

ORDINANCE NO. 751

AN ORDINANCE of the City Council of the City of Lakewood, Washington, adopting the Lakewood Station District Subarea Plan as an element of the Comprehensive Plan, amending the Lakewood Municipal Code by establishing a new Title 18C (Lakewood Station District Development Code), and amending Lakewood Municipal Code Chapters 18A.10 (Basic Provisions) and 18A.20 (Administration.)

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 text and policies authorizing and anticipating the adoption of a subarea plan for the Lakewood Station District (e.g., Section 1.3.1, 1.6.7, 2.3.7, 2.3.16, 2.4.1, Policy LU-17.3, Goal LU-21, Section 3.3.5, Goal LU-25, Policy LU-25.5, Goal LU-27 and Policies LU-27.1 – 27.3, Section 4.4, Section 4.5.2, Goal UD-9, Policy UD-9.5, Goal ED-5, and Land-Use Implementation Strategy 11.3.1); and

WHEREAS, In November, 2019, the State Department of Commerce awarded the City of Lakewood, WA a grant under ESB 1923 to: prepare a subarea plan for the Lakewood Station District per RCW 43.21C.420; prepare a planned action using a threshold determination process per RCW 43.21C.440 (1)(b)(ii); and prepare a hybrid form-based development code to implement the Lakewood Station District Subarea (LSDS) Plan; and

WHEREAS, the City prepared the LSDS Plan, Code and Planned Action after an extensive public participation and review process for the subarea plan including an online survey, open houses, community meetings, stakeholder meetings, and study sessions and public meetings before the Planning Commission and the City Council in 2020 and 2021; and

WHEREAS, the City held the LSDS Planned Action Ordinance Community Meeting on November 4, 2020 as required by RCW 43.21C.440 (3)(b); and

WHEREAS, implementation of the LSDS Plan and amendments to the Lakewood Land Use and Development Code to adopt a new Chapter 18C (LSDS Development Code), would improve conditions for Lakewood residents and businesses. Design regulations would include standards related to: integration of the natural environment including new parks, building design, pedestrian experience and streetscapes, mixed-use building features, site planning, parking, lighting, screening, and signage; and

WHEREAS, the LSDS would increase housing capacity and commercial space and further support business investment with more flexible zoning and civic and infrastructure investments. Tax exemptions for low and moderate-income housing units in “Residential Target Areas” (RTAs) are allowed per LMC Chapter 3.64; most of the LSDS is within a RTA. Respondents to an online survey about the LSDS Plan showed a strong interest in: well designed and attractive development; sidewalks and pathways; new retail, restaurant and entertainment; new jobs in proximity to the Sounder Station; better transit, cycle and pedestrian connections to the Downtown; new mixed development to include homes (“missing middle” and affordable units), jobs, retail and services; and new open spaces and parks; and

WHEREAS, the LSDS job mix would change to more services jobs and less retail. Office and professional services jobs offer higher wages than typical retail jobs and support the increase of a jobs-housing balance. The Plan envisions and the Code encourages a dense mix of commercial

and medical office, regional and local retail, services and hospitality, and high-density residential uses offering ownership and rental housing opportunities; and

WHEREAS, the Planning Commission, held a duly noticed public hearing on November 18, 2020 regarding the “LSDS Packet” (including the LSDS Plan, amendments to the Lakewood Municipal Code to adopt a new Chapter 18C (LSDS 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.10 (Basic Provisions), and 18A.20 (Administration), reviewed the public record and made a recommendation to the City Council on February 3, 2021; and

WHEREAS, the City Council held a duly noticed public hearing on April 5, 2021 regarding the “LSDS Packet” (including the Plan, Code and Planned action) 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 January 14, 2021, 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 it was assigned number 2021-S-2258; and

WHEREAS, pursuant to RCW 43.21C and WAC 197-11-508, on November 12, 2020 the City submitted information to the Department of Ecology related to the Determination of Non-Significance for the LSDS SEPA Environmental Impact Checklist via the SEPA register and the materials were assigned #202005805; and

WHEREAS, on March 30, 2021, the City submitted a Revised LSDS Determination of Non-Significance (DNS) and SEPA Environmental Checklist to the Department of Ecology via the SEPA register and the materials were assigned #202101613.

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 amendments are consistent with the requirements of Revised Code of Washington (RCW), and the Washington Administrative Code (WAC.)

The proposed amendments are consistent with the City of Lakewood Comprehensive Plan.

The proposed amendments have been reviewed and processed in accordance with the requirements of Lakewood Municipal Code (LMC) 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 Lakewood Station District Subarea Plan. The Lakewood Station District 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 Lakewood Station District Subarea Development Code. The City of Lakewood's Municipal Code is amended to include a new Title 18C, Lakewood Station District Subarea 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 text and Land Use Map will be amended to reflect the adoption of the Lakewood Station District Subarea Plan as part of the 2021 Lakewood Comprehensive Plan amendment cycle.

Section 4. Amendment of Lakewood Municipal Code Title 18A. The City of Lakewood’s Municipal Code Title 18A is amended at Chapter 18A.10 (Basic Provisions) and 18A.20 (Administration), filed with the Community and Economic Development Department and attached hereto as **Exhibit C**.

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 3rd day of May, 2021.

CITY OF LAKEWOOD



Don Anderson, Mayor

Attest:



Briana Schumacher, City Clerk

Approved as to Form:



Heidi Ann Wachter, City Attorney

EXHIBIT A

Lakewood Station District Subarea Plan

EXHIBIT B

Lakewood Station District Subarea Development Code (new LMC Title 18C)

EXHIBIT C

LMC Title 18A Amendments

STATION DISTRICT SUBAREA PLAN



City of Lakewood – May 3, 2021

Prepared for the City of Lakewood
Prepared by: BERK, Fehr & Peers, Framework, and Skipstone



Acknowledgements

Lakewood's elected and appointed officials and City staff wish to acknowledge those in the community that participated and contributed their valuable assistance in the preparation and production of this document.

Lakewood City Council (2020)

Don Anderson, Mayor
 Jason Whalen, Deputy Mayor
 Paul Bocchi
 Michael Brandstetter
 Linda Farmer
 Mary Moss
 John Simpson

Lakewood City Council (2021)

Don Anderson, Mayor
 Jason Whalen, Deputy Mayor
 Patti Belle
 Paul Bocchi
 Michael Brandstetter
 Linda Farmer
 Mary Moss

Lakewood Planning Commission (2020)

Don Daniels, Chair
 Connie Coleman-Lacadie, Vice-Chair
 James Guerrero
 Nancy Hudson-Echols
 Ryan Pearson
 John Paul Wagemann

City of Lakewood

John Caulfield, City Manager
 M. David Bugher, Community & Economic Development Director
 Tiffany Speir, Long Range and Strategic Planning Manager
 Becky Newton, Economic Development Administrator
 Paul Bucich, Public Works Director
 Weston Ott, Transportation Division Manager

Consulting Team

Jeff Arango, Framework
 Ariel Davis, Fehr & Peers
 Kevin Gifford, BERK Consulting
 Lisa Grueter, BERK Consulting
 A-P Hurd, Skipstone
 Erika Rhett, BERK Consulting
 Josh Steiner, Fehr & Peers

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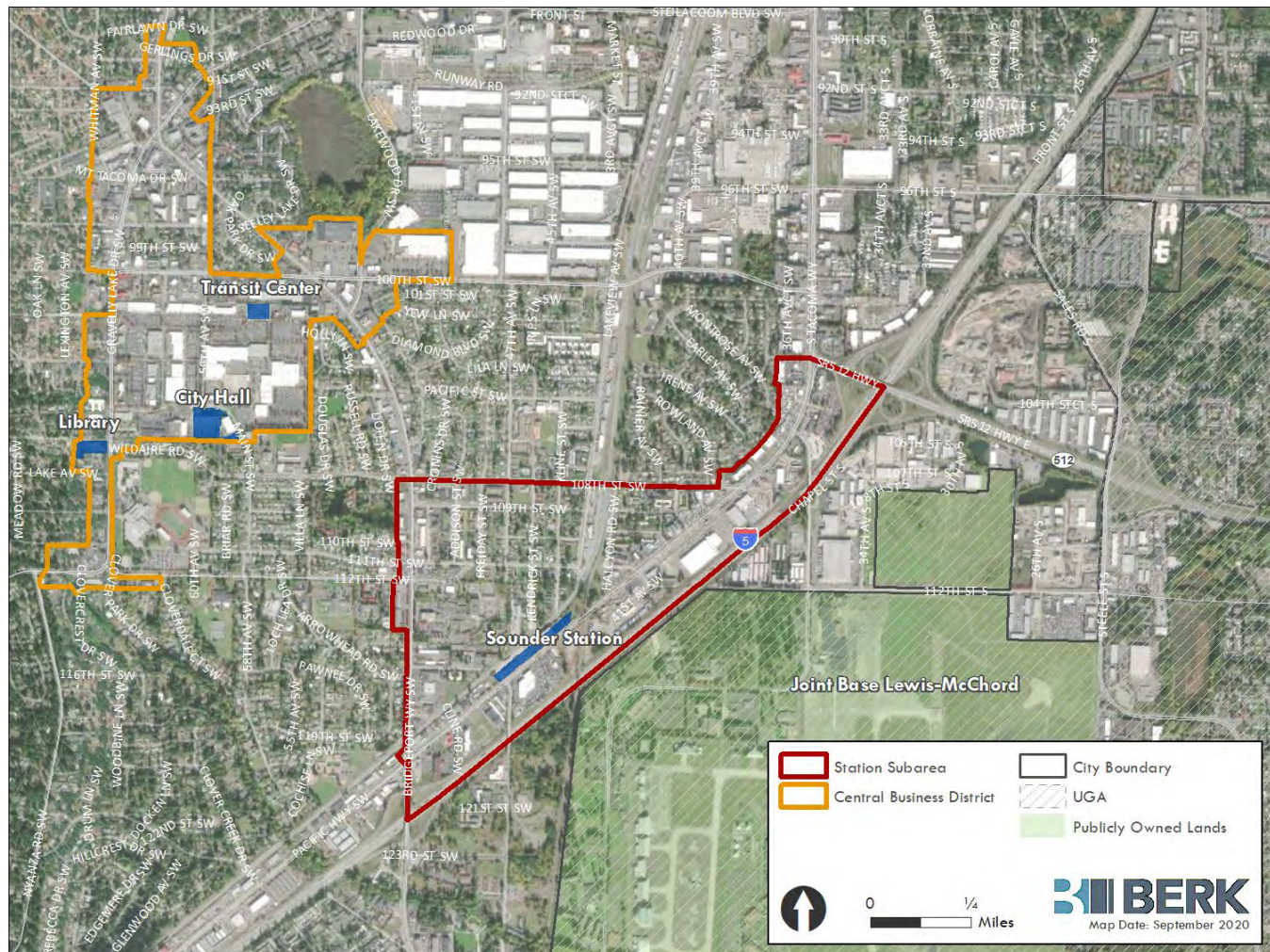


The Lakewood Station District

The Lakewood Station District Subarea (LSDS) is an area of opportunity for future growth and development within Lakewood's Urban Center. It is located adjacent to I-5 and home to the terminus of the Sounder, which provides passenger rail service to Tacoma, Seattle, and Everett and. It already has a strong employment base that provides jobs in medical services, hospitality, retail, and restaurants. Proximity to high capacity transit and employment also make this a feasible area for compact residential development that can take advantage of such amenities. These factors make this a desirable area for a portion of Lakewood's future development.

Generally, the LSDS boundary incorporates the area within a half mile of the Sounder station but does not include areas southeast of I-5, since the freeway provides a significant barrier. Exhibit 1 shows the boundaries of the planning area for the LSDS. To capture the full transportation corridor to the north and south of the station, the subarea spans the area from the interchange with Bridgeport Way to the interchange with SR-512. Just outside the LSDS is Joint Base Lewis-McChord (JBLM), which relies on retail and services within the study area boundary. Lakewood's Town Center District is also about one mile away.

Exhibit 1. Lakewood Station District Subarea and Vicinity



Source: BERK, 2020; Pierce County Assessor, 2020.

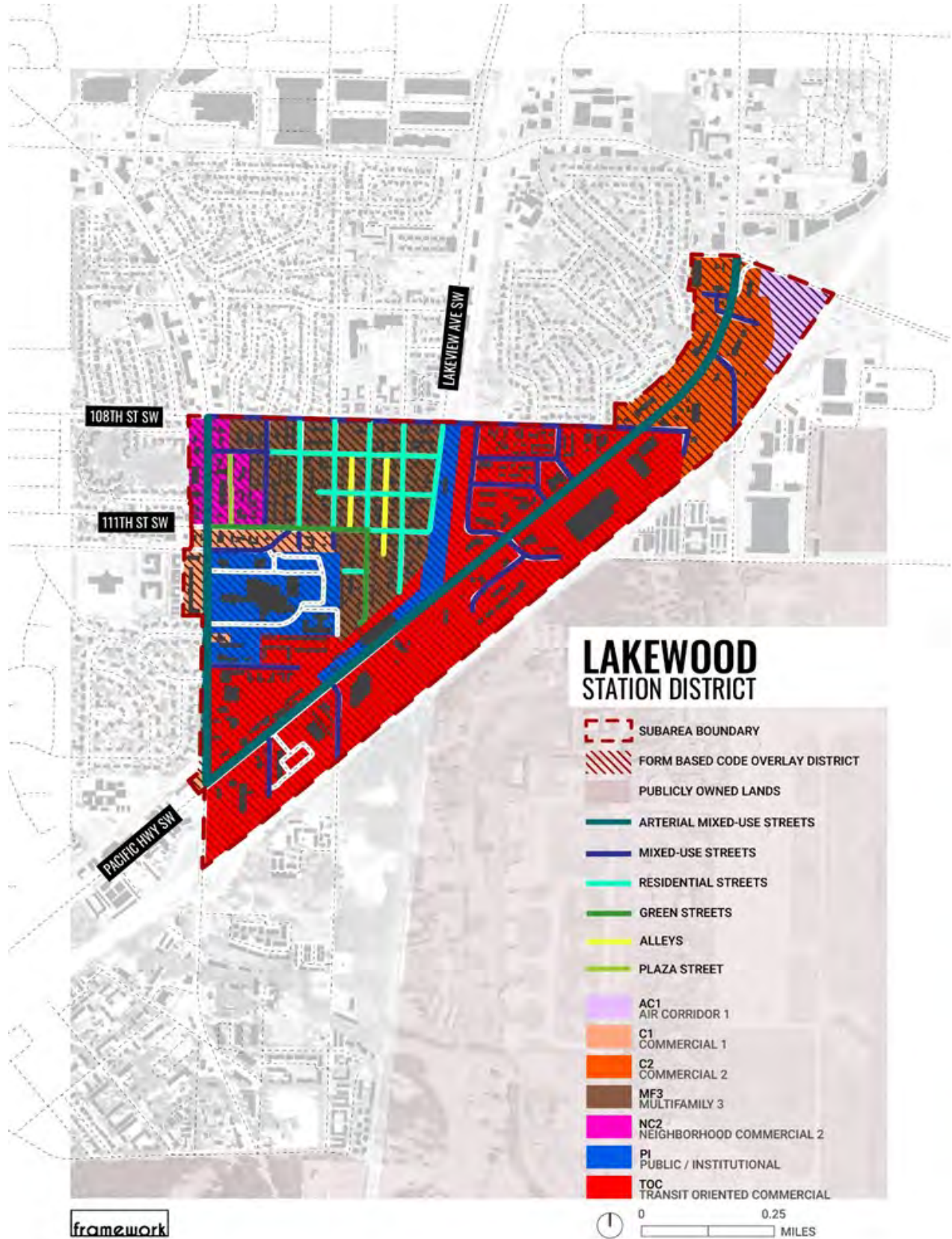
Vision and Concept

The Lakewood Station District is a multi-modal commuter hub of Lakewood and the southern terminus of Sound Transit’s commuter rail service. The Lakewood Station District provides an amenity-rich, transit-oriented development node surrounding the Lakewood Station. This District offers a mixture of intensive land uses and activities supportive of direct regional transportation access via the Lakewood commuter rail station and I-5. The District implements development standards to foster a high quality, pedestrian-oriented urban environment including incentives to encourage a dense mix of commercial and medical office, regional and local retail, services and hospitality, and high-density residential uses offering ownership and rental housing opportunities, all supported by direct regional transportation access.

Exhibit 2 shows the land use concept for the LSDS. Key features of the concept for the LSDS include:

- **Transit-Oriented Development.** Residential and employment growth can be supported here because of the proximity to local and regional transit. Residential densities would be up to 40 units per acre in the residential zone (MF3) and up to 54 units per acre in the mixed-use zone (TOC). Commercial development will add employment opportunities, retail, and restaurants to serve residents and workers. As amenities and more compact urban forms are added to the LSDS, those who live and work in this area are less likely to be auto-dependent.
- **Hybrid Form-Based Code.** Land use regulations will include a hybrid form-based code. Under such a system, zoning directs the appropriate areas for residential, commercial, and mixed-use. Building and site design is based on a series of identified streetscape typologies. This allows for the continuation of a variety of uses but with a uniformed development standard that creates an identifiable look and feel for the district.
- **Affordable Housing and Homeownership.** Current residents rely on this area for low and moderate income housing, and displacement is a concern. Residential development and preservation will target housing serving households at 65%-110% of the area median income. Rowhouse residential development allows for compact residential development at an affordable price point. Ground-related units provide private and semi-private outdoor space and the opportunity for zero-lot line platted development. This provides homeownership opportunities and the chance to build wealth and equity for moderate income households in the subarea.
- **Walkable District.** New streetscapes and sidewalk improvements will make getting around the LSDS safer and more comfortable for people on foot. As housing and other amenities are added to this area, increased walkability makes it much more feasible to live and work in the subarea and reduces automobile dependency.

Exhibit 2. Lakewood Station District Subarea



Source: BERK, 2020; Pierce County Assessor, 2020.

Lakewood Landing is a 30-acre site for master planned development. The site is likely to include a mix of residential, retail, entertainment, and employment uses. Conceptually, an initial mixed-use plan with 760 units and 87,000 square feet of retail are part of Phase 1 in the “Central Core” on 11.5 acres of the 30-acre site (see Exhibit 3). Water features, carefully placed structures and sound-absorbing walls will help to mitigate noise. Future phases are under consideration. Development of the site is supported by the subarea plan but more detailed master planning will proceed on a separate track.

Exhibit 3. Lakewood Landing Location and Concept



Exhibit 3a. Lakewood Station District Location and Access



Source: Sound Transit, 2021.

Subarea Growth

Net residential growth within the LSDS is estimated to be 1,772 dwelling units, which assumes 760 units in Lakewood Landing and 962 new units from residential growth in the rest of the of the subarea over a 20-year period. Employment capacity would include 1,105 new jobs, plus 171 jobs for Lakewood Landing.¹ This complements the growth anticipated for the city center in the Lakewood Downtown Subarea Plan, which plans for about 2,257 dwelling units and 7,369 jobs over roughly the same time period.

Lakewood Comprehensive Plan

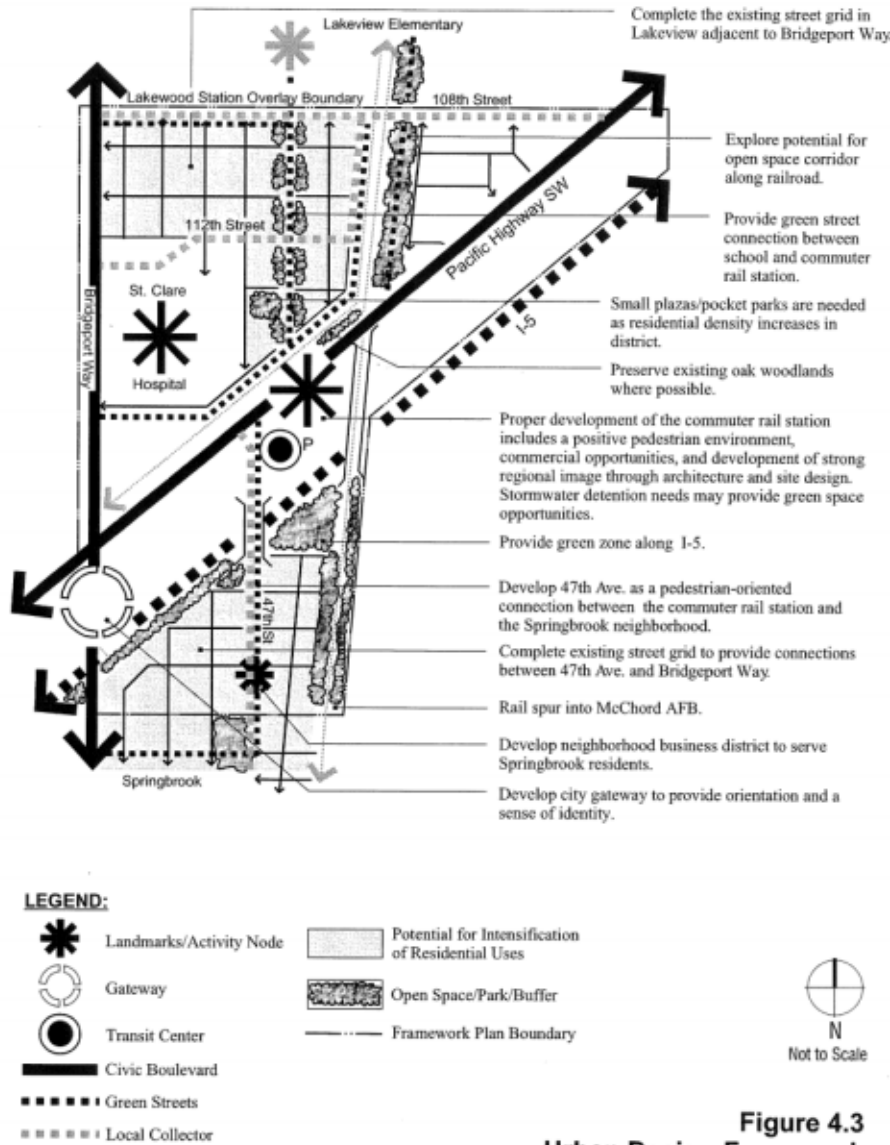
Section 3.3.5 of Lakewood's Comprehensive Plan focuses on the LSDS. Goal LU-25 identifies LSDS as Lakewood's multi-modal commuter hub with supporting policies that call for a transit-oriented development district, development of a subarea plan, coordination with other agencies, and the use of bonus densities and incentives to achieve this goal. A rich mix of land uses around the station is the goal of LU-26 including regional offices, major institutions, high density residential, neighborhood businesses, and open space. The Comprehensive Plan also supports the citywide economic goal to promote a dynamic local economy with diverse housing stock and transportation options.² Transportation linkages between the LSDS and Downtown Subarea will connect people to the amenities of both places and to the region.³ An urban design framework to guide livable and attractive development is the focus of Goal LU-27, which include design guidelines, open spaces, and pedestrian connections. Both the station itself and the I-5 interchanges are major gateways into the city that should have a distinctive look and feel that continue along Pacific Highway, Bridgeport Way, and throughout the rest of the subarea.

¹ Growth numbers include anticipated development of Phase I of Lakewood Landing. Planning for future phases will occur when such phases are fully defined.

² *Lakewood Comprehensive Plan* Economic Development objectives 1.3 and 1.5.

³ *Lakewood Comprehensive Plan* section 2.4.

Exhibit 4. LSDS Planning Concept



SOURCE: EDAW, Inc. 1999

Source: Lakewood Comprehensive Plan, 2014.

