

REQUEST FOR COUNCIL ACTION

DATE ACTION IS REQUESTED: May 3, 2021	TITLE: Ordinance adopting a SEPA Planned Action related to the Lakewood Station District Subarea (LSDS) Plan.	TYPE OF ACTION: <input checked="" type="checkbox"/> ORDINANCE NO. 752 <input type="checkbox"/> RESOLUTION NO. <input type="checkbox"/> MOTION NO. <input type="checkbox"/> OTHER
REVIEW: March 8, 2021 Study Session; April 5 Public Hearing; April 19 Meeting; April 26 Study Session	ATTACHMENTS: Attachment A (LSDS Planned Action Ordinance and Exhibits); Attachment B (SEPA Environmental Checklist)	

SUBMITTED BY: David Bugher, Assistant City Manager for Development Services
 Tiffany Speir, Long Range & Strategic Planning Manager

RECOMMENDATION: It is recommended that the City Council approve the attached Ordinance 752 adopting a SEPA Planned Action related to the Lakewood Station District Subarea (LSDS) Plan.

DISCUSSION: Lakewood has recognized the need for, and memorialized initial design for, a subarea plan in the Lakeview Neighborhood/Lakewood Station District since adopting its first Comprehensive Plan in 2000. In November 2019, the State Department of Commerce awarded Lakewood a grant under E2SHB 1923 to prepare a Lakewood Station District Subarea (LSDS) Plan, an implementing Hybrid Form-Based Code and a SEPA-based Planned Action. In-person and virtual stakeholder outreach was conducted between December 2019 and Spring 2021 to help develop the proposed package.

Discussion is continued on the following page.

ALTERNATIVE(S): The Council could amend the proposed Ordinance; the Council could also not adopt the Ordinance.

FISCAL IMPACT: N/A

Prepared by
Tiffany Speir, Long Range & Strategic Planning
 Manager

Department Director
Dave Bugher, Assistant City Manager for
 Development Services

 City Manager Review

BACKGROUND

On March 8, 2021, the City Council reviewed the draft Lakewood Station District Subarea (LSDS) Plan and the implementing Hybrid Form-Based Development Code as recommended by the Planning Commission; the Council also reviewed the Planned Action Ordinance. The City Council held a public hearing on April 5 on the LSDS Package (Plan, Code, and the Planned Action Ordinance (the Planned Action Ordinance itself was inadvertently left out of the April 5 meeting materials; the Planned Action SEPA Checklist was included in the meeting packet.)) The Council discussed the package on April 19 and decided to continue the package for an additional study session held April 26. Public comment was possible at the April 12, 19, and 26 Council meetings. Action on the Package is scheduled for May 3.

RECOMMENDATION

It is recommended that the City Council adopt Ordinance 752.

ATTACHMENT A

ORDINANCE NO. 752

AN ORDINANCE of the City Council of the City of Lakewood, Washington, adopting a SEPA Planned Action related to the Lakewood Station District Subarea.

I. RECITALS

WHEREAS, the State Environmental Policy Act (SEPA) and its implementing regulations provide for the integration of environmental review with land use planning and project review through the designation of planned actions by jurisdictions planning under the Growth Management Act (GMA), such as the City of Lakewood (“City”); and

WHEREAS, Section 43.21C.440 of the Revised Code of Washington (RCW), Sections 197-11-164 through 172 of the Washington Administrative Code (WAC) allow for and govern the adoption and application of a planned action designation under SEPA, and Section 14.02.030 of the Lakewood Municipal Code (LMC) adopts Chapter 197-11 WAC by reference as amended; and

WHEREAS, the designation of a planned action expedites the permitting process for projects in proximity to major transit facilities when the impacts have been previously addressed in a Threshold Determination; and

WHEREAS, a subarea of the City commonly referred to as the “Station District”, as depicted on the map attached hereto as **Exhibit A** and incorporated herein by this reference, has been identified as a planned action area for future redevelopment to a mixed-use center (“Planned Action Area”) within a half-mile of a major transit stop under RCW 43.21C.440(1)(b)(ii) consisting of the existing Sounder Station and associated properties and the planned bus rapid transit route (BRT) 2 in the Pierce Transit Destination 2040 anticipated to be operational in 2026; and

WHEREAS, the City has developed and adopted a subarea plan complying with the GMA (RCW 36.70A), dated May 3, 2021, to guide the redevelopment of the Planned Action Area (“Station District Plan”); and

WHEREAS, after extensive public participation and coordination with all affected parties, the City, as lead SEPA agency, issued the Station District Planned Action Threshold Determination of Non-Significance (“Threshold Determination”) dated November 12, 2020 and revised on May 3, 2021 as appropriate, which identifies the impacts and mitigation measures associated with planned development in the Planned Action Area as identified in the Station District Plan; and

WHEREAS, the City desires to designate a Planned Action under SEPA for the Station District (“Planned Action”); and

WHEREAS, adopting a Planned Action for the Station District with appropriate standards and procedures will help achieve efficient permit processing and promote environmental quality protection; and

WHEREAS, the City is amending the Lakewood Comprehensive Plan to incorporate maps, text, and policies specific to the Station District; and

WHEREAS, the City is adopting zoning and development regulations concurrent with the Station District Plan to implement said Plan, including this Ordinance; and

WHEREAS, the City Council finds that adopting this Ordinance and its Exhibits is in the public interest and will advance the public health, safety, and welfare.

II. FINDINGS

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

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

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

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

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

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

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

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

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

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

The Planned Action Threshold Determination adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area.

The mitigation measures identified in the Planned Action Threshold Determination, attached to this Ordinance as **Exhibit B** and **Exhibit C**, and incorporated herein by reference, together with adopted City development regulations are adequate to mitigate significant adverse impacts from development within the Planned Action Area.

The Lakewood Station District Subarea Plan and Planned Action Threshold Determination identify the location, type, and amount of development that is contemplated by the Planned Action.

Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public, and enhance economic development.

The City provided several opportunities for meaningful public involvement and review in the Station District Plan and Planned Action Threshold Determination processes, including a community meeting consistent with RCW 43.21C.440; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments.

Essential public facilities as defined in RCW 36.70A.200 are excluded from the Planned Action as designated herein and are not eligible for review or permitting as Planned Action Projects unless they are accessory to or part of a project that otherwise qualifies as a Planned Action Project.

The designated Planned Action Area is located entirely within an Urban Growth Area.

Implementation of the mitigation measures identified in the Planned Action Threshold Determination will provide for adequate public services and facilities to serve the proposed Planned Action Area.

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

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKEWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Adoption of City Council Findings. The Findings of the City Council are adopted as part of this Ordinance.

Section 2. Purpose. The purpose of this Ordinance is to:

A. Combine environmental analysis, land use plans, development regulations, and City codes and ordinances together with the mitigation measures in the Planned Action Threshold Determination to

mitigate environmental impacts and process Planned Action development applications in the Planned Action Area;

B. Designate the Station District shown in **Exhibit A** as a Planned Action Area for purposes of environmental review and permitting of designated Planned Action Projects pursuant RCW 43.21C.440;

C. Determine that the Planned Action Threshold Determination meets the requirements of a planned action Threshold Determination pursuant to the State Environmental Policy Act (SEPA);

D. Establish criteria and procedures for the designation of certain projects within the Planned Action Area as “Planned Action Projects” consistent with RCW 43.21C.440;

E. Provide clear definition as to what constitutes a Planned Action Project within the Planned Action Area, the criteria for Planned Action Project approval, and how development project applications that qualify as Planned Action Projects will be processed by the City;

F. Streamline and expedite the land use permit review process by relying on the Planned Action Threshold Determination; and

G. Apply applicable regulations within the City’s development regulations and the mitigation framework contained in this Ordinance for the processing of Planned Action Project applications and to incorporate the applicable mitigation measures into the underlying project permit conditions in order to address the impacts of future development contemplated by this Ordinance.

Section 3. Procedures and Criteria for Evaluating and Determining Planned Action Projects within the Planned Action Area.

A. Planned Action Area. This “Planned Action” designation shall apply to the area shown in Exhibit A of this Ordinance.

B. Environmental Document. A Planned Action Project determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Planned Action Threshold Determination. The mitigation measures contained in Exhibit B and Exhibit C of this Ordinance are based upon the findings of the Planned Action Threshold

Determination and shall, along with adopted City regulations, provide the framework the City will use to apply appropriate conditions on qualifying Planned Action Projects within the Planned Action Area.

C. Planned Action Project Designated. Land uses and activities described in the Planned Action Threshold Determination, subject to the thresholds described in Subsection 3.D of this Ordinance and the mitigation measures contained in Exhibit B and Exhibit C of this Ordinance, are designated “Planned Action Projects” pursuant to RCW 43.21C.440. A development application for a site-specific project located within the Planned Action Area shall be designated a Planned Action Project if it meets the criteria set forth in Subsection 3.D of this Ordinance and all other applicable laws, codes, development regulations, and standards of the City, including this Ordinance, are met.

D. Planned Action Qualifications. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the Planned Action Threshold Determination:

(1) Qualifying Land Uses.

(a) Planned Action Categories: The following general categories/types of land uses are defined

in the Station District Plan and can qualify as Planned Actions:

- i. Townhome or cottage dwelling units
- ii. Multi-family dwelling units
- iii. Commercial Office
- iv. Services,
- v. Medical
- vi. Hotel and Lodging
- vii. Retail and Eating and Drinking Establishments
- viii. Open Space, Parks, Plazas, Trails, Gathering Spaces, Recreation
- ix. Civic and Cultural Facilities
- x. Governmental and Utility Facilities

xi. Other uses allowed in the Station District Development Code, LMC Title 18C.

(b) Planned Action Project Land Uses: A primary land use can qualify as a Planned Action Project land use when:

- i. it is within the Planned Action Area as shown in Exhibit A of this Ordinance;
- ii. it is within one or more of the land use categories described in Subsection 3.D(1)(a) above; and
- iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

A Planned Action Project may be a single Planned Action land use or a combination of Planned Action land uses together in a mixed-use development. Planned Action land uses may include accessory uses.

(c) Public Services: The following public services, infrastructure, and utilities can also qualify as Planned Actions: onsite roads, utilities, parks, trails, and similar facilities developed consistent with the Planned Action Threshold Determination mitigation measures, City and special district design standards, critical area regulations, and the Lakewood Municipal Code.

(2) Development Thresholds:

(a) Land Use: The following thresholds of new land uses are contemplated by the Planned Action:

FEATURE	PLANNED ACTION
Residential Dwellings (units): Net 2020-2035	1,722
Jobs: Net 2020-2035	1,276

(b) Shifting development amounts between land uses in identified in Subsection 3.D(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the Planned Action Threshold Determination; the traffic trips for the Planned Action are not exceeded; and, the development impacts identified in the Planned Action

Threshold Determination are mitigated consistent with Exhibit B and Exhibit C of this Ordinance.

- (c) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action Project or combination of Planned Action Projects exceeds the development thresholds specified in this Ordinance and/or alter the assumptions and analysis in the Planned Action Threshold Determination.

(3) Transportation Thresholds:

- (a) Trip Ranges & Thresholds. The number of new PM peak hour trips anticipated in the Planned Action Area and reviewed in the Planned Action Threshold Determination for 2035 is as follows:

The net increase between Planned Action and Existing Conditions is 1,950 vehicle trips. Total rounded vehicle trips by scenario tested include:

- i. Existing – 2,530
- ii. No Action – 3,810
- iii. Planned Action – 4,480

- (b) Concurrency. All Planned Action Projects shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in **LMC 18A.50.195**.

- (c) Traffic Impact Mitigation. Transportation mitigation shall be provided consistent with mitigation measures in Exhibit B and Exhibit C of this Ordinance, attached hereto and incorporated by this reference.

