 32. 59th Avenue NW (Existing ROW)

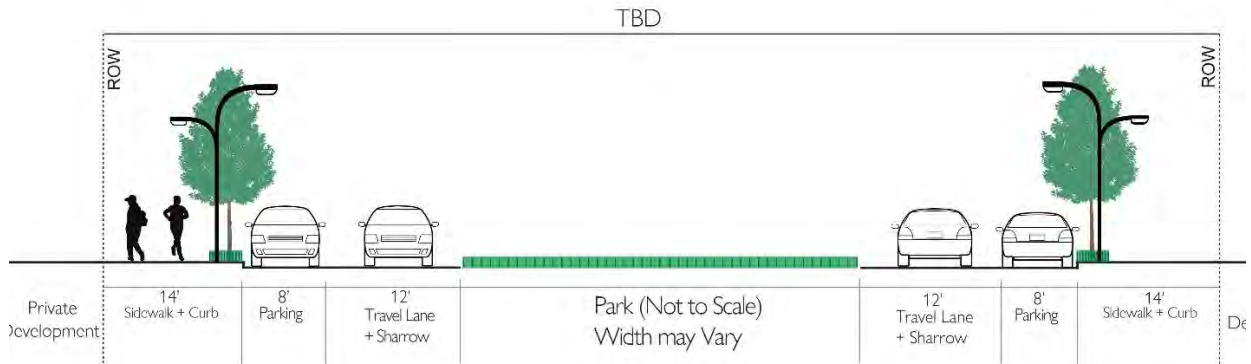


Framework and KPG, 2018

CONCEPT #2

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

Figure 33. 59th Avenue SW

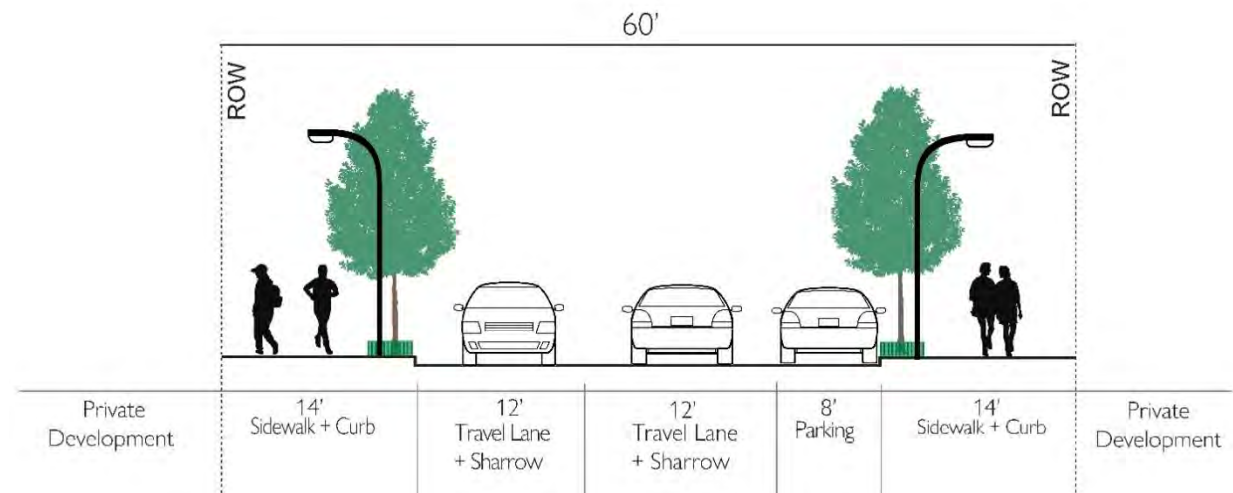


Framework and KPG, 2018

Lakewood Towne Center Boulevard SW

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

Figure 38. Lakewood Towne Center Boulevard between Bridgeport Way SW and Gravelly Lake Dr. SW



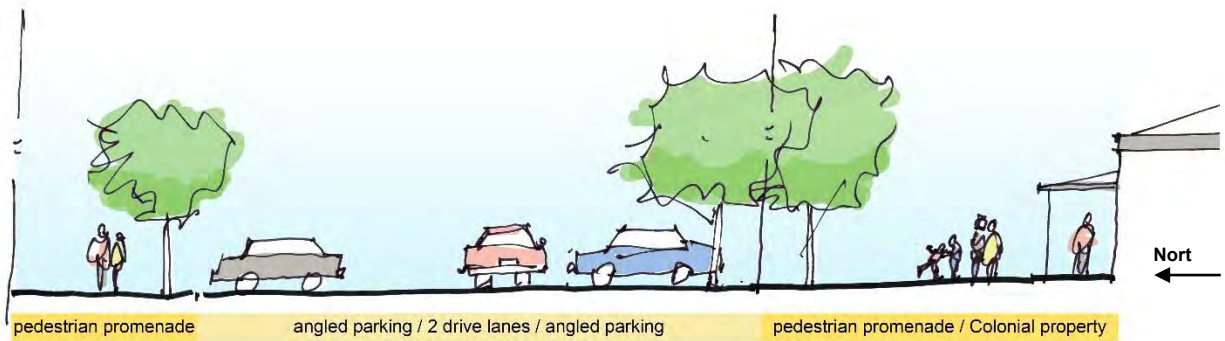
Framework and KPG, 2018

³ Source: NACTO Urban Bikeway Design Guide

Lakewood Colonial Plaza

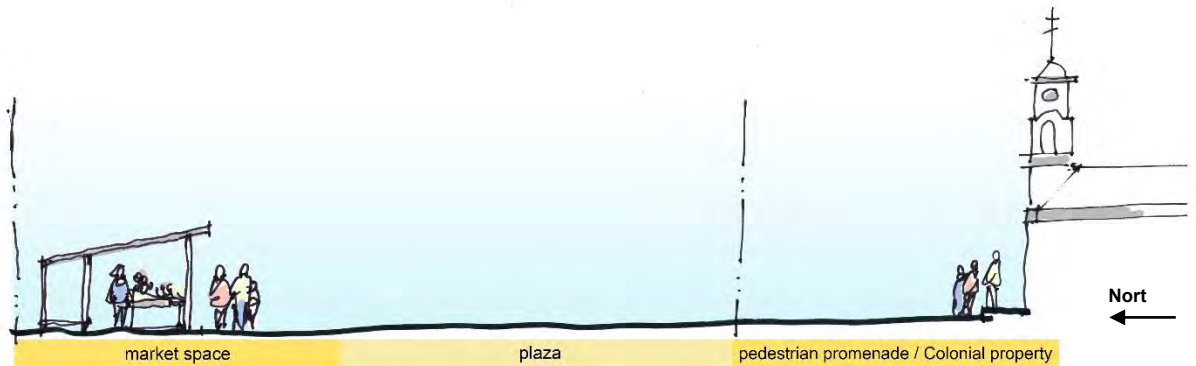
The concepts shown in Figure 39 and Figure 40 are from the preferred alternative developed as part of the Lakewood Colonial Plaza Project along Motor Avenue SW. The goal for the project is to expand public space in the Downtown and provide opportunities for programming, events, and to encourage redevelopment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

Figure 39. Lakewood Colonial Plaza Typical Section



Framework, 2016; KPG, 2016

Figure 40. Lakewood Colonial Plaza Typical Section



Framework, 2016; KPG, 2016

Public Spaces

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

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

Figure 41. Lakewood Colonial Plaza Design Concept



Framework, 2016; KPG, 2016

Parking

Context

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

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

Street Grids, Streetscapes & Public Spaces Policies + Strategies

Policies

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

Strategies

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

Transportation

Context

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

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

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

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

Proposed Improvements

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

⁴ Source: *Federal Highway Administration*

Table 2. Proposed Transportation Improvements

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

City of Lakewood, KPG and Fehr & Peers 2017

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

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

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

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

Mitigation

Additional Capital Improvements

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

The results without that change are described below the table.

Table 4. Potential Additional Transportation Mitigation

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

Fehr & Peers 2018

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

Screening Transportation Improvements and Additional Mitigation

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

Table 5. Transportation Improvements and Additional Mitigation Screening

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

BERK and Fehr & Peers 2018

Transportation Demand Management

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

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

Transportation Policies + Strategies

Policies

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

Strategies

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

Parks, Open Spaces, & Trails

Context

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

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

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

Figure43. Outdoor Recreation: Spray Park and Linear Park



Lakewood Downtown Plan Survey 2017, McCament & Rogers LLC 2014

Park Concepts

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

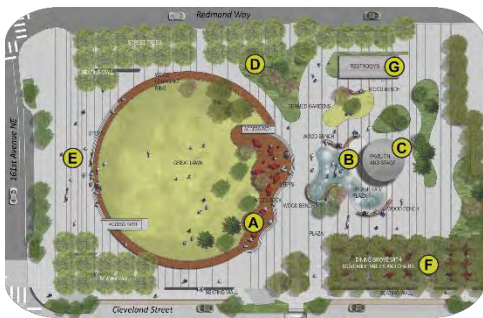
Figure 44. Park Concepts for Downtown Lakewood
Central Park Case Studies



Downtown Puyallup – Pioneer Park – 2 acres

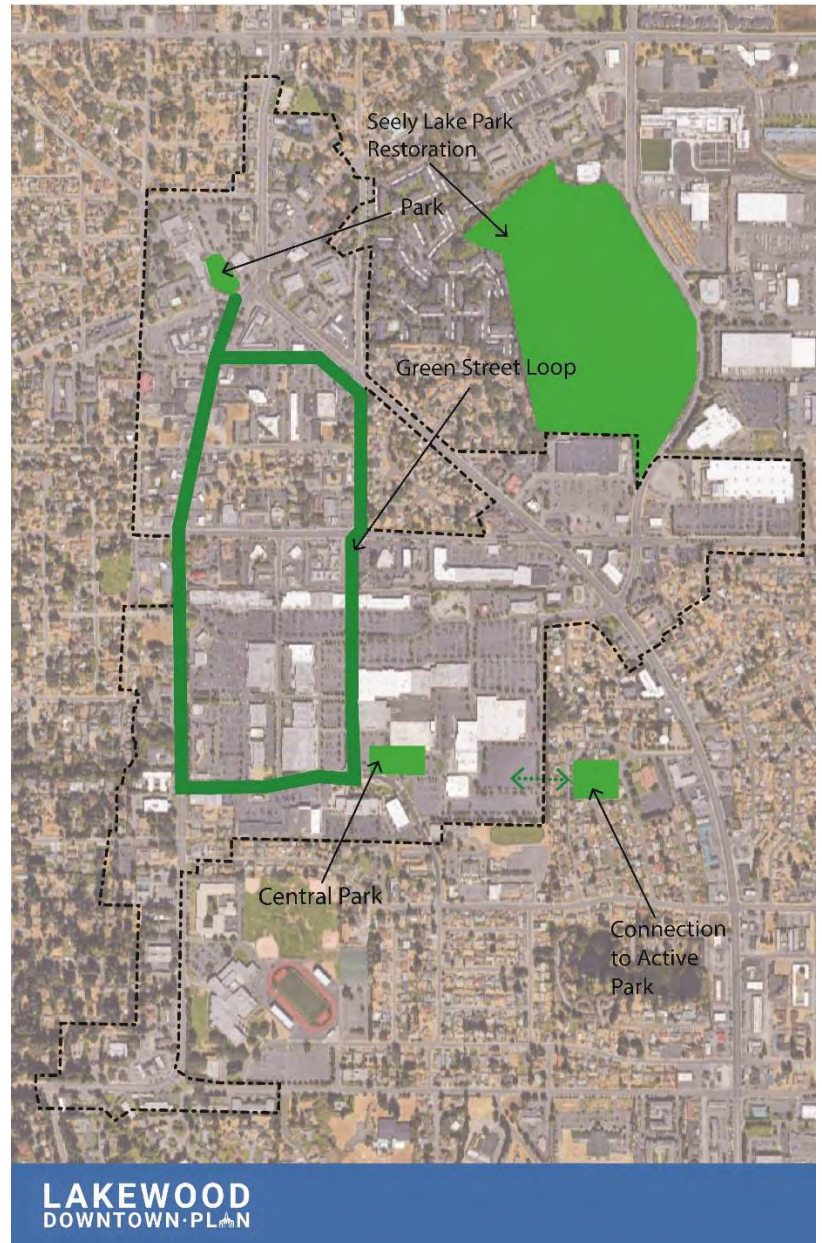


Downtown Burien – 1 acre



Downtown Redmond – 2 Acres, Under Construction

Downtown Lakewood Park Concept



Park, Open Spaces & Trails Policies + Strategies

Policies

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

Strategies

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

Stormwater and the Natural Environment

Context

Natural Environment

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

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

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

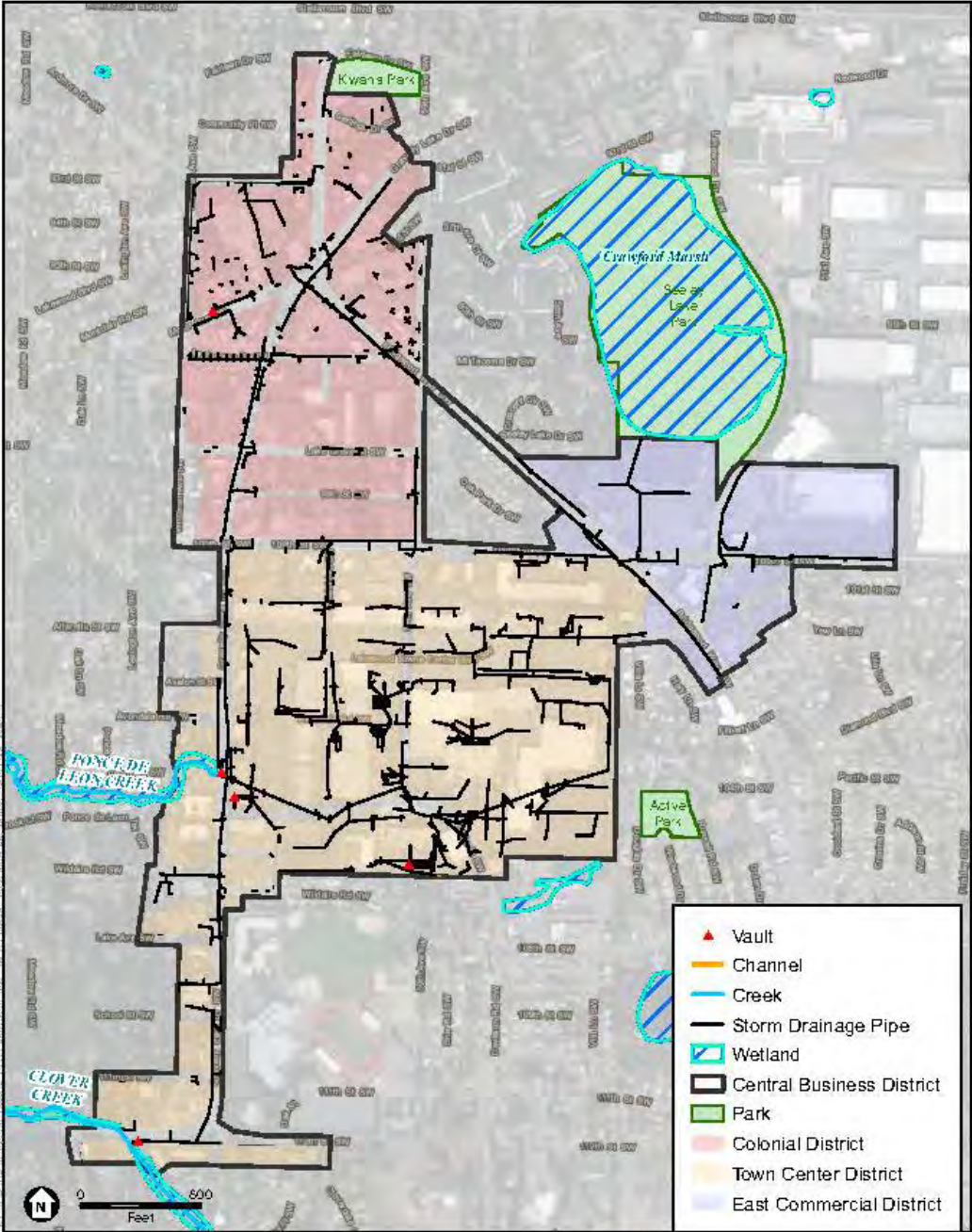
Urban adapted wildlife (e.g. rodents, raccoons, and some birds such as crows) may take advantage of the limited greenspace within Downtown Lakewood.

Stormwater

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

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

Figure45. Surface Water Features



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

Proposed Improvements

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

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

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

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

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

Stormwater and the Natural Environment Policies + Strategies

Policies

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

Strategies

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

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

Utility Infrastructure (Water, Sewer, Power)

Context

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

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

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

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

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

Policies

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

Strategies

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

⁵ Water supply requirements for fire flow can be much greater than the average daily usage for single buildings.

Developers are responsible for improvements needed to meet fire code requirements on their property, so additional improvements may be identified during the design review for individual projects.

Community Partnerships and Organization

Context

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

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



Mainstreet.org, 2018; Google Maps, 2018

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

Figure 34. Main Street Four Point Approach



Mainstreet.org, 2018

Community Partnerships and Organization Policies + Strategies

Policies

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

Strategies

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

Implementation Plan

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

Table 5. Implementation Plan

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

	Plan Action	Timeline	Department
	<ul style="list-style-type: none"> Update the City’s parking requirements to “right size” the requirements based on the results of the parking study and to encourage shared parking and flexibility in meeting parking requirements. The updated parking requirements should consider parking maximums. 	Short-term	Community Development
	<ul style="list-style-type: none"> Monitor the impact of the Downtown Code in implementing this Plan at least annually and amend the Plan and its associated regulations as needed to improve outcomes. 	Short-term; Ongoing	Community Development
Economic Development	<ul style="list-style-type: none"> Develop a Lakewood-specific business attraction and retention program with regional economic development partners including opportunities for incubator businesses. 	Ongoing	Community Development, Public Works Engineering, Parks and Recreation, Economic Development
	<ul style="list-style-type: none"> Identify and implement incentives that would encourage new businesses to locate in Downtown Lakewood. 	Short-term; Ongoing	Economic Development
	<ul style="list-style-type: none"> Provide resources for entrepreneurs and small businesses, including information available in multiple languages, and recruit key business services to the area. 	Short-term; Ongoing	Economic Development
	<ul style="list-style-type: none"> Support a business improvement district and continue ongoing initiatives to make downtown Lakewood clean and safe. 	Short-term	Economic Development
	<ul style="list-style-type: none"> Activate empty and underutilized places such as parking lots. 	Short-term	Community Development, Economic Development
	<ul style="list-style-type: none"> Seek neighborhood businesses that provide daily goods and services in the CBD. 	Ongoing	Economic Development
	<ul style="list-style-type: none"> Invest in civic amenities and infrastructure consistent with this Downtown Plan to attract business owners and investors who create living wage jobs. 	Mid-term	Community Development, Public Works Engineering, Parks and Recreation

	Plan Action	Timeline	Department
	<ul style="list-style-type: none"> Explore the feasibility of a business incubator in Downtown and consider incorporating economic gardening for microenterprises into it. 	Mid-term	Economic Development
	<ul style="list-style-type: none"> Work with local financial institutions on providing low interest loans for qualified small local businesses. 	Short-term; Ongoing	Economic Development
	<ul style="list-style-type: none"> Implement “crime prevention through environmental design” principles at the time of design and through maintenance programs. 	Short-term; Ongoing	Community Development, Public Works Engineering,,
	<ul style="list-style-type: none"> Improve regular police patrols through extension of public streets. 	Mid-term	Community Development, Public Works Engineering, Police Department
	<ul style="list-style-type: none"> Evaluate regulations, procedures, and fees to remove barriers to business formation and development while remaining effective and reasonable to achieve the Vision of this plan. 	Short-term	Community Development
Housing	<ul style="list-style-type: none"> Adopt form-based development regulations that improve the quality of attached and mixed-use housing development and create a walkable attractive Downtown. 	Short-term	Community Development
	<ul style="list-style-type: none"> Revise land use and development regulations to promote mixed-use development within the CBD. 	Short-term	Community Development
	<ul style="list-style-type: none"> Adopt transitional height and landscape standards to ensure compatibility with abutting lower-density areas. 	Short-term	Community Development
	<ul style="list-style-type: none"> Engage affordable housing organizations about opportunities and partnerships to increase housing in the Downtown. 	Short-term; Ongoing	Community Development, Economic Development
	<ul style="list-style-type: none"> Explore opportunities for transitional housing and services with homelessness service providers to address the health, social, and shelter needs of homeless in Lakewood. 	Short term; Ongoing	Community Development, Economic Development

	Plan Action	Timeline	Department
	<ul style="list-style-type: none"> Foster neighbor engagement and create a sense of safety through “crime prevention through environmental design” principles integrated into development designs. 	Ongoing	Community Development
	<ul style="list-style-type: none"> Explore expanding current tax abatement programs and other incentives. 	Long Term	Community Development
Street Grid, Streetscapes and Public Spaces	<ul style="list-style-type: none"> Require land uses and development to support an active, safe, and engaging public realm in Downtown streets, parks, and public spaces. 	Mind-term; Ongoing	Community Development, Economic Development, Public Works Engineering, Parks and Recreation
	<ul style="list-style-type: none"> Expand the number of events held in public spaces in Downtown by building off the success of the Lakewood Farmer’s Market. 	Short-term; Ongoing	Public Works Engineering, Community Development
	<ul style="list-style-type: none"> Implement public and civic investment programs such as: public spaces, art, seasonal events; streets, streetscapes, and parks; and environmental remediation. 	Mid-term	Public Works Engineering, Community Development, Parks and Recreation
	<ul style="list-style-type: none"> Adopt regulations for right-sized parking requirements, a larger on-street parking network, parking facilities within in structures or located away from the edges of streets and public spaces, and encouraged shared parking. 	Short-term; Ongoing	Community Development, Public Works Engineering
		<ul style="list-style-type: none"> Amend City design and engineering standards to implement Downtown street sections. 	Short-term
Transportation	<ul style="list-style-type: none"> Ensure development standards require new development to provide convenient pedestrian connections to bus stops. 	Short-term	Community Development, Public Works Engineering
	<ul style="list-style-type: none"> Provide pedestrian facilities and amenities, local access, on-street parking, and active streets on designated retail streets in the Downtown. 	Ongoing	Public Works Engineering
	<ul style="list-style-type: none"> Prioritize the design and construction of the Green Loop, including the revision on Gravelly Lake Drive SW. 	Ongoing	Community Development, Public Works Engineering

Plan Action	Timeline	Department
<ul style="list-style-type: none"> ▪ Provide sidewalks and/or upgraded sidewalk conditions within the Downtown area along the Green Loop roadways and along connections to parks and recreational spaces. 	Ongoing	Community Development, Public Works Engineering
<ul style="list-style-type: none"> ▪ Construct high quality bicycle facilities for riders of all ages, including bicycle lanes and multi-use paths to provide safe east-west and north-south routes in the Downtown. 	Long-term	Community Development, Public Works Engineering
<ul style="list-style-type: none"> ▪ Actively pursue the acquisition of the proposed public streets based on the priorities established in the Implementation Plan and as strategic opportunities arise. 	Short-term	Public Works Engineering
<ul style="list-style-type: none"> ▪ Work with Pierce Transit, Sound Transit, and other partners to offer incentives to small employers that promote multimodal travel. 	Short-term	Public Works Engineering
<ul style="list-style-type: none"> ▪ Provide a high level of transit stop amenities, including pads, bus shelters, and traveler information within the Plan area. 	Short-term	Pierce Transit, Public Works Engineering
<ul style="list-style-type: none"> ▪ Conduct a parking study in the Downtown to understand the existing demand for parking and identify opportunities for redevelopment of existing surface parking lots to support the implementation of this Plan. 	Short-term	Community Development
<ul style="list-style-type: none"> ▪ Update the City’s parking requirements to “right size” the requirements based on the results of the parking study and to encourage shared parking and flexibility in meeting parking requirements. 	Short-term	Community Development
<ul style="list-style-type: none"> ▪ Pursue opportunities to add on-street parking consistent with the street concept plans and support the redevelopment of existing surface parking lots and prioritize access to street level retail uses. 	Short Term; Ongoing	Community Development, Public Works Engineering