Development of a special district around the Lakewood Station has been a consideration since the community’s first Comprehensive Plan. It remains a part of the policy framework of Lakewood’s Comprehensive Plan and is identified as a future community landmark.⁴ The 1999 high-level concept for the LSDS was included in the 2014 Comprehensive Plan as shown in Exhibit 5.

⁴ Lakewood Comprehensive Plan section 4.4

Community Input

Since the vision and concept for the Lakewood Station District had been a longstanding part of Lakewood's Comprehensive Plan, as a starting point for developing the LSDS the City tested this direction with the community to see if updates were needed. An in-person meeting conducted in late February, before public health orders were issued, with over 24 attendees invited from 17 agency and organizational stakeholders. This meeting collected information about existing conditions and planning efforts occurring in the study area. In addition, the launch of this project coincided with the early stages of the global COVID-19 pandemic. Knowing that the residents and workers in the subarea were vulnerable to the economic effects of the pandemic⁵ the City hoped to better understand local impacts to identify potential short term and long term responses.

In compliance with public health orders to the limit the spread of COVID-19, the City used remote outreach engagement options to solicit and collect community input. Tthe City conducted an online survey during the summer of 2020. Outreach for the survey included a variety of techniques over an engagement period of about six weeks. Subarea residents received postcards and posters were hung in essential businesses and community locations to advertise the survey. Partner organizations, such as Sound Transit, shared the survey with their local mailing lists. Social media messages encouraged survey participation as well as a self-guided walkshop exercise that asked participants to walk the subarea and record their

Kid's Walkshop Response

Lakewood Station District Subarea Plan

WHAT DO YOU THINK?

KIDS ONLY

First Name: Jo Age: 12

After your adventure, write or draw answers to these questions:

What did you LIKE BEST?
 how there's places with room for more people

What did you LIKE LEAST?
 1. how some places look nice but they don't take care of that landscape and their park

What do you WISH FOR?
 A park for kids to play at. A public area were it's not a danger to get to. so probably in a neighborhood.

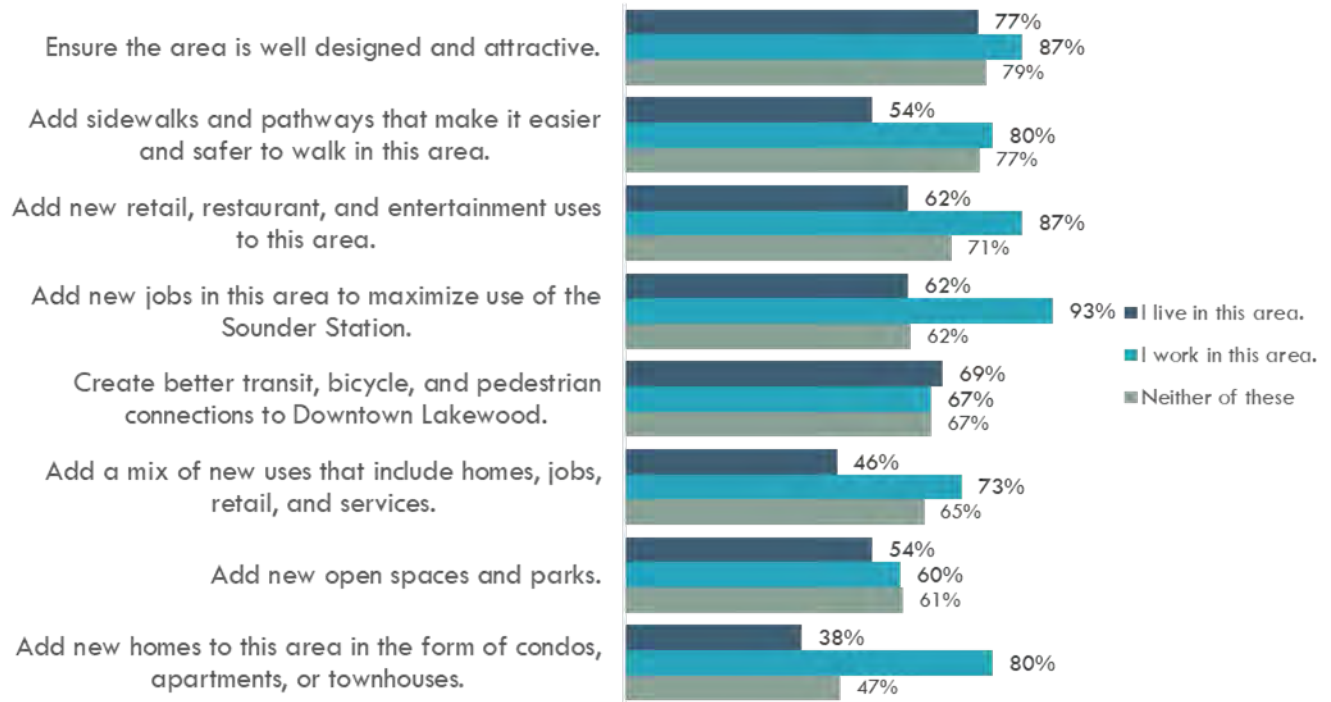
⁵ Based on socio-economic data collected in the *Situation Assessment*

impressions. The workshop materials included an opportunity for kids to submit their ideas as well, as shown in the Kid’s Workshop Response sidebar.

The survey was offered in both English and Spanish, but the City received no responses in Spanish. Responses were analyzed as a whole and also disaggregated to look for differences in opinion based on whether the respondent lived in the subarea, worked in the subarea, or identified as neither. About 31% of the 91 respondents live or work in the subarea. Of those who identified as working in the area, 20% are business owners. More than half (58%) of the respondents live in Lakewood but outside of the study area.

Exhibit 5. Survey Responses - Future LSDS Priorities

Percentage of Group Rating Priority as Important or Very Important



Source: BERK, 2020.

Survey responses summarized in Exhibit 6 confirmed the vision and concept for the LSDS from the Comprehensive Plan. The following bullets highlight key results:

- Those who work in the subarea more strongly favored adding new homes to the area (80%) than those who live in the subarea (38%).
- Respondents identified the presence of the Sounder Station as the most important asset of the area, contributing to an

easy commute for residents and employees. The station’s location was an asset for those working in the subarea because employees or customers live close by or it is easy to get there. An important asset to residents was the ability to have a home with some outdoor space.

- Changes that respondents would most like to see in the subarea included: more green space or parks, better walkability, more and new businesses, and additional housing options. More affordable housing was a desire of those who worked in the area and more community or neighborhood events were important to current residents.

Public Engagement

The LSDS plan has gone through a public engagement process to share and invite feedback on the draft vision, goals, policies, and environmental review information. This included workshops with the Lakewood Planning Commission, an online open house, and a stakeholders meeting. The City of Lakewood held a community meeting with the Planning Commission and two SEPA comment periods regarding the Planned Action. Following a public hearing on the Subarea Plan and Form-Based Code, the Planning Commission made a recommendation to the City Council. The City Council also held a public hearing on the Subarea Plan, Form-Based Code, and Planned Action prior to deciding on adoption. Comments received were used to revise the Plan and regulations.

Summary of Existing Conditions

Lakewood completed a *Situation Assessment* to identify existing conditions in the LSDS at the initiation of plan development. Information from the assessment is integrated into the analysis supporting the Planned Action and Environmental Checklist for this project. Exhibit 7 summarizes the results from the *Situation Assessment*.

Exhibit 6. Existing Conditions Summary Table

Topic	Summary
Demographics and Housing	<p>The subarea is a racially and ethnically concentrated area of poverty. There are low rates of homeownership and housing in the area is characterized by low values. These conditions place existing residents at risk of economic displacement.</p> <p>The majority of subarea residents work in service and retail industries and the majority of current employment is in these sectors. However, only about 10% of those who work in the subarea live in</p>

Topic	Summary
	<p>Lakewood. Additional moderate income housing in the subarea could provide the opportunity for some workers to live closer to work.</p> <p>In theory, the median household income in the LSDS should be able to pay the typical housing cost in the area. However, households in the subarea have high levels of housing cost burden, meaning they are paying more than 30% of their income for housing. Affordable housing and subsidized housing units could help alleviate the cost burden of existing residents.</p> <p>New multifamily housing is needed in Lakewood due to low vacancy rates. There is also demand for housing to serve military personnel and their families stationed at Joint Base Lewis McChord.</p>
Land Use	<p>Land use policies are in place to support the development of the subarea plan. Current land use patterns are auto-oriented, so transitional patterns of development will be necessary to achieve the desired land use.</p> <p>Residential and commercial land uses are in close proximity to each other. Although they are not currently integrated, this presents opportunities for mixed-use development. There are also a number of vacant and underutilized properties zoned for commercial and residential uses that provide opportunities for redevelopment.</p> <p>The subarea has few natural features and sensitive areas and does not include natural hazards that may limit future development. However, there are some environmental health hazards that will need to be addressed with future redevelopment.</p>
Zoning, Regulation, and Incentives	<p>Zoning is consistent with future land use but zoning and regulatory changes will be needed to support the transition of land use from its current condition to the desired future condition. Temporary activation of spaces in the subarea may be helpful during the transition period.</p> <p>Housing incentives may help the LSDS remain an area for households with low and moderate incomes while increasing the quality of housing through redevelopment.</p> <p>Attached residential development that can be subdivided for ownership can increase density and offer homeownership options, but parking and other development standards should be addressed.</p> <p>Proximity to Joint Base Lewis-McChord brings additional regulations to maintain safe airspace, but the City's current integrated review process minimizes complexity for applicants.</p>
Transportation	<p>Intersections currently operate at an acceptable Level of Service.</p> <p>The area is well served by two transit hubs: the Lakewood Station and the SR 512 Park and Ride.</p> <p>The City of Lakewood, Sound Transit, and Pierce Transit have plans to enhance transit connectivity and multimodal mobility in the subarea in the next decade. <i>Lost revenues due to COVID may affect these plans, but details are currently not available.</i></p>
Utilities and Public Services	<p>Infrastructure upgrades will be needed for some redevelopment plans. This includes the upgrade of water mains for capacity and fire flow, and capacity upgrades for sewer. Coordination with the Lakewood Water District and Pierce County Wastewater Utility during the update of their system plans is needed.</p> <p>Sponsoring the upfront costs of infrastructure investment may be a strategy to support new development in the LSDS.</p>



Land Use and Urban Design

The Lakewood Comprehensive Plan established land use designations based on the vision and concept for the Lakewood Station District. Implementing zoning was adopted consistent with the land use designations. These basic land use policy and regulatory structures are carried on through the LSDS Plan. In addition, the Plan applies an LSDS regulatory overlay. This overlay includes the adoption of a hybrid form-based code to direct new development according to street and building typologies. The use of these typologies will guide urban design to give the LSDS a unique feel and identity and create a thriving environment for those who live and work in the district.

Context

Existing Land Use and Design

The LSDS vision and development concepts are not reflected in the existing land use or urban design. Development intensity is lower than what is planned for the subarea, as shown in Exhibit 8. Wide streets prioritize the movement of automobiles. This can make major arterials like Bridgeport Way or Pacific Highway act as barriers for pedestrian and bicyclists. Residential streets also sport rights of way over 50 ft wide with few traffic calming measures to buffer automobile traffic.

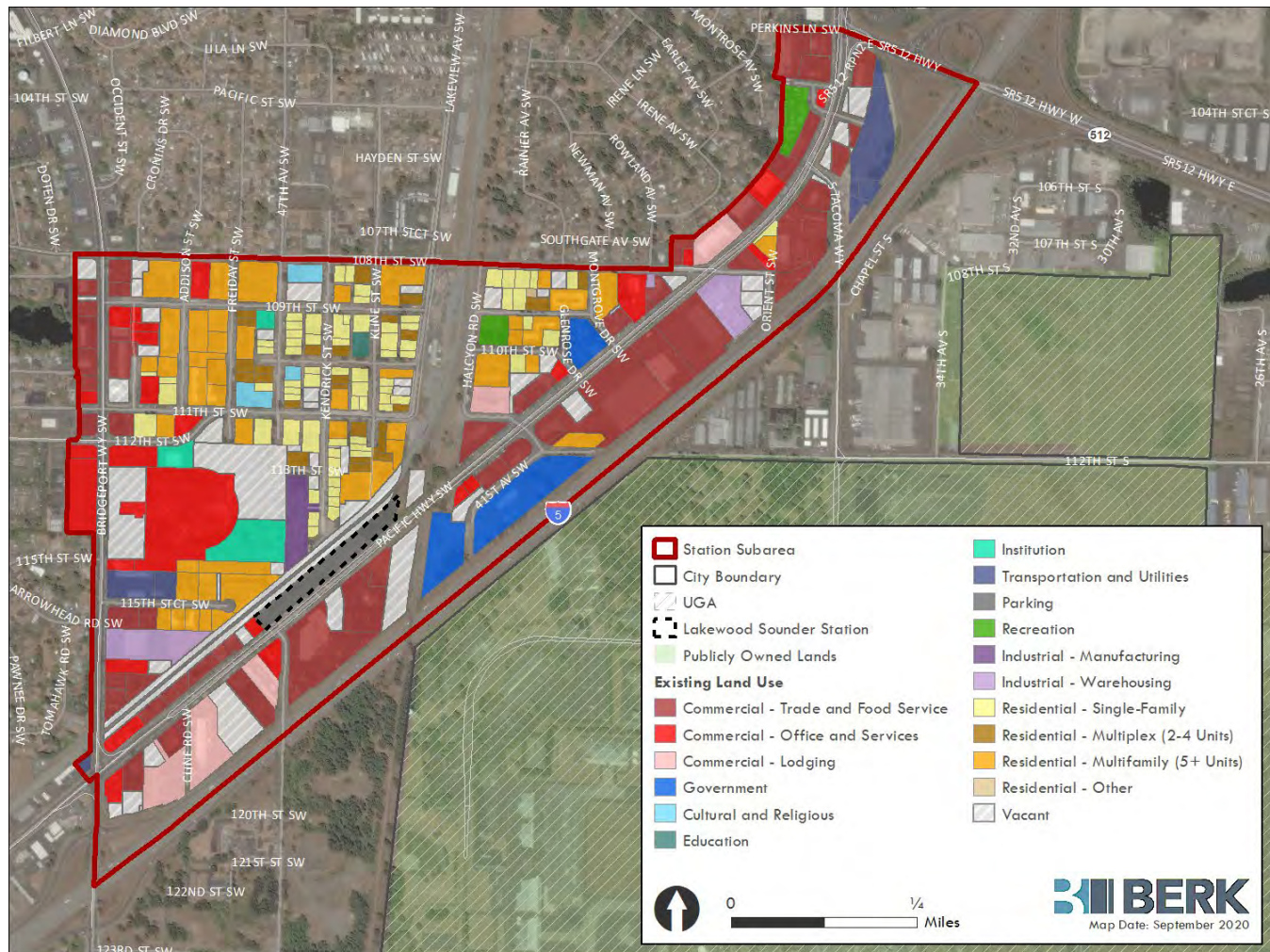


Current Urban Form in the LSDS

Sources: City of Lakewood, 2020; Google Earth, 2020.

The variety of commercial developments in the LSDS is one of its assets. Companies include a range of small unique businesses, local chains, and national companies in a range of building types that include low rise office buildings, strip commercial developments, corporate architecture, and commercial pads. Most of these building sites and adjacent streetscapes are built for auto-access with entries set far back from the sidewalk and limited pedestrian connectivity except through the parking lot. This type of streetscape and site planning is not designed at a human-scale that feels safe for walking. During public engagement walkability improvements were a top desire of residents and employees currently in the subarea.

Exhibit 7. Existing Land Use



Note: Recreation includes RV park and recreation activities.

Sources: BERK, 2020; Pierce County Assessor, 2020.

Most of the subarea is in commercial use, but there is a significant amount of residential use and some vacant lands as well. Residential uses include single-family homes (60%), small duplex or multiplex buildings (26%), and low-rise multifamily units (14%). Parcel size in the subarea is varied, as shown in Exhibit 9. Half the parcels are a half-acre or less in size, but these only account for about 40 acres in the 339-acre subarea. The 13 largest parcels account for 38% of the land in the subarea. This variety of parcels provides different types of opportunities for small and large scale redevelopment.

Exhibit 8. Parcel Size in the LSDS

Parcel Size	Parcel Count	Sum of Acreage
0.5 acre or less	169	40.25
0.5 - 1 acre	71	51.37
>1 - 5 acres	61	119.55
Greater than 5 acres	13	128.09
Total	314	339.26

Sources: Pierce County Assessor, 2020; BERK Consulting, 2020.

Although residential development is allowed at up to 54 units per acre in the LSDS currently, the average density of existing development is 11.6 units per acre. Policies and strategies in this plan aim to better utilize land for housing in the area around Lakewood Station.

Environmental Conditions

The Lakewood Station District Subarea is a highly developed urban environment that contains few natural features. It is characterized by parcelized land, pavement, and existing vegetation mostly planted for ornamental purposes. A summary of environmental conditions is shown in Exhibit 10. Additional detail can be found in the *Situation Assessment* or *SEPA Environmental Checklist*.

Exhibit 9. Summary of Environmental Conditions in the LSDS

Environmental Feature	LSDS Conditions	Effects on the LSDS
Waterbodies and Shorelines	There are no significant features within the LSDS.	Not applicable.
Wetlands	There are three small, isolated areas of mapped wetlands adjacent to I-5. There is a delineated wetland outside the LSDS west of Bridgeport Way.	The isolated, mapped wetlands will need to be investigated at the time of development and follow critical areas regulations. A limited number of LSDS parcels may be subject to buffer requirements identified for the wetland outside the LSDS west of Bridgeport Way.
Floodplains	A portion of the study area is a moderate (or 500-year) flood area. This is mapped along Bridgeport Way and between Pacific Highway and I-5 west of Lakeview Avenue SW.	Areas of moderate flooding are not regulated by the City's flood hazard regulations.
Aquifer Recharge Area	All of Lakewood is within the Central Pierce County Aquifer Area. This is a sole source aquifer.	New land uses that could result in groundwater contamination are limited, including things such as storage tanks, dry cleaning, and auto repair.
Geological Hazards	There are no significant features within the LSDS.	Not applicable.
Environmental Clean-up Sites	There are eight sites identified for environmental clean-up in the LSDS, as shown in Exhibit 11.	Contamination from petroleum products, metals, solvents, and lead is the result of current or past activities on these sites. ⁶ Clean-up is started on all the sites except the Flying B #18 site. Sites are in various stages of the clean-up process and subject to Washington State's Model Toxics Control Act. ⁷

Sources: Pierce County Assessor, 2020; BERK Consulting, 2020.

⁶ Specific information on each site and the clean-up efforts that are underway can be found at: <https://ecology.wa.gov/Spills-Cleanup/Contamination-cleanup/Cleanup-sites/Locate-contaminated-sites>.

⁷ RCW 70.105D.

Exhibit 10. Environmental Clean-up Sites in the LSDS



Sources: BERK, 2020; Pierce County Assessor, 2020.

Future Land Use

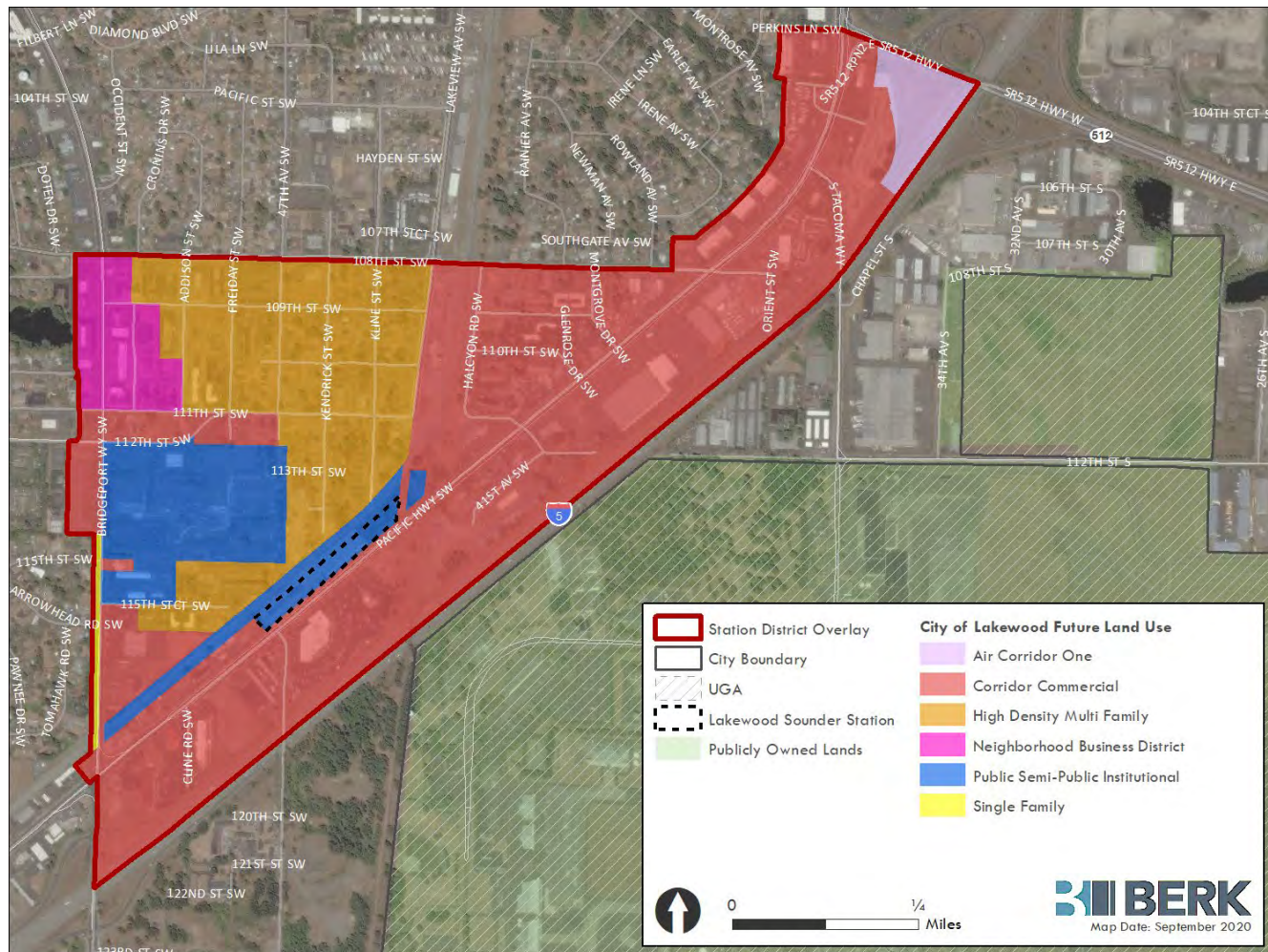
The Comprehensive Plan identifies the following land use designations in the subarea, as shown in Exhibit 12:

- Corridor Commercial.** This land use is designated along Pacific Highway SW (Pacific Highway) and just north of the Hospital. It recognizes Lakewood’s pattern of existing strip commercial development and is implemented by the Transit-Oriented Commercial, Commercial 1, and Commercial 2 zones. Within the LSDS, this district will remain and include opportunities for mixed-use development.

- **Neighborhood Business District.** This designation is implemented through the Neighborhood Commercial 1 zoning along Bridgeport Way SW (Bridgeport Way) that allows for smaller or strip commercial business areas to transform into compact urban development over time. It allows commercial development that serves surrounding neighborhoods and beyond, and allows for mixed-use residential development.
- **Public & Semi-Public Institutions.** St. Clare Hospital and the Lakewood Station are in this land use designation that recognizes essential moderate and large scale facilities that serve all of Lakewood.
- **High Density Multi Family.** The existing residential areas zoned Multi Family 3 are in the High Density Multi Family future land use designation. The purpose of this designation is to integrate a variety of high density housing types into adopted subareas and business districts. The LSDS Plan envisions rowhouse and other residential developments that are integrated with surrounding commercial and mixed-use development through pedestrian connections and urban design.