- (d) The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in Subsection 3.D(3)(a) are not exceeded, that the project meets the concurrency and intersection standards of Subsection 3.D(3)(b), and that the project has mitigated impacts consistent with Subsection 3.D (3)(c).

- (e) Discretion.

- i. The responsible City official shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City's Public Works Director at his or her sole discretion, for each project permit application proposed under this Planned Action.
- ii. The responsible City official shall have discretion to condition Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Lakewood Municipal Code.

(4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action Threshold Determination would not qualify as a Planned Action Project.

(5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action Threshold Determination, the City's SEPA Responsible Official may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

E. Planned Action Project Review Criteria.

(1) The City's SEPA Responsible Official, or authorized representative, may designate as a Planned Action Project, pursuant to RCW 43.21C.440, a project application that meets all of the following conditions:

- (a) the project is located within the Planned Action Area identified in **Exhibit A** of this Ordinance;
- (b) the proposed uses and activities are consistent with those described in the Planned Action Threshold Determination and Subsection 3.D of this Ordinance;
- (c) the project is within the Planned Action thresholds and other criteria of Subsection 3.D of this Ordinance;

- (d) the project is consistent with the Lakewood Comprehensive Plan including the policies of the Station District Plan incorporated into the Comprehensive Plan and the regulations of the Station District Plan integrated into the Lakewood Municipal Code;
- (e) the project's significant adverse environmental impacts have been identified in the Planned Action Threshold Determination;
- (f) the project's significant impacts have been mitigated by application of the measures identified in **Exhibit B** and **Exhibit C** of this Ordinance and other applicable City regulations, together with any conditions, modifications, variances, or special permits that may be required;
- (g) the project complies with all applicable local, state and/or federal laws and regulations and the SEPA Responsible Official determines that these constitute adequate mitigation; and
- (h) the project is not an essential public facility as defined by RCW 36.70A.200, unless the essential public facility is accessory to or part of a development that is designated as a Planned Action Project under this Ordinance.

- (2) The City shall base its decision to qualify a project as a Planned Action Project on review of the SEPA Checklist form in WAC 197-11 and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

F. Effect of Planned Action Designation.

- (1) Designation as a Planned Action Project by the City's SEPA Responsible Official means that a qualifying project application has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein and with the environmental analysis contained in the Planned Action Threshold Determination.
- (2) Upon determination by the City's SEPA Responsible Official that the project application meets the criteria of Subsection 3.D and qualifies as a Planned Action Project, the project shall not require a SEPA threshold determination, preparation of a Threshold Determination, or be subject to further review pursuant to SEPA. Planned Action Projects will still be subject to all other applicable City,

state, and federal regulatory requirements. The Planned Action Project designation shall not excuse a project from meeting the City's code and ordinance requirements apart from the SEPA process.

G. Planned Action Project Permit Process. Applications submitted for qualification as a Planned Action Project shall be reviewed pursuant to the following process:

- (1) Development applications shall meet all applicable requirements of the Lakewood Municipal Code and this Ordinance in place at the time of the Planned Action Project application. Planned Action Projects shall not vest to regulations required to protect public health and safety.
- (2) Applications for Planned Action Projects shall:
 - (a) be made on forms provided by the City;
 - (b) include the SEPA checklist in WAC 197-11;
 - (c) meet all applicable requirements of the Lakewood Municipal Code and this Ordinance.
- (3) The City's SEPA Responsible Official shall determine whether the application is complete and shall review the application to determine if it is consistent with and meets all of the criteria for qualification as a Planned Action Project as set forth in this Ordinance.
- (4)
 - (a) If the City's SEPA Responsible Official determines that a proposed project qualifies as a Planned Action Project, he/she shall issue a "Determination of Consistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440(3)(b).
 - (b) Upon issuance of the Determination of Consistency, the review of the underlying project permit(s) shall proceed in accordance with the applicable permit review procedures specified in Chapter 18A.02 LMC, except that no SEPA threshold determination, Threshold Determination, or additional SEPA review shall be required.
 - (c) The Determination of Consistency shall remain valid and in effect as long as the underlying project application approval is also in effect.

(d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.

(5) (a) If the City's SEPA Responsible Official determines that a proposed project does not qualify as a Planned Action Project, he/she shall issue a "Determination of Inconsistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440.

(b) The Determination of Inconsistency shall describe the elements of the Planned Action Project application that result in failure to qualify as a Planned Action Project.

(c) Upon issuance of the Determination of Inconsistency, the City's SEPA Responsible Official shall prescribe a SEPA review procedure for the non-qualifying project that is consistent with the City's SEPA regulations and the requirements of state law.

(d) A project that fails to qualify as a Planned Action Project may incorporate or otherwise use relevant elements of the Planned Action Threshold Determination, as well as other relevant SEPA documents, to meet the non-qualifying project's SEPA requirements. The City's SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action Threshold Determination.

(6) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq.

(7) A Determination of Consistency or Inconsistency is a Process I land use decision and may be appealed pursuant to the procedures established in Chapter 18A.02 LMC. An appeal of a

Determination of Consistency shall be consolidation with any pre-decision or appeal hearing on the underlying project application.

Section 4. Monitoring and Review.

A. The City should monitor the progress of development in the designated Planned Action area biennially to ensure that it is consistent with the assumptions of this Ordinance and the Planned Action Threshold Determination regarding the type and amount of development and associated impacts and with the mitigation measures and improvements planned for the Planned Action Area.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official every two (2) years from its effective date in conjunction with the City's regular Comprehensive Plan review or docket cycle, as applicable. The review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and required mitigation measures (**Exhibit B** and **Exhibit C**). Based upon this review, the City may propose amendments to this Ordinance or may supplement or revise the Planned Action Threshold Determination.

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

Attest:

Don Anderson, Mayor

Briana Schumacher, City Clerk

Approved as to Form:

Heidi Ann Wachter, City Attorney

EXHIBIT A. PLANNED ACTION AREA



Map Note: The right of way for Bridgeport Way between the East Commercial Area and Colonial District is included for consistent landscaping. Abutting land use is not included in that segment.

EXHIBIT B. MITIGATION DOCUMENT

The Planned Action Threshold Determination has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts.

A Mitigation Document is provided in this Exhibit B-1 to establish specific mitigation measures based upon significant adverse impacts identified in the Planned Action Threshold Determination. The mitigation measures in this Exhibit B-1 shall apply to Planned Action Project applications that are consistent with the Preferred Alternative range reviewed in the Planned Action Threshold Determination and which are located within the Planned Action Area (see Exhibit A).

Where a mitigation measure includes the words “shall” or “will,” inclusion of that measure in Planned Action Project application plans is mandatory in order to qualify as a Planned Action Project. Where “should” or “would” appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action Project. Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform to the satisfaction of the City’s SEPA Responsible Official or authorized designee.

Any and all references to decisions to be made or actions to be taken by the City’s SEPA Responsible Official may also be performed by the City’s SEPA Responsible Official’s authorized designee.

Section B-1. Mitigation Required for Development Applications

Transportation

1. Applicants for development shall provide traffic assessments to the satisfaction of the SEPA Responsible Official or their designee to determine transportation signal improvements phasing consistent with the Threshold Determination Transportation Analysis.

Environmental Health

2. Planned actions shall orient residential uses to be located a minimum of 500 feet from the centerline of I-5.
3. Applicants for development shall conduct a site assessment to determine if contamination is present from past use.

Cultural Resources

4. Applicants for development shall include Inadvertent Human Remains Discovery Language recommended by DAHP as a condition of project approval.

Section B-2. Advisory Notes to Applicants:

Applicable Regulations

Additionally, the Planned Action Threshold Determination identifies specific regulations that act as mitigation measures. These are summarized in this section by Threshold Determination topic. All applicable federal, state, and local regulations shall apply to Planned Action Projects. Planned Action Project applicants shall comply with all adopted regulations where applicable including those listed in the Planned Action Threshold Determination and those not included in the Planned Action Threshold Determination. In addition, this section identifies voluntary water and energy conservation measures that may be implemented by new development.

Earth

LMC Chapter 12.10 provides regulations addressing: storm drainage, earthwork (excavation and fill), soil reports, and erosion controls.

Air Quality

Application of the State Energy Code can improve energy efficiency and reduce greenhouse gas emissions. (LMC Chapter 15.05) Over time new standards will also be implemented: The 2019 Legislature adopted new standards that will increase the efficiency of these buildings and reduce emissions. The Legislature also increased efficiency standards for appliances. (Washington State Department of Ecology, 2019)

Water Resources

Application of Washington State Department of Ecology Stormwater Manual and its Engineering Standards Manual at LMC Chapter 12.11.

Stormwater management will be required of all new development whether under the No Action or Planned Action Alternatives. (LMC Chapter 12.11)

Plants and Animals

Planned Actions would implement LMC Chapter 18A.70 Community Design, Landscaping, and Tree Preservation. When redevelopment would occur, perimeter landscaping and parking area landscaping would be required. Additionally significant trees would be retained where they exist.

The City maintains critical area regulations protecting fish and wildlife habitat conservation areas. Though none are mapped in the study area, if some were identified they would be protected under either the No Action or Planned Action Alternatives. (LMC Chapter 14.154)

Energy

All future development would be subject to the State Energy Code. (LMC Chapter 15.05)

Environmental Health

The State Model Toxics Control Act (MTCA) sets standards for cleanup of lower levels of contaminants that are incorporated into new development and redevelopment parcels noted to have contamination potential.

The City applies relevant standards regarding hazardous materials handling in the International Fire Code and Zoning Codes.

Land Use, Aesthetics, Recreation

Planned Actions shall comply with the Station District Subarea Plan and Title 18C Station District Development Code.

Housing

The City does provide inclusionary density bonuses, development standard flexibility and fee reductions for affordable housing in Chapter 18A.90 Housing Incentives Program.

Light and Glare

LMC 18A.60.095 Outdoor Lighting Code provides lighting standards to reduce light and glare and to avoid interference with JBLM operations.

Historic and Cultural Preservation

Washington State has a number of laws that oversee the protection and proper excavation of archaeological sites (RCW 27.53, WAC 25-48), human remains (RCW 27.44), and historic cemeteries or graves (RCW 68.60). The Governor's Executive Order 05-05 requires state agencies to integrate DAHP, the Governor's Office of Indian Affairs, and concerned tribes into their capital project planning process. This executive order affects any capital construction projects and any land acquisitions for purposes of capital construction not undergoing Section 106 review under the National Historic Preservation Act of 1966.

Under RCW 27.53, DAHP regulates the treatment of archaeological sites on both public and private lands and has the authority to require specific treatment of archaeological resources. All precontact resources or sites are protected, regardless of their significance or eligibility for local, state, or national registers. Historic archaeological resources or sites are protected unless DAHP has made a determination of "not-eligible" for listing on the state and national registers.

The City applies Lakewood Municipal Code Chapter 2.48 Protection and Preservation of Landmarks.

Transportation, Public Services, and Utilities

All development is required to be served by primary infrastructure including sewer, water, stormwater, and transportation per LMC 18A.60.140 Concurrency.

Street frontage standards apply per the Station District Subarea Plan and Title 18C Station District Development Code and LMC 12.09.031.

Parking standards apply per Title 18C Station District Development Code and LMC 18A.80.030. commercial and multifamily uses.

Section B-3. Public Agency Strategies

The City will implement strategies in the Subarea Plan largely through the Form-Based Code, but will also determine implementation through its code docketing process.

Land Use

The City would propose to add the subarea to its multi-family tax exemption for affordable housing in LMC Chapter 3.64 Property Tax Exemptions for Multifamily Housing.