	Plan Action	Timeline	Department
Parks, Open Spaces, & Trails	<ul style="list-style-type: none"> Implement the Lakewood Legacy Plan urban parks level of service standard. 	Mid-Term	Parks and Recreation, Community Development
	<ul style="list-style-type: none"> Explore grant and other funding opportunities for public space improvements and programming. 	Mid-term	Parks and Recreation, Community Development, Public Works Engineering, Administrative Services
	<ul style="list-style-type: none"> Authorize partial fees in lieu of onsite parks and recreation facilities to contribute to central and linear park implementation. 	Short-term	Parks and Recreation, Community Development
	<ul style="list-style-type: none"> Acquire land for and develop a central park in Downtown to provide citizens with recreation and cultural features. 	Long-term	Community Development, Public Works Engineering
	<ul style="list-style-type: none"> Develop the Green Loop to connect the Downtown's parks, recreation, cultural, transit, and retail assets. 	Short-term	Community Development, Public Works Engineering
	<ul style="list-style-type: none"> Explore the potential to designate a cultural district within Downtown to celebrate art and creativity and to attract funding. 	Mid-term	Parks and Recreation
	<ul style="list-style-type: none"> Program and host events (e.g., farmers market, parades, holiday festivals or Octoberfest) for Downtown public spaces. 	Short-term; Ongoing	Parks and Recreation
	<ul style="list-style-type: none"> Create streetscapes and trails that link the Downtown area to parks and recreational facilities outside of Downtown. 	Mid-term	Community Development, Public Works Engineering
	Stormwater	<ul style="list-style-type: none"> Feature low impact development and green stormwater infrastructure along the Green Street Loop. 	Short-term
<ul style="list-style-type: none"> Use native and/or drought tolerant landscaping in the Downtown. 		Short-term	Community Development, Public Works Engineering
<ul style="list-style-type: none"> Provide educational signage at aboveground stormwater facilities and/or added natural features. 		Short-term	Public Works Engineering
<ul style="list-style-type: none"> 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

	Plan Action	Timeline	Department
	<ul style="list-style-type: none"> Address protection and potential restoration of piped streams in development to improve downstream function. 	Mid-term	Community Development, Public Works Engineering
	<ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> Identify types of acceptable low impact development and green stormwater infrastructure techniques for small parcels in the Plan area. Be open to emerging ideas. 	Short-term; Ongoing	Public Works Engineering
Utility Infrastructure	<ul style="list-style-type: none"> Facilitate the creation of public streets to maximize development potential that meets the Downtown Plan vision. 	Mid-term	Public Works Engineering, Community Development
	<ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> Coordinate with Pierce County on the relocation of sewer lines as public streets are developed. 	Short-term; Ongoing	Public Works Engineering
	<ul style="list-style-type: none"> Promote energy-saving building materials and site designs (e.g., LEED or similar ranking systems) through development regulation incentives. 	Short-term; Ongoing	Community Development
Community Partnerships	<ul style="list-style-type: none"> Create a Downtown Plan Advisory Commission with staff support to assist with implementation efforts. 	Mid-term	Community Development, Economic Development
	<ul style="list-style-type: none"> Connect businesses to other Lakewood business support organizations' missions and programs including the Lakewood Chamber of Commerce. 	Short-term; Ongoing	Community Development, Economic Development

Plan Action	Timeline	Department
<ul style="list-style-type: none"> ▪ Work with Lakewood Chamber of Commerce on a “buy local” initiative that builds on the small business movement. 	Short-term	Economic Development
<ul style="list-style-type: none"> ▪ Seek community partnerships for the programming and management of public spaces for active use. 	Mid-term; Ongoing	Parks and Recreation
<ul style="list-style-type: none"> ▪ Explore becoming a designated Main Street program through the State of Washington. 	Short-term	Community Development, Parks and Recreation

Appendix A Colonial District Design Overview

COLONIAL DISTRICT DESIGN OVERVIEW

LAKESWOOD
DOWNTOWN · PLAN



PRECEDENTS



ELEMENTS

* MATERIALS

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

* COLOR

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

* ARCHITECTURAL (COLONIAL REVIVAL)

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

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



MOTOR AVENUE CONCEPT

ELEMENTS



ROOF TYPES



GABLE



HIPPED



SIDE GABLE



GAMBREL

DESIGN STANDARDS

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

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

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

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

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

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

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

Appendix B: Capital Facility Plan

Capital Facilities Plan Text

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

Transportation Improvements

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

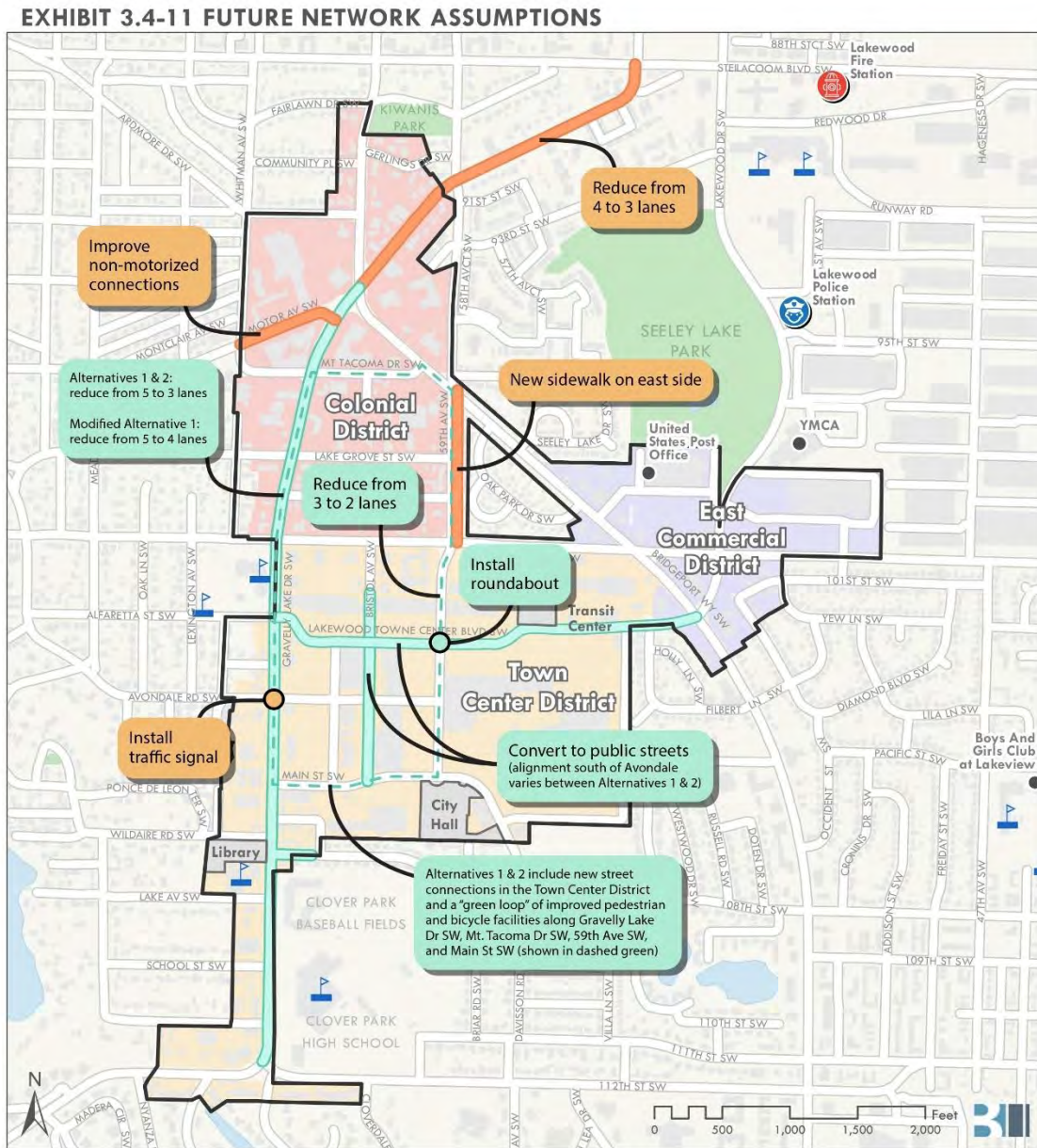
Transportation Improvement Program Improvements: 2018-2023

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

Preferred Alternative Network Changes

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

Exhibit 1. Transportation Network Assumptions



Source: Fehr & Peers, BERK 2018

Additional Intersection Improvements

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

Exhibit 2. Proposed Mitigation Measures.

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

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

Source: Fehr & Peers, 2018.

Transportation Costs

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

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

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

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

Note: Other includes Developer contributions.

Source: City of Lakewood 2017

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

Planned Action EIS traffic modeling identified approximately 39% pass-through traffic in the study area under Modified Alternative 1 and 30% pass-through under Alternative 2; to support citywide or regional travel the City would provide some funding and much of it would come from grants or other funding sources. The responsibility of cumulative planned action development would equal 61% to 70% maximum unless the combination of City and Grant resources was more successful. The proportionate share of costs of the Planned Actions would be determined based on their proportionate share of trips identified in the Planned Action Ordinance.

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

PROJECT	TITLE	COST (100%) 2018\$ ROUNDED	ALT 2: PLANNED ACTION (PRIVATE) SHARE 70%	ALT 1 MOD PLANNED ACTION (PRIVATE) SHARE 61%
1	Gravelly Lake Dr SW Revised Section: 4-lane section plus median/turn lane shown in the May 2018 Subarea Plan concept #3A.	\$19,410,000	\$13,587,000	\$11,840,100
2.1	Conversion of Lakewood Towne Center Blvd as Public Street	\$11,757,000	\$8,229,900	\$7,171,770
2.2	Conversion of Bristol Ave as Public Street	\$7,357,000	\$5,149,900	\$4,487,770
3	Lakewood Towne Center Blvd at 59th Ave SW, Roundabout	\$2,402,000	\$1,681,400	\$1,465,220
4	Reduce 59th Ave SW to two lanes, allowing for bicycle facilities (sharrows)	\$189,000	\$132,300	\$115,290
5*	Gravelly Lake Dr / Avondale Rd SW New Signalized Intersection	\$1,178,000	\$824,600	\$718,580
6	100th St SW / Bridgeport Way SW	\$649,000	\$454,300	\$395,890
7	100th St SW / Lakewood Dr SW	\$8,000	\$5,600	\$4,880
8	Option A: 100th St SW / Lakewood Dr SW: Convert westbound through-left lane to left only to remove split phase	\$13,000	\$9,100	\$7,930
	Option B: 100th St SW / Lakewood Dr SW: Move the pedestrian crossing to the north side of the intersection coincident with the WB phase	\$269,000	\$188,300	\$164,090
Total	with 8A	\$42,962,000	\$30,073,400	\$26,918,690
	with 8B	\$43,218,000	\$30,252,600	\$27,074,850

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

Source: KPG, BERK 2018

Potential Funding Sources

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

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

OPPORTUNITIES TO CAPTURE CONTRIBUTIONS FROM NEW DEVELOPMENT

- Sales Tax Generated on Development.** Sales tax is generated from the taxable sales of goods occurring within the city boundaries. Sales tax impacts from potential site development in the Downtown study area will be generated in two ways:

- The initial construction of the development will generate sales tax for the full cost of supplies, material, and labor used in construction.
- Retail and hotel development will generate significant ongoing sales and use tax revenues.
- **Property Tax Generated on Development.** Assessed value (AV) from new construction is the only way for a jurisdiction to increase its property tax base and revenues beyond the 1% per year cap on the property tax levy.
- **Utility Tax Generated on Development.** Utility taxes and franchise fees are charged against total utility revenues, and revenue from utility taxes scales in proportion with the quantity of utilities purchased by the study area's future tenants. The development in the study area would generate utility tax revenue for the City, based on the total utility billing generated by the area occupants.

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

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

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

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

COMMUNITY CONTRIBUTIONS

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

- **Economic Opportunity.** The range of employment opportunities and the real wage gains of employees.
- **Constituent Tax Burdens.** Efficient land use and public services and high-value development opportunities can keep tax burdens lower than they would otherwise be.

- **Productive and Efficient Returns on Infrastructure.** Infrastructure is by nature a capacity building asset. Effectively leveraging infrastructure capacity and targeting new investments to open up economic opportunities are integral to supporting private investment in the community.

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

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

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

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

revitalization projects and programs are financed by diverting a portion of the regular property taxes imposed by local governments within the tax increment area. The law allows local governments raise revenue to finance public improvements that are designed to “encourage economic growth and development in geographic areas characterized by high levels of unemployment and stagnate employment and income growth.” Use of the funds is expected to “encourage private development within the increment area and to increase the fair market value of real property within the increment area.” The law requires there be a signed, written agreement among taxing districts, a public hearing, and adoption of an ordinance. The agreement indicates that taxing districts in the aggregate will levy at least 75 percent of the regular property tax within the increment area.

Parks Costs

The roadway improvements above address the Green Loop, a linear park and non-motorized travel improvement. In addition to the Green Street Loop the Downtown Plan supports a Central Park. A two to four-acre park has been evaluated. A two-acre park would have less potential disruption to future public road improvements and retain more area for private redevelopment.

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

Exhibit 5. Park Size and Costs Excluding Acquisition and Design

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

Source: KPG, BERK 2018

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

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

Downtown Development Code

June 29, 2018 | BERK and Framework

18A.35 Downtown Development Code

18A.35.100 Downtown District

18A.35.200 Land Use and Zoning

18A.35.300 Streets and Blocks

18A.35.400 Site Design, Buildings, and Frontage

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

18A.35.600 Parking

18A.35.700 Administration

18A.35.100 Downtown District

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

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

18A.35.100-1. Downtown District



18A.35.110 Vision and Objectives

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

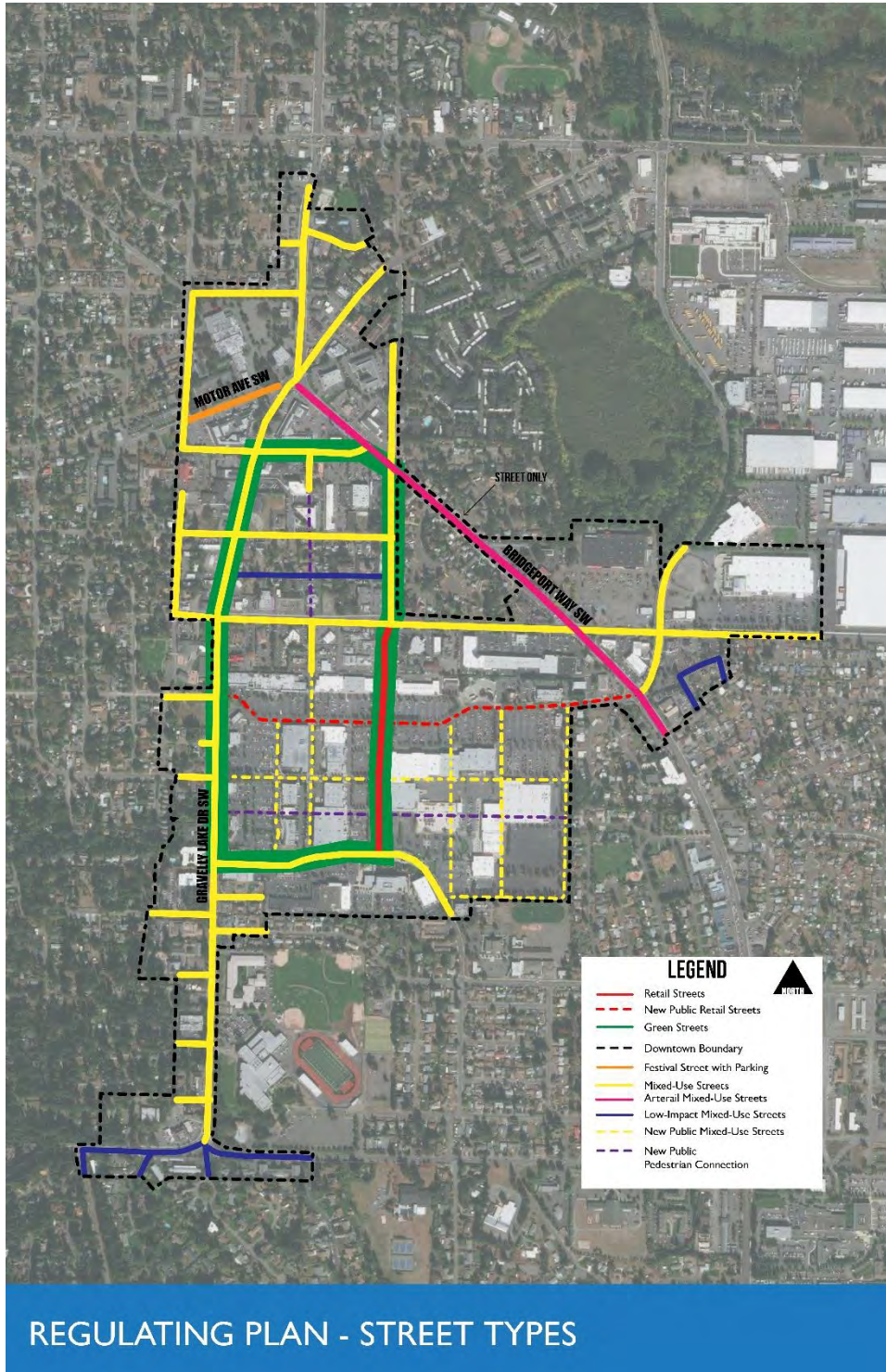
The following objectives are intended to guide the development of Downtown according to the community’s vision for the district. All land use decisions made for Downtown shall demonstrate how they are consistent with and implement these objectives. Downtown is:

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

18A.35.120 THE REGULATING PLAN MAP

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

18A.35.120 -1. Regulating Plan



18A.35.130 DEFINITIONS

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

18A.35.140 RELATIONSHIP TO OTHER REGULATIONS

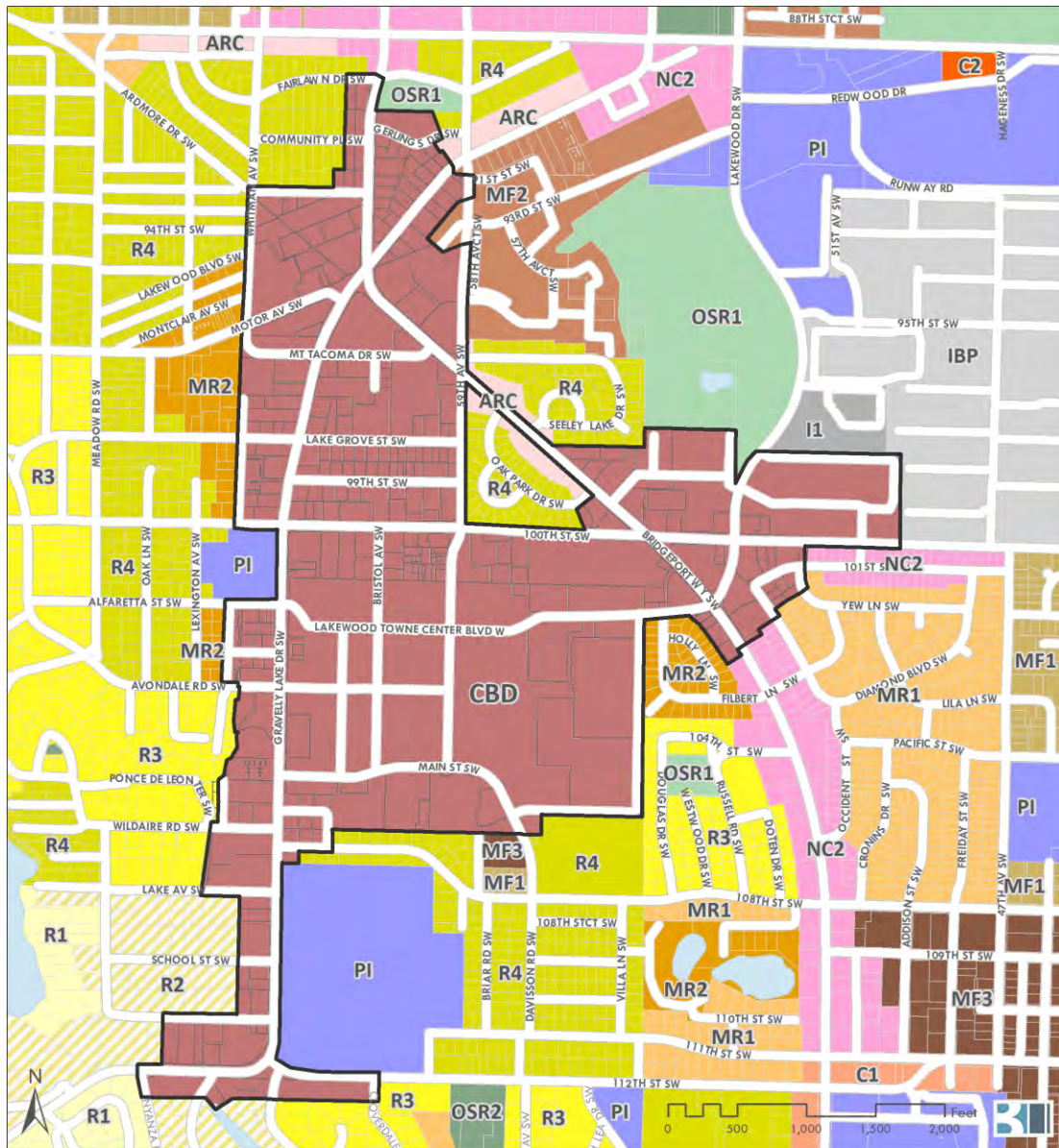
In the case of a conflict between the regulations in 18A.35 Downtown District and the rest of the Lakewood Municipal Code, the regulations in 18A.35 Downtown District shall control.