This Subarea Plan adds the Station District Overlay to the Comprehensive Plan Future Land Use Map. The purpose of the overlay is to recognize the area in which the LSDS vision will be applied.

Exhibit 11. Future Land Use in the LSDS



Sources: BERK, 2020; Pierce County Assessor, 2020.

Land Use Regulation

Land use regulation in the LSDS is driven by a hybrid form-based code. Assigned zoning identifies the types of uses allowed in each zoning and is consistent citywide. The form-based code creates a development regulation overlay that is unique to the LSDS. It regulates building forms and land use in a way that is unique to the subarea. Regulations to maintain land use compatibility with airfield operations at Joint Base Lewis-McChord remain in effect.⁸

⁸ Within the LSDS these regulations primarily implement lighting standards to prevent interference with aircraft operations. Additional detail is available in the *Situation Assessment* and the Lakewood Municipal Code 18.10.135.

Zoning

Zoning in the LSDS is shown in Exhibit 13. These zones are consistent with the Future Land Use map and include:

- **TOC – Transit-Oriented Commercial.** TOC zoning is shown along most of Pacific Highway in the subarea around Lakewood Station and the proposed Lakewood Landing site. This zone is unique to the LSDS. The purpose of TOC is *“an interactive mixture of uses which focus on regional transportation networks while providing for urban design, people orientation, and connectivity between uses and transportation routes.”*⁹ The mix of uses allowed in the TOC is very similar to those allowed in the Central Business District. They focus on retail and services, prohibiting space-intensive uses like auto sales, furniture and appliance stores, or industrial uses that may cause compatibility issues in a compact urban environment such as manufacturing or recycling stations. Mixed-use and multifamily residential uses are allowed at densities up to 54 units per acre.
- **C1 - Commercial One and C2 - Commercial Two.** C1 and C2 are commercial corridor districts that incorporate employment, shopping, services, offices, and light industrial uses near major arterials. A small strip of C1 is located north of the hospital, just off Bridgeport Way. Along Pacific Highway near the intersection of SR 512 is an area of C2. Both districts allow a range of businesses as permitted uses. Hotels and motels are allowed in both districts, permitted in C2, but a conditional use in C1. Commercial recreation, heavy manufacturing, shopping centers, and recycling and transfer stations characterize the type of uses that are prohibited. Residential uses are not



Lakewood Station is at the heart of the TOC zone

Source: HewittSeattle.com

⁹ Lakewood Municipal Code 18A.10.120D.5

allowed, except for allowing a caretaker's unit.

- **NC2 - Neighborhood Commercial Two.** The commercial area on Bridgeport is zoned NC2 with the intent to create a sense of urban community that serves surrounding neighborhoods that may also attract people from other areas. This zone allows a mix of residential, retail, office, and services. Residential may be multifamily or mixed-use development up to 35 units per acre. Permitted commercial uses tend to be small or mid-sized. Most light industrial and larger commercial uses are prohibited. The few that may be considered, such as auto sales or breweries, are conditional uses to help mitigate impacts and ensure district and neighborhood compatibility.
- **MF3 - Multi Family Three.** The existing residential area of attached and detached single-family homes and low rise multifamily is zoned MF3. MF3 zoning is in areas where there is both an arterial and a nearby commercial or mixed-use district. This is intended to be a high density multifamily environment with multi-story housing with densities up to 54 units per acre. The LSDS overlay will provide form-based regulations that promote densities to 30-40 units per acres and incentivize rowhouse development. Where multifamily development occurs within the LSDS, ground floor commercial use is allowed.¹⁰ Many of the existing uses in the LSDS are non-conforming in this zone. Non-conforming structures may be maintained but not altered or enlarged.¹¹
- **PI - Public/ Institutional.** This zone recognizes the sites of St. Clare hospital and Lakewood Station, which are major facilities serving all of Lakewood and beyond.



St. Clare provides regional medical service

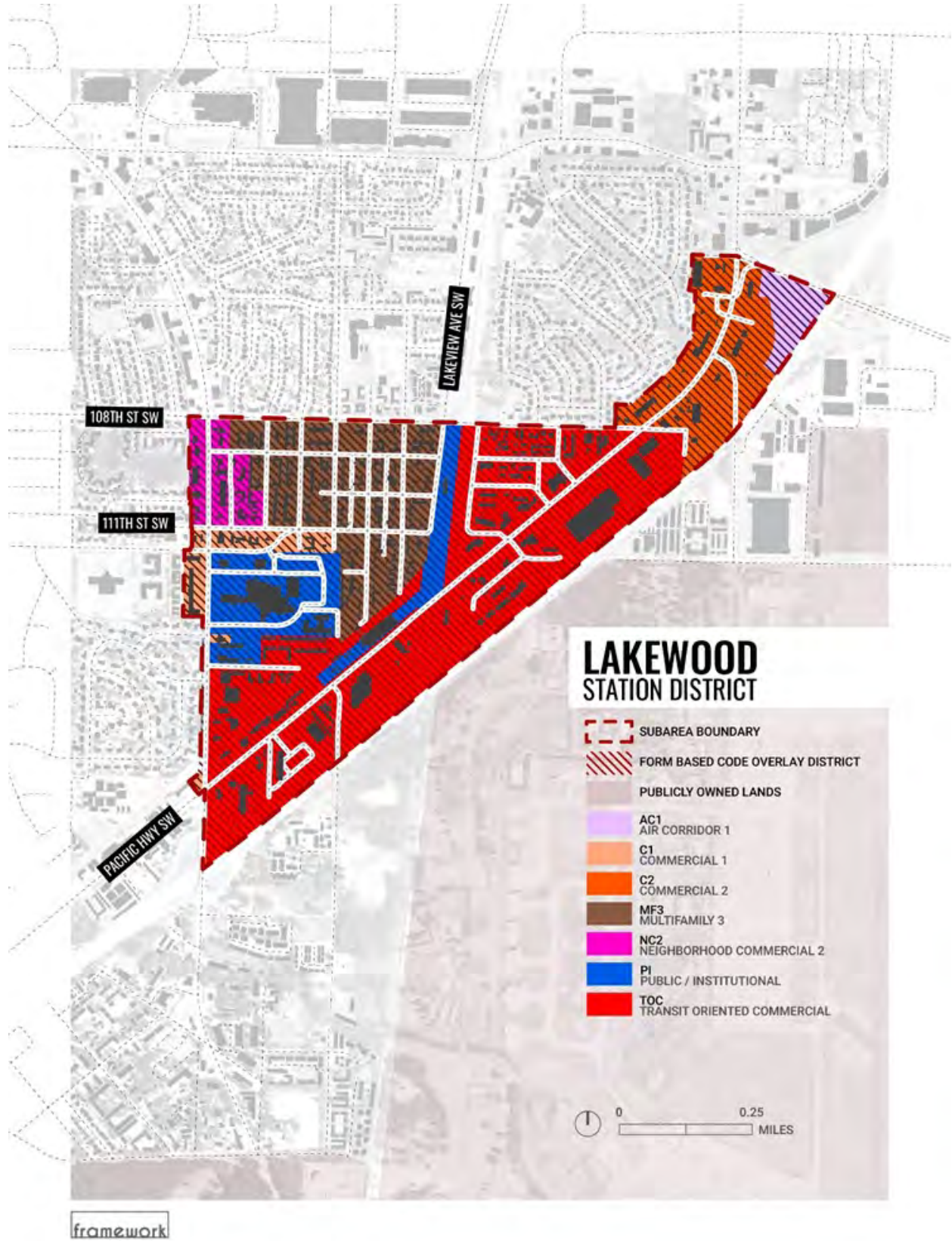
Source: CHIFranciscan.org

The zoning map adds an overlay for the Lakewood Station District (see Exhibit 13). This area links the vision to specific regulating provisions in the Lakewood Municipal Code. It allows for the implementation of a hybrid form-based code, incentive programs, and other measures within this area.

¹⁰ Lakewood Municipal Code 18A.40.040B.1

¹¹ Lakewood Municipal Code 18A.20.200

Exhibit 12. Zoning in the LSDS



Sources: BERK, 2020; Pierce County Assessor, 2021.

Hybrid Form-Based Code

Form-based codes address the relationship between buildings and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. This code type works best when applied to targeted areas that have a defined vision, such as the LSDS. Lakewood adopted a hybrid form-based code for its Downtown. The form-based code for the LSDS draws on the work done for Downtown, but is customized for the vision, goals, and conditions of the Station District.

While uses are still regulated by zone, the hybrid form-based code shapes building design to reinforce a human, neighborhood scale that feels safe and welcoming. The use of a hybrid form-based code will standardize streetscapes to provide a consistent look and feel as well as facilitate the walkability desired by the community. Off-street parking, which is necessary to support retail as the area transitions to a more compact form, will be moved behind or under buildings that are located closer to the street. New development will include 8-14' wide sidewalks and pedestrian connections between the sidewalk and the building to enhance walkability.

Transitioning from the current land use and urban form to a more compact and pedestrian-friendly environment will occur over time. The hybrid form-based code focuses retail along designated streetscapes with high traffic. This helps preserve existing retail until the area is ready for higher intensity mixed-use redevelopment with ground floor commercial.

Exhibit 13. LSDS Hybrid Form-Based Code Overlay



Sources: Lakewood Municipal Code, 2020; Framework, 2021.

The hybrid form-based code is administered through an overlay that covers the entire LSDS as shown in Exhibit 14. It overrides zoning and development regulations in the Lakewood Municipal Code if there are areas of conflict. Uses are defined by the underlying zoning designation, with some additional prohibitions intended to limit uses at a scale or impact that is incompatible with the LSDS vision. Maximum densities and height limits are also set by the underlying zoning code.

This code uses street typologies to guide the development of building types and development regulations within the subarea as shown below. The hybrid form-based code can be found in Lakewood Municipal Code Title 18C.

Street improvements in this area will work within the existing right-of-way (ROW) to ensure the safe and efficient movement of vehicles, bicycles, and pedestrians, as well as to facilitate travel by transit. As a result, street sections may vary and are subject to the approval of the Public Works Department.

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 include surface parking lots. This streetscape applies to Bridgeport Way and Pacific Highway SW.

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 within Station District.

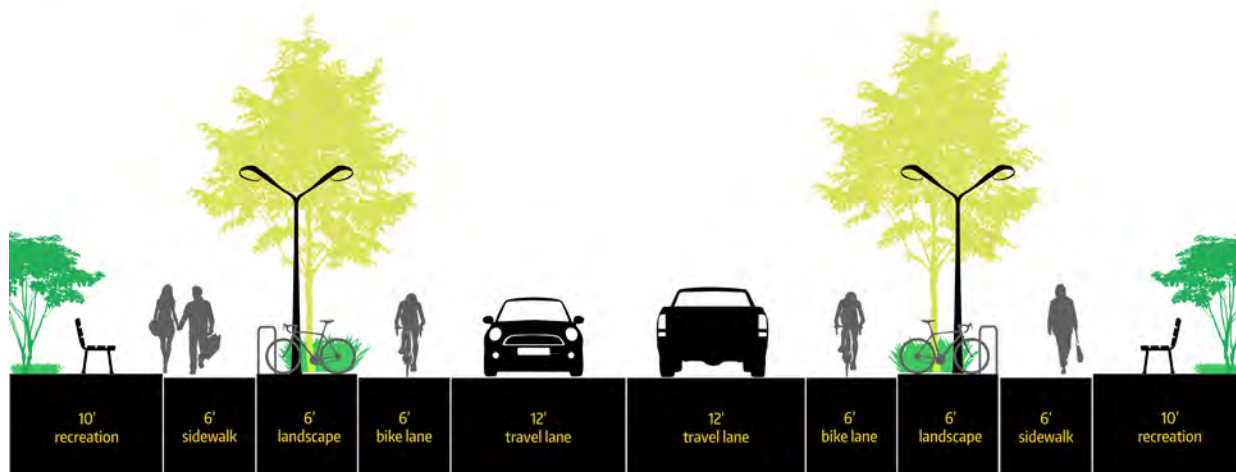
Green Streets

Green streets include vehicle travel lanes, sidewalks, bike lanes, and open space for stormwater management, landscaping, and gathering space. Green streets contribute both functional and amenity features to the streetscape to make an attractive and welcoming district as shown in Exhibit 15 and Exhibit 16. The Boulevard street in Exhibit 17 is a variety of green street that

may be carried beyond the district, highlighting connections to Downtown or other nearby areas.

Exhibit 14. Green Street Concept #1 – 80’ Right-of-Way

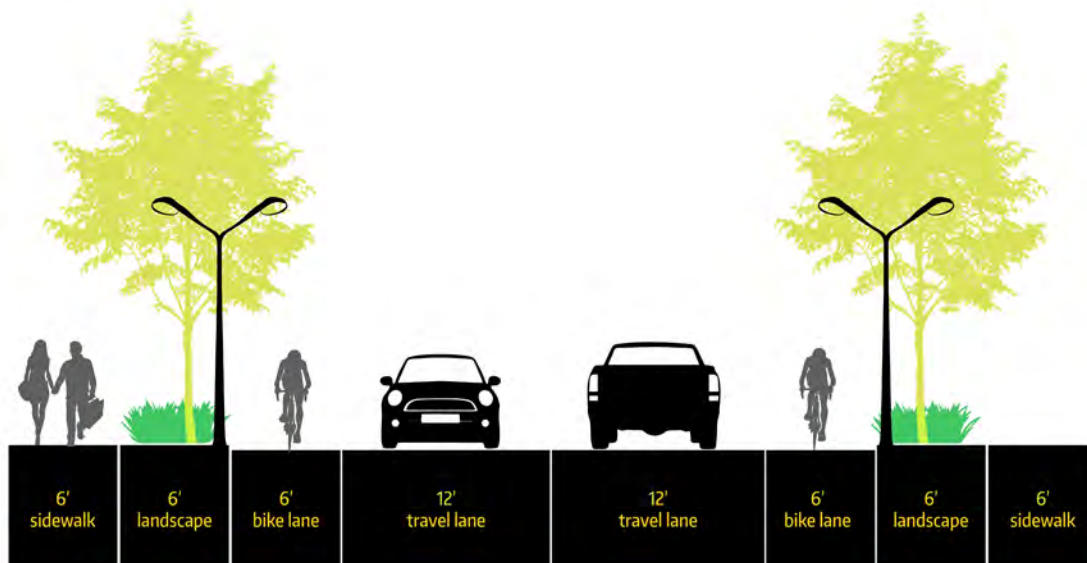
GREEN STREET CONCEPT
80’ Right-of-Way



Source: Framework, 2020.

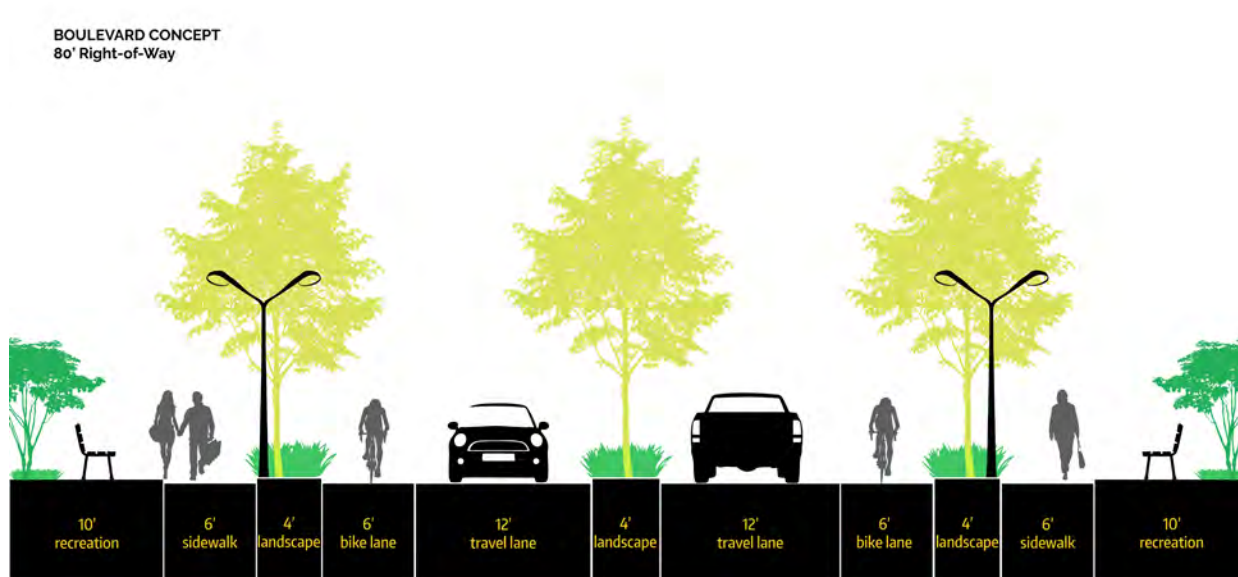
Exhibit 15. Green Street Concept #2 – 60’ Right-of-Way

GREEN STREET CONCEPT
60’ Right-of-Way



Source: Framework, 2020.

Exhibit 16. Boulevard Street Concept – 80’ Right-of-Way



Source: Framework, 2020.

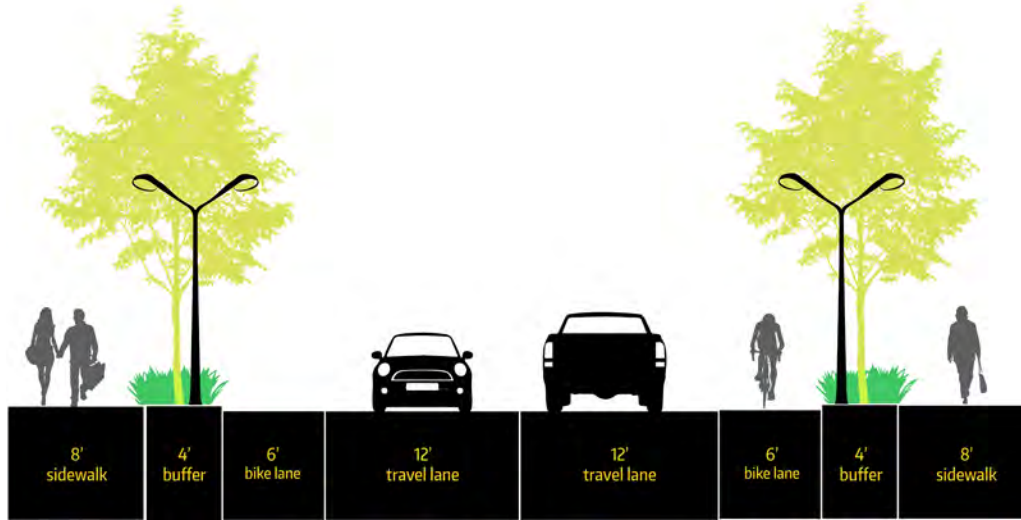
Residential Streets

Residential Streets serve residential neighborhoods and include vehicle travel with sidewalks and bike lanes. Many of the current streets identified as Residential Streets do not have curbs, gutter, or sidewalks, and there is no definition between the public right-of-way and private property. Parking occurs along the street edge, often in gravel shoulders and without a consistent pattern.

The residential street ROW in the LSDS area varies between 60’ and 80’ based on historical platting and construction. Exhibit 18 and Exhibit 19 show a standard residential street sections with either a 60’ right-of-way or 80’ right-of-way that include travel lanes, sidewalks, and bike lanes, and landscaping. In the future, bike lanes could be converted to on-street parking.

Exhibit 17. Residential Street Typology – 60' Right-of-Way

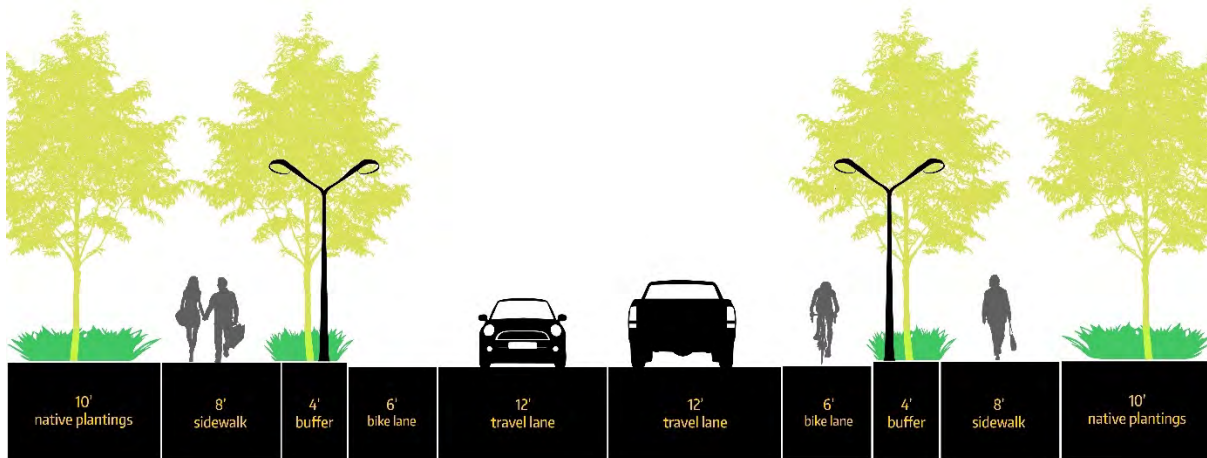
RESIDENTIAL STREET CONCEPT
60' Right-of-Way



Source: Framework, 2020.

Exhibit 18. Residential Street Typology - 80' Right-of-Way

RESIDENTIAL STREET CONCEPT
80' Right-of-Way



Source: Framework, 2020.

Alleys and Plazas

Alleys are encouraged to provide secondary access to properties, de-emphasize parking lots, and to promote continuous building frontages. Alleys would meet Public Works engineering standards. Along Occidental, a special Plaza designation identifies acceptable development frontages similar to Mixed Use Streets. The Plaza street concept is shared below.

Exhibit 19. Plaza Street Concept – 80’ Right-of-Way



Framework, 2020

Exhibit 20. Plaza Street Concept – 60’ Right-of-Way



Framework, 2020

Public Spaces

Green spaces and public open spaces should be located throughout the LSDS. This will result in an attractive district, provides gathering or recreation space, and is a desire of the community. The *Legacy Plan 2020*, Lakewood's plan for parks, recreation, and open space, aims to provide a public park or open space facility within a 10-minute walk of each resident.¹² Most of the LSDS is outside of a 10-minute walkshed from a City facility.¹³

Land consolidation would be needed to create a public park or open space in this area. While that opportunity is being explored, there are options to create linear open spaces and green corridors using available ROW. Such opportunities include:

- A linear park along Kendrick Street south of 111th Avenue SW that would bring green space to the heart of the district's residential area. This would better define the pedestrian connection between Lakewood Station and the Lakeview Hope Academy and facilitate the use of the playground there as a neighborhood park as envisioned in the *Legacy Plan 2020*.
- Green corridors with enhanced landscaping in areas with planned pedestrian and bicycle improvements such as 111th /112th Avenue SW.
- A pocket of open space in the alley near Occidental Street would be a plaza street as shown in Exhibit 22.
- A linear park connecting Lakewood Station to the Springbrook Area through improvements along 47th Avenue as envisioned in the *Legacy Plan 2020*.

¹² *Legacy Plan 2020*, Goal 2, Action Strategy 2.

¹³ *Legacy Plan 2020*, Figure 3-14.

Development standards will require street frontage improvements and landscaping that will increase greenery in the public realm. Mixed-use development standards will include provisions for public spaces and open spaces. Lakewood Landing will include a landscaped public plaza in its first phase to support community gathering and provide urban open space.