Housing

Based on recent state laws, tiny homes and recreational vehicles must be allowed as a primary residence. (See ESSB 5183 (2019)). RCW 35.21.684, allows for tiny homes in manufactured home parks, and allows local jurisdictions more flexibility to authorize them in other zones). The City would propose amendments to address these recent state laws applicable across the city as well as in the subarea.

Transportation, Public Services, and Utilities

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

EXHIBIT C TRANSPORTATION IMPROVEMENTS

C-1 Lakewood Transportation Improvement Program Improvements

The Six-Year Comprehensive Transportation Improvement Program (TIP) for 2021-2026 was approved by the Lakewood City Council in June 2020, and is expected to be updated annually. 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 planned action area 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 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.

C-2 Planned Action Mitigation

Exhibit 1 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 to increase the efficiency of impacted intersections and roadways in the subarea. The exception is intersection of Pacific Highway and Sharondale Road, 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.

Per Planned Action requirements in Section B-1 planned action development in the study area will provide information about expected trips and will provide a traffic study where applicable per LMC 12.09.028. This analysis will affirm the mitigation approach and phasing, such as signal timing at Bridgeport Way/I-5 on and off ramps. It will also affirm the City' concurrency standards are met in LMC 18A.60.140.

Exhibit 1. Proposed Mitigation Measures

ID	INTERSECTION	NO ACTION	ALT 1	ALT 1 MITIGATED
4	Pacific Highway / Sharondale Road			
	Install signal using existing channelization and signal length consistent with adjacent intersections	F>100	F>100	A/4
8	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.	D/54	E/78	D/49
11	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.	D/41	E/60	D/52

Source: Fehr & Peers, 2020.

SEPA ENVIRONMENTAL CHECKLIST

Lakewood Station District Subarea Planned Action

WAC 197-11-960

Purpose of checklist:

The State Environmental Policy Act (SEPA), chapter [43.21C](#) RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

For nonproject proposals complete this checklist and the supplemental sheet for nonproject actions (Part D). The lead agency may exclude any question for the environmental elements (Part B) which they determine do not contribute meaningfully to the analysis of the proposal.

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. Background

1. Name of proposed project, if applicable:

Lakewood Station District Subarea Plan, Form-Based Code, and Planned Action

2. Name of applicant:

City of Lakewood

3. Address and phone number of applicant and contact person:

Tiffany Speir, Long Range & Strategic Planning Manager
Community Development Department
City of Lakewood
City Hall, 6000 Main St. SW
Lakewood, WA 98499
tspeir@cityoflakewood.us
253-983-7702

4. Date checklist prepared:

July 27, 2020; updated March 29, 2021

5. Agency requesting checklist:

City of Lakewood

6. Proposed timing or schedule (including phasing, if applicable):

Adoption Spring 2021

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Future site specific development is anticipated under the nonproject subarea plan and development regulations.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Comprehensive Plan EIS, June 2000. The EIS contained a preferred alternative and two other alternatives, including a no action alternative and mixed-use alternative. The principal strategy of the preferred alternative was to: Protect established neighborhoods; Develop intensification within the city's spine, which stretched north along Bridgeport Way from the Lakewood Station, past the Town Center and the Colonial Center, through to the Custer Road neighborhood; Focused residential density in several neighborhoods, notably Springbrook, Tillicum, and Custer; and Increasing the employment base by converting parts of the Woodbrook Neighborhood into an industrial center. The preferred alternative provided 'development capacity' from an estimated 17,500 new residents and 12,275 new jobs.

Comprehensive Plan Supplemental EIS, 2003. There were 10 comprehensive plan amendments proposed in 2003 that would collectively redesignate numerous sections of the City of Lakewood from their existing land use and zoning designations to new designations. The majority of these amendments were relatively minor, parcel-specific

inconsistencies between the adopted future land use plan and existing or intended land uses. However, one amendment along Bridgeport Way, north of 75th Street SW, reduced high-density residential development in favor of commercial development (Wal-Mart).

Final Lakewood Downtown Subarea Plan and Draft Planned Action EIS, July 2018. The following proposals were evaluated for the Downtown to help support desired change and development: Subarea Plan, Comprehensive Plan land use, policy, and capital facility plan amendments, new hybrid form-based zoning standards, and upfront environmental review through a Planned Action consistent with RCW 43.21 c.440 and SEPA rules in WAC 197-11.

Lakewood Station District Subarea Situation Assessment – April 2020. Provides current conditions and trends across natural and built environment topics.¹

Lakewood Station District Subarea Transportation Technical Memo – October 2020. Provides transportation evaluation of the No Action and Planned Action Alternatives. See Appendix.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

A portion of the study area is under consideration for a master planned mixed use development called the Lakewood Landing.

10. List any government approvals or permits that will be needed for your proposal, if known.

The non-project action requires review and recommendations by the Lakewood Planning Commission and review and approval by the Lakewood City Council. It has undergone a 60-day review by state agencies led by the Washington Department of Commerce. It has been shared with regional agencies like Puget Sound Regional Council and Pierce County as well.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Comparison of Alternatives

Two alternatives are considered in this expanded checklist: the No Action Alternative that maintains current plans and regulations and a Planned Action. The Planned Action would expand housing and job opportunities.

The study area is an opportunity for future growth and development within Lakewood. First, there are several neighborhoods within a half mile of the Lakewood Station with a mix of multi-family and mixed residential zones that are developed at densities lower than planned or zoned. Second, with its proximity to I-5 and the Sounder regional commuter rail, the study area is a good location for employment. Third, since there are few environmental constraints, this is an ideal place to explore housing types and densities that take advantage of the proximity to high capacity transit. Fourth, the Town Center District is also only about a mile away (Exhibit 4) so there is also an opportunity to deepen connections between the two subareas.

Under the Planned Action, the City of Lakewood proposes to adopt a subarea plan for the Lakewood Station District, as well as a form-based code. As allowed under RCW 43.21c.440, the City is developing a planned

¹ This report is available in City Council packet: <https://cityoflakewood.us/wp-content/uploads/2020/08/2020-08-10-Council-Agenda.pdf>.

action using a threshold determination process.

Following are key elements of the current plan (No Action proposal) and the Planned Action proposal.

Exhibit 1. No Action and Proposed Action Comparison

Element	No Action	Proposed Action
Land Use/Zoning	<ul style="list-style-type: none"> ▪ Existing Comprehensive Plan <ul style="list-style-type: none"> ○ Corridor Commercial ○ High Density Multi-Family ○ Neighborhood Business District ○ Open Space & Recreation ○ Public Semi-Public Institutional ▪ Existing Zoning <ul style="list-style-type: none"> ○ Commercial: C1, C2, NC2, TOC ○ MF3 ○ OSR2 ○ PI ▪ Density Range: 35 du/ac NC2 and 54 du/ac MF3 and TOC 	<ul style="list-style-type: none"> ▪ Retain Comprehensive Plan and Zoning designations, except: <ul style="list-style-type: none"> ○ Update Open Space & Recreation designation/zone. ▪ Zoning allowances: <ul style="list-style-type: none"> ○ Create new chapter in Title 18 for hybrid form-based code. Will serve functionally as an overlay zone. Address building and street typologies similar to Downtown, adapted for study area. ○ Update MF3 zone regarding incentives and standards for rowhouses/townhouses. ○ Consider Live/Work opportunities within areas where mixed use and townhomes are desired. Consider implications for home occupation types. ○ Promote Townhouses and Rowhouses at 30-40 du/ac. In form-based code, address 30 foot height and appropriate setbacks. Address minimum lot width and size allowing for townhomes and rowhouses. ▪ Land Use Assumptions: <ul style="list-style-type: none"> ○ Integrate Lakewood Landing. ○ Density Range: 35 du/ac NC2; 30-40 du/ac MF3 in study area; 54 du/ac TOC. Mixed use in proximity to station in MF3 as allowed currently.
Growth Capacity	<ul style="list-style-type: none"> ▪ The 2014 Buildable Lands Report indicated a low capacity of 258 new dwelling units and 1,186 jobs. <ul style="list-style-type: none"> ○ Application of 2014 Buildable Lands Report zone-based assumptions to underutilized and 	<ul style="list-style-type: none"> ▪ If achieving up to 40 units per acre in the MF3 zoned area and 54 units per acre in mixed use zones, capacity for residential would be about 1,019 new units. Lakewood Landing would result in another 760 planned units or a total of 1,779 dwellings.

Element	No Action	Proposed Action
	vacant lands shows a potential for up to 1,343 new dwelling units.	<ul style="list-style-type: none"> ▪ Job capacity would equal 1,186 jobs, plus Lakewood Landing jobs. Early phase includes retail jobs. Later phases include office jobs.
Growth Assumptions	<ul style="list-style-type: none"> ▪ Transportation Model 2010-2035: <ul style="list-style-type: none"> ○ Households Distributed per Traffic Model: 962 ○ Jobs Distributed per Traffic Model: 1,193 	<ul style="list-style-type: none"> ▪ Transportation Model 2010-2035: <ul style="list-style-type: none"> ○ Households Distributed per Buildable Land Capacity Shares illustrating middle density distribution across MF3 zone (35 units per acre average): $962 + 760 = 1,722$ ○ Jobs: $1,105 + 171$ Lakewood Landing retail jobs = 1,276
Housing	Zoning allows a variety of attached housing types up to 54 du/ac in TOC and MF 3 and 35 du/ac in NC 2.	<ul style="list-style-type: none"> ▪ Observed density in MF3 is nearly 12 units per acre. If redevelopable sites achieved 35 units per acre, the density would increase to about 26 units per acre zone wide or 65% of a maximum 40 units per acre. ▪ Focus on missing middle ownership: 65%-110% of area median income. ▪ Promote Townhouses and Rowhouses at 30-40 du/ac. ▪ Allow for/attract small builders as well as larger builders. ▪ Consider property assembly in area (10 acres brick & masonry plant). Opportunities for mixed use and open space.
Jobs	Service and retail are dominant sectors.	<ul style="list-style-type: none"> ▪ Encourage updated retail. Such as through façade improvement programs with existing properties and allowances for new commercial and mixed uses.
Parks and Open Space	Green streets, plazas and pocket parks, and oak tree preservation are highlights in the current Comprehensive Plan.	<ul style="list-style-type: none"> ▪ Address Open Space & Recreation designation/zone. ▪ Integrate Open Space into Larger Mixed Use Developments. ▪ Lakewood Landing: Courtyard ▪ Green streets and Alley Plaza near Occidental, within current rights of way

Element	No Action	Proposed Action
Transportation	<ul style="list-style-type: none"> ▪ Served by Pierce Transit, Intercity Transit, and Sound Transit <ul style="list-style-type: none"> ○ Sounder South Capacity Expansion ○ Sound Transit Access Improvements ○ Pierce Transit Long Range Plan ▪ Limited pedestrian and bike facilities to be improved – consistent with Comp Plan Transportation Element <ul style="list-style-type: none"> ○ Improvements Sidewalk Improvements – Kendrick Drive from 111th St to 108th St SW ○ Non-Motorized Access Improvements from 2009 NMTP and ST Access Improvement Study ○ Bridgeport Way Sidewalks ○ 111th/112th St SW Sidewalk Gap ○ 111th St SW Bike Lanes ○ Real-time parking availability signage ○ Bike Parking (short and long-term) consistent with TIP 	<p>Similar improvements as No Action plus:</p> <p>Streetscape Typologies</p> <ul style="list-style-type: none"> ▪ Allocate excess right-of-way for non-motorized uses ▪ Prioritize space for active modes over on-street parking ▪ Enhanced crossings <p>Connections</p> <ul style="list-style-type: none"> ▪ Bridge across I-5 (47th Avenue SW) <p>Other</p> <ul style="list-style-type: none"> ▪ Consider street vacation (depending on citywide policy review)