18A.35.200 Land Use and Zoning

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

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

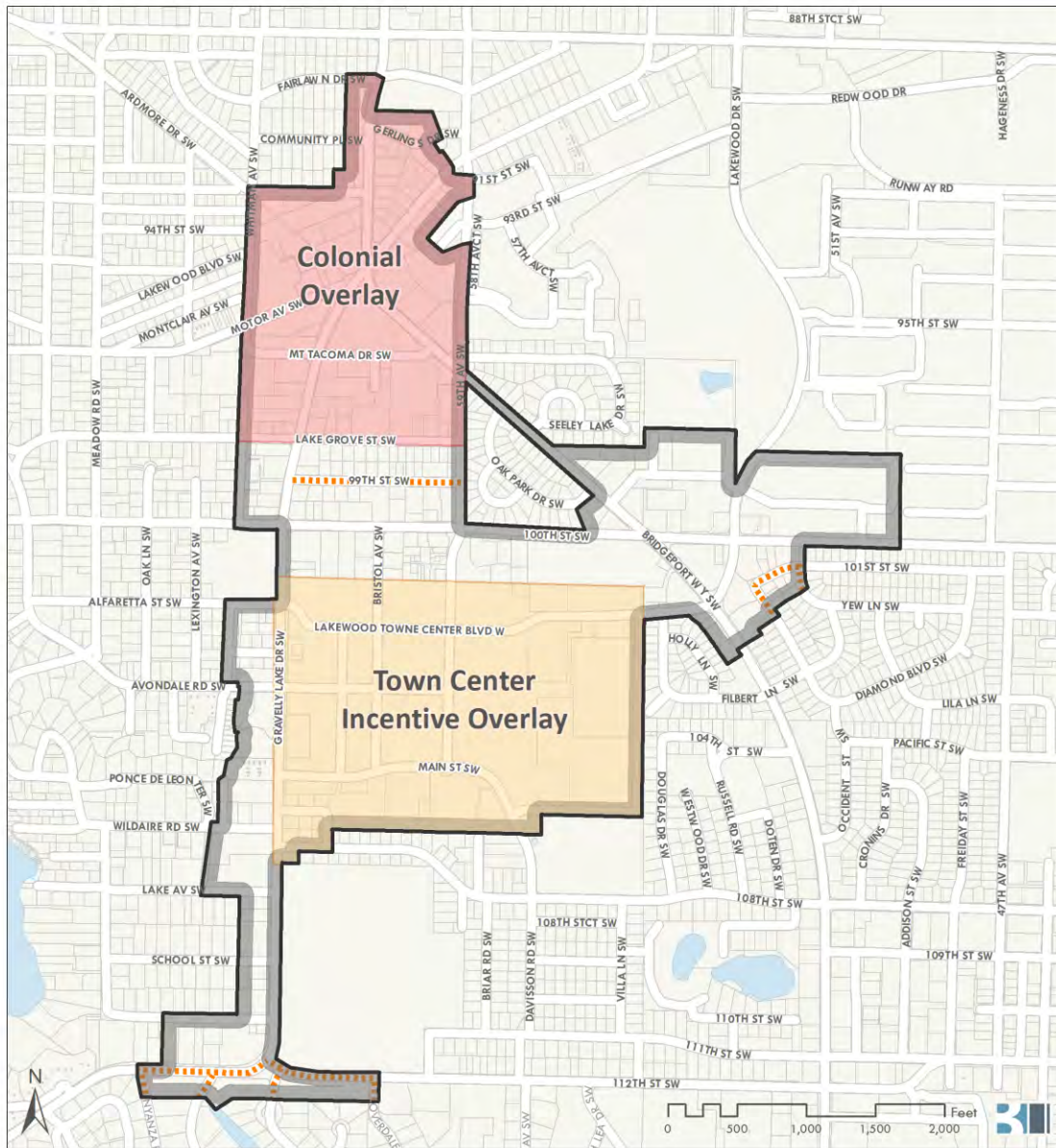
18A.35.200-1. Central Business District (CBD) Zoning Map



LEGEND

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

18A.35.200-2. Overlay Districts Map



LEGEND

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

18A.35.220 USES

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

- ii. Drive-through facilities must have a primary customer entrance and cannot provide customer service exclusively from a drive-through or walk-up window;
 - iii. Drive-through facilities shall be designed so that vehicles, while waiting in line to be served, will not block vehicle or pedestrian traffic in the right-of-way;
 - iv. Drive-through facilities shall be appropriately and attractively screened from the public right-of-way:
 - 1. Drive-through facilities shall not parallel the Green Street Loop;
 - 2. Drive-through lanes shall only be placed parallel to a road if separated by a distance of 30 feet, or if fully screened by a 15-foot landscape setback with a designed landscape berm (six feet high at center of berm in 15-foot landscape setback) or three-and-one-half-foot decorative masonry wall;
 - 3. Drive-through lanes oriented perpendicular to a public right-of-way shall include landscape screening to shield headlights from shining directly into an abutting or adjacent street right-of-way.
5. Allowed Residential Uses, Civic Uses, and Commercial Uses subject to approval of a [conditional use](#) permit and all applicable [development](#) permits:
- a. Group Homes, Type 3
 - b. Enhanced Services Facilities
 - c. Education Facilities
 - d. Outdoor Recreation, Level 4
 - e. Amusement and Recreation, Level 2 outdoor and Level 4 outdoor
 - f. Building/Garden Supply and Nurseries, Level 3
 - g. Buy-Back Recycling Center
 - h. Essential Public Facilities not otherwise permitted or prohibited
- B. All Utilities Uses, Industrial Uses, and Agricultural Uses are prohibited within the Downtown District with the exception of the following uses, which are subject to the approval of all required development permits:
- 1. Permitted Utilities Uses:
 - a. Communication Facilities
 - b. Electrical Facilities
 - c. Natural Gas, Level 1
 - d. Sewage Collection Facilities
 - e. Stormwater Facilities

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

18A.35.230 District-wide Development Standards

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

A. *Density*. Maximum density 100 units per acre except that density may be increased up to 125 units per acre for affordable housing according to the provisions of LMC 18A.50.740 Inclusionary Density Bonus- Housing Incentives Program. No density limit may be allowed in the Town Center Incentives Overlay if a Master Plan is approved per LMC 18A.35.720, provided that that total number of dwellings is consistent with the Planned Action Ordinance (____) and allowable height and bulk per 18A.35 design parameters.

B. *Lot Size*. There is no minimum established [lot](#) size for the Downtown District. Proposed [uses](#) and the applicable design standards in this Chapter shall be used to establish the minimum [lot](#) size for a project.

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

18.35A.240 Colonial District Standards

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

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

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

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

18.35A.250 Transition Area Standards

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

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

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

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

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

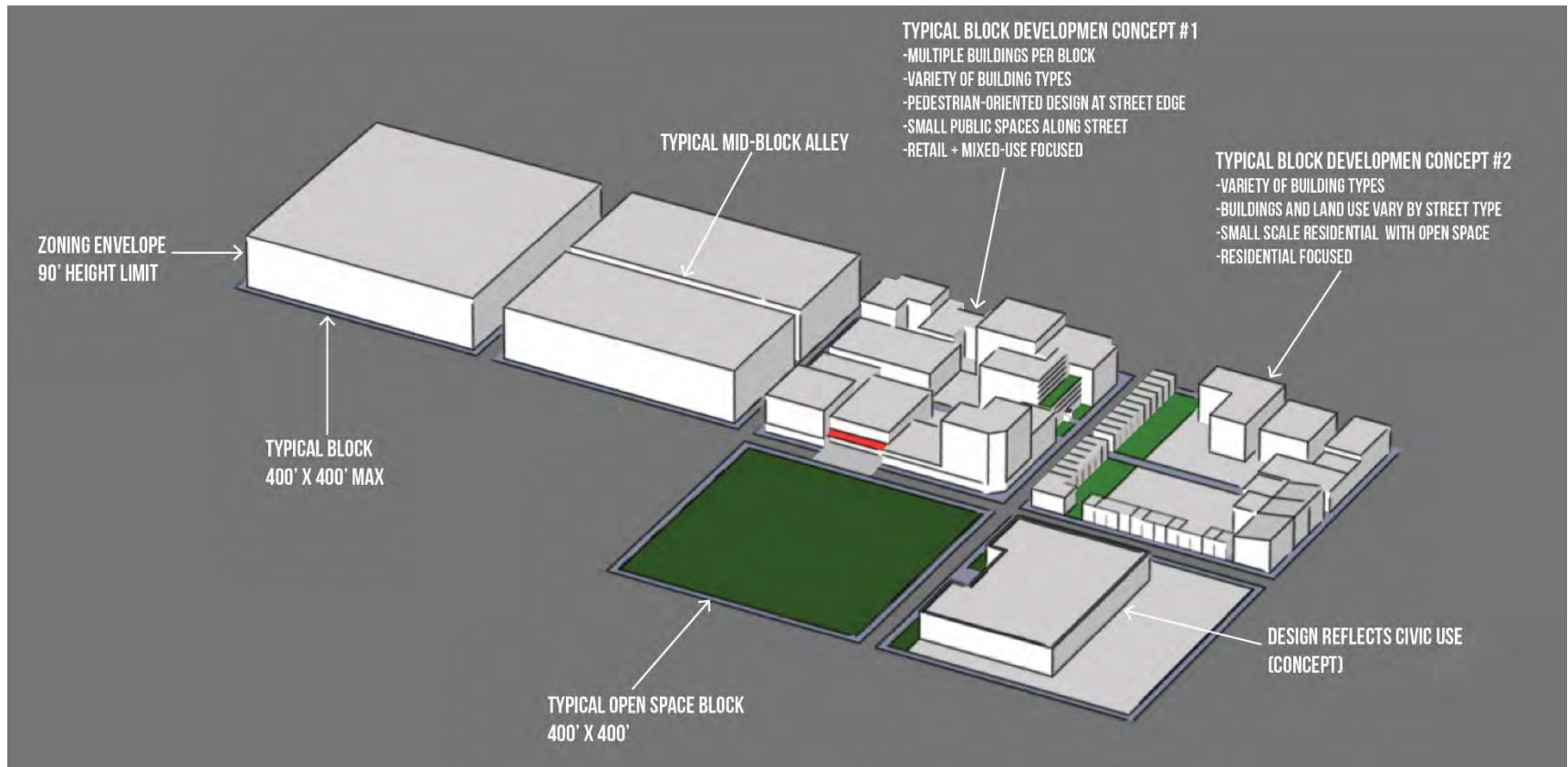
E. *Mechanical Equipment.* All mechanical equipment which is located on the roof shall be incorporated into the roof form and not appear as a separate penthouse or box. Mechanical equipment shall be fully screened and accommodated within the maximum height limit.

18A.35.300 Streets and Blocks

A. Street Grid and Blocks.

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

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



B. Street Types

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

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



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

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

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

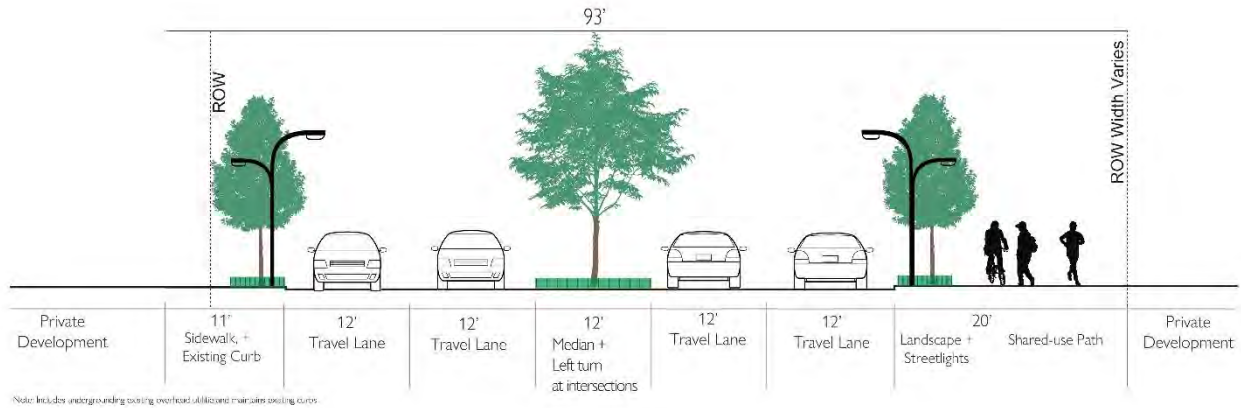
P=permitted, X=Prohibited, Required

¹Required when on a corner lot.

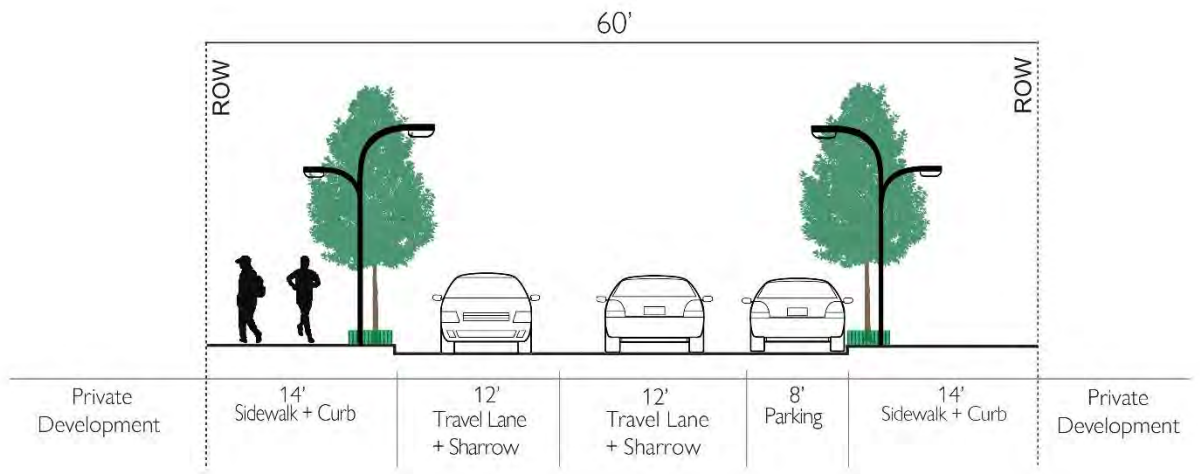
²Required pursuant to Motor Avenue Design Plan also known as the Lakewood Colonial Plaza.

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

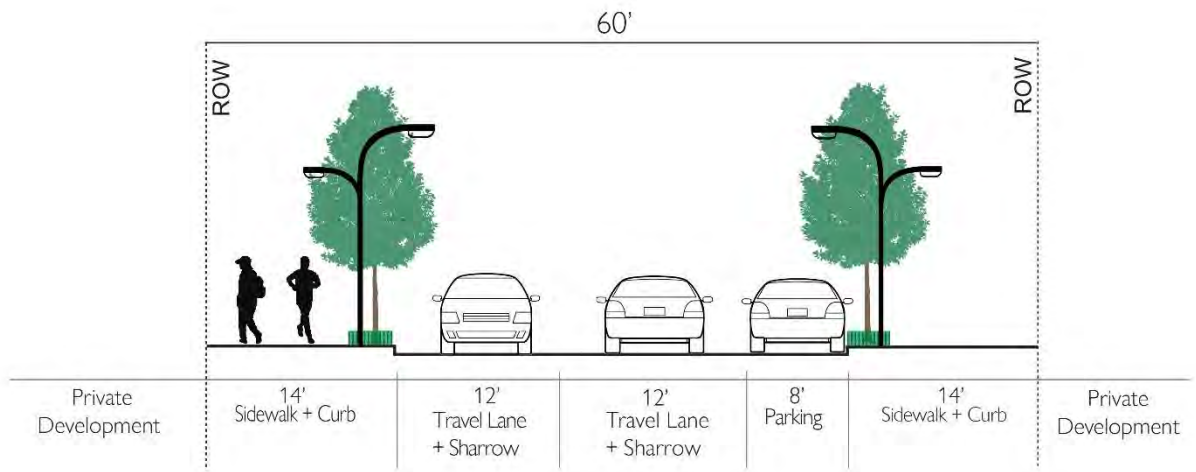
18A.35-300-4. Gravelly Lake Drive (Between Main Street SW and Bridgeport Way SW Looking North)



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

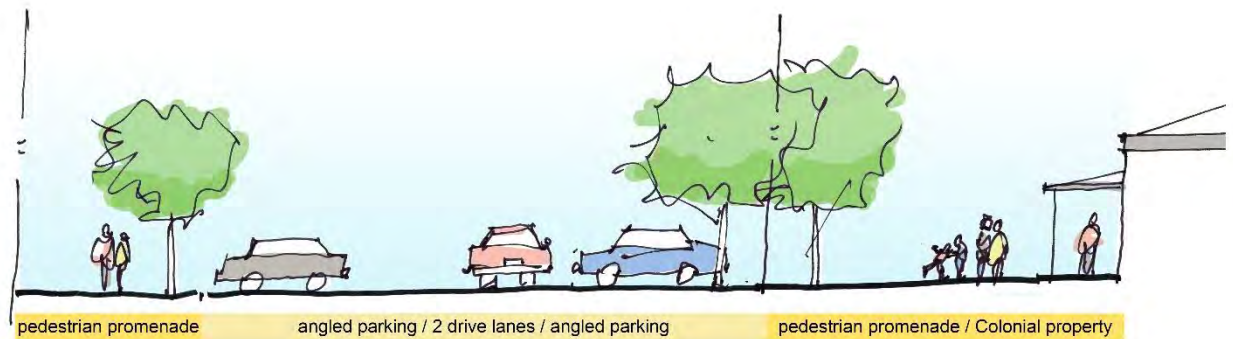


18A.35-300-6. Lakewood Towne Center Boulevard SW Looking North

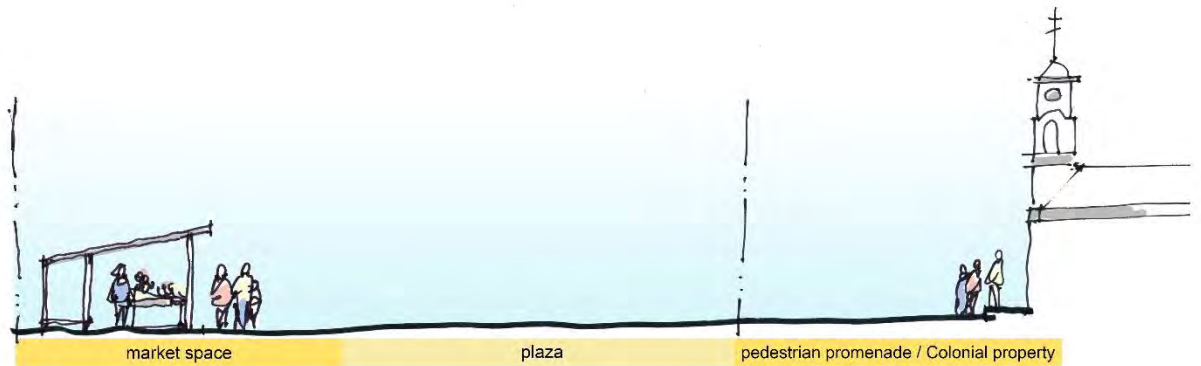


1. Lakewood Colonial Plaza Festival Street. Improvements to Motor Avenue should be consistent with the Motor Avenue Urban Design Plan Preferred Alternative as adopted by the City Council or as modified by the City, also known as the Lakewood Colonial Plaza.

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



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



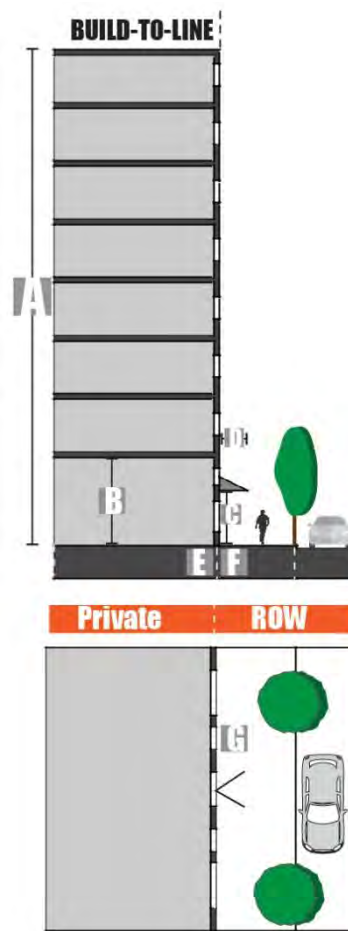
- E. Alleys. Alleys are encouraged to provide secondary access to properties, de-emphasize parking lots, and to promote continuous building frontages. Alleys shall meet Public Works Engineering Standards.
- F. Weather Protection-Easements. Weather protection or building overhangs that extend over public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

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

18A.35.400 Site Design, Buildings, and Frontage

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

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



LINEAR

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

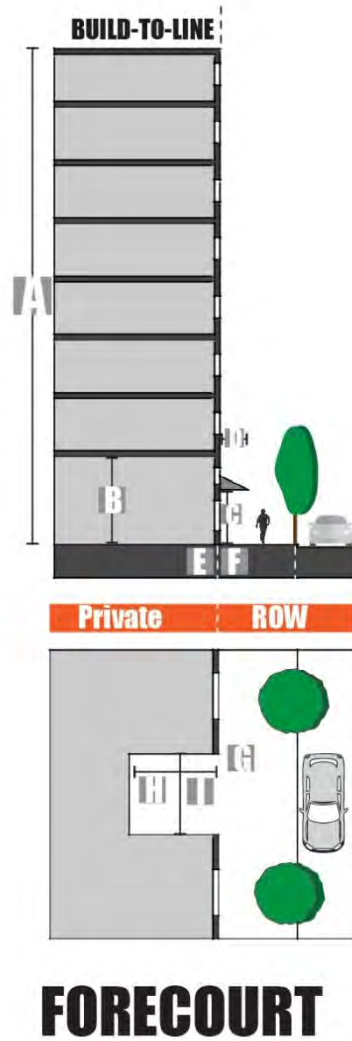
Standard	CBD	Retail Street	Mixed-Use Street	Mixed-Use Arterial	Low-Impact Mixed-Use Streets	Festival Street
A Building Height	90'	90'	90'	90'	35'	90'
B First Floor Minimum Height	16'	16'	16'	16'	None	16'
C Weather Protection Height	10'	10'	10'	10'	None	10'
D Weather Protection Minimum Depth and Linear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

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

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

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

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



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

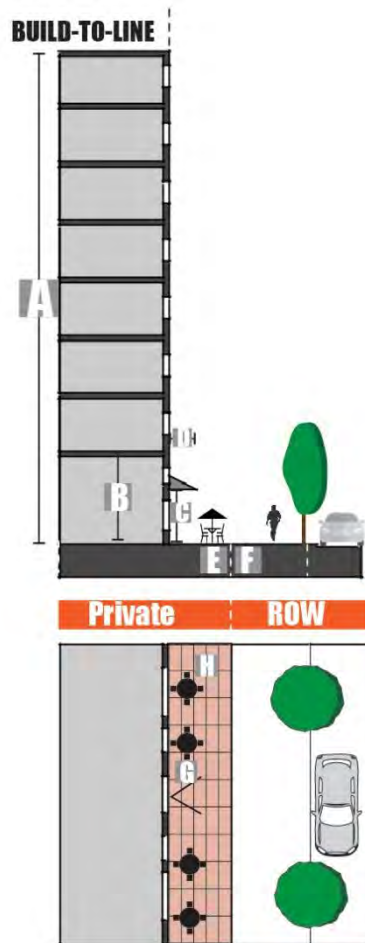
Standard	CBD	Retail Street	Mixed-Use Street	Mixed-Use Arterial	Low-Impact Mixed-Use Streets	Festival Street
A Building Height	90'	90'	90'	90'	35'	90'
B First Floor Minimum Height	16'	16'	16'	16'	None	16'
C Weather Protection Height	10'	10'	10'	10'	None	10'
D Weather Protection Minimum Depth and Linear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

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

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

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

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



PLAZA

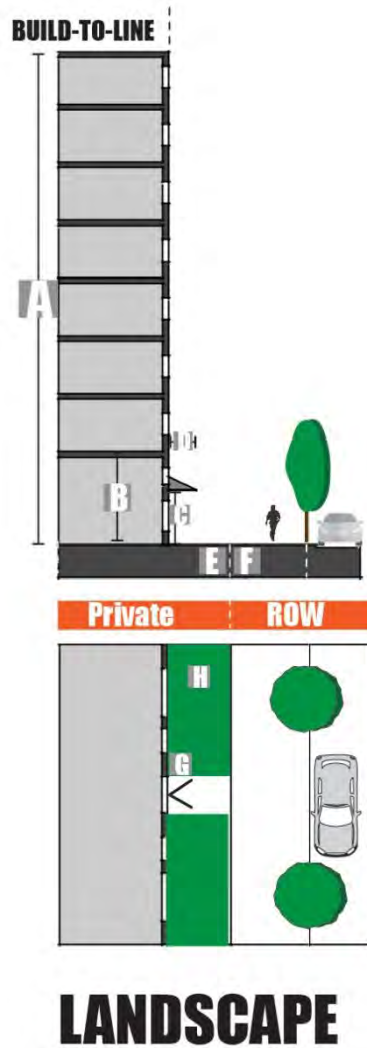
18A.35-400-6. Plaza Frontage Type Standards

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

¹ The maximum setback shall be up to 25' where the Public Works Engineering Director has determined property may be needed to accommodate the City's planned right-of-way at full build out. Otherwise the maximum setback is 5'.