Conceptual Landscaped Public Plaza for Lakewood Landing

Source: Lee & Associates.2019.

Exhibit 21. Green Space Opportunities in the LSDS



Source: Framework, 2021.

Policies and Strategies

Policies

- Support transit-oriented development in the LSDS to capitalize on access to regional transit and proximity to Lakewood Station.
- Support and incentivize mixed-use development near Lakewood Station and in the commercial areas along Pacific Highway and Bridgeport Way where there is capacity for increased intensity of development.
- Integrate public open spaces into new development to create opportunities for public gathering and green spaces in the LSDS.
- Maintain land use and zoning designations that support high density residential development as part of mixed-use developments and residential redevelopment.
- Apply a hybrid-form based code to create an identifiable look and feel for the LSDS and to support safe pedestrian spaces.
- Adopt standards, uses and incentives that allow the subarea to transition from its present condition to its desired vision.
- Consider the designation of new Green Streets as opportunities arise, in coordination with public input.

Strategies

- Support the master planning of the Lakewood Landing site for mixed-use development so it will provide opportunities for high density housing, employment, business, and public space.
- Pursue opportunities to enhance landscaping or add linear parks within the public right-of-way to integrate green spaces and open spaces into the LSDS.
- Work through the *Legacy Plan 2020* to identify opportunities for public parks facilities within a 10-minute walk of subarea residents.
- Identify standards and guidelines that support transitional

parking arrangements so space used for parking can be transitioned to other uses as the area becomes less auto-dependent.

- Monitor the impact of the Lakewood Station District Overlay and amend the Plan as needed to improve outcomes.



Housing

Context

There are approximately 900 housing units in the LSDS. The majority (69%) of the units are renter-occupied.¹⁴ Vacancy rates are 13%. However, a 2018 study of the citywide Lakewood rental market showed lower vacancies for multifamily units of 3% or less.¹⁵ Market rate multifamily units had a 97% occupancy rate, while affordable units had a 99% occupancy rate citywide. Low multifamily vacancy had the effect of increasing the average costs of rent.

Market rate rental prices ranged from about \$900 to \$1,650 a month in fall 2018, depending on the unit size. Rates for affordable housing in Lakewood ranged from \$600 to \$1,800 a month. Although approximately 10% of renters within about a half mile of Lakewood Station receive housing subsidies, more than 50% experience cost burden, meaning they pay more than 30% of their household income on housing costs and earn less than 80% of the area median income.¹⁶

Median home values are about \$165,000, which is significantly lower than Lakewood's median value of \$292,000 or Pierce County's \$333,000. It is estimated that more than 30% of local homeowners experience cost-burden.

¹⁴ Estimated by ESRI Business Analyst (2019). This source makes estimates based on proportions of census blocks.

¹⁵ McCament & Rogers, *2018 Lakewood Rental Market Survey*, October 2018.

¹⁶ City of Lakewood *Draft Consolidated Plan*, March 2020, p.13.

About 94% of subarea residents were employed with about half working in service industries, 18% in retail, and 10% in construction.¹⁷ Median income in the LSDS is \$34,673, which is lower than the \$52,002 median for Lakewood or the \$70,635 median for Pierce County.¹⁸ A household making the LSDS median income could afford to pay about \$900 in housing costs based on the housing burden definition.

Joint Base Lewis-McChord has a 99% housing occupancy rate for more than 5,000 housing units. The 70% of military households that live off-base receive a subsidy to offset rental or purchase costs. Typically, these households spend about \$1,500 to \$2,000 a month on housing.¹⁹ Despite its proximity, less than 10% of the base's workforce lived in Lakewood. This is attributed to a lack of suitable housing in good condition that is affordable to the base workforce.

Low rates of vacancy, rising rental costs, and a steady demand for off-base housing all indicate a need for low and moderate income housing in Lakewood. The LSDS is well suited to provide such housing because there is ample space for redevelopment.²⁰ Proximity to local and regional transit resources and areas of employment in the LSDS and Downtown would also allow households to manage transportation costs.

Existing housing stock in the LSDS already includes a variety of housing types, as shown in Exhibit 23.

Rental Housing Safety Program

Lakewood has a rental housing safety program (RHSP) to ensure that existing rental stock is safe and maintained and to prevent deterioration and blight. It is codified in Chapter 5.60 of the Lakewood Municipal Code (LMC). This program requires rental units more than ten years old to pass a compliance inspection every five years as a condition of receiving a business license. If deficiencies are found, the property owner must reimburse the City for tenant costs related to relocation or transitional housing. This provision prevents displacement and reduces the financial burden tenants may experience.

¹⁷ This information came from the ESRI Community Profile in February 2020, which uses 2019 data. Unless deemed essential, these top three employment sectors for subarea residents would be sensitive to the significant slowdown in economic activity due to the COVID-19 pandemic.

¹⁸ ESRI Community Profile, 2020.

¹⁹ 42% spend \$1,501 to \$2,000 on housing.

²⁰ In 2019 the density of existing development in the LSDS is only about 11.6 units per acre, far below the maximum density of 54 units per acre allowed under the zone.

Exhibit 22. Existing Residential Structures in the LSDS

Type of Residential Structures	Sum of Units
1 1/2 Story (finished space in attic or basement is the 1/2 story)	14
1 Story	68
2 Story	4
Apartment <= 3 Stories	20
Duplex 1 1/2 Story	2
Duplex One Story	20
Duplex Two Story	10
Home for the Elderly	5
Mixed Retail w/ Res Units	15
Multiple - Residential	662
Triplex One Story	3
Triplex Two Story	3
RV Park: 1 Apartment, 11 Mobile Homes & 26 RV Spaces	38
Grand Total	864

Sources: Pierce County Assessor, BERK 2020.

Footnote: Data is based Pierce County Assessor Built-As information that the County relates to Marshall and Swift cost and depreciation tables. Thus, the unit type distinctions are more detailed and some categories may overlap traditional planning level unit type definitions (e.g. Apartment < 3 Stories and Multiple-Residential.)

Housing Concepts

Lifecycle Housing

A variety of housing types is needed to meet the needs of people throughout their lifecycle. Housing needs also can vary based on factors such as household size, income, cultural traditions, interests, and preferences. All people need to have access to housing choices that are affordable to them. A family with children may have different housing needs and desires than an elderly couple or a military service person. Even within these categories, there are differences. Some families may desire a larger home to accommodate grandparents or other extended family members; other families may desire an efficient space close to civic amenities. An older couple may prefer a home with minimal maintenance to spend time on other

pursuits;. another couple may enjoy access to and outdoor space for gardening.

A variety of housing types allows people to find homes that meet their needs and desires at a level that they can afford. It contributes to quality of life and the flexibility to change their housing as needed. Lifecycle housing not only includes the single-family housing, apartment buildings present in the LSDS area, but also “missing middle” housing such as duplexes, triplexes, rowhouses, and smaller apartment buildings.

Exhibit 23 shows that the LSDS already includes a mix of housing types. During engagement, residents acknowledged the importance of having access to ground-related outdoor space, such as a private yard or semi-private shared courtyard. Many housing types can include ground-related outdoor space associated with individual units or incorporated as common space. They also can be built efficiently and affordably. By providing missing middle housing types, the LSDS will continue to provide important options for lifecycle housing, including small units, housing diversity, outdoor space, and affordability to those with moderate incomes.

Rowhouses

The LSDS encourages the development of rowhouses for residential areas. This type of development can successfully blend into the existing neighborhood as infill and redevelopment occurs because it is ground-related, has modest building heights, and is made of wood. It is also a compact development type that achieves densities of 30-40 units per acre. Units can be platted to offer homeownership opportunities that help local residents build wealth and equity as the neighborhood transforms and offers additional amenities.



Example Rowhouse Style Development

Sources: CGAArchitects.com, 2020 (left); Dwell.com, 2020 (middle); TheTownhouseGuy.ca, 2020 (right).

Rowhouses have minimal off-street parking requirements, which makes them functional and affordable for families. Rather than losing the ground floor to parking, they get additional ground floor living space. They are particularly well-suited for families who want the convenience of a yard, but the advantages of a more compact, walkable neighborhood, and access to transit. Where lots can be consolidated, rowhouses can scale into perimeter block housing with access to an interior common space. Parking for rowhouses is provided in collective lots on the development site and can be reconfigured or redeveloped as the area becomes less auto-dependent.

Apartments and Mixed-Use Residential Development

Apartments, whether stand-alone stacked-flats or part of a mixed-use development, are allowed in the LSDS commercial zones located along Pacific Highway and Bridgeport Way. Placing high intensity residential development in commercial areas gives residents easy access to goods, services, and entertainment. The highest density residential development is identified for the Transit-Oriented Commercial zone due to its proximity to Lakewood Station.

Larger lot sizes near the station also support larger scale development options that improve the financial feasibility of mixed-use or apartment development. Lakewood Landing is a good example of a master planned development utilizing a large available lot to build a residential development with a mix of retail and entertainment uses. Mixed-use developments like this provide housing, make an efficient use of land, and bring in amenities that reduce auto-dependence.

Mobile Home Park

The study area also contains the Oaknoll Trailer Park, located near the SR 512 interchange, but west of Pacific Highway/South Tacoma Way. Oaknoll rents about two dozen spaces that accommodate mobile homes and RVs. Some of these units are offered for rent and others are individually owned and lease a space only. Currently a non-conforming use in the C2 zone, state law protects the park from removal based on its non-conforming status.²¹



Oaknoll Trailer Park

Source: Google Earth, 2020.

The City could consider adding incentives to improve the trailer park while retaining it as a source of affordable housing. This may include incentives for landscaping and private streetscape or allowing for tiny homes on wheels to replace standard RV or obsolete manufactured homes (e.g. units built before 1976). State law allows tiny house villages in mobile home parks.²²

Affordability

There is sufficient land capacity to replace existing housing units as well as absorb additional units as redevelopment occurs in the LSDS. Supplementary policies and programs to support existing residents as the area transitions could reduce involuntary displacement. Other communities have used notice of intent to sell ordinances, right of first refusal incentives²³, and housing navigator programs²⁴ to support neighborhoods in transition. A citywide just cause eviction protection ordinance

²¹ State law indicates that cities and counties may not order the removal or phased elimination of an existing manufactured housing community because of it being a nonconforming use. Cities also cannot prohibit the entry or require the removal of a manufactured/mobile home, park model, or recreational vehicle authorized in a manufactured housing community because the community is a nonconforming use. (See RCW 35.63.160-161, RCW 35A.63.145-146, and RCW 36.70.493.)

²² State Law (SB 5383) also expanded the subdivision statute (RCW 58.17.040(5)) to allow the creation of tiny house villages and stops cities from prohibiting tiny houses in manufactured/mobile home parks.

²³ Notice of intent to sell or right of first refusal programs provide opportunities for existing tenants to reserve units when the property they live in is redeveloped.

²⁴ Housing navigator programs provide customized assistance to households in redevelopment areas.

would target reductions in arbitrary evictions.²⁵ A policy review of these types of measures, in consideration of existing policies and programs, is a recommended strategy for the LSDS.

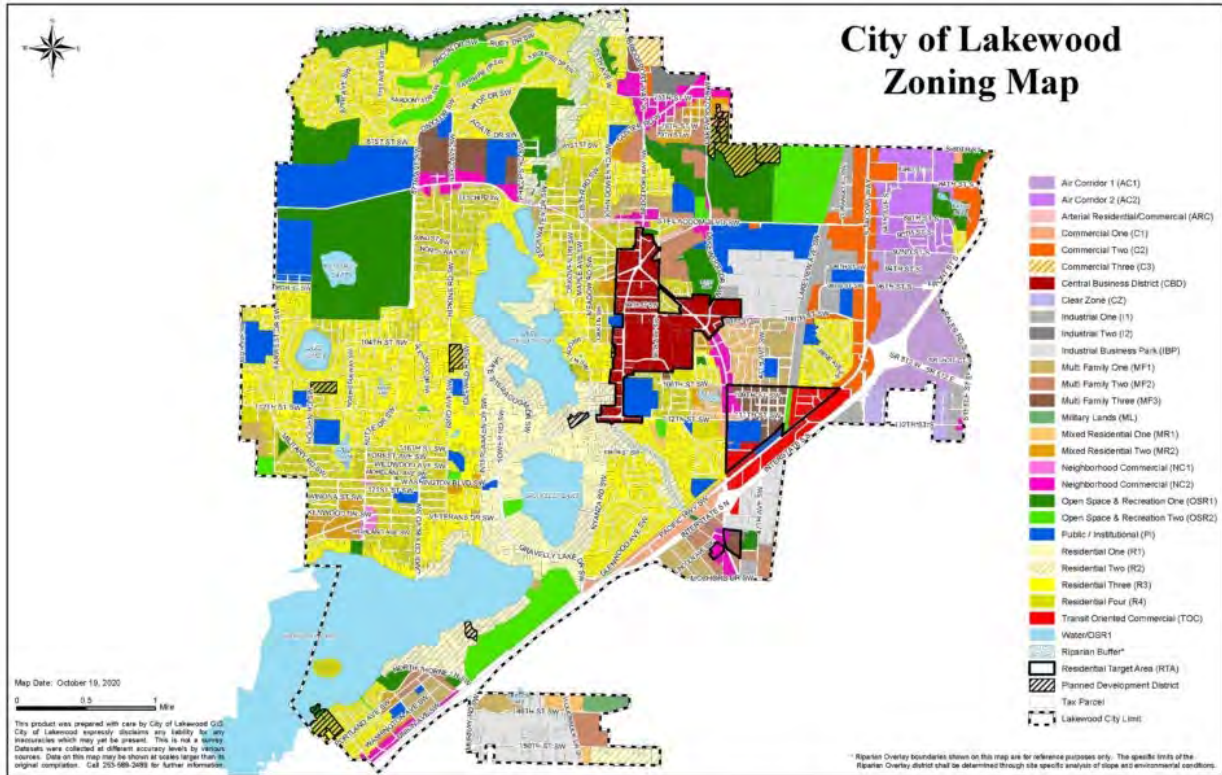
The City's Housing Incentives Program encourages the development of housing for people regardless of economic means.²⁶ Inclusionary density bonuses, development standard flexibility and fee reductions for affordable housing are described in LMC Chapter 18A.90. Incentives are available to support the development of rental housing in all zones that allow it.²⁷ Those who create units affordable to households with very low incomes receive a bonus market rate unit or one and a half bonus market rates units for each unit affordable to households with extremely low incomes. Density bonuses are capped as a percentage of the base zoning district. This includes a 20% base density increase in MF3, a 15% increase in NC2, and a 25% increase in the TOC zone. Modifications in zone development standards such as coverage, parking, and height are allowed for projects participating in the housing incentives program. There is also a reduction in permitting fees.

Lakewood also has a multifamily property tax exemption, which exempts some types of new housing from paying ad valorem property taxes. Currently, most of the LSDS is within one of the residential target areas where the exemption may be applied. The current boundary is outlined in black as a Residential Target Area in Exhibit 24. This offers an incentive to support the types of housing envisioned for the subarea.

²⁵ Adoption would require consideration of citywide applicability and impacts.

²⁶ Lakewood Municipal Code 18A.090

²⁷ With the exception of the construction of one single-family dwelling on one lot. 18A.090.030.

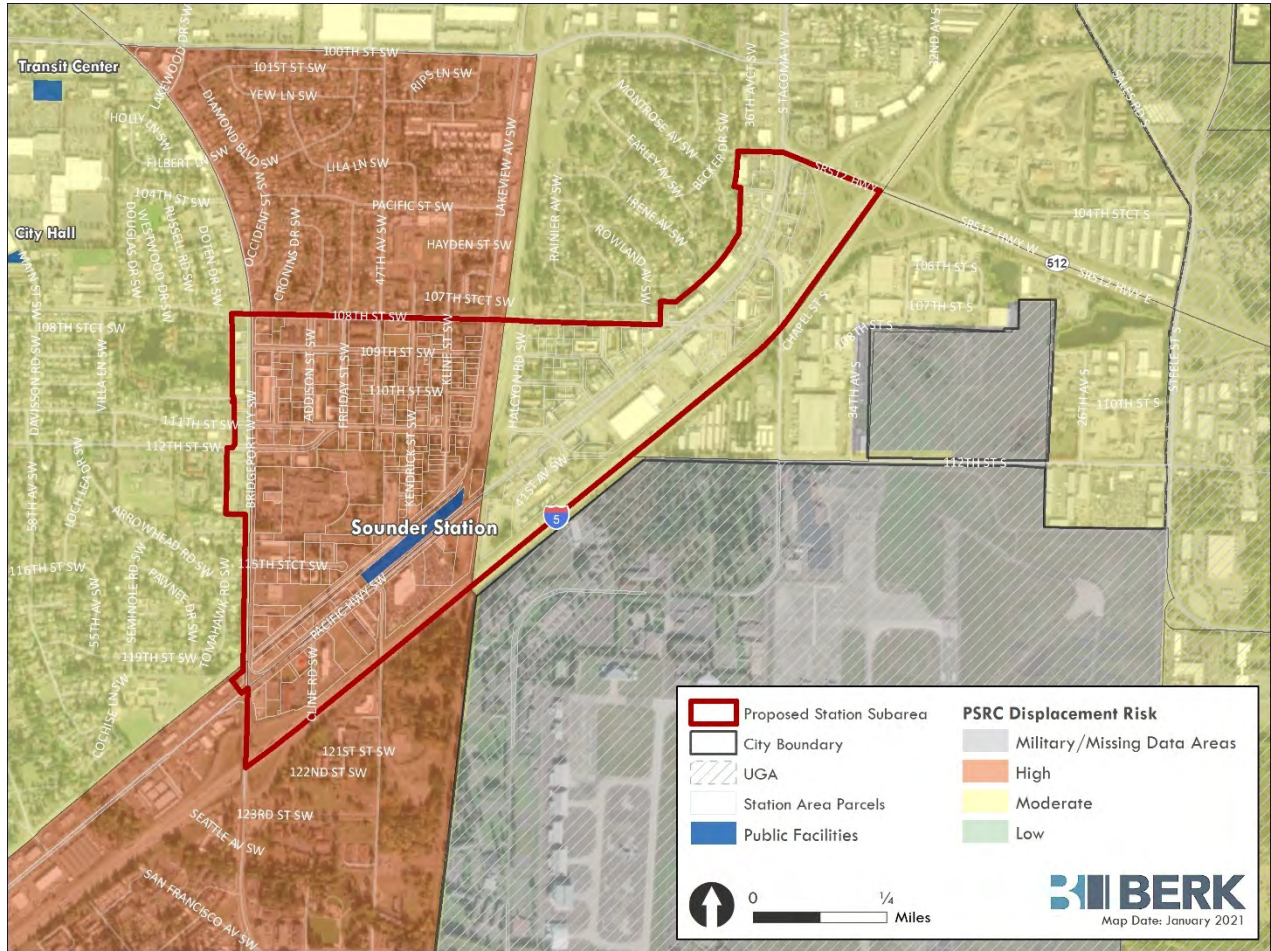
Exhibit 23. Residential Target Areas

Source: City of Lakewood, 2020.

Preventing Displacement

Current residents in the LSDS may be vulnerable to displacement with redevelopment in this area due to high rates of cost burden, low household incomes, and other factors. Exhibit 25 shows high and moderate risks of displacement in the subarea based on an analysis done by the Puget Sound Regional Council in 2017. Existing low density housing is anticipated to be replaced through small or moderate-scale redevelopment projects over the next 20 years that will increase the number of available units in the area. The focus of this plan is support additional options for low and moderate income housing, as well as a variety of housing types, is one way to prevent economic displacement.

Exhibit 24. Estimated Displacement Risk



Source: Puget Sound Regional Council, 2017; BERK, 2021.

The City of Lakewood leads or participates in plans and programs to support, create, and maintain affordable housing options for its residents. In addition, the policies and strategies in the Housing section of this plan aim to incentivize new affordable housing creation, support increased rates of homeownership, and assist residents at risk of displacement.

The following **programs support the creation of new affordable housing** in the City and study area:

- Housing Incentive Program (LMC 18.90) provides inclusionary density bonuses, development standard flexibility, and fee reductions for affordable housing development.
- Multi-family Property Tax Exemption (MFTE) gives a tax break for affordable housing development in most of the Lakewood Station District.

- Community Development Block Group (CDBG)/HOME funds from the federal government are used to support affordable housing development.
- Affordable Housing Initiative (2060) and Homeless Housing Act (2163) Programs that are joint with Pierce County and distribute funds to support affordable housing and homelessness.
- SHB 1406 Program applies a portion of the sales and use tax to use for supportive and affordable housing.

The following **programs support residents** in obtaining and maintaining high quality housing they can afford:

- Down payment assistance program by City of Lakewood and Pierce County.
- Pierce County property tax exemption for seniors and disabled.
- On-going partnership with Habitat for Humanity.
- Rental Housing Safety Program: ensures all housing units meet a consistent, minimum level of safety for tenants.

Policies and Strategies

Policies

- Encourage a variety of housing types to ensure choice for current and future residents, workers, military families, and to strengthen commercial areas.
- Support housing affordable to current LSDS residents though preservation where possible, as well as redevelopment activities.
- Incentivize the development of market rate and affordable housing options for households with incomes at 60-120% of the area median income to preserve affordability in the LSDS and avoid displacement of existing residents.
- Encourage homeownership options that allow local residents to invest in the community to gain equity and wealth.
- Attract a mix of large and small builders that can provide new housing options at a variety of scales and levels of

affordability.

Strategies

- Allow the highest density housing in mixed-use areas and in the Transit-Oriented Commercial zone where the availability of amenities within walking distance will encourage non-motorized transportation alternatives.
- Encourage and support missing middle housing types such as duplexes, triplexes, and small-scale multifamily as infill development in the residential area to improve housing choice and preserve affordability.
- Support the development of ground-related rowhouses as an affordable home ownership option for LSDS residents.
- Support the development of housing that meets the needs of military households.
- Partner with affordable housing organizations to support the expansion of subsidized housing in the LSDS by building new projects or by purchasing and rehabilitating existing housing.
- Work with the Washington Homeownership Center to find opportunities for investment in the LSDS.
- Periodically review the existing and new affordable housing incentive programs in the LSDS, including the potential modification of the applicability area for the multi-family property tax exemption (MFTE) program.
- Consider programs to support residents in the LSDS as the area redevelops and reduce involuntary displacement such as a housing navigator program.
- Develop community benefit agreements with large investors in the LSDS.
- Provide information and support to help investors navigate affordable housing financing programs.
- Identify partners to support funding and a program that will rehabilitate existing homes such as a home repair program.



Economic Development, Business, & Employment

The LSDS is an area ripe for new investment due to its location near I-5 and the availability of local and regional transit options. Proximity to Joint Base Lewis-McChord (JBLM) provides a unique and regional market opportunity. A 2018 JBLM Regional Economic Impact Analysis shows that the base has a \$9.2 billion impact on the regional economy.²⁸ The LSDS also has the opportunity to become a health care hub with proximity to Madigan Hospital on JBLM as well as to St. Clare Hospital and Western State Hospital. Business development in the subarea could attract a greater portion of regional investment to Lakewood.

Context

The LSDS supports over 170 businesses and nearly 2,300 employees.²⁹ These numbers grow to over 640 businesses and 6,550 employees within the half mile extended study area.

²⁸ South Sound Military Partnership and University of Washington Tacoma, 2018.

²⁹ Data in this paragraph comes from ESRI Business Summary, 2019.