Lakewood Landing

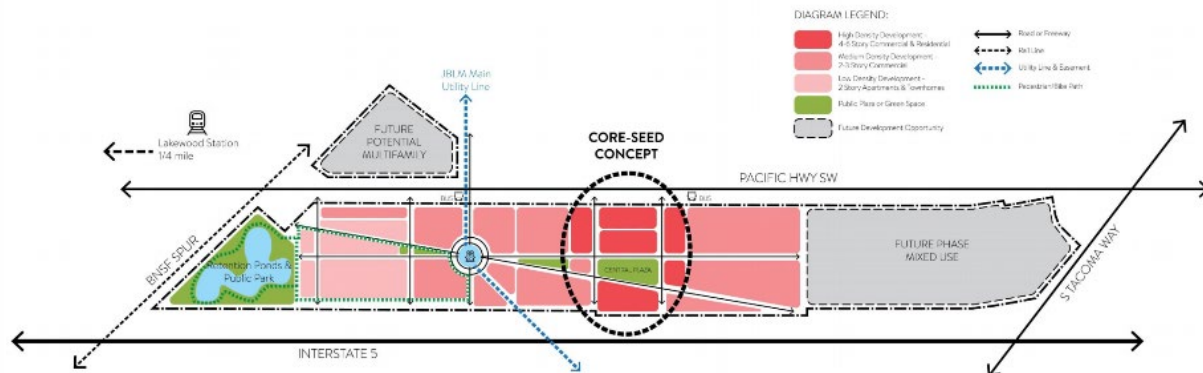
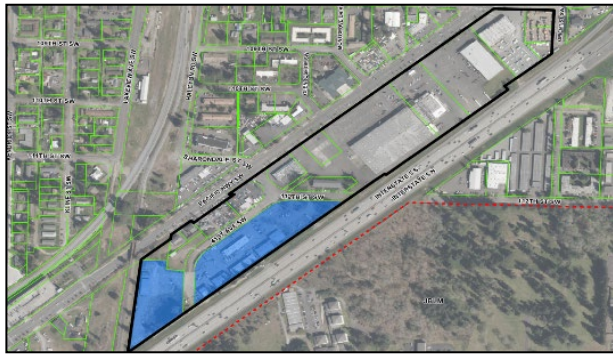
Lakewood Landing is a 30-acre site poised for mixed use and employment development. The site is adjacent to Sound Transit commuter rail station and between Pacific Highway and I-5. An initial mixed use plan with 760 units and 87,000 square feet of retail are part of Phase 1 in the Central Core. A Northwest concept, an aviation themed restaurant overlooking the McChord runway, coffee shops, a craft beer tap room, boutique shops, restaurants, and an interpretive educational park are all part of the long-term vision. Water features, carefully placed structures, and gabion walls will help to mitigate noise.

Phase I, Central Core

- 11.5 acres
- 5 over 2 construction and one level of underground parking
- 760 residential units
- 87,000 square feet of retail (about 171 employees)
- 1,474 parking spaces, including a parking field

Future phases are under consideration.

Exhibit 2. Lakewood Landing Location and Concept



Source: City of Lakewood 2020.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The proposed LSDS subarea boundary encompasses 231.1 parcel acres, and 329.5 gross acres; see Exhibit 3. Generally, the boundary incorporates the area within a half mile of the Sounder station and associated Sound

Transit property but does not include areas southeast of I-5, since the freeway provides a significant barrier. The study area will also have added bus rapid transit serving its northern extent through Pierce Transit’s planned bus rapid transit route 2 in the Pierce Transit Destination 2040 anticipated to be operational in 2026.

The subarea spans the area from the interchange with Bridgeport Way to the interchange with SR-512, to capture the full transportation corridor to the north and south of the station. In order to analyze transportation connections to Lakewood’s Downtown, the transportation evaluation reviews an extended area north and west of the primary subarea (Exhibit 4). The extended study area looks at ways to enhance multi-modal transportation linkages. The extended study area does not address land use and housing beyond the LSDS.

Exhibit 3. Lakewood Station District Study Area



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

Exhibit 4. Lakewood Station in Proximity to Downtown



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

B. Environmental Elements

1. EARTH

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

The study area is generally flat.

b. What is the steepest slope on the site (approximate percent slope)?

Slopes are 0 to 6 percent, with a representative slope of 3%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The study area is entirely mapped as 41A—Spanaway gravelly sandy loam. Properties include:

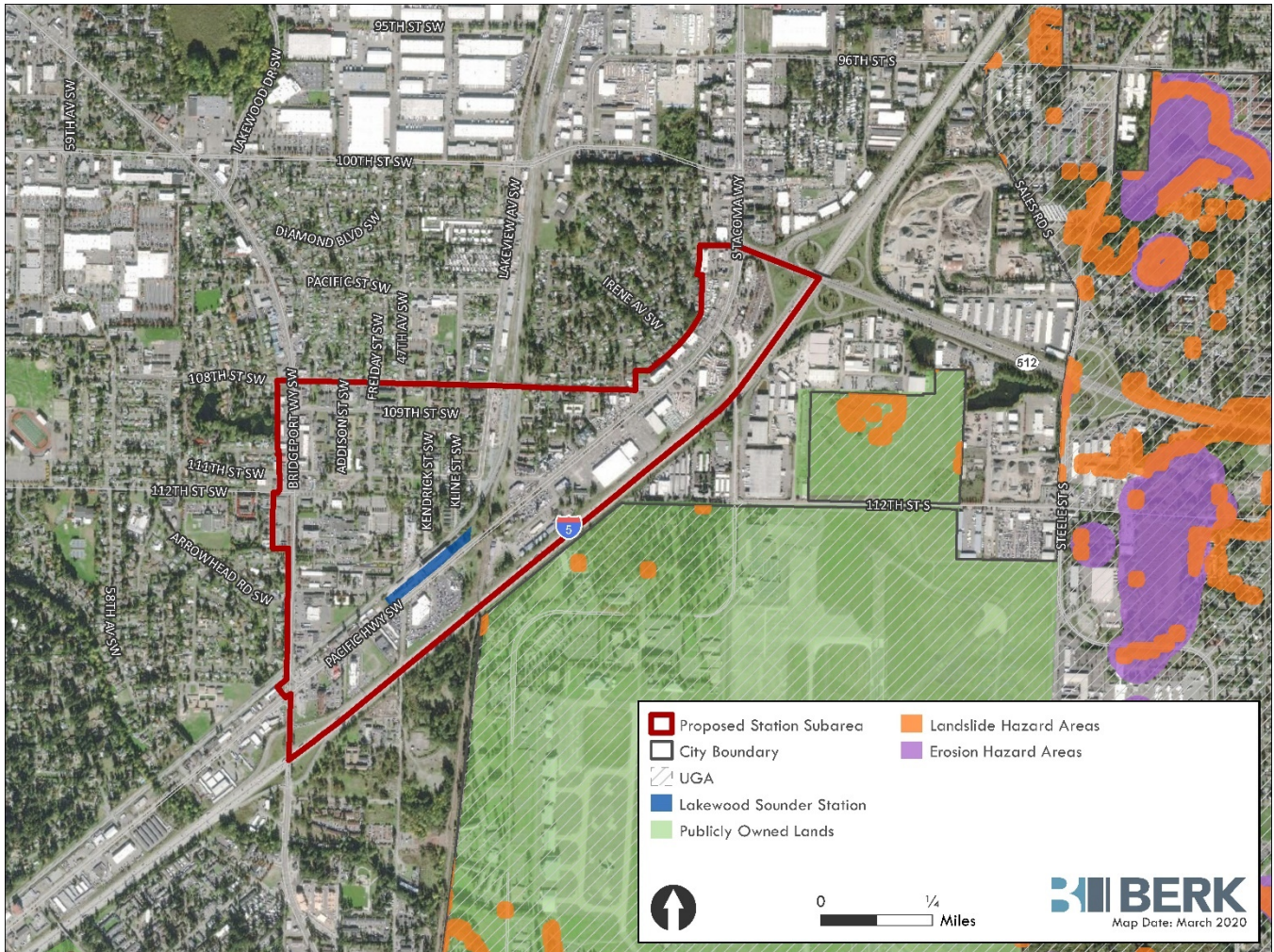
- Landform: Outwash plains
- Slope: 0 to 6%
- Depth to water table: More than 80 inches
- Hydric soil rating: No

Soil Survey Area: Pierce County Area, Washington, Survey Area Data: Version 16, Jun 4, 2020.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No. The City map of geologic hazards do not show liquefaction, erosion, or landslide hazard areas. See Exhibit 5.

Exhibit 5. Geologic Hazards



Source: City of Lakewood, BERK 2020.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Future site-specific development under either the No Action or Planned Action Alternatives may redevelop sites and require fill, excavation, or grading.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Future site-specific development under either the No Action or Planned Action Alternatives may redevelop sites and during construction expose soils to erosion.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The applicable zones allow for about 70% impervious surfaces (MF3) to 100% impervious surfaces (NC2, TOC, C1 and C2). (LMC 18A.60.030 and 18A.60.040) Future site-specific development under either the No Action or Planned Action Alternatives may replace or increase impervious surfaces consistent with zoning.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

LMC Chapter 12.10 provides regulations addressing: storm drainage, earthwork (excavation and fill), soil reports, and erosion controls.

2. AIR

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Future site-specific development under either the No Action or Planned Action Alternatives may redevelop sites. During construction there is a potential for dust. During operation there is potential for added emissions due to vehicular travel generated by the new growth. The Planned Action would increase dwellings and jobs in the study area and have a greater local potential for air emissions. Regionally, focusing growth in and near multimodal transportation opportunities could reduce vehicle miles travelled and associated air emissions compared to development on the fringe of the urban area. (Urban Land Institute, 2010)

Puget Sound Regional Council (PSRC) has identified that its 2019-2022 transportation improvement program. The Regional TIP includes continued implementation and expansion of commuter rail service between Seattle and Lakewood, and resurfacing of Pacific Hwy and South Tacoma Way between 108th ST SW and SR 512. The Air Quality Conformity Analysis indicates that the emissions from the projects and programs in the plan are below the established daily motor vehicle emissions budgets for PM2.5 and NOX. (Puget Sound Regional Council, 2018)

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

The study area is located within a PM2.5 Maintenance Area, and in a former CO and Ozone maintenance area. I-5 forms the eastern border of the study area and results in air emissions to existing and future development.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Providing for more mixed use, residential, and job opportunities in proximity to the in proximity to the Sounder Station and travel by transit is likely by a portion of residents and employees.

Application of the State Energy Code can improve energy efficiency and reduce greenhouse gas emissions. (LMC Chapter 15.05) Over time new standards will also be implemented: The 2019 Legislature adopted new standards that will increase the efficiency of these buildings and reduce emissions. The Legislature also increased efficiency standards for appliances. (Washington State Department of Ecology, 2019)

Dense landscaping along roadways can reduce air pollutants by up to 50% (Deshmukh, 2019) Green infrastructure is another source of potential air emission mitigation at a microscale (Tiwari, 2019). As part of the Subarea Plan update associated with the Planned Action, the City can promote landscaping and green infrastructure. It can also address orientation and location of residential uses in mixed use developments to reduce the potential for localized air quality effects and improve compatibility; for example residential development can be focused away from I-5 and business uses can buffer residential uses near the freeway.