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

18A.35-400-7. Landscape Frontage

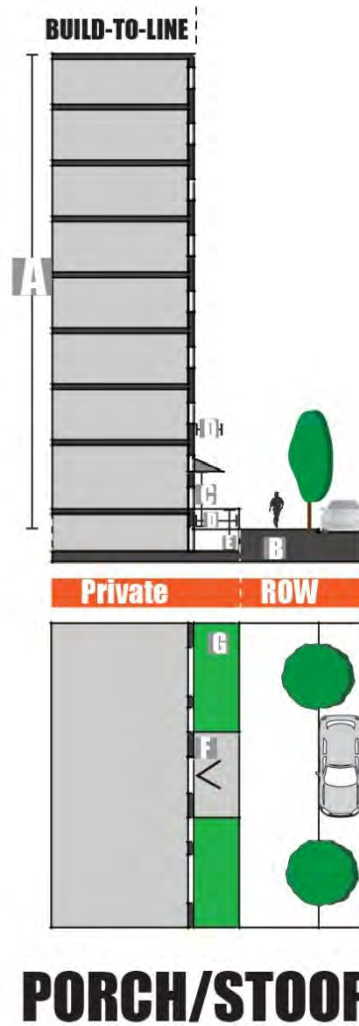


18A.35-400-8. Landscape Frontage Standards

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

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

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

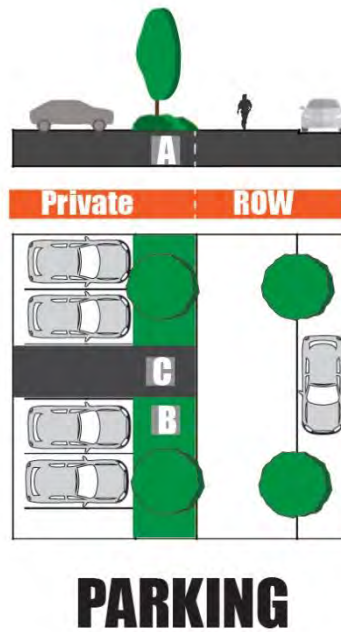


18A.35-400-10. Porch/Stoop/Stoop Frontage Standards

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

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

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



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

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

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

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

18A.35.510 BASIC STANDARDS

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

18A.35.520 SPECIAL LANDSCAPE TREATMENTS

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

18A.35.520 -1. Special Landscape Treatments

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

P=permitted, R=Required

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

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

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

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

D. Dimensional Standards:

1. Pedestrian Walkway Width

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

2. Design:

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

18A.35.530 COMMON AND OPEN SPACE STANDARDS

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

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

A. Common Open Space – Private:

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

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

B. Private Open Space:

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

C. Fee in Lieu for Portion of Open Space:

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

18A.35. 540 GREEN INFRASTRUCTURE

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

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

18A.35.600 Parking

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

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

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

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

18A.35.700 Administration

18A.35.710 FORM-BASED CODE REVIEW

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

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

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

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

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

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

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

1. A detailed narrative that includes:

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

g. A description of the specific City standards as set forth in the underlying zoning district that the applicant is proposing for modification;

h. A description of how the Master Plan meets vision and objectives of the Downtown Plan in LMC 18A.35.110.

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

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

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

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

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

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

18A.35.730 UPDATE OF NONCONFORMING LOTS

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

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

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

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

Additional Code Amendments Related to Downtown Development Code

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

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

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

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

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

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

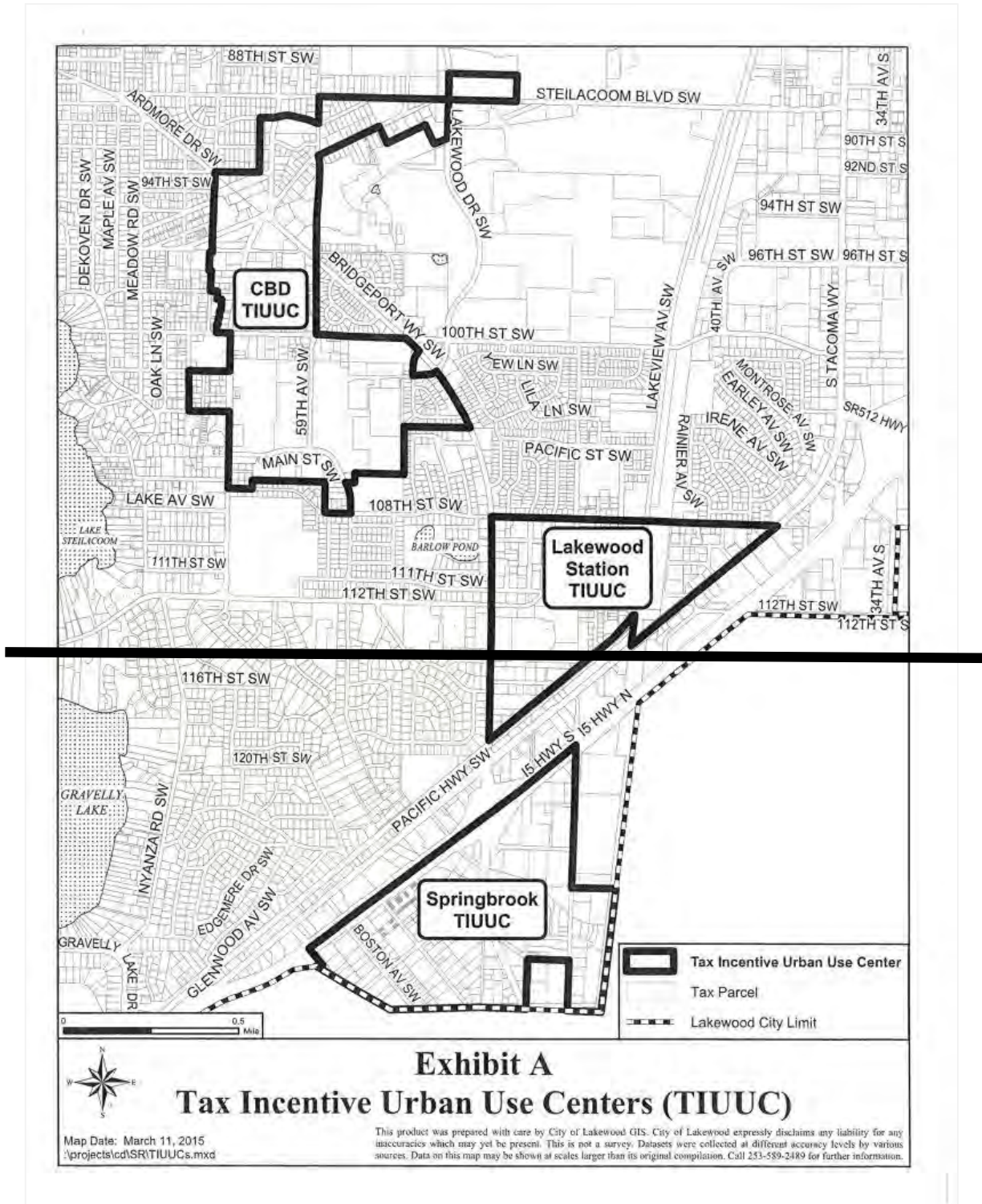
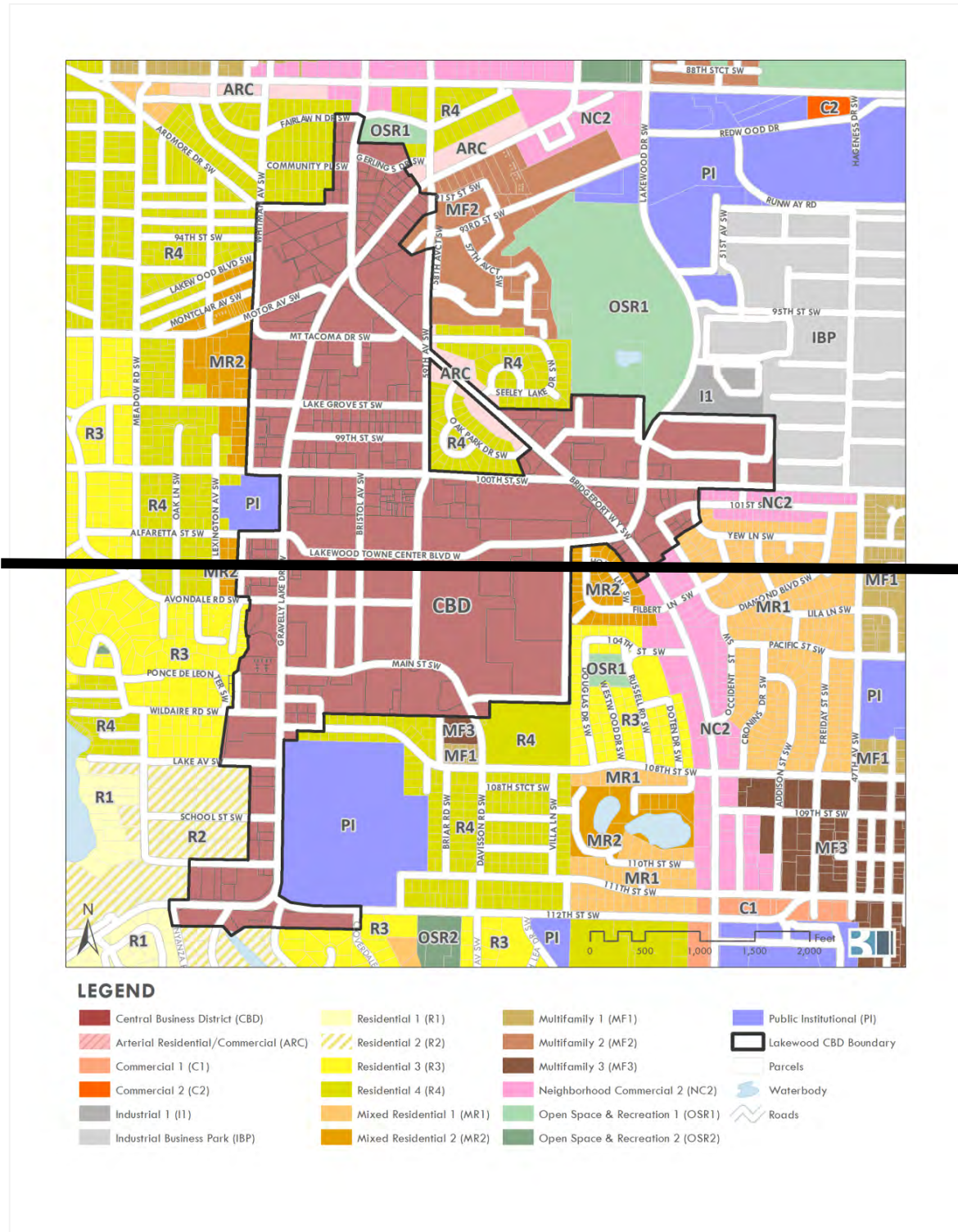


Exhibit A Tax Incentive Urban Use Centers (TIUUC)

Map Date: March 11, 2015
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This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.

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



18A.02.502 PROCESS TYPES- PERMITS

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

TABLE 3: APPLICATION PROCESSING PROCEDURES

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

18A.90.200 DEFINITIONS.

Add the following:

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

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

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

Amend the following definition:

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

18A.02.850 TERMINATION OF NONCONFORMING STATUS.

- A. A nonconforming structure or use or lots shall terminate under the following conditions:
1. When the use has been discontinued for a period of six (6) or more months.
 2. When a nonconforming structure has been damaged or destroyed to an extent exceeding fifty (50) percent or more of its fair market value as indicated by the records of the Pierce County Assessor.
 3. When a nonconforming lot becomes subject to landscaping, site planning, or site design requirements.
- B. Provided; that damaged uses that are allowed to reestablish, as provided in LMC 18A.02.855, Damage or Destruction, shall not be considered to be terminated. Once terminated, the use shall not be reestablished, and any subsequent use must comply with the regulations of the zoning district in which it is located. (Ord. 264 § 1 (part), 2001.)

18A.02.855 DAMAGE OR DESTRUCTION - NONCONFORMITIES.

- A. If a nonconforming use or structure is damaged or destroyed by any means to the extent of fifty (50) percent or more of fair market value, it may not be reestablished except in compliance with the regulations of the zoning district in which it is located. This provision shall not apply to dwelling units located in residential districts or in established mobile home parks, which may be reconstructed or replaced with no substantial change in floor area or other nonconforming feature.
- B. If a nonconforming use or structure is damaged due to an involuntary event of fire, natural disaster or other casualty, to the extent of less than fifty (50) percent of fair market value, it may be restored to substantially the same extent of nonconformance as preexisted the damage, provided that all applicable construction permits are obtained prior to commencement of demolition and reconstruction. This provision shall not be construed as reducing any requirements of construction standards in effect for rebuilt structures. Restoration or replacement shall commence within one (1) year from the date of damage or the use shall be terminated pursuant to LMC 18A.02.850, Termination of Nonconforming Status. (Ord. 264 § 1 (part), 2001.) Subsection B shall not apply to the Downtown District in LMC 18A.35; instead proportional compliance 18A.35.730 C and D shall apply.
- C. A nonconforming lot landscaping or site design must be brought into conformity if improvements are damaged or destroyed greater than 50% of the value. Restoration or replacement shall commence within one (1) year from the date of damage or the use shall be terminated pursuant to LMC 18A.02.850, Termination of Nonconforming Status.

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

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

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

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

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

18A.50.425 LANDSCAPING TYPES.

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

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

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

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

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

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

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

- f. Street lights as directed by the City Engineer.
- g. Landscaped medians within the roadway may be required at the discretion of the City Engineer and the Community Development Director including.
 - (1) Curb, gutter, four (4) to twelve (12) foot wide landscaping strip within the roadway with a length determined by the City Engineer.
 - (2) One (1) street tree at each end of the median, plus one (1) street tree per thirty (30) feet of median.
 - (3) Vegetative groundcover.
 - (4) Small shrubs shall be placed within the landscaping strip so as to cover thirty (30) percent of the strip, have a maximum bush height of three (3) feet, and provide year-round screening.
- h. Bus stop(s), benches and/or bus shelter(s) as deemed necessary by the Community Development Director and Pierce Transit.

18A.50.430 LANDSCAPING REGULATIONS BY ZONING DISTRICTS.

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

G. Zones and Uses Minimum Landscaping Requirements

2. Multi Family Uses/Zones that abut:

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

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

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

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

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

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

Lakewood Comprehensive Plan Amendments

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

2.0 OFFICIAL LAND USE MAPS

2.3 Land Use Designations

2.3.6 Downtown

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

Table 2.1 Comprehensive Plan Designation by Density and Housing Type

Land-Use Designation	Major Housing Types Envisioned	Density ¹		Acres
		Low	High	
Residential Districts:				
Residential Estate	Larger single-family homes	1	2	1044.97
Single-Family Residential	Single-family homes	4	6	4,080.77
Mixed Residential	Smaller multi-unit housing	8	14	344.07
Multi-Family Residential	Moderate multi-unit housing	12	22	313.59
High Density Multi-Family	Larger apartment complexes	22	40	442.82
Mixed Use Districts:				
Downtown	High-density urban housing	30	[80-100]	318.69

Land-Use Designation	Major Housing Types Envisioned	Density ¹		Acres
		Low	High	
Neighborhood Business District	Multi-family above commercial	12	40	287.30
Arterial Corridor	Live/work units	6	6	18.85
Air Corridor 2	Single-family homes	2	2	235.77
Non-Residential Districts:				
Corridor Commercial	N/A	--	--	471.48
Industrial	N/A	--	--	752.48
Public/Semi-Public Institutional	N/A	--	--	807.18
Air Corridor 1	N/A	--	--	376.18
Open Space & Recreation	N/A	--	--	1945.26
Military Lands	N/A	--	--	24.95
Total designated area	N/A			11464.36
Excluded: Water & ROW	N/A	--	--	1172.14
TOTAL:				12636.5

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

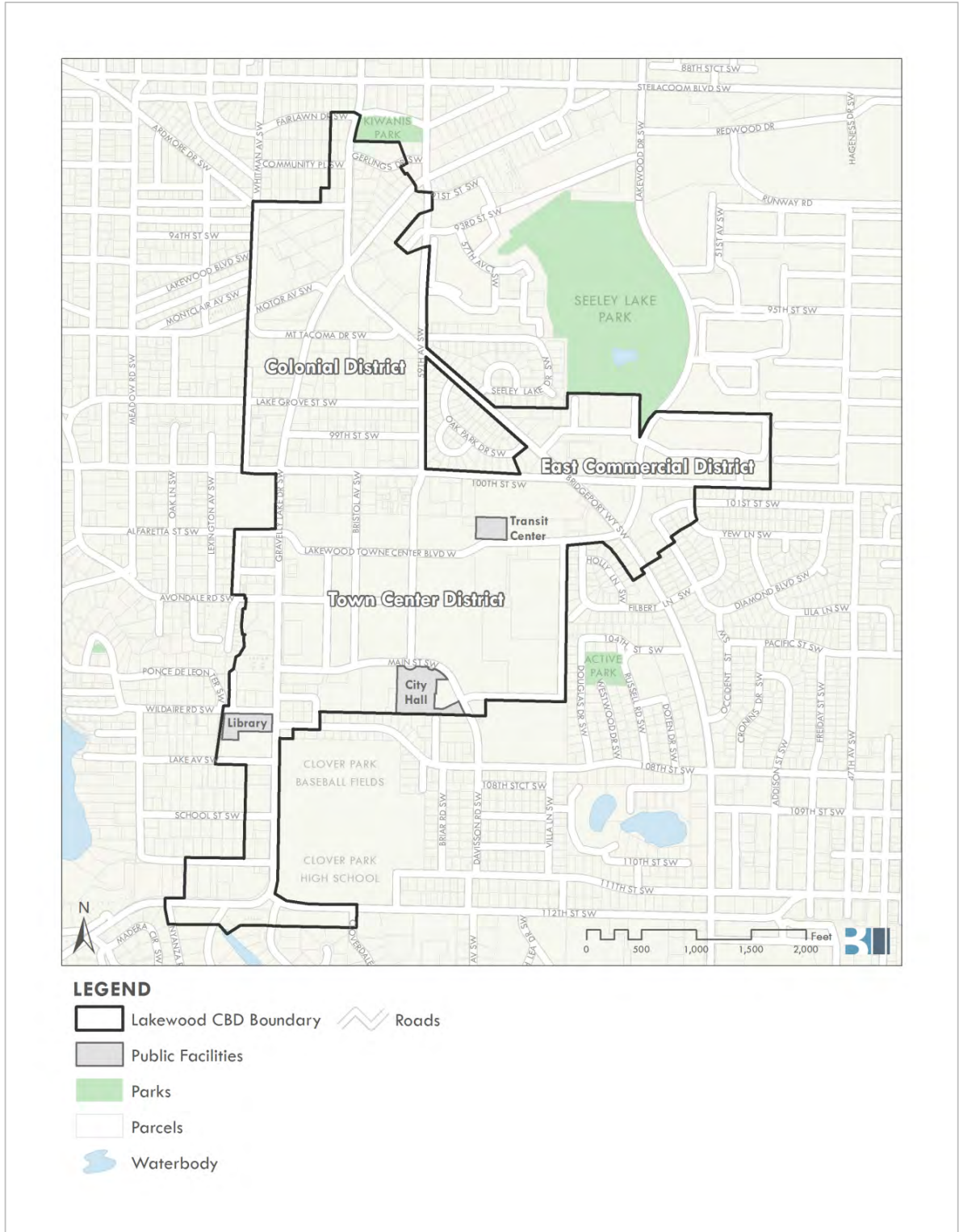
2.4.1 Urban Center

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

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

Lakewood has one Urban Center; see Figure 2.2. The boundaries of the Urban Center were drawn to include the most appropriate balance of high-density employment and housing in the City. The Urban Center includes the entire Downtown. High capacity transit is provided by the existing Pierce Transit Center in Lakewood Towne Center, with connections to the Sound Transit commuter rail at Lakewood Station and direct high occupancy vehicle (HOV) access to I-5 for bus service outside the center. Major public amenities will include improved pedestrian facilities such as design treatments, trails, and parks to be developed concurrent with implementation of the comprehensive plan. Policy language addressing designation of the urban center is located in Section 3.5 of this plan.

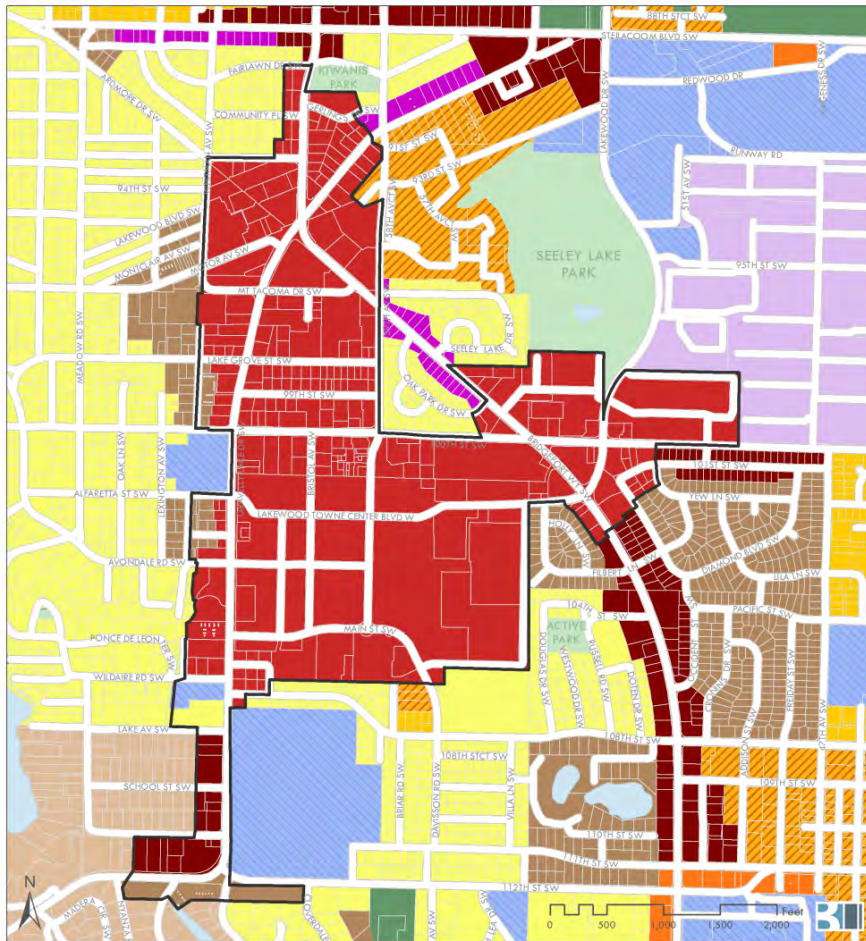
NEW



Future Land Use Map

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

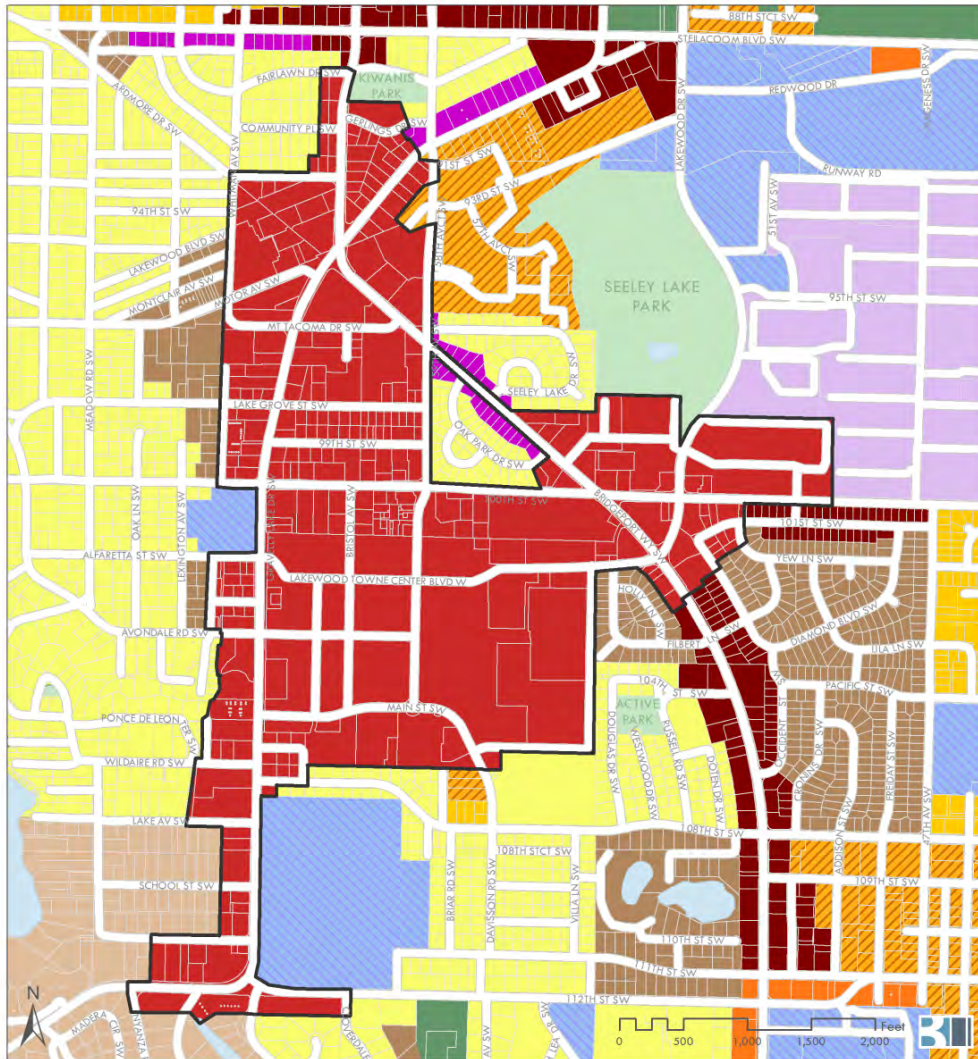
OLD portion of map (with study area as described in Draft Plan)



FUTURE LAND USE

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

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



FUTURE LAND USE

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

3.0 LAND USE

3.2.6 Lakewood's 2030 Housing Capacity

In 2014, Pierce County Planning and Land Services prepared a capacity analysis for Lakewood based on their buildable lands methodology. That model is based on existing land inventories, and a calculation of underutilized parcels based on transportation and land use demand. The accompanying map, Figure 3.1, which originates from the Pierce County 2014 Buildable Lands Report, identifies vacant, vacant single family, and underutilized properties. The analysis shows that by 2030, Lakewood would need to provide 9,565 new housing units. The data is described in Table 3.1. Current “built-in” capacity based on existing zoning densities and shown in Table 3.2 shows a new housing unit capacity of [11,885-12,563 – Preferred is 12,027].