Retail and services are the primary businesses sectors. Services, including lodging, health care, automotive, legal, and other service industries comprise nearly half of the businesses in the subarea (46%) and employ 65% of the workers. Retail businesses, including restaurants and the sales of merchandise, gas stations, food, and other goods, comprise 29% of the businesses in the subarea and employ 22% of the workers.

Local businesses and small businesses serve the LSDS by providing opportunities for shopping, employment, and entrepreneurship. Stakeholders and public participants acknowledged the importance of small and local businesses in the LSDS visioning survey. Some provide service in Korean or Spanish to support the local community and create spaces of belonging. As the area transitions and grows, measures that prevent residential displacement and support small business will help avoid business displacement by maintaining local customer base and providing resources for continued business development.

Jobs in this area provide moderate incomes: about 44% provide an annual income above \$40,000 a year, approximately half of the median household income for Pierce County. Almost one-fifth (18%) of the workers in the subarea earned under \$15,000 a year.

The LSDS is part of the federally designated Lakeview/Kendrick Street Opportunity Zone. The opportunity zone includes two census tracts. These tracks overlap with portions of the LSDS including the Bridgeport Way interchange with I-5, St. Clare Hospital, the Sounder Station, the proposed Lakewood Landing site, and a portion of the residential area. Opportunity zones were created by the 2017 Tax Cuts and Jobs Act with the intention of supporting economic development and employment in distressed communities.³⁰ The program allows investors to defer capital gains tax for up to nine years by investing their gains in a Qualified Opportunity Zone. The federal program is funded through 2026 and supports redevelopment in the LSDS.



Local businesses serve residents and provide entrepreneurship opportunities

Source: El Mercado Latino

³⁰ Department of Commerce, 2020.

<https://www.commerce.wa.gov/growing-the-economy/opportunity-zones/>

Policies and Strategies

Policies

- Support medical office and commercial office opportunities.
- Encourage mixed-use development to expand opportunities for business and employment in the LSDS.
- Support small business development to build on the diverse offering of goods and services to residents and workers in the LSDS.

Strategies

- Promote St. Clare Hospital and satellite medical office and supportive commercial uses. Connect the residential neighborhood to the hospital with improved pedestrian and linear park opportunities.
- Support the master planning of the Lakewood Landing site for mixed-use development to expand opportunities for employment and retail development. See related Land Use policy.
- Partner with developers to identify projects eligible for participation in the Lakeview/Kendrick Street Opportunity Zone.
- Provide resources for entrepreneurs and small businesses, such as grant/loan programs, to support and recruit small, local businesses in the LSDS.
- Encourage micro-retail, or businesses that cater to specific demographic segments of the community, with business development resources and support available in other languages and flexibility in the design of cultural spaces.
- Invest in infrastructure and civic amenities consistent with this plan to attract business owners and investors.



Transportation

Context

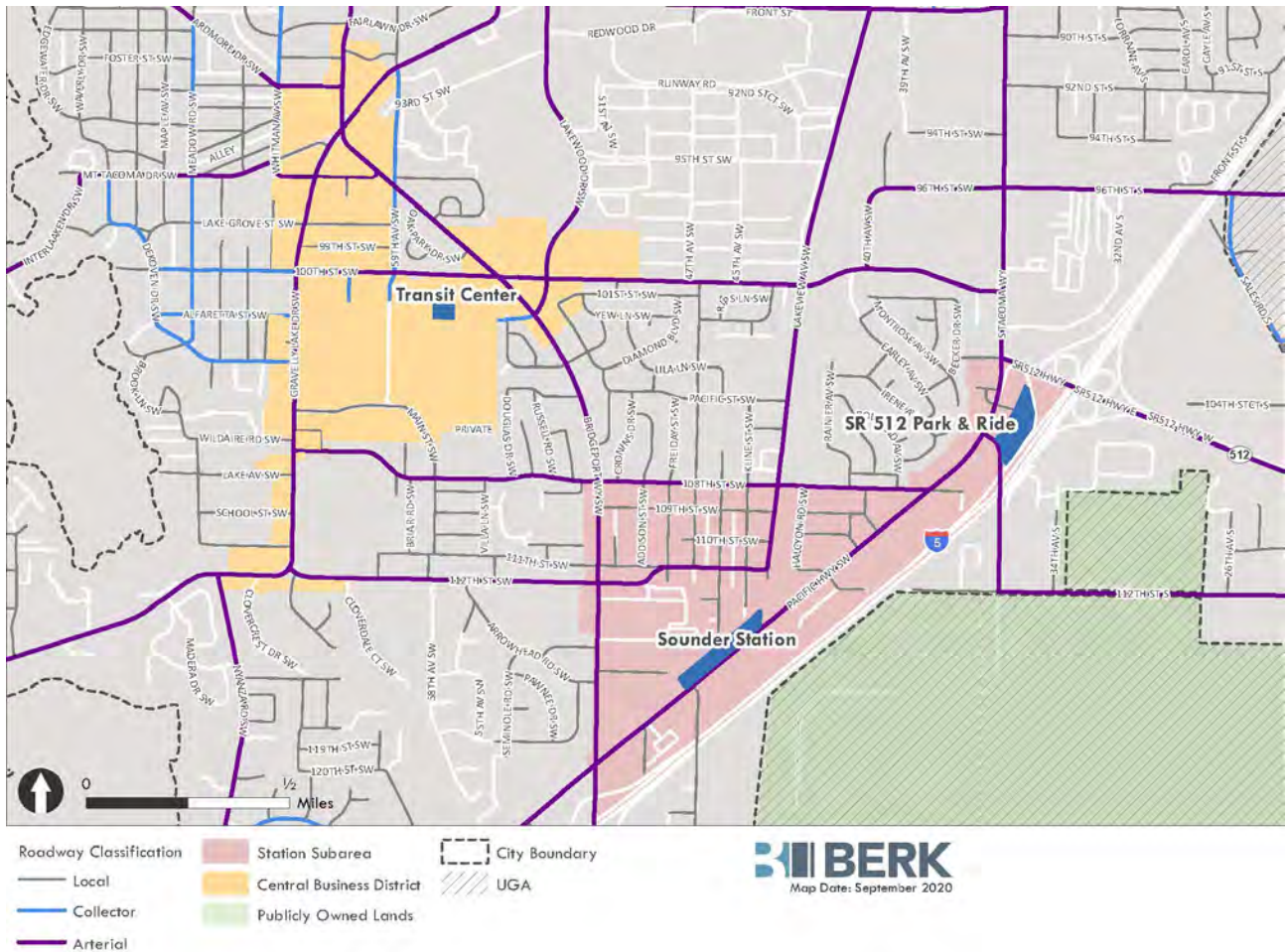
The LSDS is a predominantly auto-oriented environment framed by access to I-5 to the north at the SR 512 interchange and at the Bridgeport Way interchange to the south. It is also served by major arterials such as Pacific Highway SW, Bridgeport Way, and 108th Avenue SW and a network of local access streets (see Exhibit 26).

There are two key regional transit facilities: Lakewood Station and SR 512 Park & Ride. Both Lakewood Station and SR 512 Park & Ride provide vehicle parking for transit users. The Downtown Transit Center is only about a mile away from the study area along Bridgeport Way. Enhanced streetscapes could provide better bike and pedestrian accessibility to transit resources within and nearby the LSDS.

The subarea is bisected by an existing rail line on which the Sounder and freight trains operate. While the rail line is an important regional transit and freight corridor, it has also created an environment with few roadway crossing opportunities which can affect vehicle operations and bicycle and pedestrian mobility.

Marked bicycle lanes are located in the LSDS on Pacific Highway and 108th Street SW. While sidewalks are generally located on all major streets in the project area, the residential area lacks sidewalks on most roadways. In addition to adding sidewalks and bike lanes, there is an opportunity to enhance existing street facilities. Adding landscaping that buffers non-motorized travelers from automobile traffic flows could improve safety and comfort.

Exhibit 25. Transportation Features in the LSDS and Vicinity



Sources: Fehr & Peers, 2020; Pierce County, 2020.

Level of Service

The transportation element of the Comprehensive Plan provides policy direction to address local and regional mobility. The transportation element acknowledges the increase of traffic congestion within Lakewood and seeks to mitigate it by developing a balanced multimodal system that effectively moves people, goods, and services without compromising community character. The Plan specifically calls for the incorporation of non-motorized facilities, enhanced illumination, and other pedestrian amenities into new development designs.

The City uses PM peak hour average delay to evaluate traffic operations level of service (LOS) at its intersections. The transportation element designates LOS guidelines for the city’s

arterial streets and intersections. Within the study area, the City sets a LOS standard of LOS D³¹ during the weekday PM peak hour at all arterial street intersections. However, according to Policy T-20.5, the City may allow minor street stop-controlled intersections to operate below that LOS standard if those instances are thoroughly analyzed from an operational and safety perspective.

Redevelopment in the LSDS is expected to increase roadway volumes that will impact the movement of automobiles, freight, and transit. The areas where LOS may be affected, without mitigation interventions (mitigations are discussed on the following pages), include the following intersections:

- Pacific Highway / Sharondale Street SW – Increase in delay, LOS F to LOS F
- Pacific Highway / Bridgeport Way – from LOS D to LOS E
- Bridgeport Way / SB I-5 Ramp – from LOS D to LOS E

Improvements

Planned Improvements

The Six-Year Comprehensive Transportation Improvement Program (TIP) for 2021-2026 was approved by the Lakewood City Council in June 2020. This document outlines short and long term road projects, including the addition of new sidewalks, curb, gutter, stormwater improvements and road overlays, throughout the city. The following projects within the LSDS are identified in the TIP as long term improvements:

- Lakewood Station Non-Motorized Access Improvements – sidewalks and street lighting per the Non-Motorized Plan and Sound Transit Access Improvement Study.
- Kendrick Street SW from 111th Street SW to 108th



111th and 112th Street Corridors

Source: City of Lakewood.

³¹ LOS D is defined in the Lakewood Comprehensive Plan as a level of traffic that is approaching unstable flow. Travel speed and freedom to maneuver are somewhat restricted, with average delays of 25 to 40 seconds per vehicle at signalized intersections. Small increases in traffic flow can cause operational difficulties at this level.

Street SW – sidewalks, street lighting, bicycle facilities.

- 112th/111th – Bridgeport to Kendrick – sidewalks, bicycle facilities, street lighting.
- 108th – Bridgeport Way to Pacific Highway – roadway patching and overlay.

Sound Transit and Pierce Transit have also identified improvements for the LSDS in their plans. The Sound Transit System Access Fund awarded funds in 2019 to support non-motorized access to Lakewood Station. These include a variety of improvements to support pedestrian and bicycle access on 11th Street SW and 112th Street SW. At this time there is no specific plan for a pedestrian crossing of Pacific Highway to connect Lakewood Station to the future Lakewood Landing site, but options should be considered. Pierce Transit's *Destination 2040* plan identifies two new Bus Rapid Transit (BRT) routes that will bring additional transit service to the subarea. A new line in 2026 would connect to Downtown Tacoma. In 2030 a BRT line would replace an existing transit line connecting Lakewood to Puyallup's South Hill.

General Mitigation Measures

Managing demand for auto travel is an important part of mitigating the traffic congestion impacts.

Transportation demand management (TDM) strategies could include subsidies or discounts for non-auto travel, education and assistance to help travelers identify non-auto commute options, rideshare and ridematch promotion, and local incentive and reward programs.

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 included 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



Transit near employment helps reduce auto demand

Source: City of Lakewood.

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 transportation demand management (TDM) strategies. With a robust TDM program in place, it is expected that actual trip generation in the Study Area could be lowered beyond the levels analyzed as part of the Subarea Plan.

Specific Mitigation Measures

The City could make signal timing improvements to increase the efficiency of impacted intersections and roadways in the subarea. Exhibit 27 describes potential improvements to the impacted study intersections. Improvements generally involve changes that will not require right-of-way acquisition or widening, rather only changes to signal timing. The exception is intersection of Pacific Highway and Sharondale Street, which is currently all-way stop controlled, where a signal could improve operations if the volumes meet a signal warrant. With the proposed mitigation measures all intersections are expected to operate at LOS D or better.

Exhibit 26. Proposed Mitigation Measures

INTERSECTION	IMPROVEMENT
Pacific Highway / Sharondale Street	Install signal using existing channelization and signal length consistent with adjacent intersections
Pacific Highway / Bridgeport Way	Signal timing revisions, including optimizing cycle lengths and coordination offsets on Bridgeport Way from 108th to the NB I-5 Ramp. Change signal phasing for the northbound right turn to include an overlap with the eastbound left turn phase.
Bridgeport Way / SB I-5 Ramp	Signal timing revisions, including optimizing cycle lengths and coordination offsets on Bridgeport Way from 108th to the NB I-5 Ramp.

Source: Fehr & Peers, 2020.

With implementation of the potential signal timing mitigation measures outlined in the previous section and future improvements at the Bridgeport Way/I-5 ramps, the magnitude of the impacts could be mitigated such that auto, freight, and transit are not significantly impacted.

Street Standards

As noted in Land Use & Urban Design, new street standards are an important tool in the transformation of the LSDS according to its vision. New development brings the opportunity to modify frontages to improve safety and comfort for pedestrians and bicyclists. It also provides opportunities to increase green space and open space. By adopting new street standards, the LSDS will improve travel conditions across all modes.

The City of Lakewood hopes to offset the costs of complying with street standards. It will identify programs and funding sources aimed at sharing or minimizing the cost of street improvements in the LSDS.

Policies and Strategies

Policies

- Provide multi-modal transportation options to improve the flow of people and goods in the LSDS and to reduce auto-dependence.
- Support pedestrians in the LSDS with sidewalk and infrastructure improvements that enhance safety and provide a more comfortable travel experience.
- Enhance non-motorized connections to Lakewood Station and Pierce Transit facilities to encourage the use of regional and local transit.
- Connect the LSDS to Downtown with enhanced pedestrian and bicycle facilities.
- Publicly invest in the development and construction of streetscapes to support redevelopment in the LSDS.
- Consider options for crossing Pacific Highway to provide a safe and efficient linkage between Lakewood Station and the Lakewood Landing development site.

Strategies

- Apply a hybrid form-based code to support improved streetscapes that accommodate pedestrian travel.
- Add signalization improvements at Pacific Highway and Sharondale Street to prevent traffic delays and at Bridgeport Way and the I-5 northbound/southbound off ramps to prevent queuing that extends onto the freeway.
- Work with Sound Transit and Pierce Transit on the timing and location of non-motorized improvements to avoid gaps and overlaps in the system.
- Require street frontage improvements that enhance walkability and support economically viable and quality residential development.
- Identify funds, funding mechanisms, grants, and programs that allow the City of Lakewood to develop and build streetscapes in the LSDS.



Utilities & Public Services

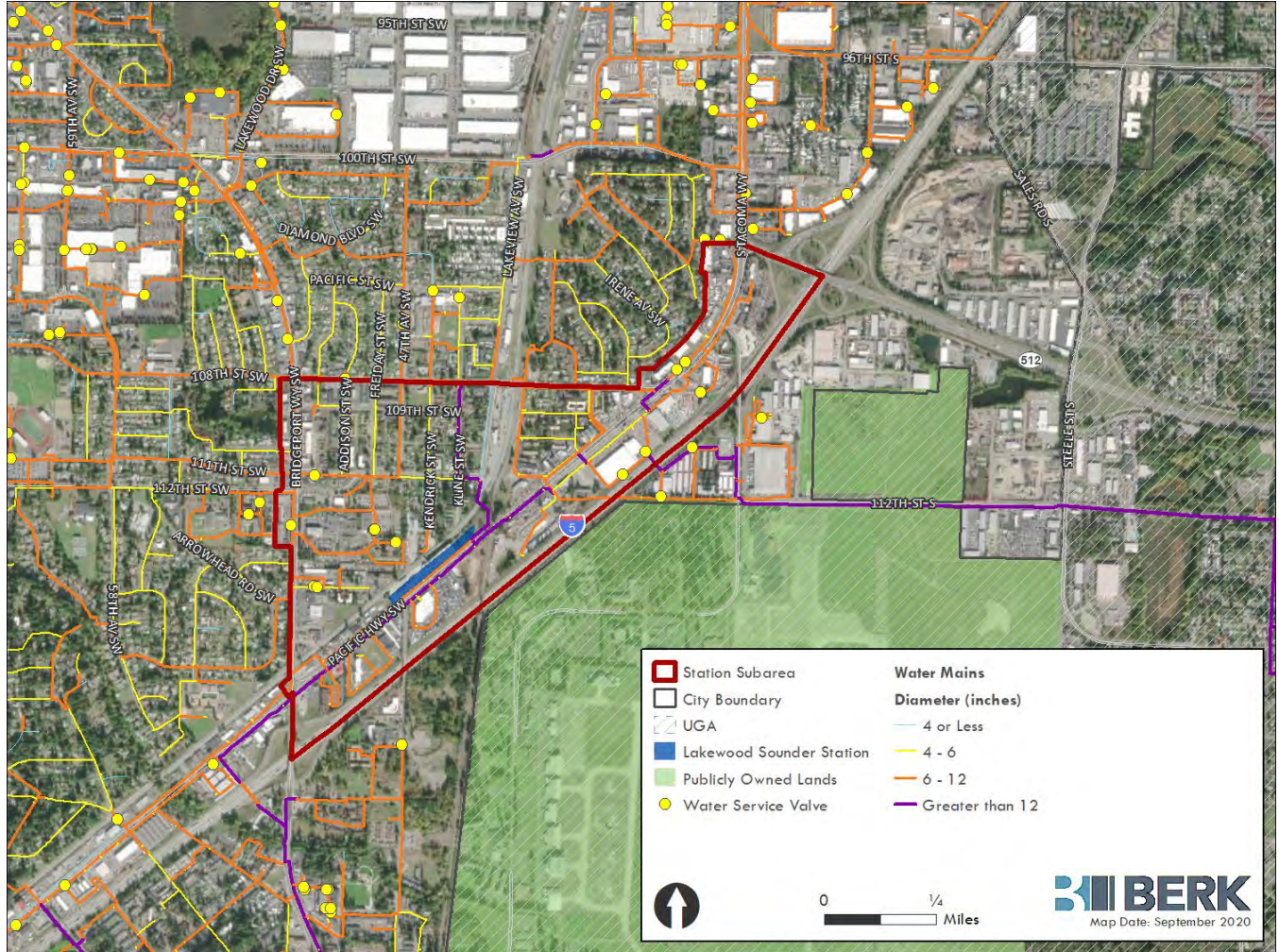
A variety of providers serve the LSDS with utility infrastructure and public services. Infrastructure updates and capacity changes related to the subarea plan will need to be coordinated with these providers. This should be done through participation in the updates of long-range system plans as well as shorter term capital facility improvement plans and project specific planning and permitting.

Context

Water

Water is provided by the Lakewood Water District and the subarea is fully served. As shown in Exhibit 28, the largest water mains primarily run along Pacific Highway, but a main larger than 12 inches runs roughly under Kline Street SW into the residential area. There is also a main larger than 12 inches that runs into the subarea from the southeast side of I-5. Mains 6 to 12 inches in size are well distributed throughout the subarea, running under several streets, including Bridgeport Way. These midsized mains serve St. Clare Hospital and the existing commercial development in the subarea.

Exhibit 27. Water Utility Infrastructure in LSDS and Surrounding Area



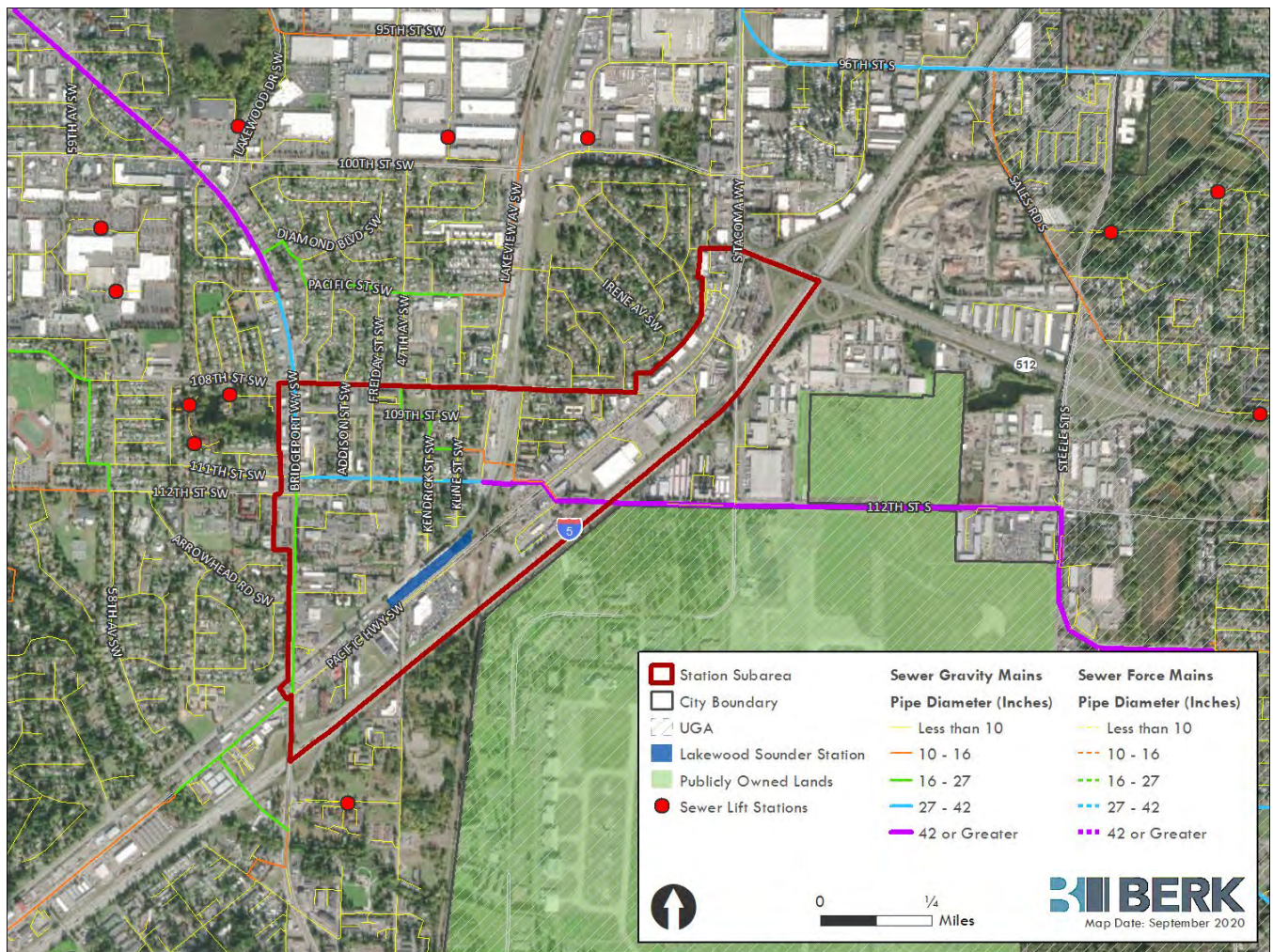
Sources: BERK, 2020; Pierce County Assessor, 2020.

The Lakewood Water District initiated a 50-year repair and replacement plan in 2014 to replace 181 miles of aging water mains. Some replacements have already occurred in the subarea, including replacements along Bridgeport Way. The repair and replacement plan focuses on the replacement of facilities that are nearing the end of their useful life and does not account for upgrades or extensions to support new development. District policy requires the developer to pay for system improvements related to new development. Depending on the location and intensity of new development in the subarea, this may include water main upgrades or line extensions to provide additional capacity or fire flow. Coordination of upgrades with the 50-year repair and replacement program is recommended and could provide cost and timing efficiency for redevelopment projects in the subarea.