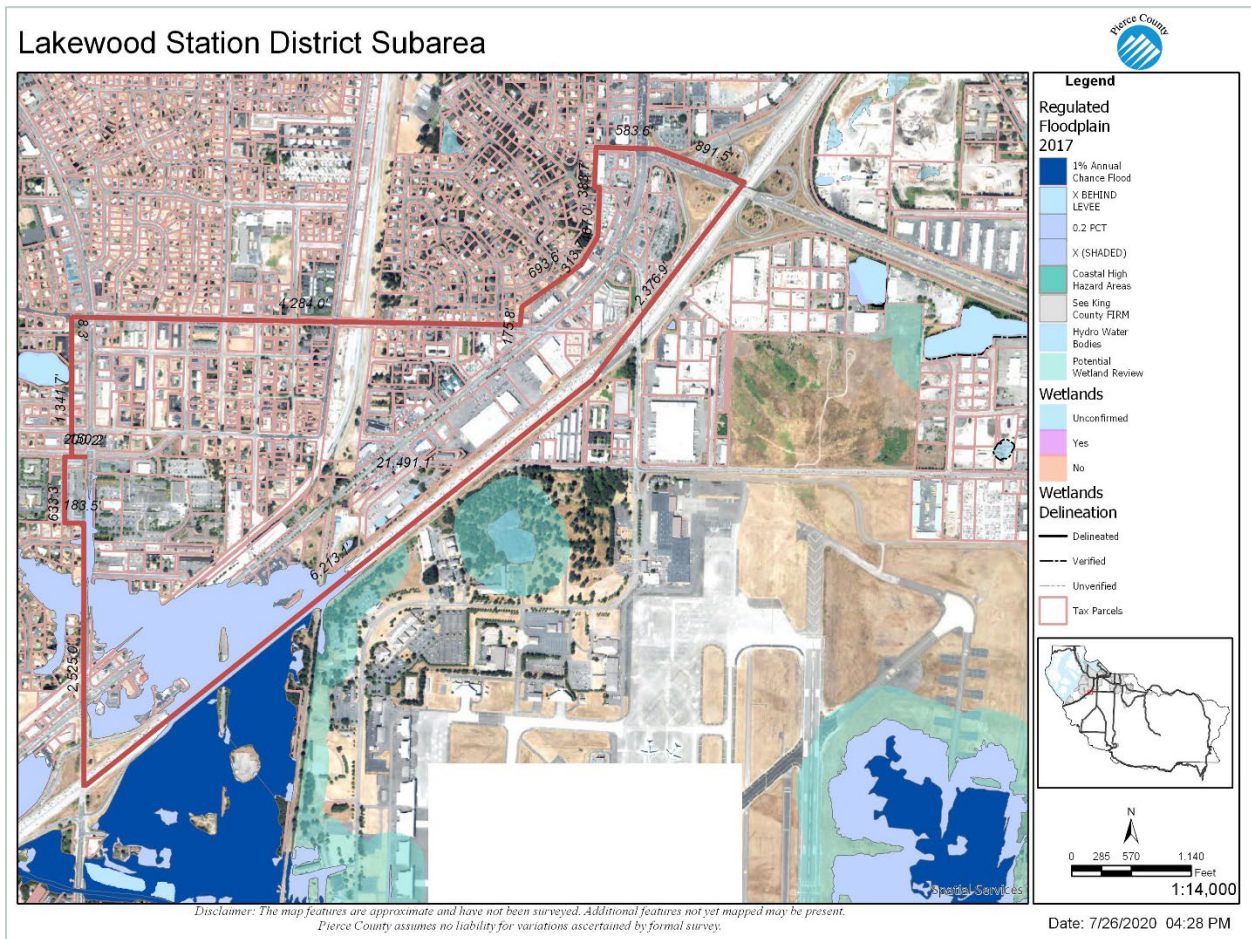
3. WATER

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Exhibit 6 shows the hydrology of the area. There are no significant hydrological features within the subarea. Outside and abutting the northwest corner of the subarea is Hidden Lake, which is a delineated wetland just west of Bridgeport Way. Critical area buffer requirements may affect a limited number of parcels in the subarea west of Bridgeport. Along small lakes, regulated activities are subject to a 35-foot buffer requirement. (LMC 14.154.060) Wetland protection requirements depend on habitat quality and wetland categories, and buffers could range from 40 to 225 feet.

Exhibit 6. Hydrology in the LSDS and Surrounding Area



Source: Pierce County PublicGIS, 2020.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Redevelopment may occur on sites near Hidden Lake but would be subject to critical area buffers.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Future site-specific development under either the No Action or Planned Action Alternatives may redevelop sites and require fill, excavation, or grading though none of these activities are anticipated in a wetland given lack of presence. Fill of wetlands is not proposed as part of the legislative actions associated with the subarea plan and form-based code. Any activities affecting wetland buffers would be subject to Lakewood critical area regulations.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No surface water withdrawals or diversions are anticipated. A public water system supplies the areas. Creeks are not located in the study area.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

See Exhibit 6. Zone X (shaded) is considered a moderate flood hazard area and is the area between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. It is mapped along Bridgeport Way and between Pacific Highway and I-5 west of Lakeview Avenue SW. These are not regulated by the City's flood hazard regulations, which apply to special flood hazard areas, defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No point discharges of waste material to surface waters are anticipated. All development will be subject to the City's storm water management regulations that address nonpoint runoff. (LMC Chapter 12.11)

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No wells are proposed. The area is served by the Lakewood Water District.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No septic systems are proposed. The area is served by a public sewer system operated by Pierce County Planning and Public Works Sewer Utility.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

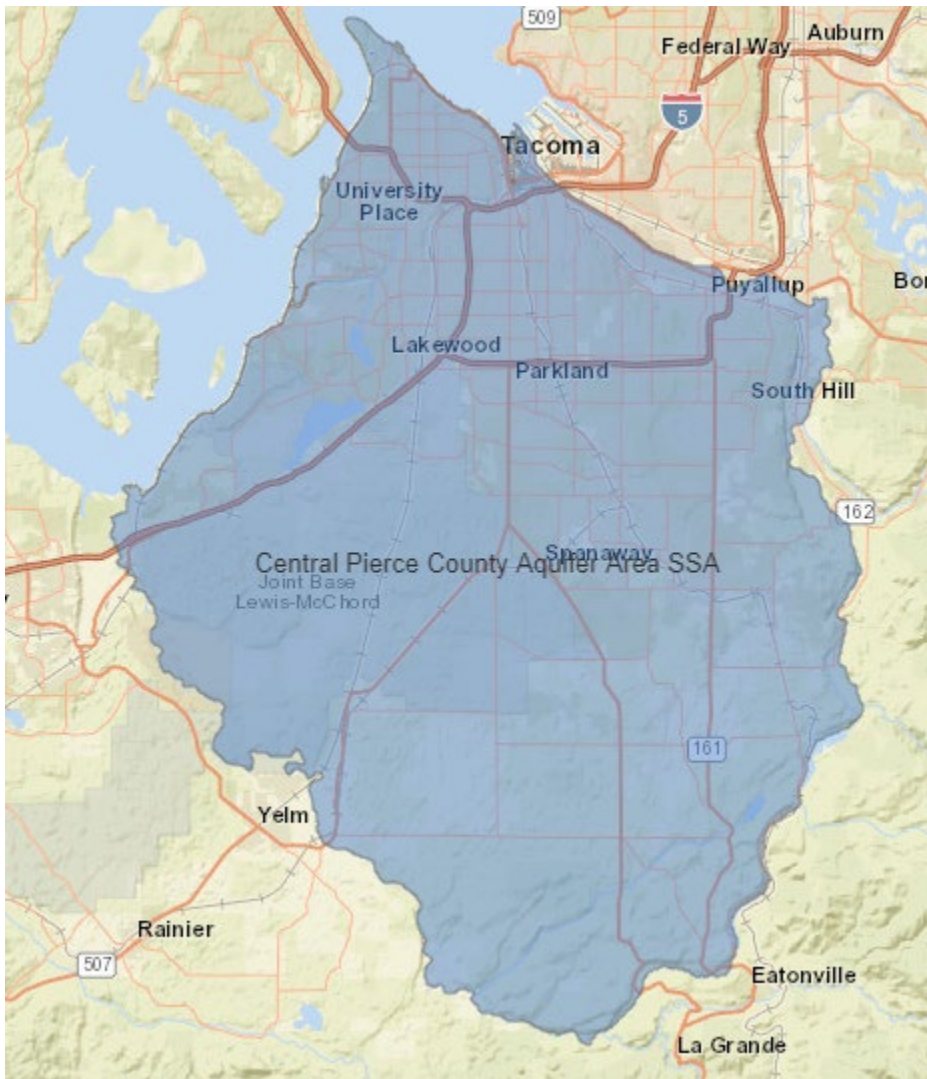
Stormwater runoff may occur though water quality and quantity is regulated, and should improve as sites developed under older regulations redevelop with newer regulations. Stormwater management will be required of all new development whether under the No Action or Planned Action Alternatives. (LMC Chapter 12.11) The City

applies the Washington State Department of Ecology Stormwater Manual and its Engineering Standards Manual.

2) Could waste materials enter ground or surface waters? If so, generally describe.

The City limits land uses that could result in groundwater contamination such as storage tanks, auto repair and auto washing facilities, dry cleaners, and others within the Clover/Chambers Creek Aquifer Basin boundary that encompasses the entire study area and beyond throughout Lakewood, Tacoma, and Central Pierce County. (LMC Chapter 14.150) See Exhibit 7. See C.1 regarding stormwater management.

Exhibit 7. Sole Source Aquifer in Central Pierce County



Source: USEPA 2020.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The applicable zones allow for about 70% impervious surfaces (MF3) to 100% impervious surfaces (NC2, TOC, C1 and C2). (LMC 18A.60.030 and 18A.60.040) Future site-specific development under either the No Action or Planned Action Alternatives may replace or increase impervious surfaces consistent with zoning.

However, the Washington State Department of Ecology Stormwater Manual requires water quality treatment, including use of low impact development methods wherever feasible. (LMC Chapter 12.11)

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Application of Washington State Department of Ecology Stormwater Manual and its Engineering Standards Manual at LMC Chapter 12.11.

Stormwater management will be required of all new development whether under the No Action or Planned Action Alternatives. (LMC Chapter 12.11)

The Subarea Plan and Form-Based Code proposed by the Planned Action includes alternative street cross sections and frontage improvements that would create an opportunity for added green infrastructure and stormwater management.

4. PLANTS

a. Check the types of vegetation found on the site:

The area is developed and has ornamental landscaping.

deciduous tree: alder, maple, aspen, other

evergreen tree: fir, cedar, pine, other

shrubs

grass

pasture

crop or grain

Orchards, vineyards or other permanent crops.

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

water plants: water lily, eelgrass, milfoil, other

other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Ornamental vegetation could be removed. However, landscaping will be required on sites.

c. List threatened and endangered species known to be on or near the site.

No threatened and endangered species are mapped in the study area. Hidden Lake abutting the study area to the west is a mapped aquatic habitat/wetlands under the State's Priority Habitats and Species program. (Washington State Department of Fish and Wildlife, 2020) It is protected by buffers. See Section B.3 above.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Future development would implement LMC Chapter 18A.70 Community Design, Landscaping, and Tree Preservation. When redevelopment would occur, perimeter landscaping and parking area landscaping would be

required. Additionally significant trees would be retained where they exist.

The Planned Action Alternative would improve design standards applicable to the study area and provide standards for the public realm including street trees and green infrastructure.

e. List all noxious weeds and invasive species known to be on or near the site.

Noxious weeds are not mapped in detail, but along I-5 generally it is identified as an area with Spotted Knapweed. (Pierce County Weed Board, 2019) Noxious weeds are regulated by: RCW Chapter 17.10, and WAC Chapter 16-750.

5. ANIMALS

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

✓birds: hawk, heron, eagle, songbirds, other:

✓mammals: deer, bear, elk, beaver, other: urban adapted wildlife

___fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site.

No threatened and endangered species are mapped near the study area. (Washington State Department of Fish and Wildlife, 2020)

c. Is the site part of a migration route? If so, explain.