*** See plan for Table 3.1***

Table 3.2 City of Lakewood: Housing Unit Capacity

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

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

3.3.1 General Commercial Goals and Policies

LU-17.2: Promote the Downtown as the primary location for businesses serving a Citywide market.

3.3.2 Central Business District

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

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

LU-19.2 Encourage neighborhood businesses that provide daily goods and services in the Downtown.

LU-19.3: Promote the Downtown as a daytime and nighttime center for social, entertainment, cultural, business and government activity.

LU-19.4: Promote cultural institutions, performing arts uses, and recreational activities within the Downtown.

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

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

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

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

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

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

GOAL LU-20: Emphasize pedestrian and bicycle connectivity and transit use within the Downtown while accommodating automobiles.

LU-20.1: Accommodate automobiles in balance with pedestrian, bicycle, and transit uses within the Downtown and on individual sites.

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

LU-20.3: Maintain an appropriate supply of parking in the Downtown as development intensifies.

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

LU-20.5: Encourage multi-modal policies, improvements, and strategies consistent with the Downtown Plan.

3.5 Urban Center

Lakewood's Urban Center, Chapter 2, Figure 2.2 includes the entire Downtown. Designation of this urban center is consistent with the vision of this plan and the region's VISION 2040 strategy.

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

LU-33.1 Designate the Future Land Use Map “Downtown” designation as an Urban Center.

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

4.0 URBAN DESIGN AND COMMUNITY CHARACTER

4.3 Relationship Between Urban Design and Transportation

See Element for framework of streets

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

Table 4.2: Civic Boulevards.

Civic Boulevards	Locations
Bridgeport Way	Full length
Gravelly Lake Drive 100th Street	from Nyanza Boulevard to Steilacoom Boulevard from South Tacoma Way to Gravelly Lake Drive See also Downtown Plan for street sections
S. Tacoma Way/ Pacific Hwy SW	All (except So. Tac. Way extension)
N. Thorne Lane	from I-5 to Union Avenue
Union Avenue	from N. Thorne Lane to Berkeley Street
Veterans Drive	Vernon Ave SW to Gravelly Lake Drive
Steilacoom Blvd SW	South Tacoma Way to Far West Drive
Washington Blvd.	Military Road to Gravelly Lake Drive
Military Road	107th Avenue to Washington Blvd.

Key Pedestrian Streets or Trails (“Green Streets”): This term identifies streets that function as preferred pedestrian routes between nodes of activity, trails that link open space areas, or streets with a distinctive pedestrian oriented character, such as a shopping street. Key pedestrian streets should have wide sidewalks; streetscape features such as street trees, benches, way-finding signage, and pedestrian-

oriented street lighting; and safe street crossings. The framework plan identifies pedestrian-friendly green streets in several areas including the Downtown where they are important to create a downtown atmosphere. Lastly, Lakewood’s Legacy Parks Plan identifies a system of off-street trails to be developed that link the city’s major open spaces.

Table 4.3: Key Pedestrian Routes.

Green Streets	Neighborhood	Extents
83rd Ave.	Oakbrook	Steilacoom Blvd. to Garnett
Onyx Drive	Oakbrook	Oakbrook Park to 87th Ave.
Phillips Road	Oakbrook	Steilacoom Blvd. to 81st St.
87th Ave SW	Oakbrook	Onyx Drive to Fort Steilacoom Park
Hipkins Road		104th to Steilacoom Blvd.
Green Street Loop with Arterial and Local Streets in Downtown	Downtown	See Downtown Plan for extent and street sections
72nd Ave.	Lakewood Center	Steilacoom Blvd. to Waverly Dr.
Waverly Drive	Lakewood Center	72nd Ave. to Hill Grove Lane
Hill Grove Lane	Lakewood Center	Waverly Drive to Mt. Tacoma Drive
Mt. Tahoma Drive	Lakewood Center	Dekoven to Bridgeport Way
108th Street	Lakeview	Pacific Hwy. to Davisson Road
Kendrick Street	Lakeview	Entire length
San Francisco Ave.	Springbrook	Bridgeport Way to 49th Ave.
49th Ave.	Springbrook	San Francisco Ave. to 127th St.
127th St.	Springbrook	49th Ave. to 47th Ave.
Bridgeport Way	Springbrook	123rd St. to McChord Gate
123rd St.	Springbrook	Entire length
47th Ave.	Springbrook	From Pacific Hwy. SW to 127th St.
Washington Ave.	Tillicum	W. Thorne Lane to N. Thorne Lane
Maple Street	Tillicum	Entire length

Green Streets	Neighborhood	Extents
Custer Road	Flett	Bridgeport Way to Lakewood Drive

4.5 Focus Area Urban Design Plans

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

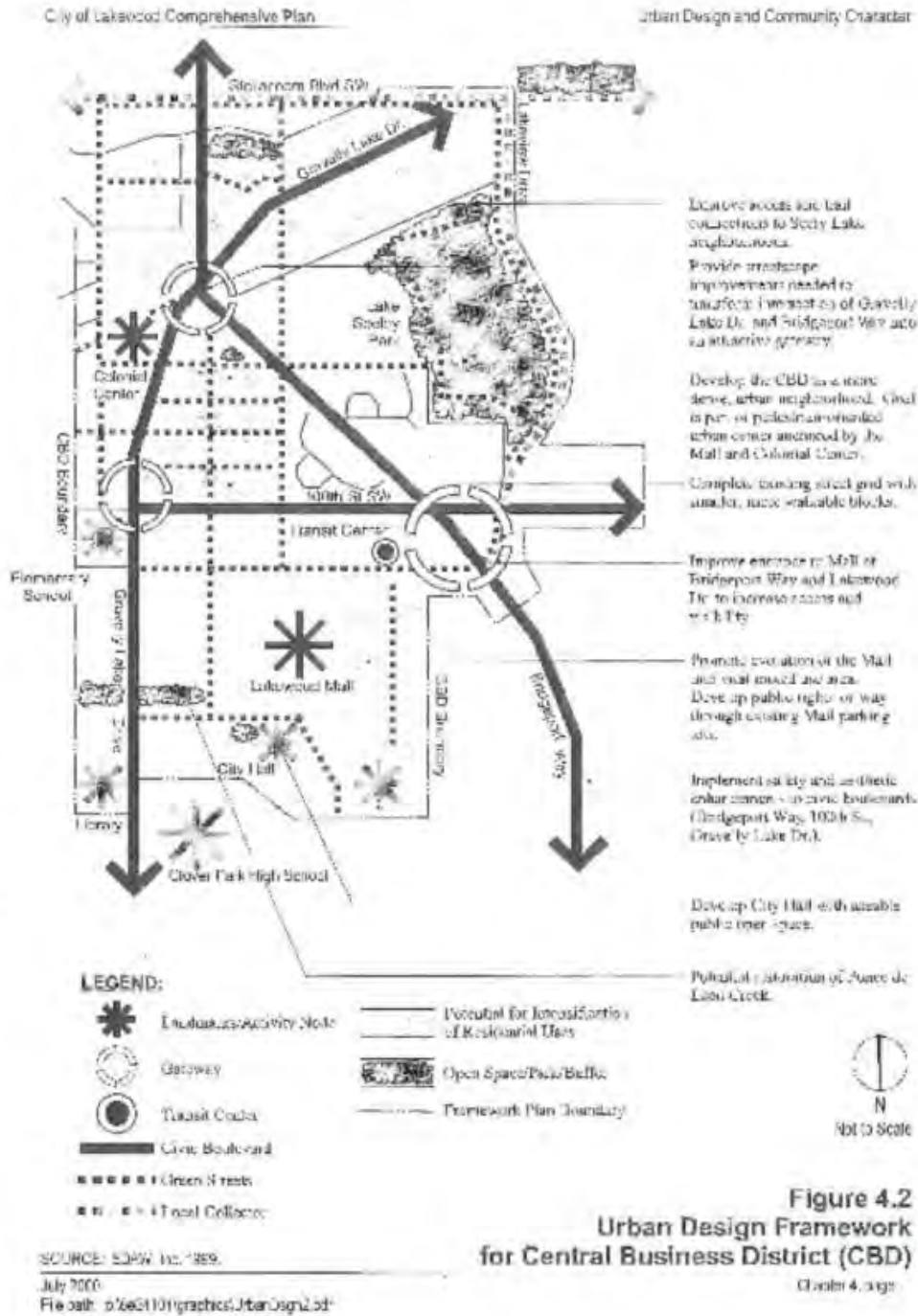
4.5.1 Central Business District

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

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

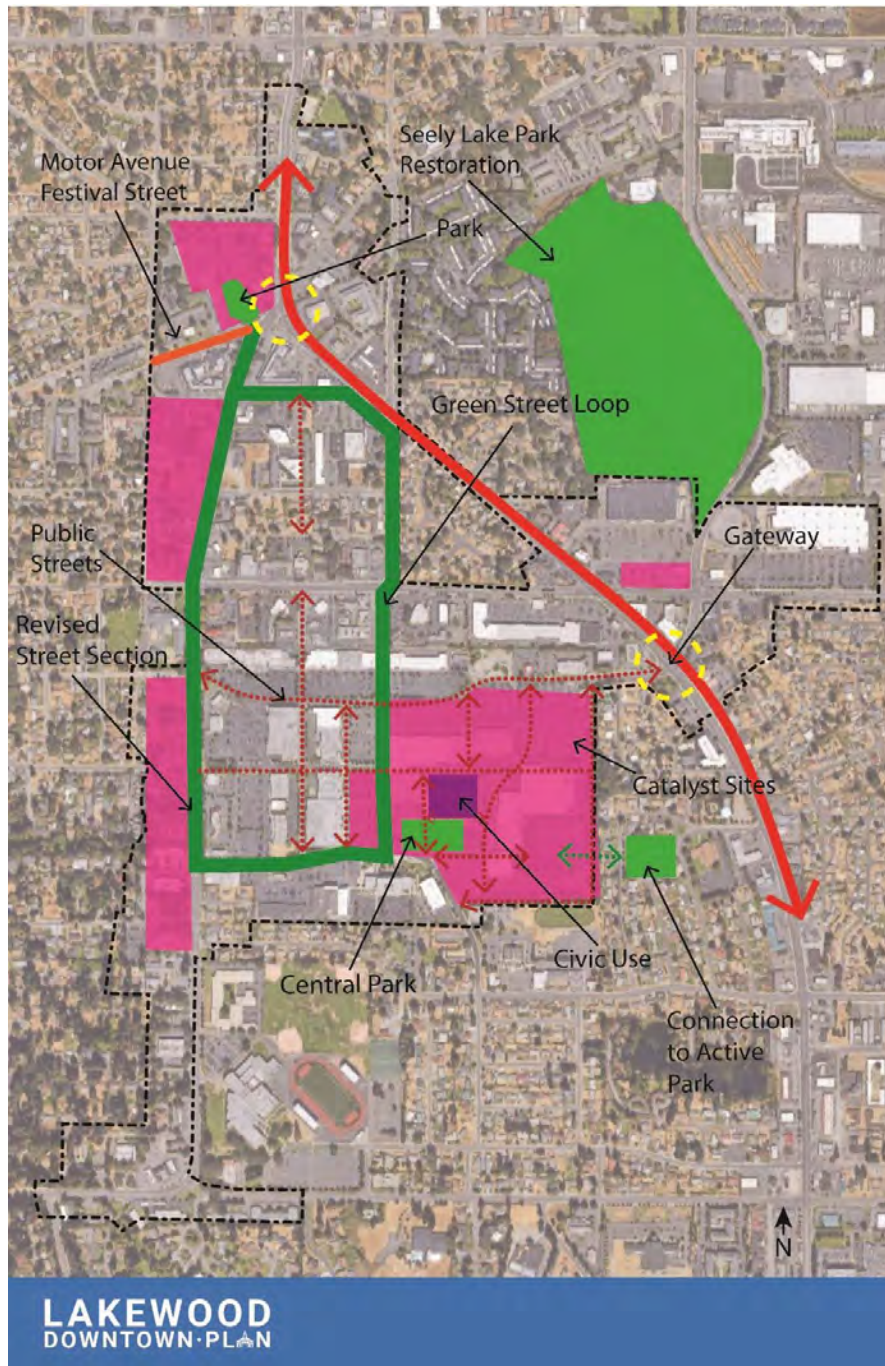
- **Green Street Loop:** To address the lack of park space, improve public streets, and improve circulation for pedestrians and bicyclists the green loop will include park like elements, green infrastructure, and support redevelopment in Downtown.
- **New Public Streets:** The Downtown lacks a dense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

OLD



NEW

Figure 4.2 Downtown Plan Concept



Framework, 2018

C. Planning Commission Revised Draft Planned Action Ordinance

ORDINANCE NO. _____

AN ORDINANCE of the City Council of the City of Lakewood, Washington, adopting a SEPA Planned Action related to the Lakewood Downtown Subarea.

I. RECITALS

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

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

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

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

WHEREAS, the City has developed and adopted a subarea plan complying with the GMA (RCW 36.70A), dated August 6, 2018, to guide the redevelopment of the Planned Action Area (“Downtown Plan”); and

WHEREAS, after extensive public participation and coordination with all affected parties, the City, as lead SEPA agency, issued the Downtown Planned Action Final Environmental Impact

Statement (“Final EIS”) dated July 12, 2018, which identifies the impacts and mitigation measures associated with planned development in the Planned Action Area as identified in the Downtown Plan;

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

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

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

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

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

WHEREAS, the City Council finds that adopting this Ordinance and its Exhibits is in the public interest and will advance the public health, safety, and welfare.

II. FINDINGS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKEWOOD, WASHINGTON, DO ORDAIN as Follows:

Section 1. Adoption of City Council Findings. The Findings of the City Council are adopted as part of this Ordinance.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) Qualifying Land Uses.

(a) Planned Action Categories: The following general categories/types of land uses are defined

in the Downtown Plan and can qualify as Planned Actions:

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

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

Project land use when:

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

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

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

(2) Development Thresholds:

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

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

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

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

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

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

(3) Transportation Thresholds:

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

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

Notes: ITE Trip Generation Manual, 9th Edition

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

Source: Fehr & Peers, 2018

i. In no case shall trips exceed Action Alternative 2. At the time each level of trips is reached – No Action, Alternative 1, Modified Alternative 1, monitoring shall be conducted by the City to ensure planned improvements are implemented concurrent with development before the final level of trips in Action Alternative 2 is authorized for development.

ii. A range of alternative results are illustrated as they may help phase desired transportation improvements. No Action level of trips is supported by the 2018 Transportation Improvement Program (TIP). All Action Alternatives require additional transportation improvements tested in

the Planned Action EIS and listed in **Exhibit D**; the improvements consider arterial throughput on Gravelly Lake Drive is retained at four lanes or more. Additional improvements are identified in the Final EIS if higher volumes are found on Bridgeport Way though not expected if improvements are implemented consistent with Exhibit D.

- (b) **Concurrency.** All Planned Action Projects shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in LMC 18A.50.195.
- (c) **Traffic Impact Mitigation.** Transportation mitigation shall be provided consistent with mitigation measures in Exhibit B-1 and Exhibit D of this Ordinance, attached hereto and incorporated by this reference.
- (d) The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in Subsection 3.D(3)(a) are not exceeded, that the project meets the concurrency and intersection standards of Subsection 3.D(3)(b), and that the project has mitigated impacts consistent with Subsection 3.D (3)(c).
- (e) **Discretion.**
 - i. The responsible City official shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City's Public Works Director at his or her sole discretion, for each project permit application proposed under this Planned Action.
 - ii. The responsible City official shall have discretion to condition Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Lakewood Municipal Code.
 - iii. Planned Action Project applicants shall pay a proportionate share of the costs of the projects identified in Exhibit D. The responsible City official shall have the discretion to

adjust the allocation of responsibility for required improvements between individual Planned Action Projects based upon their identified impacts.

- (4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action EIS would not qualify as a Planned Action Project.
- (5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City's SEPA Responsible Official may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

E. Planned Action Project Review Criteria.

- (1) The City's SEPA Responsible Official, or authorized representative, may designate as a Planned Action Project, pursuant to RCW 43.21C.440, a project application that meets all of the following conditions:
 - (a) the project is located within the Planned Action Area identified in Exhibit A of this Ordinance;
 - (b) the proposed uses and activities are consistent with those described in the Planned Action EIS and Subsection 3.D of this Ordinance;
 - (c) the project is within the Planned Action thresholds and other criteria of Subsection 3.D of this Ordinance;
 - (d) the project is consistent with the Lakewood Comprehensive Plan including the policies of the Downtown Plan incorporated into the Comprehensive Plan and the regulations of the Downtown Plan integrated into the Lakewood Municipal Code;
 - (e) the project's significant adverse environmental impacts have been identified in the Planned Action EIS;

- (f) the project's significant impacts have been mitigated by application of the measures identified in Exhibit B of this Ordinance and other applicable City regulations, together with any conditions, modifications, variances, or special permits that may be required;
- (g) the project complies with all applicable local, state and/or federal laws and regulations and the SEPA Responsible Official determines that these constitute adequate mitigation; and
- (h) the project is not an essential public facility as defined by RCW 36.70A.200, unless the essential public facility is accessory to or part of a development that is designated as a Planned Action Project under this Ordinance.

- (2) The City shall base its decision to qualify a project as a Planned Action Project on review of the SEPA Checklist form in WAC 197-11 and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

F. Effect of Planned Action Designation.

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

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

- (1) Development applications shall meet all applicable requirements of the Lakewood Municipal Code and this Ordinance in place at the time of the Planned Action Project application. Planned Action Projects shall not vest to regulations required to protect public health and safety.
- (2) Applications for Planned Action Projects shall:
 - (a) be made on forms provided by the City;
 - (b) include the SEPA checklist in WAC 197-11;
 - (c) meet all applicable requirements of the Lakewood Municipal Code and this Ordinance.
- (3) The City's SEPA Responsible Official shall determine whether the application is complete and shall review the application to determine if it is consistent with and meets all of the criteria for qualification as a Planned Action Project as set forth in this Ordinance.
- (4)
 - (a) If the City's SEPA Responsible Official determines that a proposed project qualifies as a Planned Action Project, he/she shall issue a "Determination of Consistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440(3)(b).
 - (b) Upon issuance of the Determination of Consistency, the review of the underlying project permit(s) shall proceed in accordance with the applicable permit review procedures specified in Chapter 18A.02 LMC, except that no SEPA threshold determination, EIS, or additional SEPA review shall be required.
 - (c) The Determination of Consistency shall remain valid and in effect as long as the underlying project application approval is also in effect.
 - (d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.

- (5) (a) If the City's SEPA Responsible Official determines that a proposed project does not qualify as a Planned Action Project, he/she shall issue a "Determination of Inconsistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to Chapter 1, Laws of 2012 (Engrossed Substitute Senate Bill (ESSB) 6406).
- (b) The Determination of Inconsistency shall describe the elements of the Planned Action Project application that result in failure to qualify as a Planned Action Project.
- (c) Upon issuance of the Determination of Inconsistency, the City's SEPA Responsible Official shall prescribe a SEPA review procedure for the non-qualifying project that is consistent with the City's SEPA regulations and the requirements of state law.
- (d) A project that fails to qualify as a Planned Action Project may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet the non-qualifying project's SEPA requirements. The City's SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.
- (6) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq.
- (7) A Determination of Consistency or Inconsistency is a Process I land use decision and may be appealed pursuant to the procedures established in Chapter 18A.02 LMC. An appeal of a Determination of Consistency shall be consolidation with any pre-decision or appeal hearing on the underlying project application.

Section 4. Monitoring and Review.

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

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

Section 5. Severability. If any portion of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 6. Effective Date. That this Ordinance shall be in full force and effect thirty (30) days after publication of the Ordinance Summary.

ADOPTED by the City Council this 6th day of August, 2018.