Wastewater

Wastewater service in Lakewood is provided by Pierce County Planning and Public Works. Most of the sewer pipes shown in Exhibit 29 were installed in the 1980s (some later) and are primarily 8-inch diameter PVC pipes, which have a 100-year lifetime. Larger interceptors are typically made of concrete, which has a service life of 50 to 100 years. Generally, the sewer infrastructure is considered in good condition with plenty of remaining service life and no current need for large scale line replacements or upgrades.

Exhibit 28. Wastewater Infrastructure in the LSDS and Surrounding Area



Sources: BERK, 2020; Pierce County Public Works, 2020; Pierce County Assessor, 2020.

The most recent system plan is the 2010 Unified Sewer Plan, adopted in 2012. Pierce County was scheduled to begin an update in late 2020. The Plan accounted for zoning densities up to 54 units per acre, which should be adequate for most development within the LSDS. Master planned development at

Lakewood Landing may occur at a higher intensity and require wastewater system capacity upgrades. The update of the Unified Sewer Plan provides an opportunity to plan for future development at Lakewood Landing.

Pierce County coordinates quarterly with the City of Lakewood to discuss upcoming and future projects. A Sewer Improvement Plan (SIP) was adopted in September 2019, addressing capital facility planning from 2020-2040 and identifying funding for the next six years of capital facility improvements. Reviewing the SIP in light of the LSDS and Lakewood Landing development is recommended.

Energy

Lakeview Light and Power provides electrical service to the subarea and Puget Sound Energy provides natural gas service. Maps showing the locations of the lines providing natural gas service are not available and most facilities are located underground. Puget Sound Energy is working on an updated Integrated Resource Plan to ensure continued delivery of service to its existing service areas in the region and to address opportunities for enhanced conservation and reduced environmental impacts.

Lakeview Light and Power is working on increased system capacity and flexibility. There is a five-year capital budget for repowering the substation at Pacific Highway and Bridgeport Way. Improvements to the substation will allow Lakeview Light and Power to rebalance loads as needed to accommodate fluctuations in usage. Increased demand for electrical service should be possible to accommodate, but specific plans may be needed to address any heavy commercial users and electric vehicle charging capacity. Line infrastructure is located mostly above ground within the subarea. As redevelopment occurs, taller buildings will likely require utility undergrounding for safety, but Lakewood does not have a policy or regulation requiring undergrounding with new development.

Emergency Response

Emergency response services in Lakewood are provided by West Pierce Fire and Rescue and the Lakewood Police Department.

The Lakewood Police Department is one of the largest departments in the state. It operates six patrol districts as well as specialized units in criminal investigation, K9, traffic, and marine response. The subarea is part of the Pacific Patrol District, which is authorized for up to 28 sworn personnel.³² All patrol districts, including the Pacific District, are operated out of the police station in the civic campus in Downtown, less than a mile from the subarea.

Emergency management functions for Lakewood are part of the Police Department. The mission of emergency management is to assist with mitigation, preparation, response, and recovery from natural disasters and other community emergencies. This includes a variety of trainings and informational materials to help residents and businesses prepare for major emergency events.

West Pierce Fire and Rescue provides fire and emergency medical response to Lakewood, University Place, and Steilacoom. Station 20 is located within the subarea along Pacific Highway. Services offered by West Pierce Fire and Rescue include emergency medical response, fire suppression, fire prevention, and community education. They also sponsor Community Emergency Response Team (CERT) trainings that prepare residents to be the first line of response in their neighborhoods following a disaster prior to the arrival of emergency responders.



Emergency response is readily available

Source: West Pierce Fire and Rescue.

³² *Lakewood Police Department 2018 Annual Report*, updated in 2019.

Policies and Strategies

Policies

- Ensure there is adequate utilities infrastructure to support redevelopment of the LSDS according to the vision.
- Consider future agreements to support infrastructure development in the LSDS such as development agreements, latecomers agreements, fee assessments, improvement districts, and other tools.

Strategies

- Coordinate with public service and utility providers during the update and development of long-range plans and system improvement plans to ensure there is adequate support for anticipated growth and development of the LSDS subarea.
- Work with public service and utility providers to ensure that capital improvement plans include the projects necessary to support development in the LSDS subarea.



Implementation Plan

The following table identifies responsibilities for implementing the vision for the LSDS. It outlines the direction, responsible entity, and timeline for plan actions. The timelines include ongoing, short term (up to three years), midterm (three to five years), or long term (more than five years).

	Direction	Timeline	Department
Land Use & Design	Support the master planning of the Lakewood Landing site for mixed-use development so it will provide opportunities for high density housing, employment, business, and public space.	Ongoing	Community Development and Economic Development
	Pursue opportunities for enhancing landscaping or adding linear parks within the public right-of-way to integrate green spaces and open spaces into the LSDS.	Long term	Community Development and Parks and Recreation
	Work through the <i>Legacy Plan 2020</i> to identify opportunities for public parks facilities within a 10-minute walk of subarea residents.	Midterm	Parks and Recreation
	Identify standards and guidelines that support transitional parking arrangements so space used for parking can be transitioned to other uses as the area becomes less auto-dependent.	Short term	Community Development
	Monitor the impact of the Lakewood Station District Overlay and amend the Plan as needed to improve outcomes.	Ongoing	Community Development

	Direction	Timeline	Department
Housing	Allow the highest density housing in mixed-use areas and in the Transit-Oriented Commercial zone where the availability of amenities within walking distance will encourage non-motorized transportation alternatives.	Ongoing	Community Development
	Encourage and support missing middle housing types such as duplexes, triplexes, and small-scale multifamily as infill development in the residential area to improve housing choice and preserve affordability.	Ongoing	Community Development
	Support the development of ground-related rowhouses as an affordable home ownership option for LSDS residents.	Ongoing	Community Development
	Support the development of housing that meets the needs of military households.	Ongoing	Community Development
	Partner with affordable housing organizations to support the expansion of subsidized housing in the LSDS by building new projects or by purchasing and rehabilitating existing housing.	Ongoing	Community Development
	Work with the Washington Homeownership Center to find opportunities for investment in the LSDS.	Ongoing	Community Development
	Periodically review the existing and new affordable housing incentive programs in the LSDS, including the potential modification of the applicability area for the multi-family property tax exemption (MFTE) program.	Ongoing	Community Development
	Consider programs to support residents in the LSDS as the area redevelops and reduce involuntary displacement such as a housing navigator program.	Short term	Community Development
	Develop community benefit agreements with large investors in the LSDS.	Ongoing	Community Development
	Provide information and support to help investors navigate affordable housing financing programs.	Short term	Community Development and Economic Development
Housing, continued	Identify partners to support funding and a program that will rehabilitate existing homes such as a home repair program.	Short term	Community Development

	Direction	Timeline	Department
Economic Development, Business, & Employment	Promote St. Clare Hospital and satellite medical office and supportive commercial uses. Connect the residential neighborhood to the hospital with improved pedestrian and linear park opportunities.	Short term	Community Development and Economic Development
	Support the master planning of the Lakewood Landing site for mixed-use development to expand opportunities for employment and retail development. See related <i>Land Use policy</i> .	Ongoing	Community Development and Economic Development
	Partner with developers to identify projects eligible for participation in the Lakeview/Kendrick Street Opportunity Zone.	Midterm	Community Development and Economic Development
	Provide resources for entrepreneurs and small businesses, such as grant/loan programs, to support and recruit small, local businesses in the LSDS.	Ongoing	Economic Development
	Encourage micro-retail, or businesses that cater to specific demographic segments of the community, with business development resources and support available in other languages and flexibility in the design of cultural spaces	Ongoing	Economic Development
	Invest in infrastructure and civic amenities consistent with this Plan to attract business owners and investors.	Long term	Public Works
Transportation	Apply a hybrid form-based code to support improved streetscapes that accommodate pedestrian travel.	Ongoing	Community Development
	Add signalization improvements at Pacific Highway and Sharondale Street to prevent traffic delays, and at Bridgeport Way and the I-5 northbound/southbound off ramps to prevent queuing that extends onto the freeway.	Long term	Public Works
	Work with Sound Transit and Pierce Transit on the timing and location of non-motorized improvements to avoid gaps and overlaps in the system.	Ongoing	Public Works
	Require street frontage improvements that enhance walkability and support economically viable and quality residential development.	Ongoing	Community Development and Public Works

	Direction	Timeline	Department
	Publicly invest in the development and construction of streetscapes to support redevelopment in the LSDS.	Ongoing	Community Development and Public Works
Utilities	Coordinate with public service and utility providers during the update and development of long-range plans and system improvement plans to ensure there is adequate support for anticipated growth and development of the LSDS subarea.	Midterm	Public Works
	Work with public service and utility providers to ensure that capital improvement plans include the projects necessary to support development in the LSDS subarea.	Midterm	Public Works

LAKEWOOD STATION DISTRICT

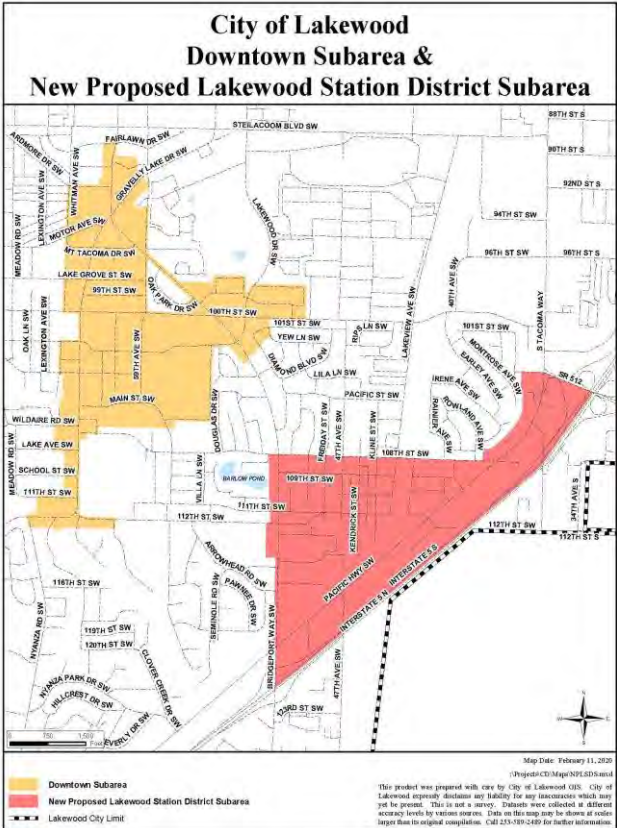
FORM-BASED CODE May 3, 2021

Overview

The City of Lakewood has adopted a subarea plan for the Station District. The Station District is located southwest of Downtown and is centered around the Sounder Station. The City adopted a new subarea plan and hybrid form-based code for Downtown in the fall of 2018; the City intends to adopt a similar hybrid form-based code for the Station District that addresses the specific context of the Station District, including land use, streets and transportation, open space, and desired urban form. This framework will address how best to apply a hybrid form-based code to the Station District.

The draft code includes the following sections:

1. Station District
 - Purpose.
 - Vision and Objectives.
 - The Regulation Plan Map.
 - Definitions.
 - Relationship to Other Regulations.
2. Land Use and Zoning
 - Application within Station District.
 - Land Use.
 - District-Wide Development Standards.
3. Streets and Blocks
4. Site Design, Buildings, and Frontage
5. Landscaping, Open Space, and Green Infrastructure
 - Basic Standards.
 - Special Landscape Treatments.
 - Common and Open Space Standards.
 - Green Infrastructure.
6. Parking



Downtown and Station District Subareas

City of Lakewood, 2019

Title 18C

STATION DISTRICT DEVELOPMENT CODE

Chapters:

- 18C.100 Station District**
- 18C.200 Land Use and Zoning**
- 18C.300 Streets and Blocks**
- 18C.400 Site Design, Buildings, and Frontage**
- 18C.500 Landscaping, Open Space, and Green Infrastructure**
- 18C.600 Parking**

Chapter 18C.100

STATION DISTRICT

Sections:

18C.100.100	Background.
18C.100.105	Purpose.
18C.100.110	Vision and Objectives.
18C.100.120	The Regulating Plan Map.
18C.100.130	Definitions.
18C.100.140	Relationship to Other Regulations.

18C.100.100 Background. The Station Area District is defined by its location along major transportation corridors including Pacific Highway, I-5, and the railroad (See Figure 18C.100-1). These transportation corridors limit street, bike, and pedestrian connections. However, a pedestrian bridge connects the Sounder Station to the neighborhood north of the railroad tracks. Land use in the district varies from large auto-oriented uses to multi-family and single-family housing. Major arterial streets in the district include Pacific Highway and Bridgeport Way. Within the confines of the Regulating Plan Maps, there are several dead-end streets. Some of these streets were the result of the construction of I-5 which began in the late 1950's and culminated in November 1968. Other dead-end streets are associated with the current railroad right-of-way which existed well before the establishment of many of the residential subdivisions within the area, and, finally, prior to Lakewood's incorporation, inadequate county subdivision code regulation that did not take into account urban development.

18C.100.105 Purpose.

The purpose of the Station District is to provide for coordinated and high-quality development including new housing, commercial development, parks and open space, and multi-modal transportation infrastructure within the Subarea. The Station District Hybrid Form-Based Code Overlay is intended to guide private development and changes in the public right-of-way to support the goals and implementation of the Station District Subarea Plan.

18C.100-1. Station District



framework

Framework, 2020

May 3, 2021

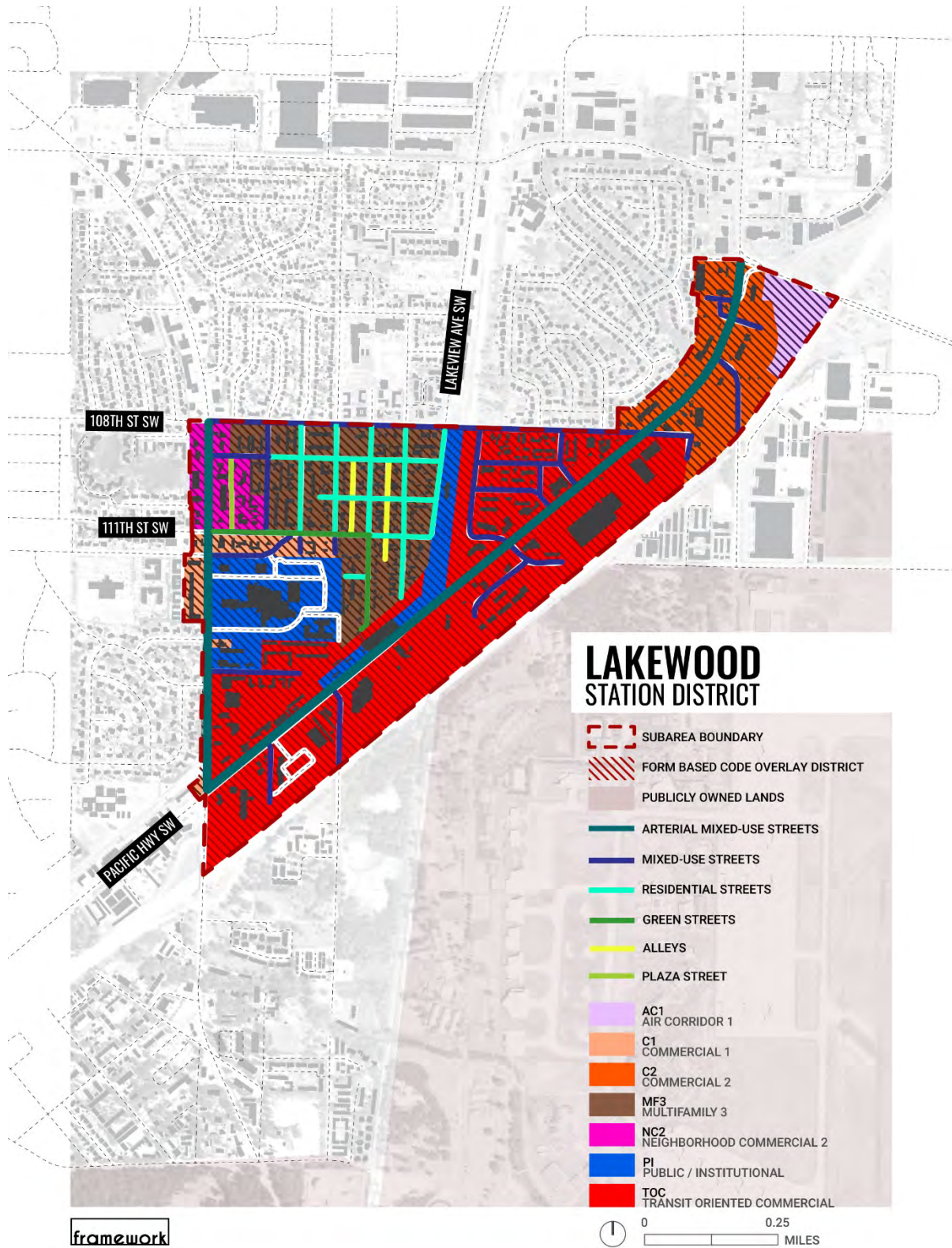
18C.100.110 Vision and Objective.

The Lakewood Station District is a multi-modal commuter hub of Lakewood and is the southern terminus of Sound Transit’s commuter rail service. The Lakewood Station District provides an amenity-rich, transit-oriented development node surrounding the Lakewood Station. This District offers a mixture of intensive land uses and activities supportive of direct regional transportation access via the commuter rail station and I-5. The District implements development standards to foster a high quality, pedestrian-oriented urban environment, including incentives to encourage a dense mix of commercial and medical office, regional and local retail, services and hospitality, and high-density residential uses offering ownership and rental housing opportunities, all supported by direct regional transportation access.

18C.100.120 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 identifies where they are required. The regulating plan works in tandem with the development standards, tables, and figures in this chapter, the rest of Title 18A and the LMC to define the shape, size, and location of streets through connections, infill blocks, buildings, and landscaping.

18C.120-1 Regulating Plan Map with Zoning



Framework, 2020

May 3, 2021

18C.120-2 Regulating Plan Map – Street Typologies



Framework, 2020

18C.100.130 Definitions.

Definitions in this chapter shall be consistent with LMC 18A.10.180, Definitions. Interpretations of certain terms and phrases shall be consistent with LMC 18A.10.040, Rules of Construction.

18C.100.140 Relationship to Other Regulations.

In the case of a conflict between the regulations in Chapter 18C.100 LMC, Station District, and the rest of the Lakewood Municipal Code, the regulations in Chapter 18C.100 LMC, Station District Form-Based Code Overlay, shall control, with the exception of LMC Title 15, which will govern issues of public health and safety.

Chapter 18C.200

LAND USE AND ZONING

Sections:

18C.200.210 **Application within Lakewood Station District.**

18C.200.220 **Land Uses.**

18C.200.230 **District-Wide Development Standards.**

18C.200.210 Application within Station District.

The Lakewood Station District Subarea (LSDS) has several base zones that are applied as shown in the map below. The zones are described as follows:

- A. The Multifamily 3 (MF3) zoning district is intended to integrate urban, high-density, multi-story housing in close proximity to a principal or minor arterial, with commercial/residential districts. The MF 3 zoning districts are predominantly located adjacent to land zoned NC2, CBD, or SD.

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

- C. The Commercial 1 (C1) and Commercial 2 (C2) zoning districts promote employment, services, retail, and business uses serving and linking neighborhoods to Lakewood's major transportation networks. The geographic relationship of the corridors to major road networks and their limited integration with adjacent neighborhoods promote employment, services, retail, and business/light industrial uses linked to access the major transportation networks. The C3 zoning district is distinguished by its arterial location and focus on "big-box" type uses which form an anchor for a large-scale commercial development.

- D. The Transit-Oriented Commercial (TOC) zoning district is an interactive mixture of uses which focus on regional transportation networks while providing for urban design, people orientation, and connectivity between uses and transportation routes.

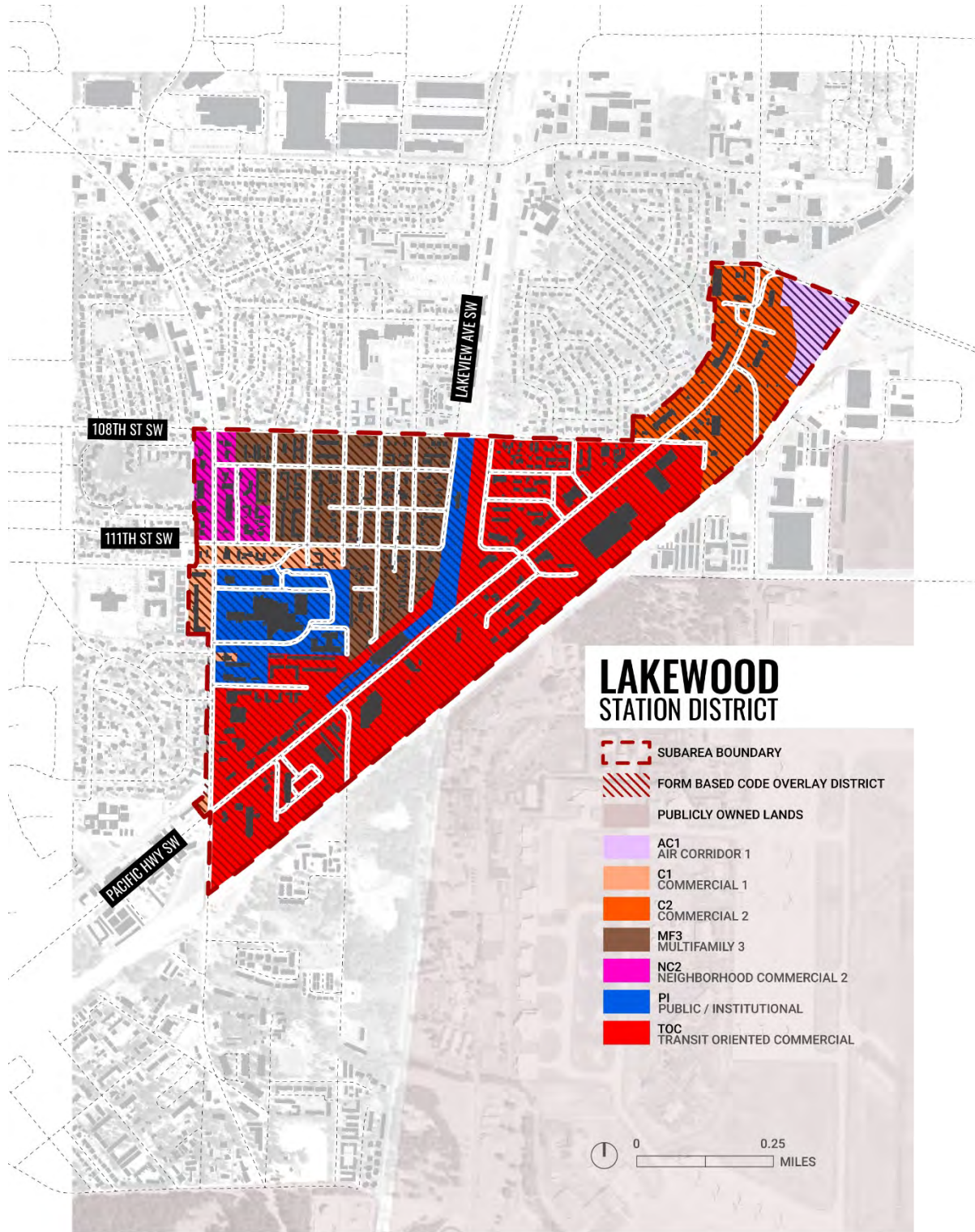
- E. The Public/Institutional (PI) zoning district provides for moderate-scale and large-scale activities relating to the purpose of state and local governmental entities, except for military uses which are separately designated and zoned; special districts; and semi-public institutions providing

necessary public services. The designation allows for the specialized needs of providing public services to all areas of Lakewood.