All of Washington State is included in the Pacific Flyway that is traversed by migratory birds. (US Fish and Wildlife Service, 2020)

d. Proposed measures to preserve or enhance wildlife, if any:

The City maintains critical area regulations protecting fish and wildlife habitat conservation areas. Though none are mapped in the study area, if some were identified they would be protected under either the No Action or Planned Action Alternatives. (LMC Chapter 14.154)

e. List any invasive animal species known to be on or near the site.

No known invasive animal species have been identified in the study area.

6. ENERGY AND NATURAL RESOURCES

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Lakeview Light and Power provides electrical service to the subarea and Puget Sound Energy provides natural gas service. Power and natural gas are available and are anticipated to serve future growth under either the No Action or Planned Action Alternatives.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

Heights range by zone from 60 to 90 feet but are lower at boundaries with lower intensity residential zones and should allow for solar energy use by adjacent uses (see LMC 18A.60.100). With the Form Based Code, heights would vary based on building type, and no building typologies would exceed current zoning and may be lower. For example, a townhouse/rowhouse style building would have a height more like three stories. Pedestrian areas in commercial zones must be designed with solar exposure in mind. (LMC 18A.70.040)

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

All future development would be subject to the State Energy Code. (LMC Chapter 15.05)

7. ENVIRONMENTAL HEALTH

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

1) Describe any known or possible contamination at the site from present or past uses.

Exhibit 8 shows sites of known contamination in the LSDS. Apart from a dry-cleaning site located north of Pacific Highway and south of St. Clare Hospital, the sites are located between Pacific Highway and I-5. Contamination from petroleum products, metals, solvents, and lead is the result of current or past activities on these sites.² 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.³

² 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>.

³ RCW 70.105D.

Exhibit 8. Environmental Clean-up Sites in the LDS and Surrounding Area



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

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

The presence of I-5 is also a potential environmental health risk for those living in the subarea according to the Centers for Disease Control and Prevention.⁴ Those living within about 500 feet of a major highway have increased risk for exposure to carbon monoxide, nitrogen dioxide, ozone, and particulates. There are a variety of potential health impacts including increased incidences of asthma and lung disease, cardiovascular disease, cancer, and adverse birth outcomes. Children, older adults, households with low incomes, and those with underlying health conditions may be at higher risk for impacts.

⁴ <https://ephtracking.cdc.gov/showProximityToHighways.action>

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Local businesses such as auto sales or service operations may store toxic or hazardous chemicals but are regulated by local development regulations and state laws.

4) Describe special emergency services that might be required.

No special emergency services are anticipated. Commercial businesses would require City review of building and fire codes, and inspections by West Pierce Fire and Rescue.

5) Proposed measures to reduce or control environmental health hazards, if any:

The State Model Toxics Control Act (MTCA) sets standards for cleanup of lower levels of contaminants that are incorporated into new development and redevelopment parcels noted to have contamination potential. The City applies relevant standards regarding hazardous materials handling in the International Fire Code and Zoning Codes. Compliance with the Lakewood Municipal Code including aquifer protection regulations also addresses hazardous materials storage and handling.

It is recommended that the Planned Action Ordinance incorporate the following mitigation measure:

- The potential for airborne toxics from high volume roads like I-5 can be mitigated through site and building design and by increasing access to transit and non-motorized transportation options. Residential uses could be located 500 feet from the centerline of I-5 at a minimum.
- Applicants for development shall conduct a site assessment to determine if contamination is present from past use.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

I-5 is a primary source of traffic noise, and to a lesser extent traffic on Pacific Highway. Sounder Station operations also contribute to transportation noise sources. JBLM military operations result in aircraft noise.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

New residential and employment growth could contribute traffic trips and add cumulatively to noise. However, locating new housing and jobs in proximity to the Sounder Station could allow for more transit usage.

Land use could locate in proximity to noise sources, including residential uses, exposing population to noise.

3) Proposed measures to reduce or control noise impacts, if any:

LMC Chapter 8.36 Noise Control applies to nuisances under both studied alternatives.

Under the Planned Action, the following are proposed:

- Limiting residential uses within 500 feet of I-5 centerline to address air quality concerns could also be beneficial for noise reduction.

- Within Lakewood Landing, measures to reduce noise include: water features, carefully placed structures, and gabion walls.

8. LAND AND SHORELINE USE

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

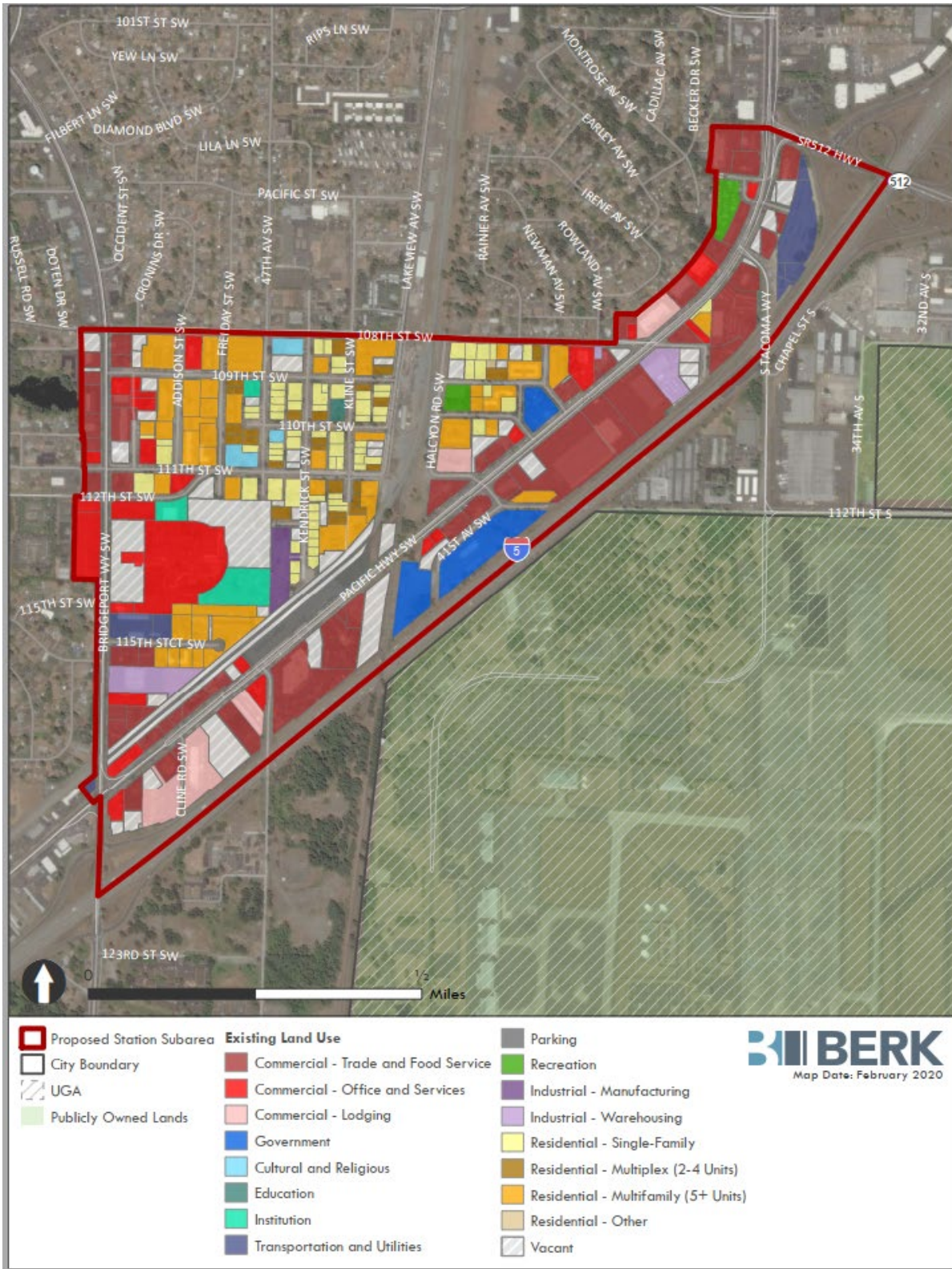
Most of the study area is in commercial use, followed by multifamily and single family residential combined, and vacant lands. See Exhibit 9 and Exhibit 10.

Exhibit 9. Current Land Use and Acres

Category	Acres	Share
Commercial - Food Service	8.7	4%
Commercial - Lodging	9.0	4%
Commercial - Office	4.5	2%
Commercial - Retail/Wholesale Trade	45.5	22%
Commercial - Service	10.5	5%
Cultural and Religious	1.9	1%
Education	0.5	0%
Government	9.0	4%
Industrial - Manufacturing	2.5	1%
Industrial - Warehousing	5.7	3%
Institution	13.9	7%
Parking	3.5	2%
Recreation*	2.7	1%
Residential - Multifamily (5+ Units)	29.4	14%
Residential - Multiplex (2-4 Units)	5.3	3%
Residential - Other	0.1	<1%
Residential - Single-Family	15.6	7%
Transportation and Utilities*	6.9	3%
Vacant	35.7	17%
Grand Total	211.0	100%

This includes a RV park at Halcyon that could be reclassified as multifamily. At 109th is Water District Well and should be Utility though it provides open space values.

Exhibit 10. Existing Land Use



Note: Recreation includes RV park and recreation activities.
Source: BERK, 2020; Pierce County Assessor, 2020.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The site is urban and not used for agriculture. The area is not designated as a resource land of long-term significance.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

Not applicable. The study area is in the city limits and contains and is surrounded by urban lands.

c. Describe any structures on the site.

The sites contain residential and commercial structures. Commercial structures apart from the hospital and lodging are generally one or two stories in height. The hospital is 2-3 stories in height. The Candlewood Hotel is 3 stories. The Sounder Station Garage extends 4 stories. Residential structures vary in height but are generally less than three stories. See Exhibit 11.

Exhibit 11. Description of Residential Structures in Study Area

Type of Residential Structures	Sum of Units
1 1/2 Story Fin	14
1 Story	68
2 Story	4
Addon Only Res	0
Apartment <= 3 Stories	20
Detached Garage	0
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