CITY OF LAKEWOOD

Attest:

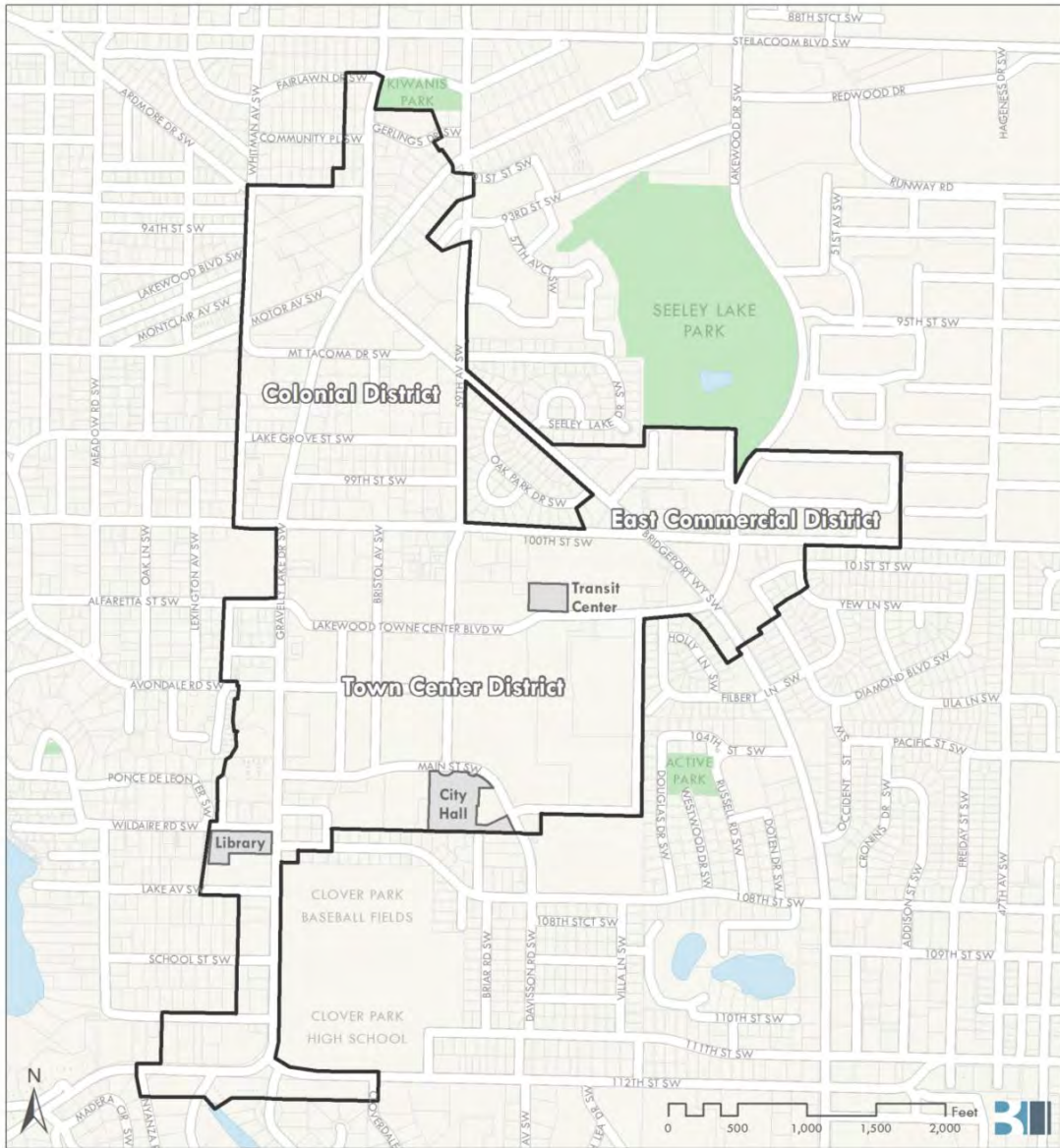
Don Anderson, Mayor

Briana Schumacher, City Clerk

Approved as to Form:

Heidi Ann Wachter, City Attorney

EXHIBIT A. PLANNED ACTION AREA



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

EXHIBIT B. MITIGATION DOCUMENT

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

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

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

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

Section B-1. Mitigation Required for Development Applications

Natural Environment

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

Transportation

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

Environmental Health (SEPA Checklist Draft EIS Appendix A)

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

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

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

Natural Environment

Planned Actions shall comply with applicable regulations:

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

Planned Actions shall comply with the Downtown Development Code:

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

Population, Employment, and Housing

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

Land Use

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

Transportation

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

Public Services and Utilities

Planned Actions shall comply with applicable regulations:

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

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

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

Environmental Health (SEPA Checklist)

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

EXHIBIT C. PUBLIC AGENCY ACTIONS AND COMMITMENTS

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

Generally, incorporation of these actions is intended to provide for consistency within the City’s Comprehensive Plan, Downtown Plan, or between the Downtown Plan and implementing regulations; to document pending City actions; to establish a protocol for long-term measures to provide for coordination with other agencies; or to identify optional actions that the City may take to reduce impacts. These actions are listed in Exhibit 1.

Exhibit 1. Public Agency Actions and Commitments

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

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

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

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

Exhibit D. Transportation Cost Estimates

1. Improvements and Fair Share: The Planned Action EIS describes potential improvements to the network and impacted study intersections in addition to the City’s 2018-2023 6-Year Transportation Improvement Program. Implementation of improvements identified in **Error! Reference source not found.** shall occur through a SEPA fair share fee program such that new development contributes its share of the cost for these projects.
 - a. The maximum responsibility of cumulative planned action development is 61% under Modified Alternative 1 or 70% under Alternative 2. The proportionate share of costs of the Planned Actions shall be determined based on their proportionate share of trips identified in Section 3.D(3) of this ordinance and this section.

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

<u>PROJECT</u>	<u>TITLE</u>	<u>COST (100% IN 2018\$ ROUNDED)</u>	<u>ALT 2: PLANNED ACTION SHARE 70%</u>	<u>ALT 1 MOD: PLANNED ACTION SHARE 61%</u>
<u>1</u>	<u>Gravelly Lake Dr SW Revised Section: 4-lane section plus median/turn lane shown in the Downtown Plan concept #3A</u>	<u>\$19,410,000</u>	<u>\$13,587,000</u>	<u>\$11,840,100</u>
<u>2.1</u>	<u>Conversion of Lakewood Towne Center Blvd as Public Street</u>	<u>\$11,757,000</u>	<u>\$8,229,900</u>	<u>\$7,171,770</u>
<u>2.2</u>	<u>Conversion of Bristol Ave as Public Street</u>	<u>\$7,357,000</u>	<u>\$5,149,900</u>	<u>\$4,487,770</u>
<u>3</u>	<u>Lakewood Towne Center Blvd at 59th Ave SW, Roundabout</u>	<u>\$2,402,000</u>	<u>\$1,681,400</u>	<u>\$1,465,220</u>
<u>4</u>	<u>Reduce 59th Ave SW to two lanes, allowing for bicycle facilities (sharrows)</u>	<u>\$189,000</u>	<u>\$132,300</u>	<u>\$115,290</u>
<u>5</u>	<u>Gravelly Lake Dr / Avondale Rd SW New Signalized Intersection</u>	<u>\$1,178,000</u>	<u>\$824,600</u>	<u>\$718,580</u>
<u>6</u>	<u>100th St SW / Bridgeport Way SW</u>	<u>\$649,000</u>	<u>\$454,300</u>	<u>\$395,890</u>
<u>7</u>	<u>100th St SW / Lakewood Dr SW</u>	<u>\$8,000</u>	<u>\$5,600</u>	<u>\$4,880</u>
<u>8</u>	<u>Option A: 100th St SW / Lakewood Dr SW: Convert westbound through-left lane to left only to remove split phase</u>	<u>\$13,000</u>	<u>\$9,100</u>	<u>\$7,930</u>
<u>-</u>	<u>Option B: 100th St SW / Lakewood Dr SW: Move the pedestrian crossing to the north side of the intersection coincident with the WB phase</u>	<u>\$269,000</u>	<u>\$188,300</u>	<u>\$164,090</u>
<u>Total</u>	<u>with 8A</u>	<u>\$42,962,000</u>	<u>\$30,074,100</u>	<u>\$26,918,690</u>
<u>-</u>	<u>with 8B</u>	<u>\$43,218,000</u>	<u>\$30,253,300</u>	<u>\$27,074,850</u>

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

Exhibit 3. Cost Basis and Per Trip Fee: Alternative 1 Modified - 61%

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

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

Exhibit 4. Cost Basis and Per Trip Fee: Alternative 2 - 71%

<u>SCENARIO</u>	<u>COST BASIS</u>	<u>FEE PER TRIP: ALT 2</u>
PM Peak Hour Trips		6,658
Full Costs	\$42,962,000	
Study Area Share 70%	\$30,074,100	\$4,517
Study Area Share 61%	\$26,207,430	\$3,936
Study Area Share 50%	\$21,481,000	\$3,226
Study Area Share 25%	\$10,740,500	\$1,613

[One fee will be established to a maximum of 70% share]

2. Expenditure of Funds – Account: The City shall earmark mitigation fee receipts and retain them in an interest-bearing account, expending them on projects identified in Exhibit 2.
3. Mitigation Fee Payable at Permit Issuance: The mitigation fee shall be payable at the time of building permit issuance. For projects that require longer-term construction periods prior to occupancy and impacts to the transportation system, the City may allow for the mitigation fee to be paid prior to the issuance of occupancy permits subject to a construction schedule and supporting information provided to the satisfaction of the City.
4. Credit: The City shall provide a credit for the value of dedication or improvement to or new construction of any system improvements provided by the developer per subsection 1 above. The applicant shall be entitled to a credit for the value of the land or actual costs of capital facility construction against the fee that would be chargeable under the formula in subsection 1 above.
 - a. The dedication, improvement, or construction shall be conducted at suitable sites and constructed at acceptable quality as determined by the City. Such improvement or construction shall be completed, dedicated, or otherwise transferred to the City prior to the determination and award of a credit.
 - b. The value of a credit for right of way and easements shall be established on a case-by-case basis by an appraiser selected by, or acceptable to the City. The appraiser must be licensed in good standing by the State of Washington for the category of the property appraised. The appraisal shall be in accord with the most recent version of the Uniform

Standards of Professional Appraisal Practice and shall be subject to review and acceptance by the City. The appraisal and review shall be at the expense of the applicant.

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

D. Land Capacity Documentation

Land Capacity Analysis Appendix

July 2018 | Lakewood Downtown Plan and Planned Action Environmental Impact Statement

1.0 Introduction

Pierce County collaborates with each city on a land capacity analysis prepared to consider whether there is sufficient residential and commercial land to meet population, housing, and employment growth targets for a 20-year period. The County and cities have agreed to a framework for the analysis consistent with the Growth Management Act and Countywide Planning Policies.

The most recent Buildable Lands Report 2014 is available at this link:

<https://www.piercecountywa.org/923/Buildable-Lands>. An excerpt of the analysis related to Lakewood is attached to this document. The procedures for collecting and monitoring data dated 2004 is also attached.

This Land Capacity Analysis Appendix identifies the City of Lakewood's updated assumptions and approach to land capacity considered in the development of the Lakewood Downtown Plan and Planned Action Environmental Impact Statement (EIS). This can inform a pending update of the Buildable Lands Report 2014, which will respond to legislative amendments to the Growth Management Act. The County and cities will work on the updated Buildable Lands Report prior to considering new growth allocations and prior to completing their Comprehensive Plan periodic updates due by 2023.

2.0 Residential Land Capacity

The Buildable Lands Report 2014, Table 4 on page 108, lists assumed densities applied to land that is vacant and underutilized. The share of land used for residential/commercial uses is assumed at 25%/75%. The vacant and underutilized land is discounted to consider market factors (land that may not change due to landowner preferences) and land in use for public purposes (e.g. land required for civic purposes). Per the County's 2014 Buildable Lands Report, underutilized lands include parcels that have an existing structure(s) or land use activity and can accommodate additional housing units or employment (jobs). The differences in housing capacity from the Buildable Lands Report 2014 results from two sources: 1) testing increased densities from 54 units per acre to 80 to 100 units per acre under EIS Action Alternatives; 2) inclusion of the catalyst/infill sites. Other residential land capacity assumptions were retained.

2.1. TESTING INCREASED DENSITIES

The density assumption for the CBD zone was 54 units per acre, consistent with the "No Action Alternative" in the EIS. Under Action Alternatives, Central Business District development standards would be increased. The EIS assumed densities of 80 (Alternative 1), 85 (Alternative 1 Modified), and 100 units per acre for action alternatives. Though the City's current municipal code allows density bonuses of 25%

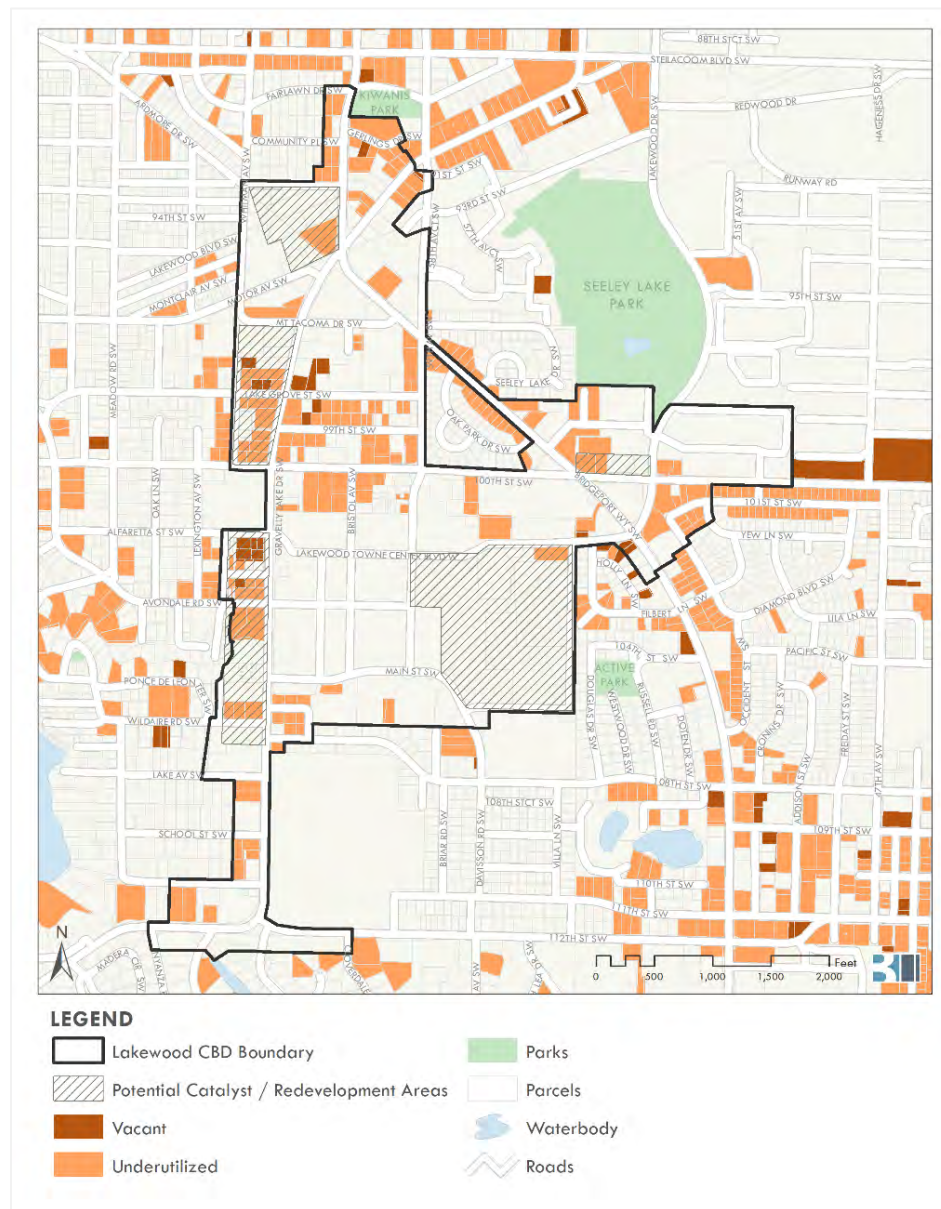
for affordable housing, it is an incentive and not required. Given that some developers would build housing at both less than the base density or greater than with bonuses, assuming 80-100 units per acre was employed.

2.2. INCLUSION OF CATALYST/INFILL SITES

The map below shows vacant/underutilized sites identified consistent with the Buildable Lands Report 2014 and associated geographic information system layers obtained from Pierce County. The Exhibit also shows catalyst site properties.

The catalyst sites are based on review of opportunities through a charrette with developers and the community in fall 2017. They would be places where buildings could infill on large parking lots, or include smaller lots that have been aggregated.

Exhibit 1. Downtown Area Buildable Lands and Catalyst Sites



Source: Pierce County, BERK 2017

2.3. RESIDENTIAL CAPACITY RESULTS

The Buildable Lands Report 2014 shows a land capacity of 10,919 dwellings as of 2010 including about 613 dwellings in the current CBD zone.

Exhibit 2. Buildable Lands Report 2014: Table 8 - City of Lakewood: Housing Unit Capacity

Zoning District	Adjusted Net Acres	Assumed Density	Unit Capacity	One Dwelling Unit per Vacant (Single Unit) Lot	Housing Capacity
R-1	47.97	1.45	70	3	73
R-2	132.76	2.2	292	12	304
R-3	376.08	4.8	1,805	43	1,848
R-4	71.28	6.4	456	5	461
MR-1	21.65	8.7	188	0	188
MR-2	60.65	14.6	885	3	888
MF-1	46.54	22	1,024	0	1,024
MF-2	67.44	35	2,360	0	2,360
MF-3	31.44	54	1,698	0	1,698
ARC	13.23	15	198	0	198
NC-1	1.70	22	37	0	37
NC-2	15.28	35	535	0	535
TOC	12.78	54	690	0	690
CBD	11.35	54	613	0	613
Total Housing Capacity					10,919

Source: (Pierce County, 2014)

Action alternatives would more than double or triple the CBD zone capacity for housing by assuming higher densities and added infill/catalyst site.

Exhibit 3. Lakewood Downtown Plan CBD Capacity by Alternative

Scenario	Housing
No Action CBD Zone Capacity	613
Action Alternative 1 Downtown Capacity	1,579
Action Alternative 1 Modified Downtown Capacity	1,725
Action Alternative 2 Downtown Capacity	2,257

Source: BERK Consulting 2018

When the CBD zone capacity is added to the other zone capacity, the citywide housing capacity would increase. Under all alternatives, there is more than sufficient capacity for the citywide housing target.

Exhibit 4. Lakewood Downtown Plan Citywide Capacity by Alternative

Scenario	Housing
Citywide Target Net 2010-2030	9,565
No Action Citywide Capacity Buildable Lands Report 2014	10,919
Ratio of Capacity to Target	1.14
Action Alternative 1 Citywide Capacity	11,885
Ratio of Capacity to Target	1.24
Action Alternative 1 Modified Downtown Capacity	12,031
Ratio of Capacity to Target	1.26
Action Alternative 2 Citywide Capacity	12,563
Ratio of Capacity to Target	1.31

Source: BERK Consulting 2018

3.0 Employment Land Capacity

In 2017, a memo was prepared by BERK Consulting, Inc. to explore the City's employment capacity to determine if the City had sufficient capacity to meet its designated employment target adopted by Pierce County in consultation with the City. The memo was meant to inform the Pierce County Regional Council's Lakewood Comprehensive Plan Certification process. The 2017 memo is clarified in this section of the Appendix, but retains similar conclusions that the City's zoning standards and developable land together with adjustments to data and assumptions illustrate that the City has adequate capacity for its employment target.

Exhibit 5 shows the net developable acreage (after exclusion of environmentally sensitive areas unsuitable for development), employment density assumptions, and overall employment capacity for the City of Lakewood, as documented in the Buildable Lands Report 2014. Note that some of the data is corrected later in this Appendix.

Exhibit 5. City of Lakewood Employment Capacity – Pierce County Buildable Lands Report 2014

Type	Zoning District	Net Acres	Employees per Acre	Employment Capacity
Commercial	NC-1	6.87	28.34	195
	NC-2	57.68	28.34	1,635
	TOC	29.22	28.34	828
	CBD	22.19	28.34	629
	C-1	17.10	28.34	485
	C-2	58.78	28.34	1,666
	IBP	68.73	28.34	1,948
	AC-1	12.66	28.34	359
	PI	28.39	28.34	805
Industrial	I-1	1.99	15	30
	I-2	32.34	15	485
Total Employment Capacity				9,062

Source: (Pierce County, 2014)

As shown above, the Buildable Lands Report 2014 indicates a total 2014 employment capacity for Lakewood of 9,062 jobs. This represents a deficit of 3,846 jobs compared to the City's adopted 2030 employment target. When compared to the projected 2035 employment target described in the previous section, this deficit increases to 6,366 jobs, as shown below in Exhibit 6.

Exhibit 6. Comparison of Employment Targets and Capacity

2010 Employment Capacity	2010-2030 Employment Growth Target	2030 Surplus/Deficit	2010-2035 Employment Growth Target	2035 Surplus/Deficit
9,062	12,908	-3,846	15,428	-6,366

Source: (Pierce County, 2014)

3.1. REVISED LAND CAPACITY ANALYSIS

This section describes the analysis performed by BERK Consulting, Inc. to determine how the City of Lakewood can address the projected employment deficits described in the previous sections. Our analysis focused on the following:

- Correcting typographical, mathematical, and zoning assignment errors in the Pierce County Buildable Lands Report 2014;
- Examining alternative assumptions on employment densities and how that would affect employment capacity; and
- Developing a customized land capacity assessment approach for Lakewood, based on adopted development regulations for the city’s commercial zones and estimated maximum floor area ratios (FARs). This can inform future updates to the Pierce County Buildable Lands Report 2014.

Buildable lands analysis is based on approximately eight steps, which are illustrated in Exhibit 7. These steps include identifying vacant and underutilized lands (Steps 1 and 2), deducting critical areas and land needed for rights of way and public facilities (Step 3, 4, and 5), and applying assumed densities or floor area ratios and employee square footage rates (Steps 6 and 7). The Pierce County Buildable Lands Report 2014 followed a similar process, and this analysis assumes that the report’s identifications of vacant and underutilized parcels and areas impacted by critical areas are correct. This Appendix examines the applied market factor reductions (Step 6) and assumed employment densities (Step 8) to evaluate if additional employment capacity exists.

Exhibit 7. Land Capacity Analysis Steps

Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8
Identify Vacant Parcels	Identify Underutilized or Redevelopable Parcels by Zone	Deduct Areas Impacted by Critical Areas	Deduct Future Roads/R-O-W Needs	Deduct Future Public Facilities Needs	Deduct Capacity to Account for Market Factor	Based on All Factors to Estimate Net Buildable Acres by Zone	Apply assumed densities to residential acres Apply employee rates to determine employment capacity

Source: BERK Consulting 2016

3.2. CORRECTIONS

Based on County and City data provided at the time, the Pierce County Buildable Lands Report 2014 presents a detailed breakdown of vacant and underutilized commercial acreage by zoning district, including reductions for non-commercial uses and land unavailable for development, in Table 9 (Report pages 116-118). A summary of developable acreage by zoning district is provided in Table 11 (Report page 119), but this summary table contains several inconsistencies with the detailed reporting in Table 9. It appears that several acreage numbers were transposed when this table was generated, resulting in incorrect capacity calculations for the PI, I-1, and I-2 zones.

While the 2014 report was based on available City zoning information at the time, some net commercial acreage for each zone in the 2014 Report does not appear to match current (No Action) zoning boundaries. The ARC zone allows arterial commercial uses and some residential uses was inadvertently omitted from the employment capacity analysis though it was addressed in the residential capacity analysis and is added in below.

Based on information in Table 9 of the 2014 Report and the City’s current zoning map, a corrected summary table is presented below in Exhibit 8.

Exhibit 8. Lakewood Employment Capacity – Buildable Lands Report 2014 with Corrections

Type	Zoning District	Net Acres	Employees per Acre	Employment Capacity
Commercial	NC-1	6.87	28.34	195
	NC-2	57.68	28.34	1,635
	TOC	31.04 ¹	28.34	880 ¹
	CBD	22.19	28.34	629
	C-1	16.08 ¹	28.34	456 ¹
	C-2	58.78	28.34	1,666
	IBP	94.81 ¹	28.34	2,687 ¹
	AC-1	12.66	28.34	359
	PI	3.83 ^{1,2}	28.34	109 ²
	ARC	7.58 ³	28.34	215 ³
Industrial	I-1	28.39 ²	15	426 ²
	I-2	1.99 ²	15	30 ²
Total Employment Capacity				9,284

1. Corrected zoning acreage/employment capacity based on City zoning mapping.

2. Correction of transposition/mathematical errors in Pierce County Buildable Lands Report 2014.

3. Zone omitted from Pierce County Buildable Lands Report 2014 regarding employment.

Source: (Pierce County, 2014); City of Lakewood, 2016.

3.3. MARKET FACTOR AND EMPLOYMENT DENSITY ASSUMPTIONS

BERK also reviewed the market factor and employment density assumptions used in the Buildable Lands Report 2014 to consider alternative assumptions suitable for Lakewood’s local conditions and whether vacant and underutilized lands could potentially support greater densities than assumed in the report.

Market Factors

As shown in Exhibit 7, a land capacity analysis typically applies a discount to account for land that is nominally available for development but which may not actually develop to its full capacity in the foreseeable future. Because this often occurs for reasons related to real estate market conditions, this discount is generally referred to as a “market factor” and is included to provide a more conservative and realistic estimate of available land capacity. Different market factors are often used for vacant and underutilized land; since underutilized land often contains existing structures that must be demolished or built around, the market factor reduction for underutilized land is often greater than for vacant land. The Pierce County Buildable Lands Report 2014 assumed a 10% market factor for all vacant land and a 20% market factor for underutilized residential land. However, the Report assumed a much higher market factor of 50% for underutilized commercial land.