F. The purpose of the Clear Zone (CZ), Air Corridor 1 (AC1), and Air Corridor 2 (AC2) zoning districts is to promote land use and development that is compatible with the aircraft noise and accident potential associated with the proximity to McChord Field, which is a part of the Joint Base Lewis-McChord (JBLM). McChord Field hosts three C-17 airlift squadrons. The potential risk to life and property from hazards associated with military aircraft operations necessitates control of the intensity, type, and design of land uses within the air corridor.

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

18C.200-1. Station District Zoning Map



framework

Framework, 2020

May 3, 2021

18C.200.220 Land Use.

A. Allowed and Prohibited Uses. All residential uses, civic uses, and commercial uses and their respective uses and their related accessory uses as defined in Chapter 18A.40 LMC are permitted within the Station District except for those prohibited uses listed below. Permitted uses are subject to the approval of all required development permits. Uses identified as prohibited below that legally existed prior to the adoption of this code are considered non-conforming.

- 1. *Prohibited uses in the AC1 zoning district:*
 - a. None.
- 2. *Prohibited uses in the MF3 zoning district:*
 - a. Building & landscape materials;
 - b. Convenience store;
 - c. General retail.
- 3. *Prohibited uses in the NC2 zoning district:*
 - a. Auto and vehicle sales/rental;
 - b. Building & landscape materials;
 - c. Solid waste transfer station;
 - d. Vehicle services, major repair/body work.
- 4. *Prohibited uses in the TOC zoning district:*
 - a. Accessory caretaker’s unit.
- 5. *Prohibited uses in the C2 zoning district:*
 - a. Auto and vehicle sales/rental;
 - b. Manufacturing, assembling, & packaging, medium;
 - c. Manufacturing, assembling, & packaging, heavy;
 - d. Metal products fabrication, machine and welding;
 - e. Mobile home, RV, and boat sales;
 - f. Recycling facility – processing facility;
 - g. Repair service - equipment, large appliances.
 - h. Vehicle services, major repair/body work;
- 6. *Prohibited uses in the C1 zoning district:*
 - a. Auto and vehicle sales/rental;
 - b. Building & landscape materials;
 - c. Construction/heavy equipment sales and rental;

- d. Enhanced services facility;
- e. Equipment rental;
- f. Fuel dealer;
- g. Furniture/fixtures manufacturing, cabinet shop;
- h. Laundry, dry cleaning plant;
- i. Manufacturing, assembling, & packaging, medium;
- j. Manufacturing, assembling, & packaging, heavy;
- k. Mobile home, RV, and boat sales;
- l. Outdoor storage;
- m. Pawnbrokers and secondhand dealers;
- n. Recycling facility – processing facility;
- o. Repair service - equipment, large appliances;
- p. Secondhand stores;
- q. Storage, personal storage facility;
- r. Type 4 group home;
- s. Type 5 group home;
- t. Vehicle services, major repair/body work;
- u. Vehicle storage;
- v. Warehouse;
- w. Warehouse retail;
- x. Wholesaling and distribution.

B. Allowed Use Conditions. The following uses are allowed, provided the conditions listed below are met:

1. Uses in the MF3 zone within the LSDS boundary with an approved Master Plan per LMC 18C.700.720:
 - a. Multifamily use, four (4) or more units;
 - b. Mixed uses, when consistent with the following:
 - i. The commercial use is only permitted on the ground floor of the development; and
 - ii. A minimum ratio of four (4) square feet of multifamily use to one (1) square foot of commercial use is maintained.
2. Drive-through facilities; *provided*:
 - a. Drive-through facilities are limited to one drive-through lane per establishment;

- b. Drive-through facilities must have a primary customer entrance and cannot provide customer service exclusively from a drive-through or walk-up window;
- c. 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;

d. Drive-through facilities shall be appropriately and attractively screened from the public right-of-way:

i. 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;

ii. 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.

C. Conditionally Permitted Uses.

1. Pipelines.

2. Manufacturing, assembling and packaging, light is allowed in the Station District, but such uses shall be as part of mixed-use development with commercial, retail, or residential uses.

D. Additional permitted Uses in the MF3 Zone within the LSDS.

1. Rowhouses.

2. Townhouses.

3. Three-family residential, attached.

18C.200.230 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 and LMC Title 15, the following property development standards apply to all land and buildings in the Station District:

A. *Density*. Maximum density is based on the standards in the base zoning districts.

B. *Lot Size*. There is no minimum established lot size for the Station 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 minimum established lot size for the Station District. Proposed uses and the applicable design standards in this chapter shall be used to establish the minimum lot size for a project.

- D. *Setbacks*. The minimum distance setbacks for the Station District shall be determined by frontage type in Chapter 18C.400 LMC, 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 Station District shall be determined by the underlying zoning districts.
- F. *Large-scale Commercial Facilities*. Large-scale commercial facilities shall meet the additional requirements specified in LMC [18A.70.050\(J\)](#).
- G. *Design*. Design features shall be required as set forth in Chapter 18C.300 LMC, Streets and Blocks, and Chapter 18C.400 LMC, Site Design, Buildings, and Frontage, and the community design standards in LMC [18A.70.040](#).
- H. *Tree Preservation*. Significant tree identification and preservation and/or replacement shall be required as set forth in Chapter [18A.70](#) LMC, Article III, Tree Preservation.
- I. *Landscaping*. Landscaping shall be provided as set forth in Chapter 18C.500 LMC and Chapter [18A.70](#) LMC, Article II, Landscaping.
- J. *Parking*. Parking shall conform to the requirements of Chapter 18C.600 LMC and Chapter [18A.80](#) LMC, Parking.
- K. *Signs*. Signage shall conform to the requirements of Chapter [18A.100](#) LMC, Sign Regulations.

Chapter 18C.300

STREETS AND BLOCKS

Sections:

18C.300.310 **Streets and Blocks.**

18C.300 Streets and Blocks.

A. Street Grid and Blocks.

1. *Street Grid.* A circulation plan must be submitted for review by the City as part of any development permit in the Station District unless waived by the City upon finding the project will not impact circulation or the enhancement of the public street grid. New development and redevelopment must demonstrate the plan supports and accommodates the expansion of the public street grid to improve circulation for vehicles, pedestrians, and bicyclists.
2. *Block Size.* Block Size. The maximum block size is 400 feet 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-foot 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 Station District. All private streets must be constructed to public standards.
4. *Mid-Block Connections/Alleys.* A minimum 20-foot-wide mid-block connection (alley) shall be provided at the midpoint along each block face or every 200 feet. 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 feet of block frontage is four, or one building per 100 feet, 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.

B. Street Types.

1. *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 within Station District.

2. *Arterial Mixed-Use Street.* Arterial mixed-use streets maintain the existing vehicle capacity and allow a range of land use and building frontage types and include surface parking lots.

3. *Residential Street.* Residential streets serve residential neighborhoods and include vehicle travel with sidewalks and bike lanes.

4. *Green Street.* Green streets include vehicle travel lanes, sidewalks, bike lanes, and open space for stormwater management, landscaping, and gathering space.

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 LMC 18C.100.110 , supports pedestrian-oriented design, and balances the need for traffic flow to minimize congestion.

18C.300-1. Street Standard and Frontage Types

Street type	Sidewalk width	Linear	Forecourt	Plaza	Landscape	Porch /Stoop /Terrace	Parking
Mixed-Use Street	10' minimum	P	P	P/R1	P	P	X
Arterial Mixed-Use Street	As determined by Public Works	P	P	P	P	P	P
Residential Street	8' minimum	X	P	X	P	P	X
Green Street	8' minimum	X	P	X	P	P	X
Plaza Street	12' minimum or shared street	P	P	P	P	X	X

P=permitted, X=prohibited, R=required

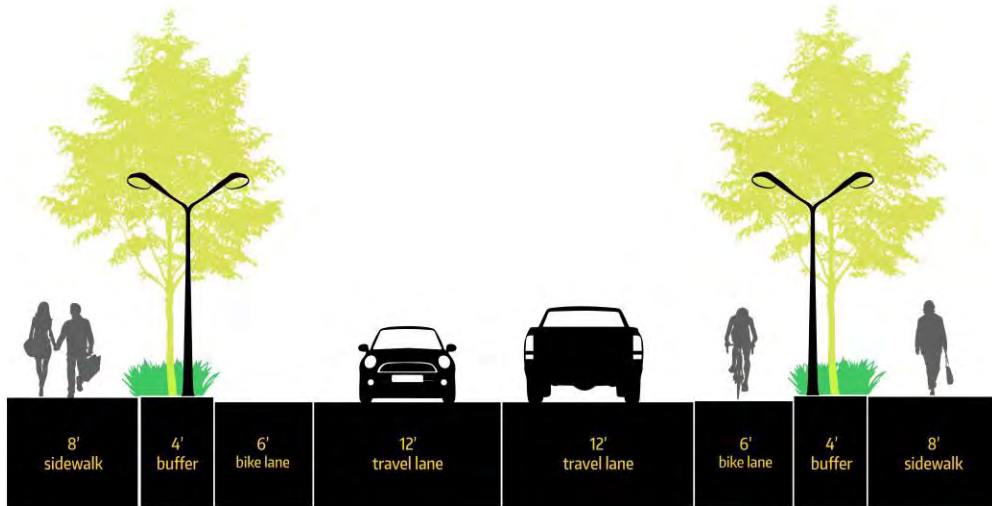
1 Required when on a corner lot.

D. *Street Sections.* The following street sections show the basic elements of the streetscape for each of the streets highlighted in Station District. 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.

1. *Residential Street Typology.* Many of the streets identified as Residential Streets do not have curbs, gutter, or sidewalks and there is a lack of definition between the public right-of-way and private property. Parking occurs along the street edge often in gravel shoulders and without a consistent pattern. Established residential street ROW varies in the Station District. Figure 18C.300-2 below shows a standard residential street section with a 60' right-of-way that includes travel lanes, sidewalks, and bike lanes. In the future, bike lanes could be converted to on-street parking. Figure 18C.300-3 shows an 80' right-of-way with native plantings on either outer edge of the right-of-way.

18C.300-2. Residential Street Typology – 60' ROW

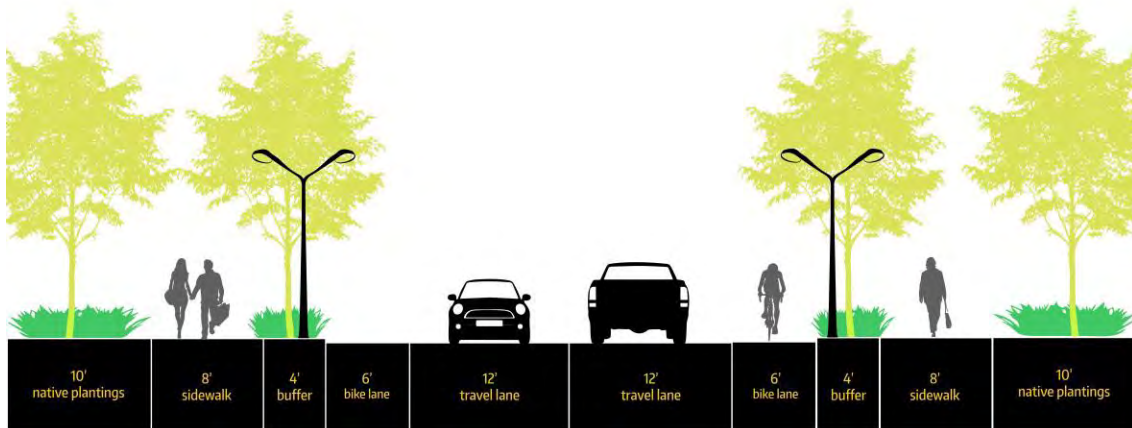
RESIDENTIAL STREET CONCEPT
60' Right-of-Way



Framework, 2020

18C.300-3. Residential Street Typology – 80' ROW

RESIDENTIAL STREET CONCEPT
80' Right-of-Way



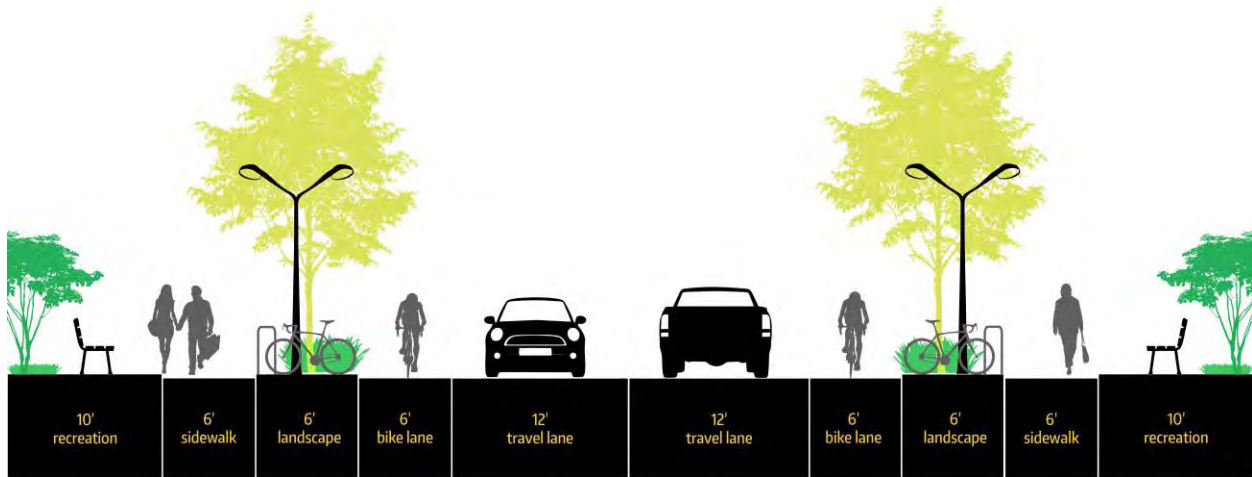
Framework, 2020

2. *Green Street Typology.* Kendrick Street SW connects to the Sounder Station to the South and to other neighborhoods to the north. The existing right-of-way width varies from between 60' and 80' and is an opportunity to integrate green street elements. The southern block of Kendrick

St SW appears to have been recently improved, so the following concepts focus on the blocks north of 111th St SW as shown in Figures 18C.300-4 through 6 below.

18C.300-4. Green Street Concept #1 – 80' Right-of-Way

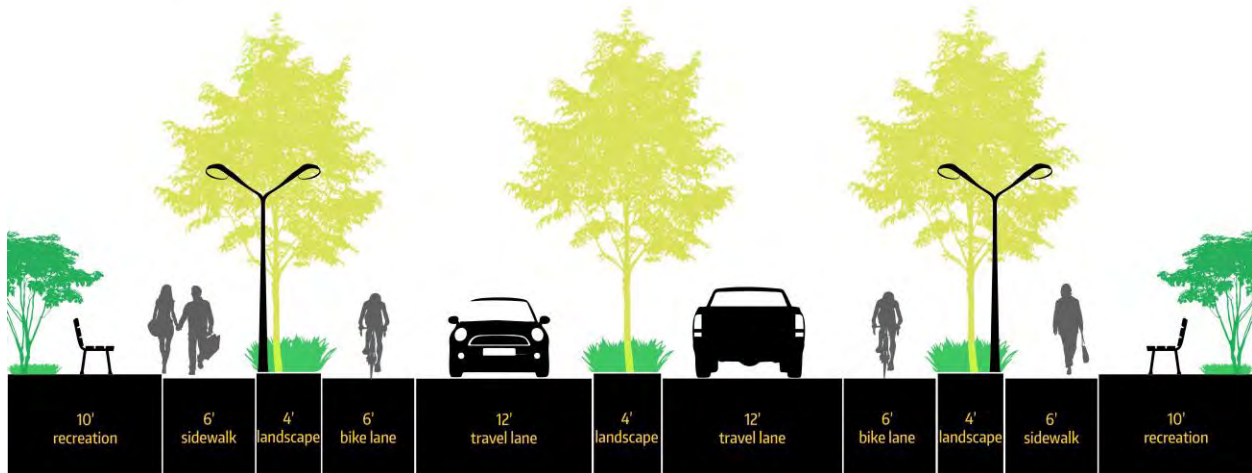
GREEN STREET CONCEPT
80' Right-of-Way



Framework, 2020

18C.300-5. Boulevard Concept – 80' Right-of-Way

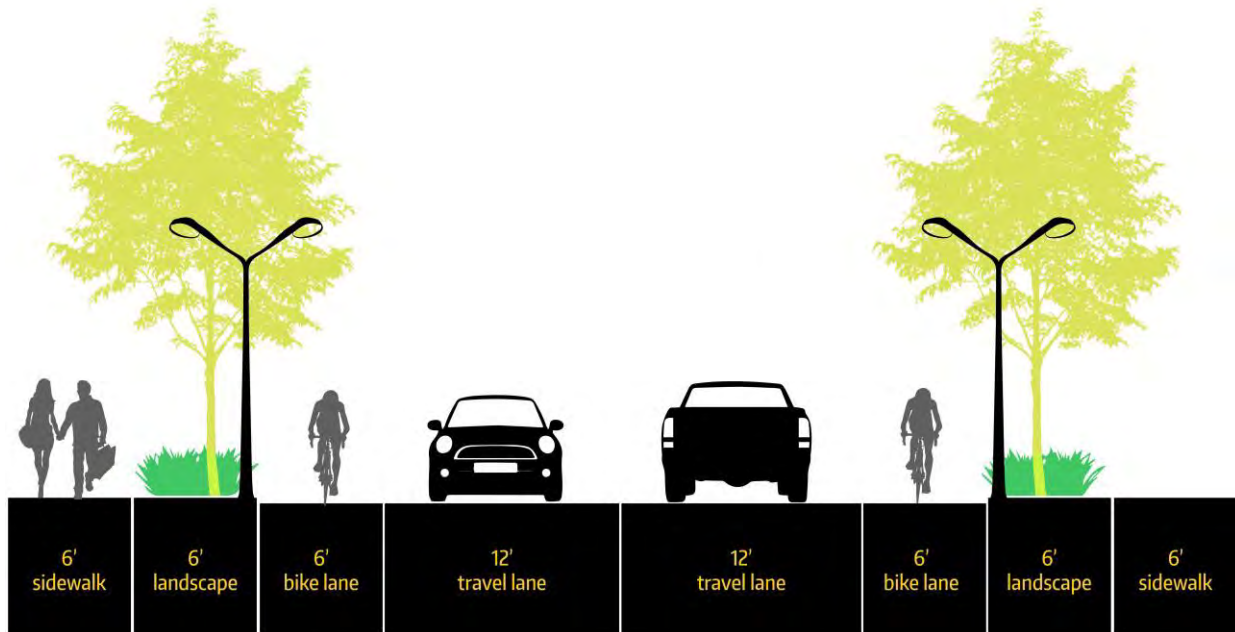
BOULEVARD CONCEPT
80' Right-of-Way



Framework, 2020

18C-300-6. Green Street Concept #2 – 60' Right-of-Way

GREEN STREET CONCEPT 60' Right-of-Way



Framework, 2020

E. *Plaza Street.* Plaza streets are located along commercial and mixed-use zoning with active uses and may vary in width. Plaza streets are designed primarily for people and activities while allowing for vehicle access to adjacent properties. Plaza streets may have dedicated sidewalks or use a shared street design with appropriate traffic calming design features. Plaza streets should include high-quality materials, integrated landscaping and trees with open space, street furniture such as places for people to sit, bike parking, lighting, public art opportunities, and a flexible design that can support a variety of events and activities such as times where the street may be temporary closed to vehicle traffic.

18C-300-7. Plaza Street Concept – 80' Right-of-Way

80' PLAZA STREET
CONCEPT



Framework, 2020

18C-300-8. Plaza Street Concept – 60' Right-of-Way

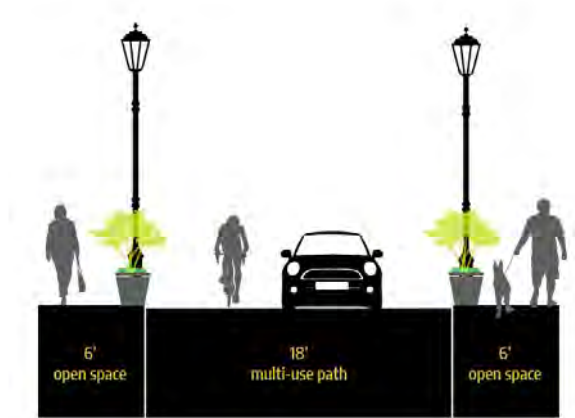
60' PLAZA STREET
CONCEPT



Framework, 2020

18C-300-8. Plaza Street Concept – 30' Right-of-Way

30' PLAZA STREET
CONCEPT



Framework, 2020

F. *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.

G. *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 18C.400.410(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 eight 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.

H. When Required. Street Frontages shall be implemented consistent with LMC 12.09.031.

Chapter 18C.400

SITE DESIGN, BUILDINGS, AND FRONTAGE

Sections:

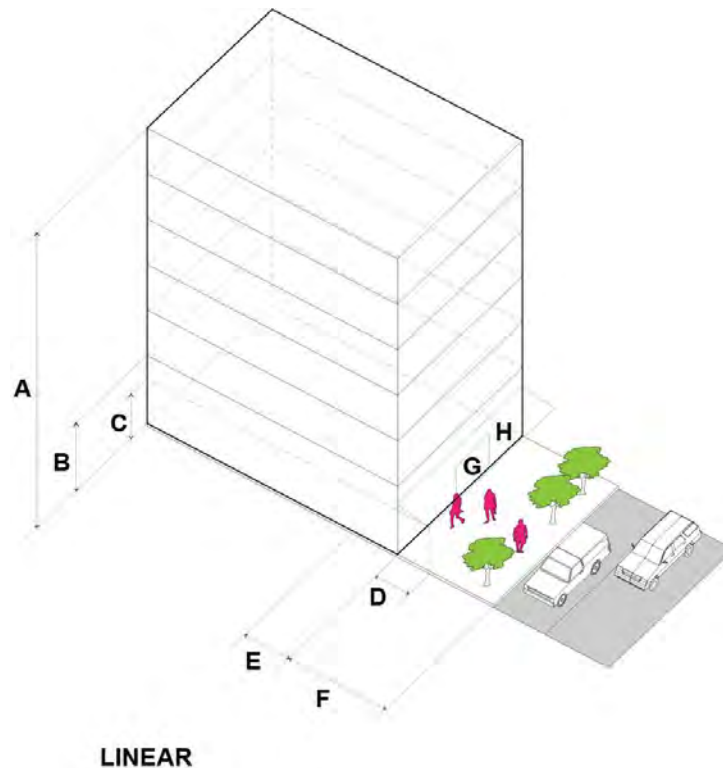
18C.400.410 Site Design, Buildings, and Frontage.

18C.400.410 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 LMC 18C.300.310(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.