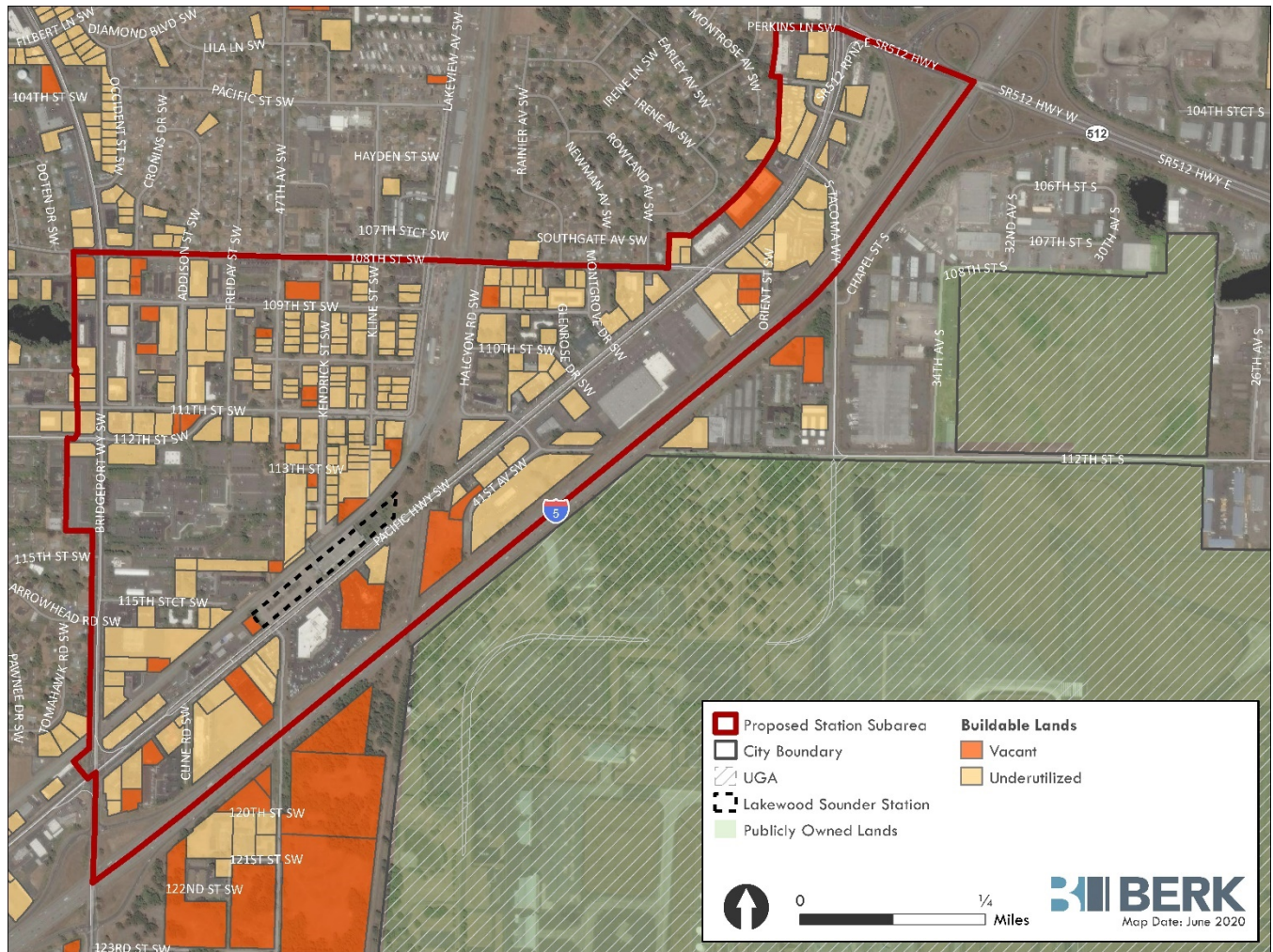
Source: Pierce County Assessor, BERK 2020.

d. Will any structures be demolished? If so, what?

Structures may be demolished and replaced by new residential and commercial development.

Sites most likely to change were identified by a 2014 Buildable Lands Report prepared by Pierce County in conjunction with cities. See Exhibit 12.

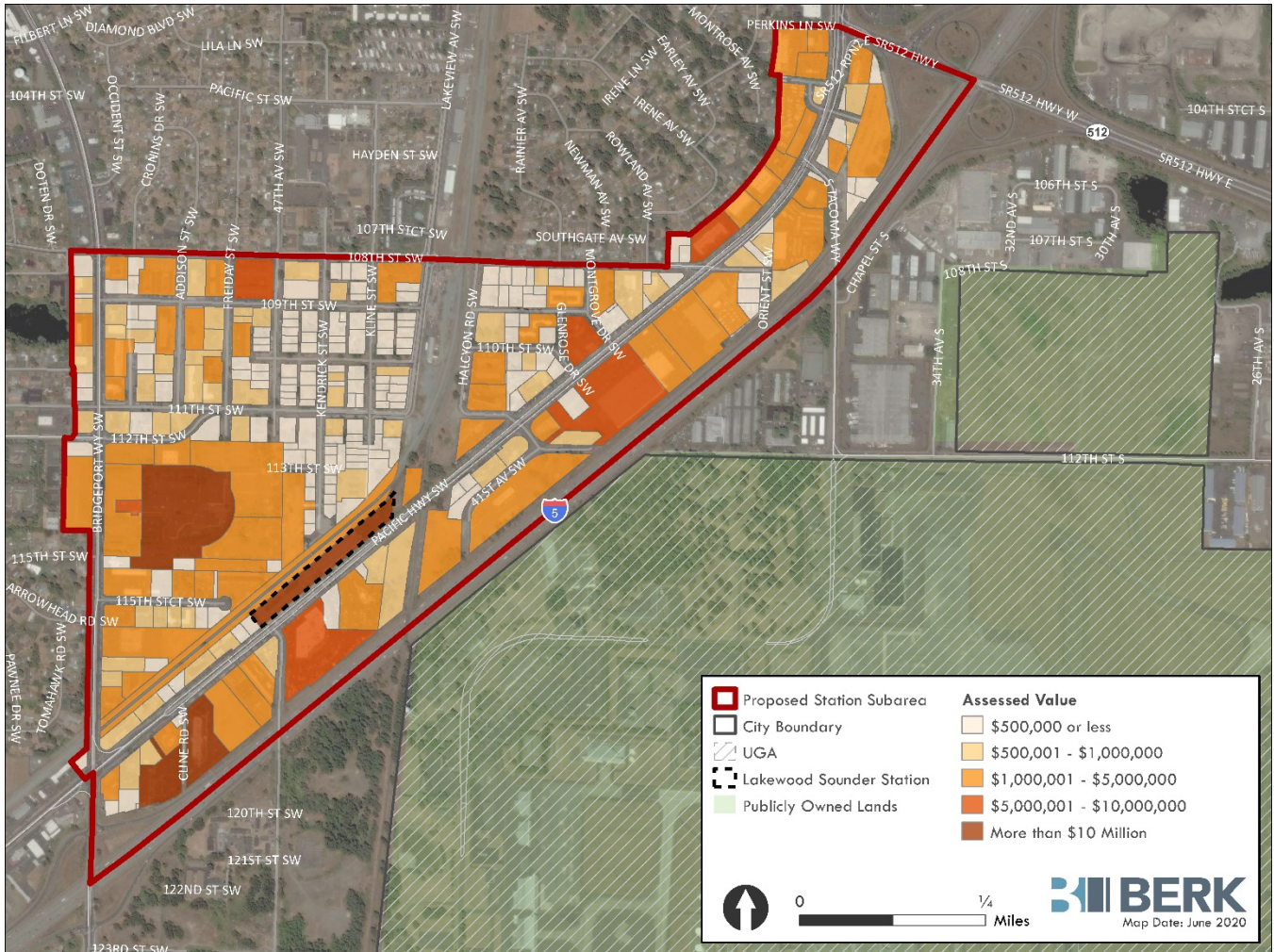
Exhibit 12. Buildable Lands: Vacant and Underutilized Properties



Source: Pierce County 2014, BERK 2020.

While the buildable lands data relies on older 2010 information published in 2014, the information is still relatively intact reviewing building to land values. Where land values are relatively equal or higher than building values, changes to land use are more likely. See Exhibit 13.

Exhibit 13. Building to Land Values



Source: Pierce County 2014, BERK 2020.

e. What is the current zoning classification of the site?

Most of the study area is zoned Transit-Oriented Commercial (TOC), Public Institutional, Multifamily 3 (MF3) and Commercial 2 (C2). See Exhibit 14. See also 12.a below.

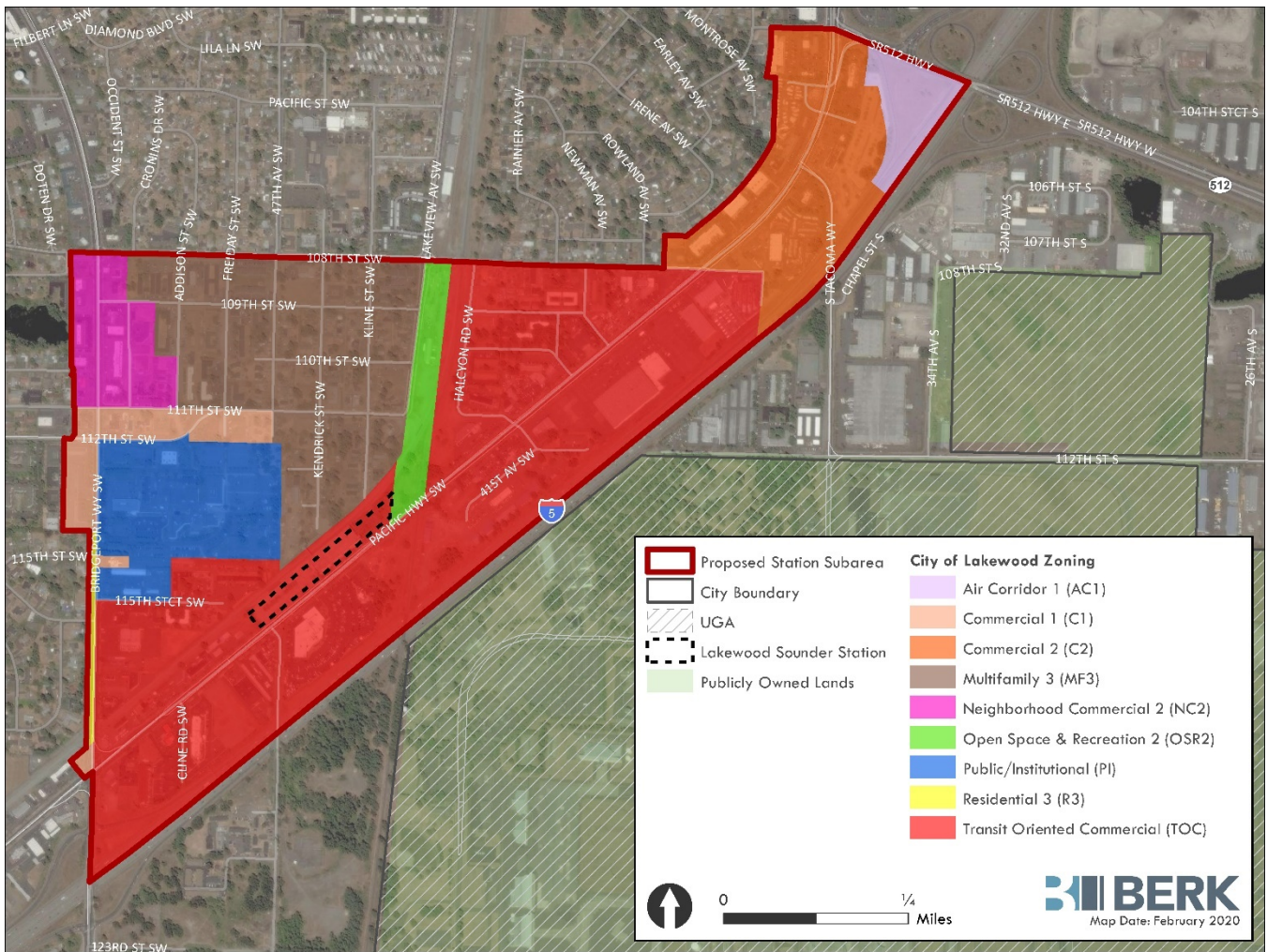
Exhibit 14. Current Zoning Acres

Zone District	Acres
Air Corridor 1	0.3
Commercial 1	7.9
Commercial 2	25.1
Multifamily 3	41.1
Neighborhood Commercial 2	10.6
Open Space & Recreation 2	0.6

Zone District	Acres
Public Institutional	46.0
Transit Oriented Commercial	99.5
Grand Total	231.1

Source: City of Lakewood, BERK 2020.

Exhibit 15. Current Zoning Map



Source: City of Lakewood, BERK 2020.

Under the Planned Action, typologies for buildings would be allowed based on a regulating plan that varies street typologies. See Exhibit 16 for the Station District Regulating Plan. With the Station District Form Based Code, building typologies would be defined; see Exhibit 17. A townhouse/rowhouse style building typology is added compared to Downtown.

Exhibit 16. Draft Planned Action Regulating Plan – Station District



Source: Framework 2021.