Other communities addressed in the Buildable Lands Report 2014 applied a similarly high market factor to underutilized commercial land: Buckley, Carbonado, Eatonville, Gig Harbor, Orting, Puyallup, Roy, Ruston, South Prairie, Steilacoom, Sumner, University Place, and Wilkeson. However, except for Puyallup, the employment targets for these communities are substantially lower than Lakewood's.

Except for Tacoma and the urban areas of unincorporated Pierce County as a whole, Lakewood's employment growth target is higher than any other community in Pierce County. Given PSRC's regional growth strategy, established in VISION 2040, of relying on Metropolitan and Core Cities to accommodate a large share of future population and employment growth, the use of a 50% market factor for underutilized commercial land in Lakewood may be overly conservative.

Among those Pierce County communities that did not apply a 50% market factor to underutilized commercial land, most fell into the range of 25-35%, including the cities of Tacoma (25%), Fife (30%), and Bonney Lake (35%). Tacoma and Fife are nearby communities to Lakewood, also located in the I-5 corridor, and Bonney Lake functions as a commercial hub for the northeastern Pierce County plateau. Applying a market factor within this range would include more underutilized commercial land as available for development and increase Lakewood's employment capacity.

Employment Density Assumptions

As shown in Exhibit 8, the Buildable Lands Report 2014 applied an employment density of 28.34 jobs per acre across all of Lakewood's commercial and mixed-use zones and an employment density of 15 jobs per acre for industrial zones. Differentiating between commercial and industrial zones in this manner is standard practice for land capacity analyses. However, Lakewood has ten different commercial and mixed-use zones, designed to allow commercial development at a range of scales and densities. Applying a single employment density effectively assumes that low-intensity neighborhood commercial zones will have similar employment density to high-intensity commercial, mixed-use, and business park zones.

Lakewood's Commercial zoning districts (Central Business District (CBD), Transit-Oriented Commercial (TOC), and Commercial (C1, C2, and C3)) are intended to promote commercial development and be the primary employment centers for the city. In particular, the purpose of the CBD zone is to be a regional commercial center with urban densities and intensities (LMC 18A.30.510). In accordance with this, it would be reasonable to differentiate some or all of these zones with higher employment densities, similar to other regional-serving commercial areas in nearby communities, such as Tacoma.

3.4. FAR-BASED CAPACITY MODEL

As described in the previous section on Market Factor and Employment Density Assumptions, applying a standard employment-per-gross-acre density assumption across all commercial zones may not reflect the differences between individual zones. As an alternative to the gross employment per acre approach, a Floor Area Ratio (FAR) based approach would represent the type and amount of commercial development that would be allowed under the development regulations for each specific zone.

BERK developed an FAR-based capacity model to test the employment capacity of the CBD zone under current zoning regulations. The model calculated a maximum commercial FAR for each vacant or underutilized site in the CBD based on the following assumptions:

- Maximum building height of 90 feet (LMC 18A.30.560.E);

- No minimum building setbacks (LMC 18A.30.560.D) and maximum building coverage of 100% (LMC 18A.30.560.C);
- Commercial uses would occupy 75% of developable space, in keeping with Pierce County Buildable Lands Report 2014 assumptions;
- Overall buildable site area is reduced by to account for surface parking and internal site circulation; and
- Market factor reductions from the Buildable Lands Report 2014 are maintained (10% for vacant land, 50% for underutilized land).

Using floor-to-floor heights of 15 feet, commercial buildings in the CBD would be a maximum of 6 stories tall to comply with the 90-foot height limit. Applying 100% building coverage and a parking reduction of 20% would result in a maximum building FAR of 4.8, and accounting for the commercial/residential split yields a maximum commercial FAR of 3.6. The model applied this full-intensity commercial FAR to CBD parcels of one acre or larger. Because construction of a six-story commercial building may not be feasible on smaller lots, parcels smaller than one acre were modeled at half of full intensity (commercial FAR 1.8).

The model applied the appropriate commercial FAR factor to each developable CBD property to calculate gross buildable commercial space, and then divided this by the assumed average amount of space per employee (400 square feet) to estimate the property's employment capacity. This factor for amount of space per employee was chosen to account for a mix of office and retail jobs in the CBD; urban retail jobs typically require approximately 500 square feet per employee, and office jobs typically require much less space.

Application of the FAR method to the CBD zone would significantly increase employment capacity in this area. Under the Buildable Lands Report 2014 assumptions, the CBD has capacity for approximately 629 jobs. Using the FAR method, the CBD could accommodate up to 6,927 jobs.

3.5. BLENDED FAR AND EMPLOYMENT DENSITY MODEL: NO ACTION ALTERNATIVE

After review of the issues identified in the previous sections, BERK developed a consolidated employment capacity model for the City of Lakewood in cooperation with City of Lakewood staff. This blended approach combines the FAR-based method described for the Central Business District with acreage-based calculations using updated employment density factors, as identified by City staff. In addition, the model assumes a reduction in the market factor for underutilized properties from 50% (assumed by the Buildable Lands Report 2014) to 35%, comparable to other commercial hubs in northern Pierce County.

Exhibit 9. Lakewood Employment Capacity – Blended FAR and Employment Density Model

Zone	Net Commercial Acres	Employees per Acre	Corrected Baseline Capacity	Adjusted Employees per Acre	Employment Capacity: FAR and Employment Density Method
AC1	12.66	28.34	359	12.00	152
AC2	-	28.34	-	12.00	-
ARC	7.58	28.34	215	25.00	243
C1	16.08	28.34	456	25.00	485
C2	58.78	28.34	1,666	25.00	1,754
C3	-	28.34	-	25.00	-
CBD	22.19	28.34	629	FAR	6,927
I1	28.39	15.00	426	15.00	535
I2	1.99	15.00	30	15.00	39
IBP	94.81	28.34	2,687	15.00	1,565
NC1	6.87	28.34	195	25.00	206
NC2	57.68	28.34	1,635	25.00	1,803
PI	3.83	28.34	109	20.00	100
TOC	31.04	28.34	880	45.00	1,627
Total	341.88		9,284		15,436
<i>2010 - 2030 Employment Need:</i>					<i>12,908</i>
<i>2010 - 2035 Employment Need:</i>					<i>15,428</i>
2030 Surplus/Deficit			(3,624)	2,528	
2035 Surplus/Deficit			(6,144)	8	

Source: (Pierce County, 2014); City of Lakewood, 2016; BERK Consulting, 2017

As shown in Exhibit 9, the blended approach assumes lower employment densities than the Buildable Lands Report 2014 in most zones, but it anticipates much higher levels of employment in the TOC and CBD zones, reflecting the purpose of these zones as regional-serving commercial districts and the intensity of development allowed under current development regulations. Based on the assumptions listed above, the blended approach would provide sufficient employment capacity to meet Lakewood’s 2030 and 2035 employment targets.

3.6. CAPACITY OF ACTION ALTERNATIVES

Considering the added infill/catalyst sites, and applying the blended FAR and Employment Density assumptions in Section 3.5, the Action Alternatives would have similar but slightly higher jobs in the CBD zone compared to the No Action FAR scenario.

Exhibit 10. Employment Capacity – Downtown Planned Action EIS Alternatives

Scenario	Jobs Standard	Jobs FAR Method
No Action CBD Zone Capacity	629	6,927
Action Alternative 1 Downtown Capacity	Not applicable	7,533
Action Alternative 1 Modified Downtown Capacity	Not applicable	7,533
Action Alternative 2 Downtown Capacity	Not Applicable	7,369

Source: BERK Consulting 2018

When the CBD zone results are added to the rest of the job capacity in the City, results show the City has sufficient employment capacity to meet its growth target.

Exhibit 11. Employment Capacity Citywide – with Downtown Planned Action EIS Alternatives

Scenario	Jobs Standard	Jobs FAR Method
Citywide Target Net 2010-2030	12,907	12,907
No Action Citywide Capacity	9,284	15,436
Ratio of Capacity to Target	0.72	1.20
Action Alternative 1 Citywide Capacity		16,042
Ratio of Capacity to Target		1.24
Action Alternative 1 Modified Downtown Capacity		16,042
Ratio of Capacity to Target		1.24
Action Alternative 2 Citywide Capacity		15,878
Ratio of Capacity to Target		1.23

Source: BERK Consulting 2018

4.0 Summary & Conclusions

BERK Consulting's analysis concludes that the City of Lakewood has substantially greater employment capacity available than the capacity included in the Pierce County Buildable Lands Report 2014 with the assumptions that the County and City considered at the time. A combination of assumptions and techniques more tailored to the City of Lakewood zones and conditions show that Lakewood can accommodate the next 20 years of growth.

It is recommended that the City consult Pierce County and consider these updated assumptions and methods in a forthcoming Buildable Lands Report update.



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

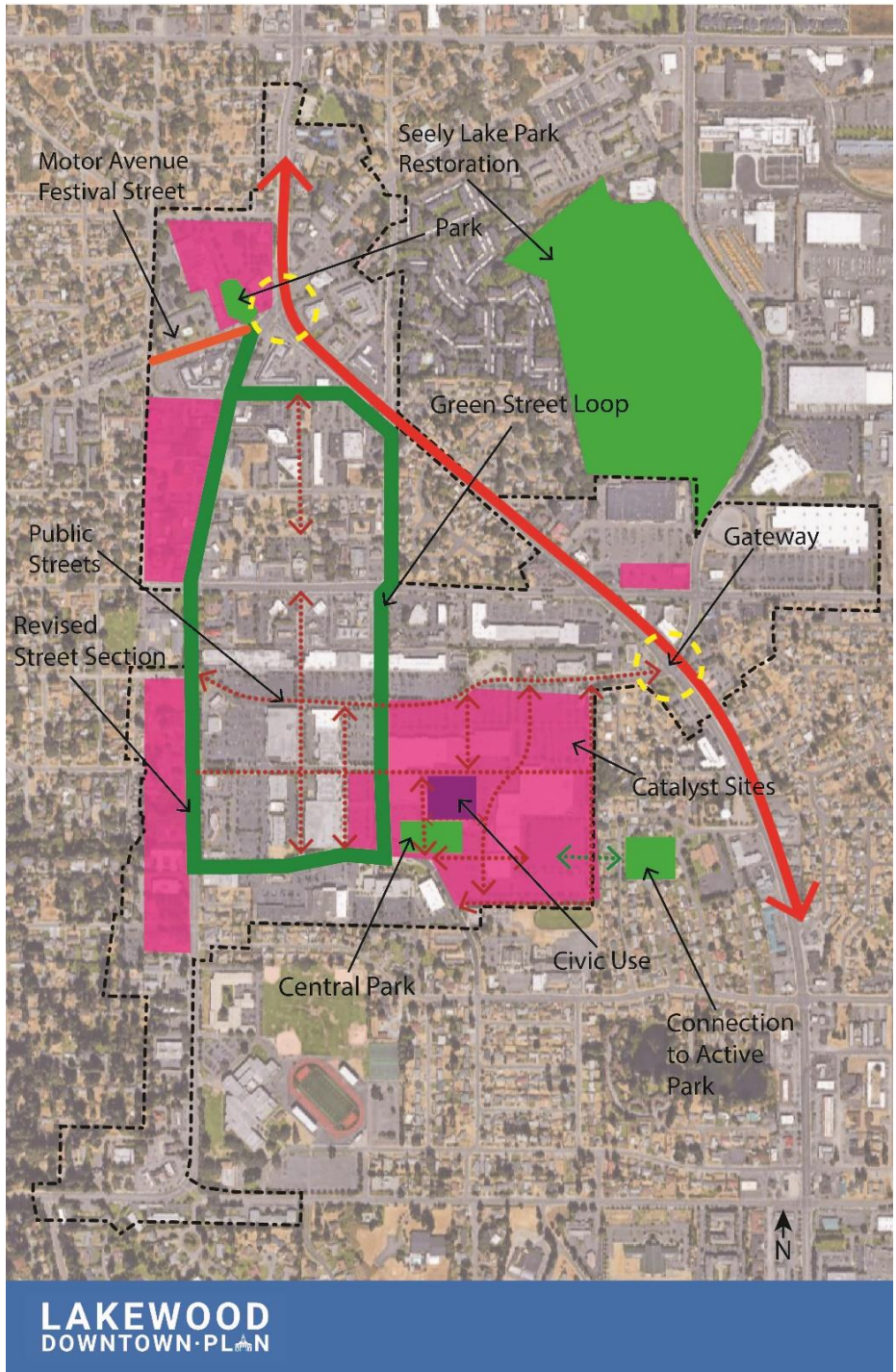
The Downtown Plan proposes key investments and changes:

- 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



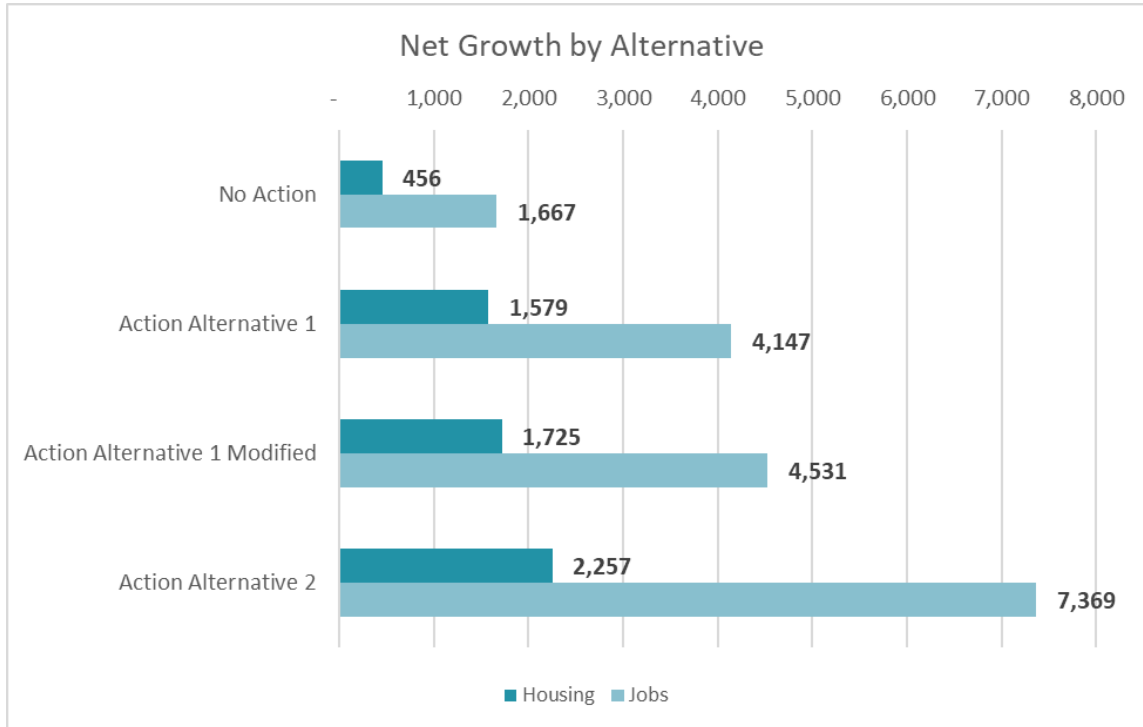
Source: Framework, 2018

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

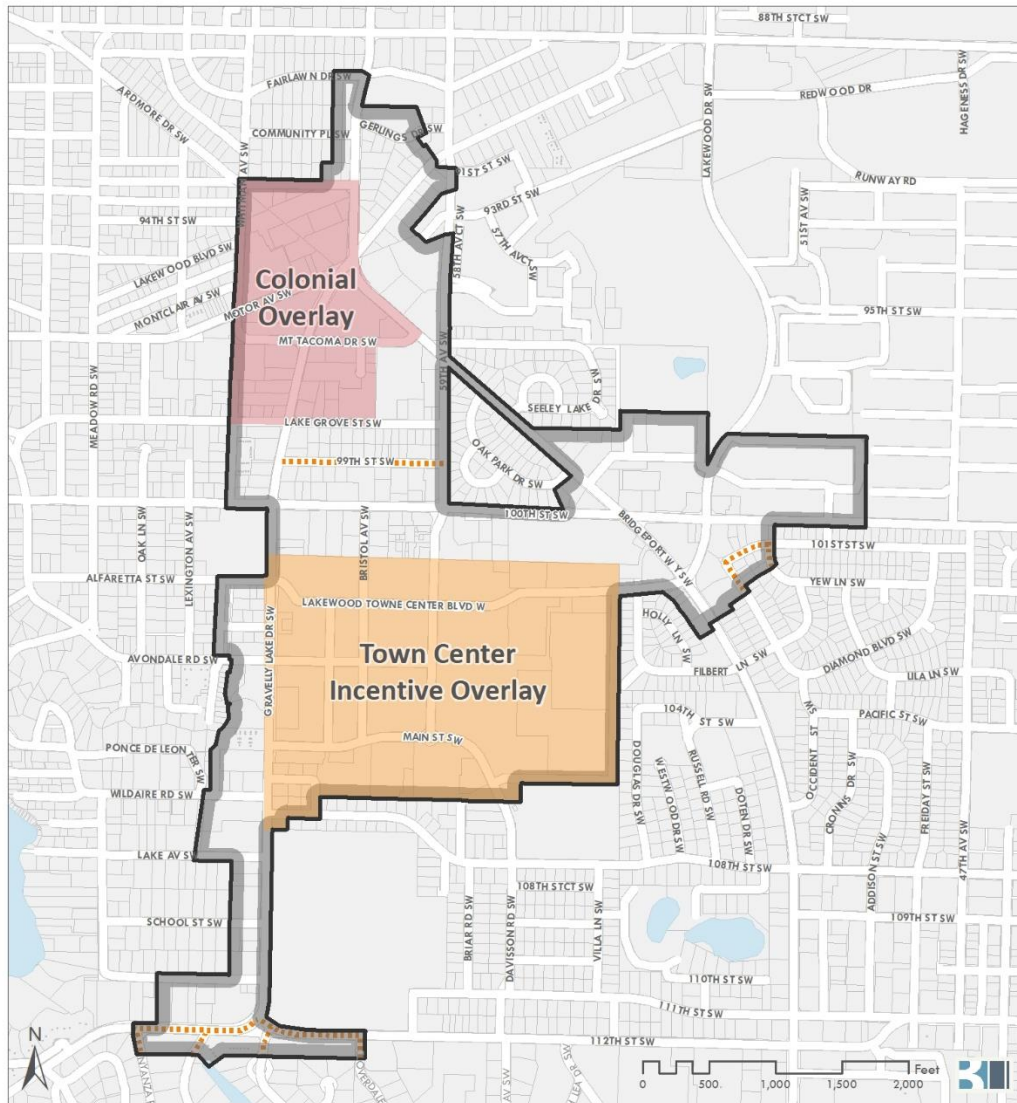
City Council Preferred Alternative

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
 - Parcels
 - Low-impact Mixed Use
 - Roads
 - Waterbody

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

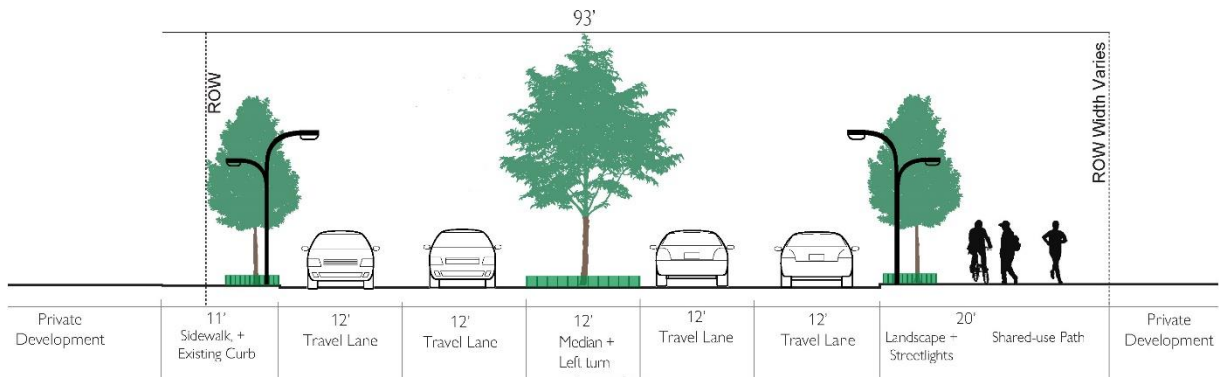
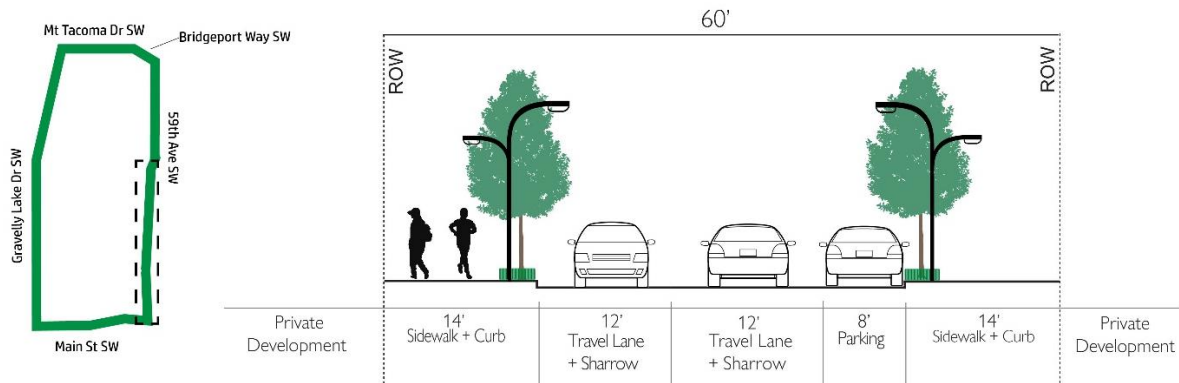


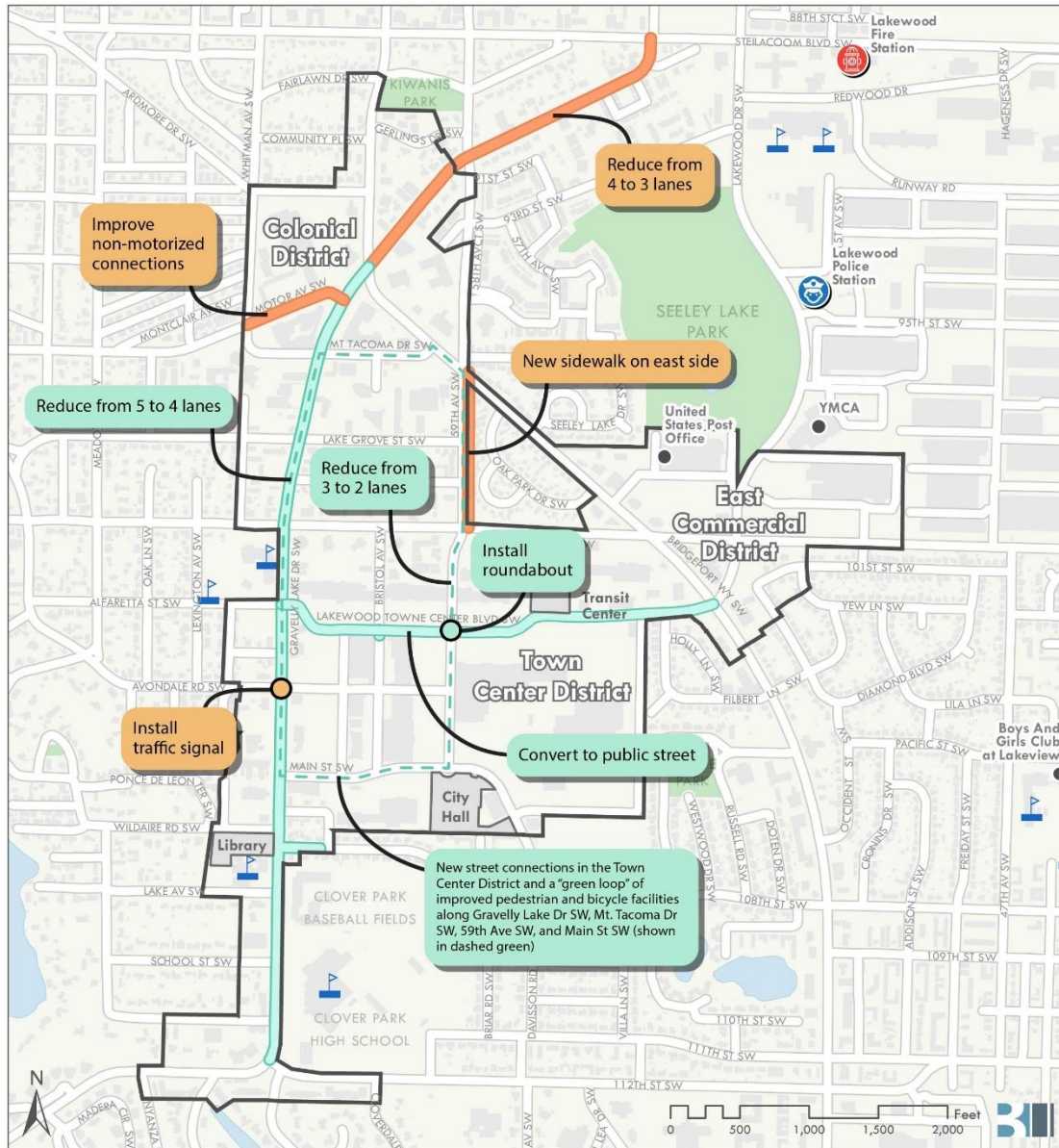
Exhibit 5. 59th Avenue NW Concept 1 (Existing ROW) – Part of Green Loop