18C.400-1. Linear Frontage Type



Framework, 2020

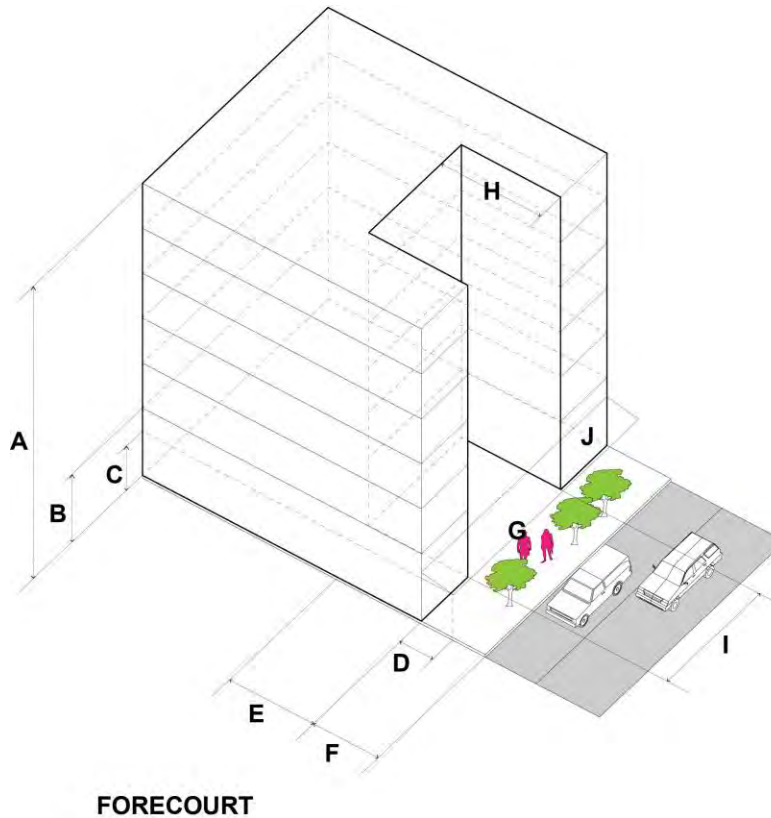
18C.400-2. Linear Frontage Standards

Standard	Mixed-Use Street/Plaza Street	Mixed-Use Arterial	Residential Street/Green Street
A	Building Height	Base Zone	n/a
B	First Floor Minimum Height	16'	n/a
C	Weather Protection Height	10'	n/a
D	Weather Protection Minimum Depth and Linear Frontage	10' Depth Weather protection required for minimum of 60% of frontage	10' Depth Weather protection required for minimum of 60% of frontage
E	Building Maximum Setback from Right-of-Way	10'	n/a
F	Building Setback Minimum	0'	n/a
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
H	Window Transparency	A minimum 60% transparency required at street level between 30" and 8' for nonresidential uses	n/a

1 The maximum setback shall be up to 10 feet 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 zero feet.

2. *Forecourt.* The forecourt building frontage type 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.

18C.400-3. Forecourt Frontage Type



Framework, 2020

18C.400-4. Forecourt Frontage Standards

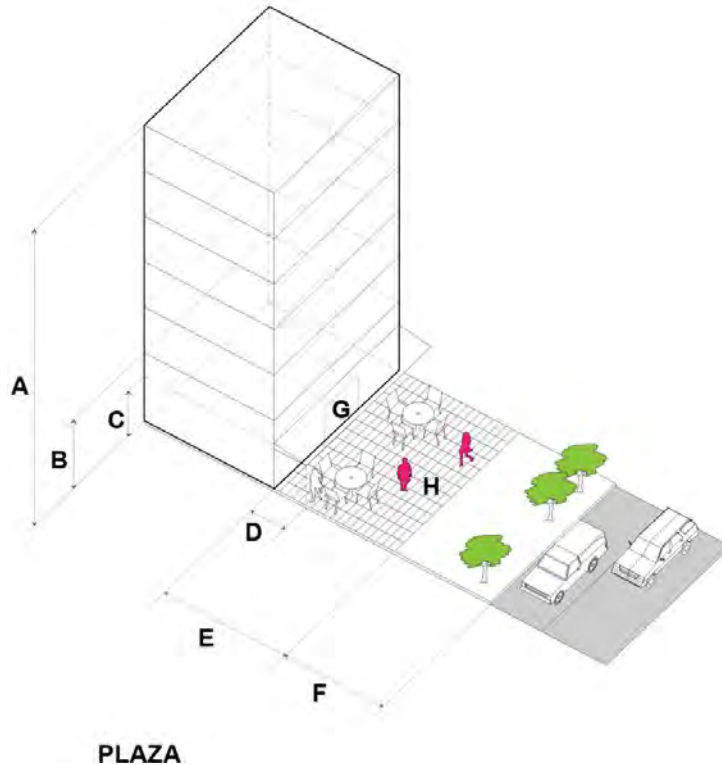
Standard	Mixed-Use Street/Plaza Street	Mixed-Use Arterial	Residential Street/Green Street
A Building Height	Base Zone	Base Zone	Base Zone
B First Floor Minimum Height	16'	16'	n/a
C Weather Protection Height	10'	10'	n/a
D Weather Protection Minimum Depth and Forecourt Frontage	15' min depth; 60% of frontage 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.	n/a
E Building Maximum Setback from Right-of-Way	10'	10'	20'
F Building Setback Minimum	0'	0'	10'
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
H Forecourt Depth	10' minimum;	10' minimum;	10' minimum

Standard	Mixed-Use Street/Plaza Street	Mixed-Use Arterial	Residential Street/Green Street
	30' maximum	30' maximum	30' maximum
I Forecourt Width	10' minimum; 30' maximum	10' minimum; 30' maximum	10' minimum; 30' maximum
J Window Transparency	A minimum 60% transparency required at street level between 30" and 8' for nonresidential uses	none	none

1 The maximum setback shall be up to 10 feet 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 zero feet.

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.

18C.400-5. Plaza Frontage Type



Framework, 2020

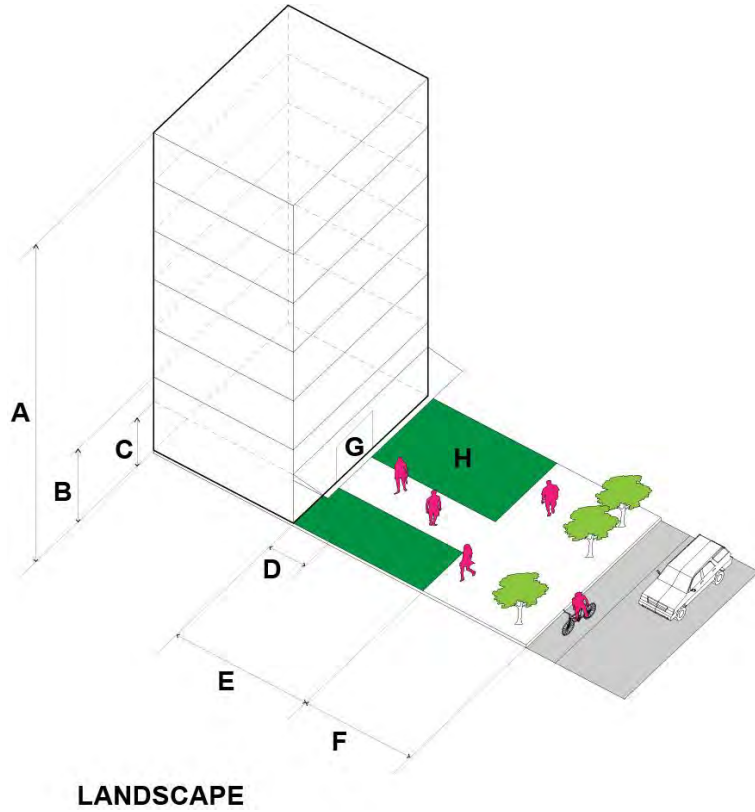
18C.400-6. Plaza Frontage Standards

Standard	Mixed-Use Street/Plaza Street	Mixed-Use Arterial	Residential Street/Green Street
A Building Height	90'	90'	n/a
B First Floor Minimum Height for depth of 30 feet from street: Commercial Uses	16'	16'	n/a
C Weather Protection Height	10'	10'	n/a
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	n/a
E Building Maximum Setback from Right-of-Way	5'-25'	5'-25'	n/a
F Building Setback Minimum	5'	5'	n/a
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	n/a
H Plaza Design	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
I Window Transparency	A minimum 60% transparency required at street level between 30" and 8' for nonresidential uses	none	n/a

1 The maximum setback shall be up to 25 feet 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 five feet.

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.

18C.400-7. Landscape Frontage Type



Framework, 2020

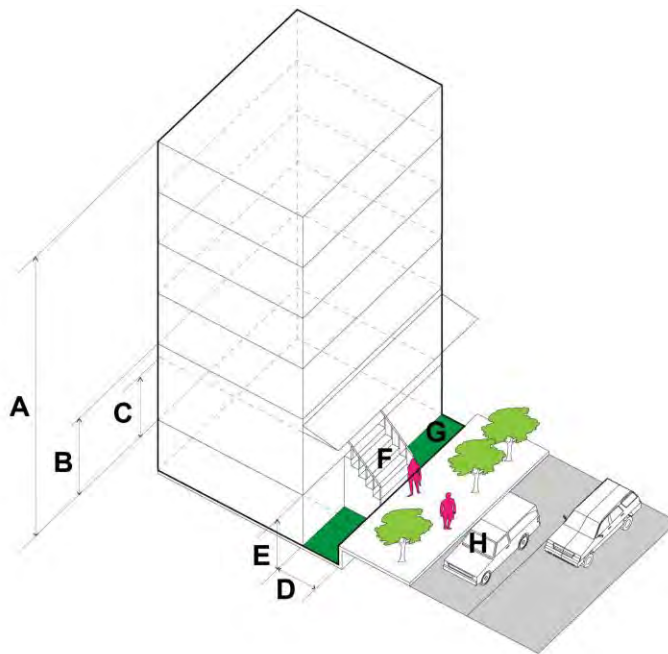
18C.400-8. Landscape Frontage Standards

Standard	Mixed-Use Street/Plaza Street	Mixed-Use Arterial	Residential Street/Green Street
A Building Height	Base Zone	Base Zone	Base Zone
B First Floor Minimum Height for depth of 30 feet from street: Commercial Uses	16'	16'	n/a
C Weather Protection Height	10'	10'	10'
D Weather Protection Minimum Depth and Linear Frontage	5' minimum depth; required over primary entrance	5' minimum depth; required over primary entrance	5' minimum depth; required over primary entrance
E Building Maximum Setback from Right-of-Way	20'	20'	20'
F Building Setback Minimum	10'	10'	10'

	Standard	Mixed-Use Street	Mixed-Use Arterial	Residential Street/Green Street
G	Front Entrance	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
H	Landscape Requirements	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.

5. *Porch/Stoop/Terrace*. This frontage type has the building set back 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 nonretail commercial uses and is not permitted on retail streets.

18C.400-9. Porch/Stoop/Terrace Frontage Type



PORCH/STOOP/TERRACE

Framework, 2020

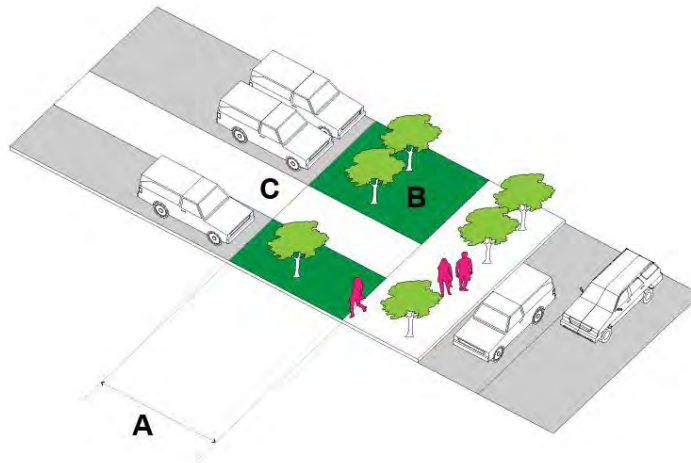
18C.400-10. Porch/Stoop/Terrace Frontage Standards

Standard	Mixed-Use Street/Plaza Street ¹	Mixed-Use Arterial	Residential Street/Green Street
A Building Height	Base Zone	Base Zone	Base Zone
B First Floor Minimum Height for depth of 30 feet from street: Commercial Uses	16'	16'	n/a
C Weather Protection Height	10'	10'	10'
D Threshold Depth	4' minimum	4' minimum	4' minimum
E Threshold Height	Below-grade maximum 4'; Above-grade maximum 5'	Below-grade maximum 4'; Above-grade maximum 5'	Below-grade maximum 4'; Above-grade maximum 5'
F Front Entrance	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
G Landscape Requirement	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.

¹ Prohibited on plaza street

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.

18C.400-11. Parking Frontage Type



PARKING

Framework, 2020

18C.400-12. Parking Frontage Standards

Standard	Mixed-Use Street/Plaza Street	Mixed-Use Arterial	Residential Street/Green Street
A Landscape Buffer Width	n/a	Minimum 10'; Maximum 20'	n/a
B Landscape Requirements	n/a	The landscape area shall comply with the City's landscaping requirements.	n/a
C Pedestrian Walkway	n/a	Minimum width – <u>see LMC 18C.500.520</u>	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 Station District 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 of 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.

C. *Townhouse/Rowhouse Development.* The following standards apply to townhouse and rowhouse development:

1. Lot widths for townhouses and rowhouses may be less than the 50' minimum required for new parcels.
2. Site access to garages and parking area shall be consolidated with the use of alleys or a common driveway to shared parking areas.
3. Individual driveways are prohibited from any street with a street type designation and all on-site parking shall be located in the rear or in garages.

Chapter 18C.500

LANDSCAPE, OPEN SPACE, AND GREEN INFRASTRUCTURE

Sections:

- 18C.500.510** **Basic Standards.**
- 18C.500.520** **Special Landscape Treatments.**
- 18C.500.530** **Common and Open Space Standards.**
- 18C.500.540** **Green Infrastructure.**

18C.500.510 Basic Standards.

Landscaping shall be provided consistent with Chapter 18C.70 LMC, Article II, Landscaping, except as supplemented or superseded by this title.

18C.500.520 Special Landscape Treatments.

The following special landscape treatments are required or permitted along street types within the Station District:

18C.520-1. Special Landscape Treatments

Street Type	Foundations	Plazas/Courtyards	Pedestrian Walkways
Mixed-Used Street	R	P	R
Arterial Mixed-Used Street	P	P	R
Residential Street/Green Street	R	P	P

P = permitted, R= required

1 Plaza landscaping is required when the plaza frontage is selected on a street.

A. *Foundations.* Buildings shall be accented by foundation plantings. Foundation plantings may frame doors, anchor corners, or screen undesirable areas. Foundation plantings shall allow for five feet 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 feet. Courtyards may qualify as common open space per LMC 18C.500.530, Common and Open Space Standards.

3. Plazas or courtyards shall include one or more element from each category below.
 - a. *Special Paving.* Scored concrete, stained/colored concrete, concrete pavers, paving inlays, mosaics, or other special paving material.
 - b. *Landscaping.* Trees, shrubs, trellises, flowers, or container plants. Landscaping shall be consistent with this chapter and Chapter 18A.70 LMC, Article II, Landscaping.
 - c. *Seating Area.* Benches or low seating walls. Walls or benches shall be a minimum of four feet 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 feet or less of street frontage.

D. *Dimensional Standards.*

1. *Pedestrian Walkways.*

- a. *Width.* Six feet minimum, exclusive of landscaping or site furnishings, except that mid-block crossings shall have minimum walkway widths of 12 feet.
- 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.* Pedestrian walkways shall be defined using a combination of one or more of the following techniques:

- a. *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 minimum of four feet in width of the pedestrian walkway shall provide an all-weather walking surface.

b. *Architectural Features.* Trellises, railing, low seat walls, weather protection, bollards, or other architectural features. Chain link fences are not allowed.

c. *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 Chapter 18A.70 LMC, Article II, Landscaping. If the walkway abuts a driveway or driving aisle on both sides, the landscaped edge shall apply to both sides.

d. *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.

18C.500.530 Common and Open Space Standards.

The purpose of this section is to provide residents with access to usable, privately maintained and owned open space to create opportunities for active living and respite for on-site residents.

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.

a. 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.

b. 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.

c. 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 = 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 permits 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 30 percent of the area may be covered by a structure.

8. The common open space may include multi-use storm water detention facilities if the Community Development Director determines that the facilities are designed to function as common open space by providing an enhanced natural 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 six 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 station district 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 station district planned action area for urban nodal or urban linear parks identified in the station district subarea plan or the legacy plan for parks, recreation & open space master 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 facade. 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 station district subarea plan or the legacy plan for parks, recreation & open space master 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.

18C.500.540 Green Infrastructure.

- A. Development shall implement storm water standards that incorporate low impact development (LID) principles and standards consistent with City standards in Chapter 12.11 LMC.
- B. Where on-site 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 Chapter 12.11 LMC.
- D. Open ponds shall be designed with both natural landscape and urban access and edge treatments consistent with Chapter 18A.70 LMC, Article II.
- E. Native and/or drought tolerant landscaping shall be incorporated into required landscape plans.

Chapter 18C.600

PARKING

Sections:

18C.600.610 **Parking.**

18C.600.610 Parking.

A. *Off-Street Parking Requirements.* The following off-street parking requirements supersede the requirements in Chapter 18A.80 LMC. Uses not listed below must comply with the requirements in Chapter 18A.80 LMC.

B.

18C-600-1. Off-Street Parking Requirements

Land Use	Vehicular Parking Requirement	Bicycle Parking Requirement
Residential	Single-family: 2 per dwelling unit Accessory dwelling: 1 per dwelling unit, provided that no additional parking is required when located within one-quarter mile of the Sounder Station. (RCW 36.70A.698) Senior citizen apartments: 1 per 3 dwelling units* Multifamily housing: 1.25 spaces per dwelling unit* <i>*See process in Part B to prepare parking study to reduce further near station.</i>	Meet rates and standards of: Chapter 18A.80
Retail, Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80
Office	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80
Street level retail 3,000sq.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	Meet rates and standards of: Chapter 18A.80

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 demonstrates 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 demonstrates 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 percent for any parking stalls that will be open and available to the public. On-street parking may be considered for the reduction; any new on-street parking provided will be counted toward the required parking availability.

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, shall be based on collecting local parking data for similar land uses on a typical day for a minimum of eight hours.

4. *Reduction for Housing in Proximity to Sounder Station (RCW 36.70A.620).* When located within one-quarter mile of the Sounder Station, an applicant may apply for an exception allowing minimum parking requirements to be reduced at least to one parking space per bedroom or 0.75 space per unit, as justified through a parking study prepared to the satisfaction of the Community Development Director or their designee:

- a. housing units that are affordable to very low-income or extremely low-income individuals;
- b. housing units that are specifically for seniors or people with disabilities;
- c. Market rate multifamily housing.

In determining whether to grant a parking reduction, the Community Development Director may also consider if the project is proposed in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit.

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 Station District where people can park once and visit multiple destinations. Off-site shared parking may be authorized per the standards in Chapter [18A.80](#) LMC.

E. *Public Parking.* Public parking is permitted as a principal or accessory use in the Station District subject to the frontage and design standards.

F. *Dimensional Standards.* Parking stall and circulation design shall meet the standards of Chapter [18A.80](#) LMC.

Chapter 18C.700

ADMINISTRATION

18C.700.710. Form-Based Code Review

- A. All development in the Station Area District requiring a land use or building permit shall be subject to form-based code review consistent with the procedures in LMC 18.B.700.710 provided that all references to Downtown District shall be interpreted as the Station Area District.

18C.700.720. Optional Master Planned Development

- A. To establish specified uses in LMC 18.C.200.220(B), development within the Station Area District may apply for a master plan for the development.
- B. The master plan proposal shall be considered a Process II application for the purposes of Title 18A.20 and consolidated with any other relevant permit applications.
- C. Applications for a master planned development shall be filed with the Community and Economic 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 identifying how the master plan meets each criteria in subsection D.
 - 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 Chapter 18A.20 LMC, Article I.
- D. A master planned development shall only be granted after the Director 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 station area plan in LMC 18C.100.110; and
 3. The master planned development proposes a mixed income development that includes:
 - a. Housing only includes units for permanent residential occupancy, as defined in LMC 3.64.010.
 - b. At least 10 percent of the units are provided as one or more of the following unit types:
 - i. Townhouses or Rowhouses ; and/or
 - ii. Live/work units; and/or
 - iii. Family-sized housing, where units contain two or more bedrooms and the design includes access to outdoor recreation space suitable for children where adults can appropriately supervise and easily view children.
 - c. The master plan includes one or more of the following:
 - i. Development demonstrates variety in unit types, tenure, or affordability that fits a need demonstrated in the Comprehensive Plan Housing Element or Consolidated Plan; and/or
 - ii. On-site units dedicated to serving persons displaced due to redevelopment within one-half mile of the Sounder Station as documented in a relocation assistance plan and affidavits; and/or
 - iii. A park open to the public due to an easement, dedication, or contract that meets system needs identified in the legacy plan for parks, recreation & open space master plan and meets relevant city design standards.
 4. 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

5. 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
6. 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; and
7. The master planned development is consistent with the planned action ordinance (Ordinance XXX).

18C.700.730. Update of Nonconforming Lots

All nonconforming lots in the Station Area District are subject to full compliance and proportional compliance regulations pursuant to LMC 18B.700.730 Update of Nonconforming Lots provided that all references to Downtown District shall be interpreted as the Station Area District.

EXHIBIT C

18A.10.140 Establishment of subareas.

Per RCW [36.70A.080\(2\)](#), in order to plan for and regulate the use of land and structures in a manner which recognizes that residential neighborhoods and business areas within Lakewood vary one from another in desired character, subareas may be established as optional elements of the comprehensive plan and implementing zoning regulations may be adopted as a title of the Lakewood Municipal Code (LMC).

Subarea plans are implemented in part through the adoption of use, development, performance, or procedural regulations specific to the subarea or to a portion or portions of the subarea. Regulations which are specific to a subarea or portions of a subarea are located in the title of the LMC concerning the subarea.

The following subareas and subarea plans are established:

Name	Symbol	Code Title
Downtown Subarea Plan	DSAP	18B
This section is reserved Lakewood Station District Subarea Plan	Reserved LSDSP	Reserved 18C

18A.10.180 Definitions

“Rowhouse” means any of two or more identical or nearly identical attached dwelling units that share a common wall on one or both sides of the unit.

“Townhouse” means a type of attached multifamily dwelling in a row of at least two (2) such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one (1) or more vertical common fire-resistant walls. Town houses may be situated or grouped in different layouts within a development.

18A.20.208 Applicability – Nonconformities.

A. This article shall apply to legally existing nonconformities, except the following items, which shall be governed by the standards set forth in the chapters identified below:

1. Nonconforming uses and structures within the Downtown Subarea Plan, as governed in LMC Title [18B](#).
2. Nonconforming uses and structures within the Lakewood Station District Subarea Plan, as governed in LMC Title 18C.
23. Nonconforming signs as defined in Chapter [18A.100](#) LMC, Signs.
34. Nonconforming wireless service facilities as defined in Chapter [18A.95](#) LMC, Wireless Service Facilities.
45. Nonconforming mobile home parks as defined in LMC [18A.40.110\(C\)](#), Manufactured Home Parks. Manufactured and mobile home parks which were legally approved prior to the effective date of this title may continue to exist; provided, that the density of the park does not increase over the number of dwelling units legally existing on the effective date of this

title. Manufactured home sites within legally nonconforming manufactured home parks may continue to be used; provided, that the placement of newer manufactured homes does not result in encroachment of the dwelling beyond the lot space boundaries or into the right-of-way and fire code requirements for structure spacing are met.

56. Nonconforming sexually oriented businesses as defined in the Chapter [18A.50](#) LMC, Article III, Sexually Oriented Businesses Overlay.

67. Permit applications at the time of this title's passage that constitute vested development.

i. Future plans to further develop property shall not constitute a basis for nonconformity status, whether or not documented in the public record, except when they constitute a vesting.

ii. Nothing in this article shall be construed to require a change in plans, construction, or intended use related to vested development, though it may thereafter be regulated as a nonconformity.