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

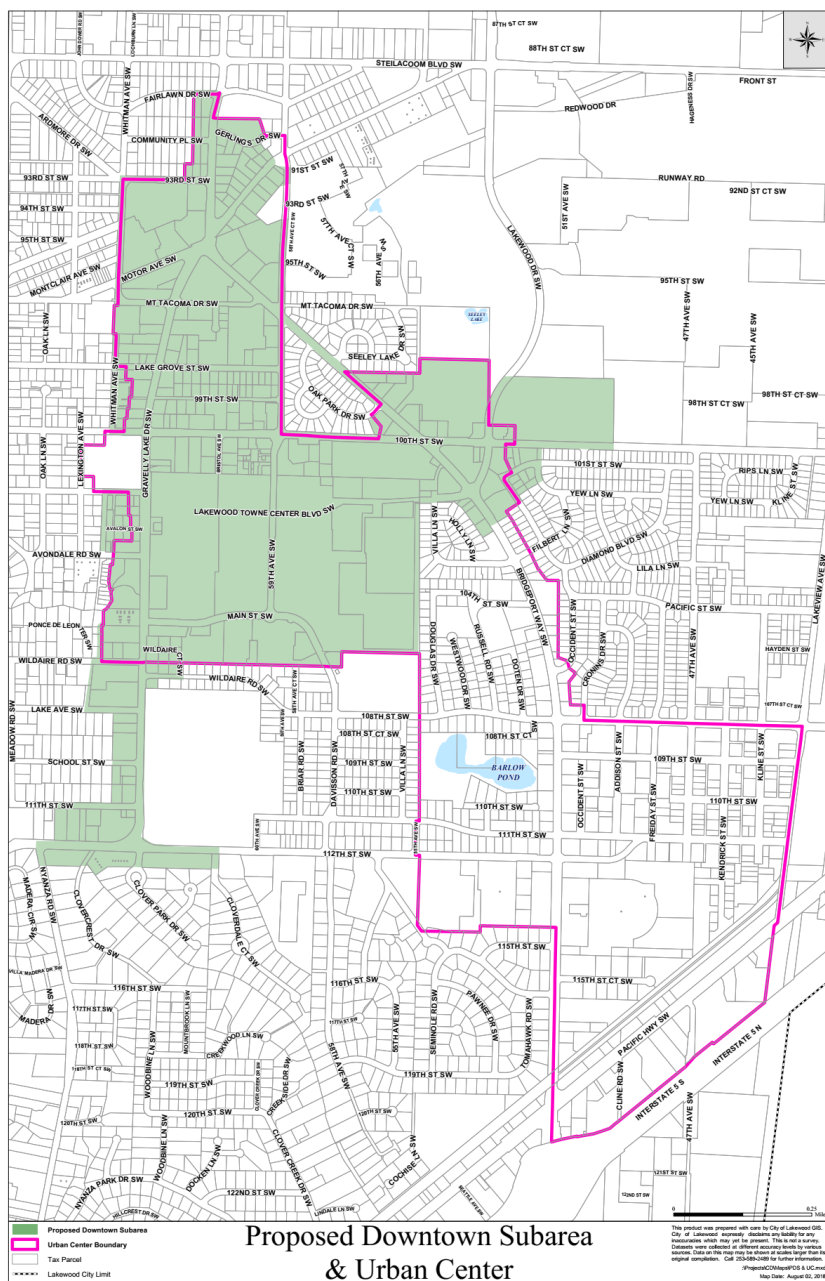
Note: * The City Council's Preferred Alternative allows 100 units per acre if residential is part of a mixed-use format and 80 units per acre if residential is in a stand-alone multifamily format. Achievement of Alternative 2 dwellings is considered possible under the City Council's Preferred Alternative 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

Prepared under the direction of the City of Lakewood.

Name: Lisa Grueter, AICP, Principal, BERK Consulting, Inc.

Date Prepared: August 27, 2018



Addendum

To the Downtown Lakewood Plan and Planned Action Final Environmental Impact Statement
Final EIS issued July 20, 2018 | Addendum Issued: September 26, 2018

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Purpose and Background

PROPOSAL

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.

SEPA PROCESS

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.

The City Council Preferred Alternative was reviewed in an Addendum dated September 10, 2018. This second Addendum provides a description of additional potential refinements to the City Council Preferred Alternative and how the changes fit 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.

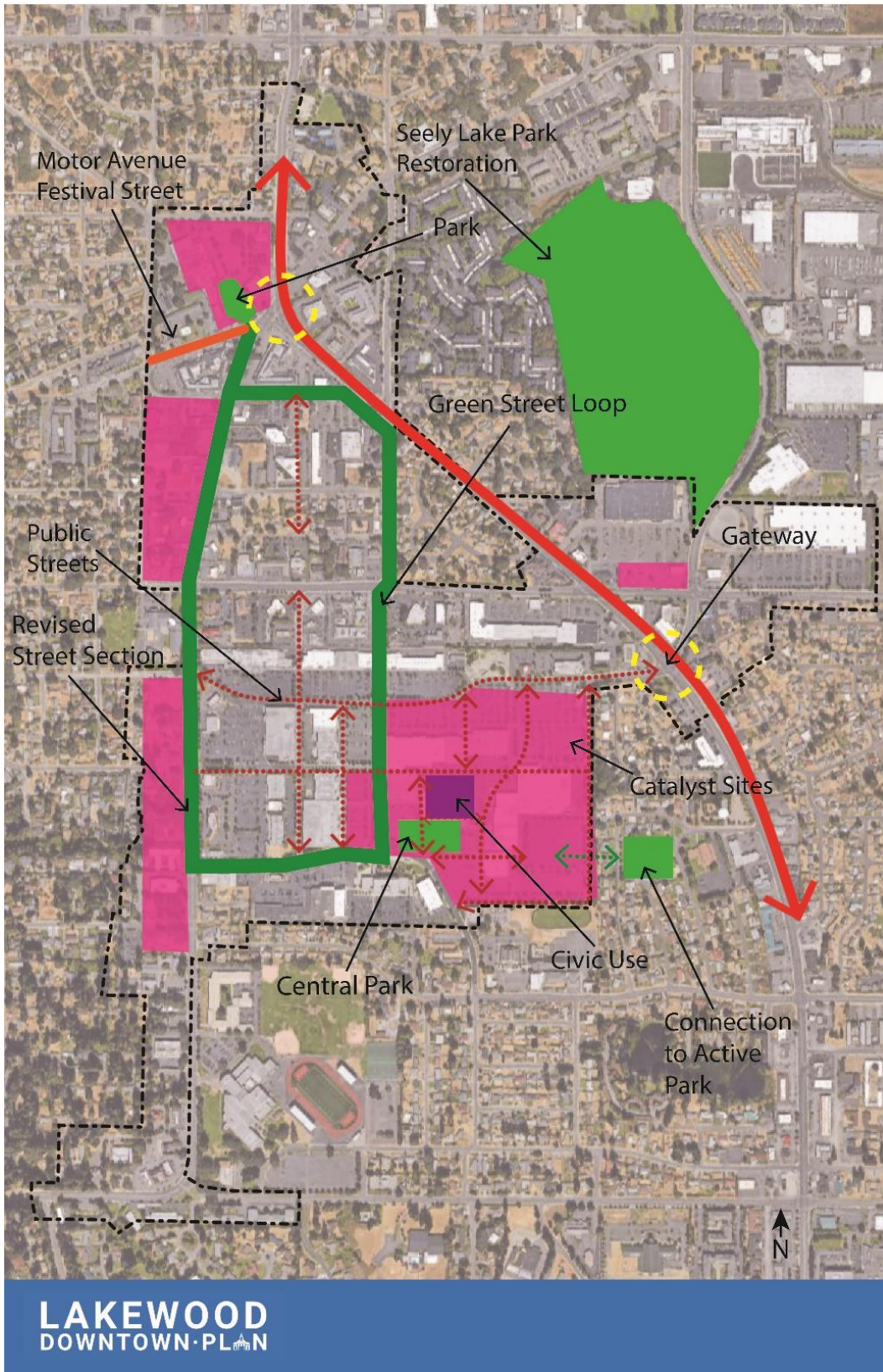
DOWNTOWN CONCEPTS AND ALTERNATIVES

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



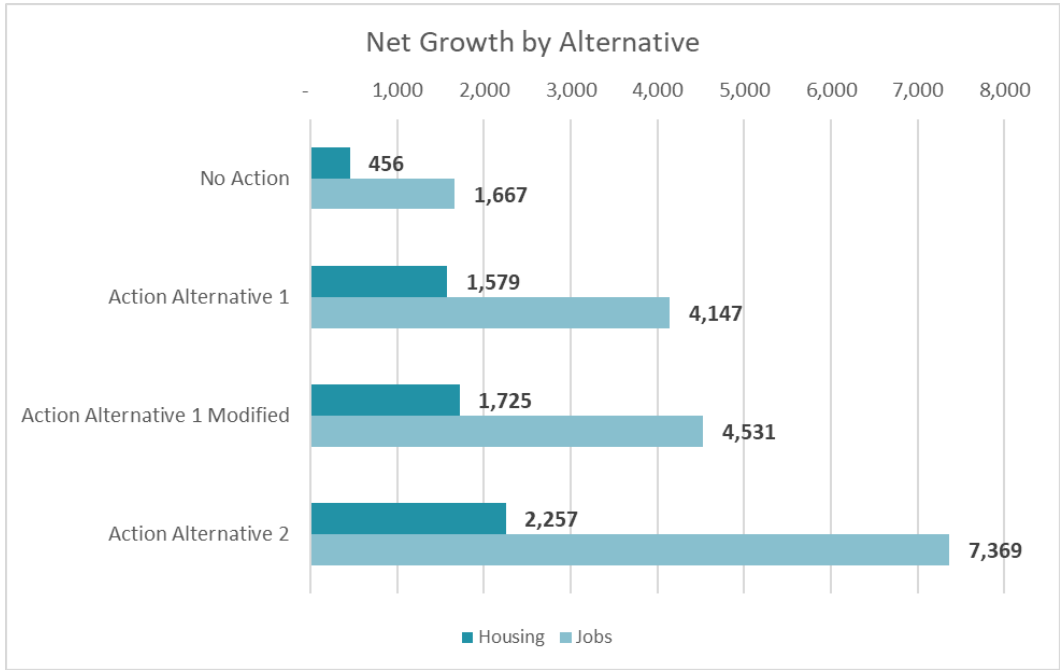
Source: Framework, 2018

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 and Refinements

Typical of a mixed-use downtown, desired uses include commercial retail and office, residential, and civic. Currently, the City allows both mixed use and stand-alone residential uses in the CBD. However, commercial uses predominate and there is little residential use in Downtown Lakewood currently.

The proposed Downtown Plan and Downtown Development Code together with investments in parks, the Green Street Loop, and other multimodal transportation improvements, are designed to attract private investment in housing and offices as well as retail. The changing nature of retail with more activity occurring online is transforming big box shopping centers and malls into central gathering places to play, live, shop, and work. These trends are noted in the CBD Assessment and in Developers forums and Charette results available at the Downtown Plan website (<https://www.lakewooddowntownplan.org/>), as well as in a memo from Becky Newton, Lakewood Economic Development Manager presented to the City Council at the July 23, 2018 study session.

To date, the Downtown Plan and Development Code would allow a range of uses that can be vertically or horizontally mixed. If a stand-alone residential use is in proximity to the predominant commercial use it is helping to create a mixed-use neighborhood in a horizontal fashion. Stand-alone residential use may be an appropriate transition from mixed use or commercial areas to lower density uses outside of the Town Center area (e.g. townhomes).

The City Council's Preferred Alternative is based on Action Alternative 2 with refinements to allowed uses considered in this Addendum. Options described below vary in their approach to promote mixed uses and allow in a limited manner stand-alone residential uses; however, the intent for mixed use development in a multi-modal well-designed environment is maintained.

STAND-ALONE MULTI-FAMILY RESIDENTIAL LOCATION AND DENSITY

No Action – Current Code

The current CBD zone allows for Level 2 or Level 3 multifamily uses. These are, respectively, stand-alone multifamily with 7 or more attached or detached dwellings or developments with a mix of residential and commercial uses at 50 percent of the square footage. Multifamily uses may be horizontally or vertically mixed with commercial uses.

Since 2001, City records show two prior stand-alone multifamily developments built per the current code; one development is pending. No mixed use residential commercial developments have been developed since 2001.

Final EIS July 2018 Planning Commission Proposals

The proposed code included in Final EIS appendices did not prohibit stand-alone multifamily uses but did require for nearly all frontage types a minimum ground floor height of 16 feet, which promotes the opportunity for commercial uses.

Addendum 1 September 2018 City Council Preferred Alternative Proposals

Per the September 10, 2018 Addendum, the draft code proposed that 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 would be 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.

Addendum 2 September 2018 Additional Options

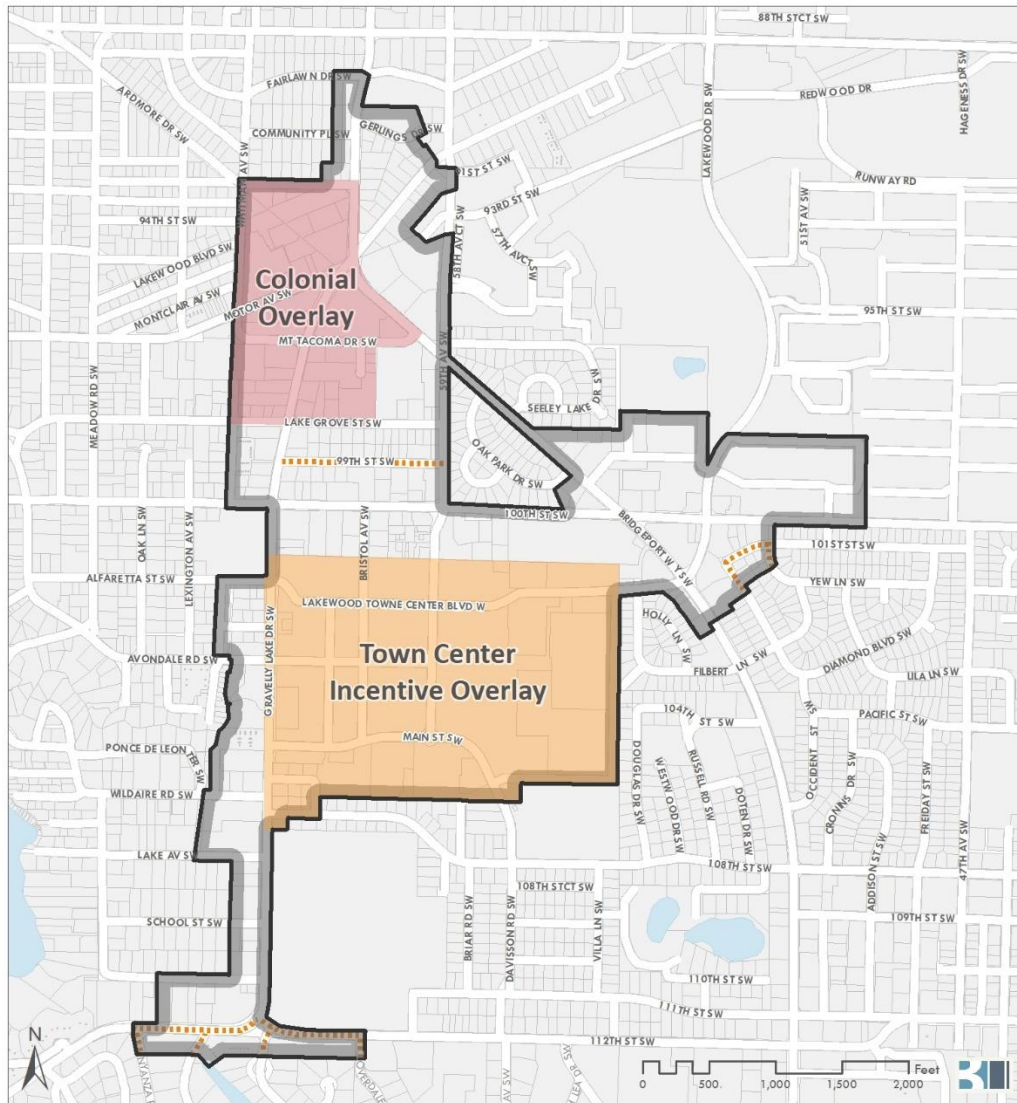
The City is considering options that are in the range of the current code, which does not limit stand-alone residential uses, and the code proposal in the Final EIS, which would have required a minimum ground floor height of 16 feet to promote commercial opportunities for nearly every frontage type in the Downtown.

Option 1 – Limit in Overlays: The City could prohibit stand-alone residential within the Colonial Overlay or Town Center Overlay. See Exhibit 3 below.

Option 2 – Limit along Certain Streets: The City could require a minimum separation of 400 feet between stand-alone residential projects within the areas of the Downtown Subarea outside of the Towne Center and Colonial Overlays. The 400-foot distance comes from the Downtown Plan effort to create new city blocks in the future. The locations of these projects would be based on a first-in-time application process. Based on City estimates, this could allow between 10 and 18 stand-alone multifamily development projects. These projects would not be concentrated, but evenly dispersed throughout the Downtown Plan.

Option 3 – Require Mixed Use in order to Receive Multifamily Tax Exemption: With this proposal, the City would amend LMC Chapter 3.64 through separate legislative action to update the City’s residential target area standards and guidelines. Changes would require a Downtown project requesting a multifamily tax exemption to include mixed use development. This option could be combined with other options.

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

Dwelling Density and Capacity

Alternative 2 in the EIS assumed 100 units per acre and a capacity for 2,257 units on catalyst and redevelopment sites.

- As of Addendum 1, the draft code would allow 100 units per acre if residential development is part of a mixed-use format and 80 units per acre if residential is in a stand-alone format.
- Options evaluated in Addendum 2 also allow 100 units per acre for mixed use development, a lower density for stand-alone residential, and greater density with affordable mixed-use development. There would be more areas where mixed use is required, allowing for the higher densities.

Achievement of Alternative 2 dwellings is possible under the range of options considered in the addenda. This is due to the incentives 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.

MIXED USE DEFINITION

The City anticipates adding a definition of “mixed use development” that differs from Level 3 multifamily. It would be a separate definition and could read as follows:

“Mixed use development” means the development of a parcel or structure with one or more different land uses, such as a combination of residential, office, retail, public, or entertainment in a single or physically integrated group of structures. Mixed use is characterized by: 1) Complementary land uses – land uses that are at least compatible and, preferably, work together for mutual benefit (e.g., personal commercial services that serve adjacent residences); and 2) Convenient pedestrian connections.

This definition fits the vision, goals, and strategies of the draft Downtown Plan and the range of alternatives and land uses in the EIS. No environmental impacts are anticipated.

RESIDENTIAL USES – POLICY LU-19

The City proposes to delete Comprehensive Land Use Policy LU-19.9 to better match the intent of the Downtown Plan and Downtown Development Code. The current policy reads as follows:

LU-19.9: Revise land use and development regulations to require mixed use development within the Downtown for any new development excepting standalone commercial pads and service commercial areas.

The City is considering a form-based code. This is a regulatory scheme that controls building form first, and building use second, with the purpose of achieving a particular type of “place” or built environment based on a community vision. In this case, the Downtown Plan “form” includes mixed use development, some standalone multifamily, public places, new infrastructure, and commercial/office uses. The way the current policy is written it would require all new development, excepting stand-alone commercial, to be mixed use which is not entirely accurate.

Amending or deleting Policy LU-19 is consistent with the alternatives under consideration in the EIS and related options in this Addendum whereby mixed use is incentivized and required in many places but

recognizes that there are some locations where stand-alone residential uses would be compatible as described above.

GAS STATIONS

Currently, the City allows Convenience Commercial in the CBD, and the Downtown Development Code proposed in the Final EIS and Addenda did not prohibit them. The use is defined below:

Convenience Commercial. Stores which may be either primarily engaged in serving the auto-driving public or, at lesser levels, principally oriented to neighborhood pedestrian traffic, which may include any combination of gasoline sales, uses typical of Food Stores as listed herein, and same-structure collocation of limited prepared food and drink sales such as fast food or espresso; as distinguished from Food Stores Commercial use type, which does not allow gasoline sales.

Level 1: Structure of up to ten thousand (10,000) gross square feet, without gas sales.

Level 2: Structure of up to 10,000 gross square feet, with up to six (6) two-sided gas pumps.

Level 3: Structure of up to twenty thousand (20,000) gross square feet, with up to nine (9) two-sided gas pumps.

Level 4: Structure of over twenty thousand (20,000) gross square feet, with more than nine (9) two-sided gas pumps. Level 4 shall include levels 1, 2 and 3.

The City is considering prohibiting Convenience Commercial Level 2 as well as 3 and 4 in the Downtown subarea. It would be difficult to achieve that use given the frontage standards of the Downtown Development Code. There are no such developments in the Downtown subarea currently. At one time, there was a Chevron Station at the corner of Gravelly Lake Drive SW and Alpharetta Avenue SW. Convenience stores with gas pumps are found within the immediate periphery of the Downtown in other commercial zoning districts.

Given the absence of Convenience Commercial development Levels 2-4 and the intent of the Downtown Plan and Downtown Development Code to both promote a mixed-use pedestrian environment and limit auto-oriented designs, this change is not anticipated to result in environmental impacts not otherwise considered in the EIS process.

Comparison of Alternatives

Due to land use, density, height, parking, and other allowances, growth would vary by alternative as illustrated in Exhibit 4. The City Council’s Preferred Alternative, including options considered in this Addendum would continue to be in the range of prior studied alternatives.

Exhibit 4. 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 	All Options: <ul style="list-style-type: none"> ■ New Subarea Plan

Feature	No Action	Action Alternative 1 / Modified Alternative 1	Action Alternative 2 / Preferred Alternative
		<ul style="list-style-type: none"> New Hybrid Form-Based Code and Parking Standards 	<ul style="list-style-type: none"> New Hybrid Form-based Code and Parking Standards
Height	Up to 90 feet allowed, trend of 1-2 stories	<p>Alt 1: Greater height in center but stepped back on periphery.</p> <p>Most development at 2 to 6 stories.</p> <p>Incentives to earn up to 90 feet (e.g. office).</p>	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.	<p>Alt 1: Assume 50% of expected 3.0 million new square feet of commercial space.</p> <p>Mod. Alt 1: Assume 55% of expected 3.0 million new square feet of commercial space.</p>	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

*See analysis of options in this Addendum.

Source: BERK, 2018

Preparer

Prepared under the direction of the City of Lakewood.

Name: Lisa Grueter, AICP, Principal, BERK Consulting, Inc.

Date Prepared: September 25, 2018