Exhibit 17. Form-Based Code Frontage Types – Station District

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.

Description

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.

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.

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.

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.

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.

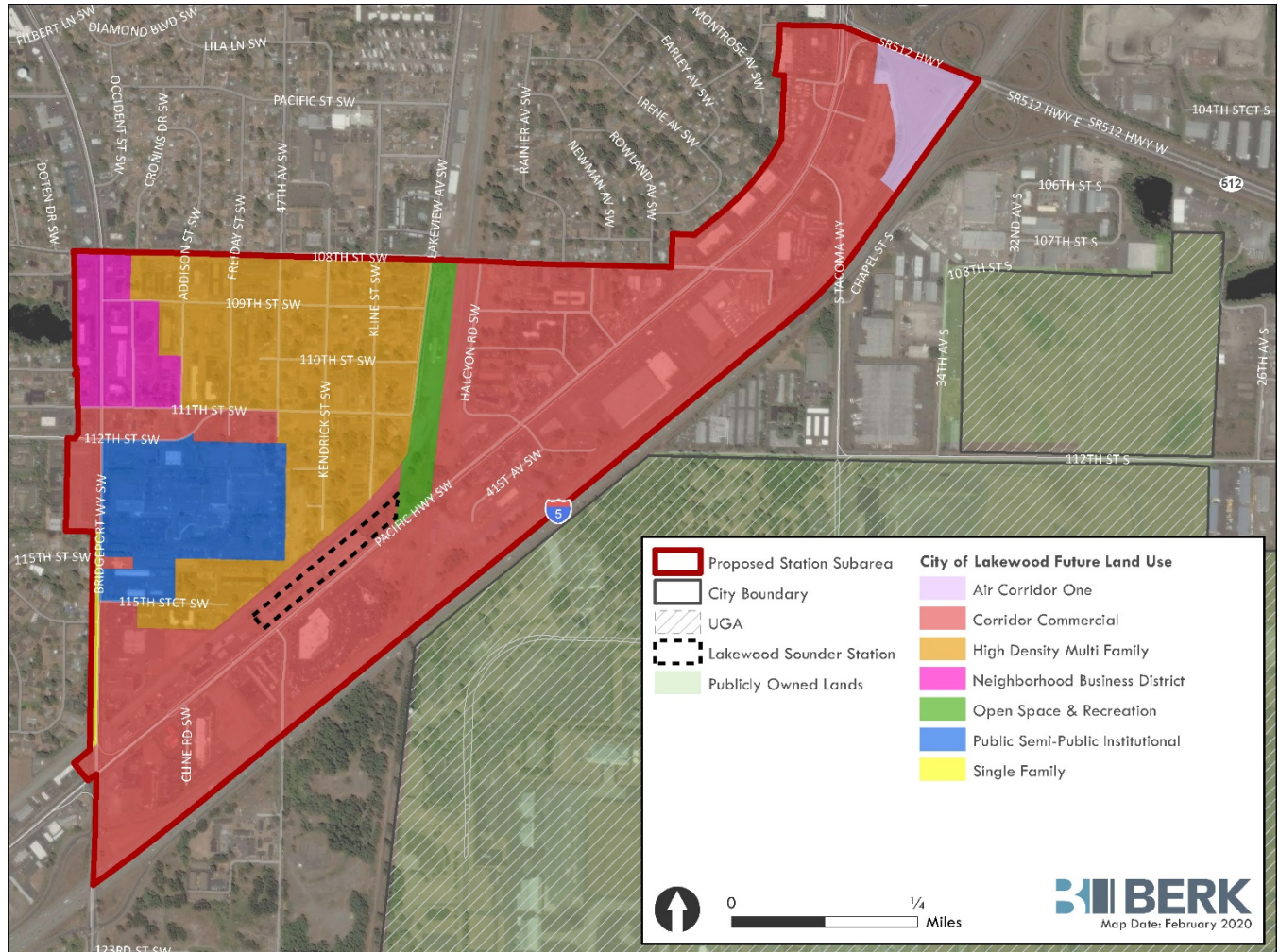
Parking. The parking frontage type is only permitted on arterial mixed-use streets and is the only frontage type where parking is allowed between the building and the street edge. Landscape and trees are required in the landscaped area between the street edge and the parking area.

The proposed code encourages the use of alleys to provide secondary access to properties, de-emphasize parking lots, and to promote continuous building frontages. Alleys shall meet Public Works engineering standards. Along Occidental, a special designation for Plaza Street identifies acceptable development frontages similar to Mixed Use Streets.

f. What is the current comprehensive plan designation of the site?

Most of the study area is designated as Corridor Commercial, or High Density Multi Family. There are smaller areas of Neighborhood Business District and Public Semi-Public Institutional. See Exhibit 18. See also 12.a below.

Exhibit 18. Current Comprehensive Plan



Source: City of Lakewood, BERK 2020.

g. If applicable, what is the current shoreline master program designation of the site?

There are no waterbodies or designated shorelines in the study area.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The area is considered an aquifer recharge area and contains a 500-year floodplain. There are no mapped wetlands or streams or geologic hazards. See Sections B1 and B3. There are no mapped threatened and endangered plants or animals; see Sections B.4 and B.5.

i. Approximately how many people would reside or work in the completed project?

Growth capacity ranges from 1,345 to 1,780 dwellings. There would be at least 1,190 to 1,280 jobs rounded, with a few thousand commercial jobs likely in later phases of the Lakewood Landing site. The lower range

represents the No Action Alternative and the Planned Action represents the higher range. Growth assumptions are similar to growth capacity though slightly lower to test a little less than maximum capacity (e.g. midrange density in amended MF3 zone). See Exhibit 19.

Population associated with 1,722 households under the Planned Action would equal about 4,047 persons assume 2.35 persons per household. Under the No Action, the expected population would equal 2,261.

Exhibit 19. Study Area Growth Capacity and Assumptions

	No Action Alternative	Planned Action Alternative
Growth Capacity	<ul style="list-style-type: none"> ▪ The 2014 Buildable Lands Report indicated a low capacity of 258 new dwelling units and 1,186 jobs. <ul style="list-style-type: none"> ○ Application of 2014 Buildable Lands Report zone-based assumptions to underutilized and vacant lands shows a potential for up to 1,343 new dwelling units. 	<ul style="list-style-type: none"> ▪ If achieving up to 40 units per acre in the MF3 zoned area and 54 units per acre in mixed use zones, capacity for residential would be about 1,019 new units. Lakewood Landing would result in another 760 planned units or a total of 1,779 dwellings. ▪ Job capacity would equal 1,186 jobs, plus Lakewood Landing jobs. Early phase includes retail jobs (approximately 171). Later phases will be determined but could include several thousand office jobs.
Growth Assumptions	<ul style="list-style-type: none"> ▪ Transportation Model 2010-2035: <ul style="list-style-type: none"> ○ Households Distributed per Traffic Model: 962 ○ Jobs Distributed per Traffic Model: 1,193 	<ul style="list-style-type: none"> ▪ Transportation Model 2010-2035: <ul style="list-style-type: none"> ○ Households Distributed per Buildable Land Capacity Shares illustrating middle density distribution across MF3 zone (35 units per acre average): $962 + 760 = 1,722$ ○ Jobs: $1,105$ plus 171 Lakewood Landing = $1,276$

j. Approximately how many people would the completed project displace?

The study area has portions considered at moderate and high displacement risk. (Puget Sound Regional Council, 2019)⁵ Residents and businesses may be priced out of the area as new development occurs.

k. Proposed measures to avoid or reduce displacement impacts, if any:

There is sufficient growth capacity to replace existing job space as sites redevelop. The City can promote development standards that allow for commercial space in mixed use areas to maintain affordable rents (e.g. adjust parking ratios for businesses less than a certain size similar to Downtown).

There is sufficient capacity to replace existing housing as the sites redevelop. The City does provide inclusionary density bonuses, development standard flexibility and fee reductions for affordable housing in Chapter 18A.90

⁵ According to PSRC, displacement risk is a composite of indicators representing five elements of neighborhood displacement risks: socio-demographics, transportation qualities, neighborhood characteristics, housing, and civic engagement.

Housing Incentives Program.

The intent of the Planned Action is to create more incentives for missing middle ownership housing such as townhomes/rowhouses. The City could add the area to its multi-family tax exemption for affordable housing in LMC Chapter 3.64 Property Tax Exemptions for Multifamily Housing.

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The No Action Alternative would implement Chapter 18A.70 Community Design, Landscaping, and Tree Preservation. The Planned Action would implement similar landscaping and tree presentation standards and custom design standards for the buildings and public realm in a hybrid form-based code.

Under the Planned Action, rowhouses/townhouses (e.g. 35 feet focusing on building types such as duplexes, triplexes or rowhouses in the MF3 zone would be less disruptive for existing single family residents that are located in pockets of the zone.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

None required.

9. HOUSING

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Currently there are 864 dwellings; see Exhibit 11. Growth capacity ranges from 1,345 to 1,780 dwellings. See Exhibit 19.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

About 159 of the total permanent dwellings and RVs could be displaced due to redevelopment on underutilized lands. The Oakknoll Trailer Park is on 1.7 acres and would not meet all the criteria of LMC 18A.40.110 due to its acreage. It may not meet space per unit, open space, and other standards.

Exhibit 20. Units and Potential for Displacement

Unit Type	Units on Vacant and Underutilized Land
Comm Land With SFR	1
Duplex 2 Units	14
Fourplex 4 Units	3
Multi Fam Apts 5 Units Or More	26
Other Residential	1
Single Family Dwelling	71
Triplex 3 Units	5

Grand Total	121
Grand Total With RV and Mobile Homes	159

Source: Pierce County Assessor, BERK 2020.

c. Proposed measures to reduce or control housing impacts, if any:

The subarea plan includes strategies to reduce displacement effects. There is sufficient capacity to replace existing housing as the sites redevelop. The City does provide inclusionary density bonuses, development standard flexibility and fee reductions for affordable housing in Chapter 18A.90 Housing Incentives Program. The City could also implement RCW 36.70A.545 which allows for an increased density bonus for affordable housing located on property owned by a religious organization. The City’s program in 18A.90 could be adapted to this recent state law, which requires that 100% of the units be affordable.

The intent of the Planned Action is to create more incentives for missing middle ownership housing such as townhomes/rowhouses. The City could add the study area to its multi-family tax exemption for affordable housing in LMC Chapter 3.64 Property Tax Exemptions for Multifamily Housing.

Based on recent state laws, tiny homes and recreational vehicles must be allowed as a primary residence. (See ESSB 5183 (2019)). RCW 35.21.684, allows for tiny homes in manufactured home parks, and allows local jurisdictions more flexibility to authorize them in other zones). The City will implement strategies in the Subarea Plan largely through the Form-Based Code, but will also determine implementation through its code docketing process.

10. AESTHETICS

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Heights range by zone from 60 to 90 feet but are lower at boundaries with lower intensity residential zones (see LMC 18A.60.100). With the Form Based Code, building typologies would be similar to those applied in Downtown. Heights would vary based on building type, and no building typologies would exceed current zoning standards and may be lower. For example, a townhouse/rowhouse style building would have a height more like three stories.

Exhibit 21. Current Height by Zone

	MF3	NC2	TOC	CBD	C1	C2
Building height	80 feet	60 feet	90 feet	90 feet	60 feet	60 feet

Source: Lakewood Municipal Code, Title 18, BERK 2020.

b. What views in the immediate vicinity would be altered or obstructed?

There are no protected views in the study area. Greater building heights could result in view of Mount Rainier.

c. Proposed measures to reduce or control aesthetic impacts, if any:

The No Action Alternative would implement Chapter 18A.70 Community Design, Landscaping, and Tree Preservation. The Planned Action would implement similar landscaping and tree presentation standards and custom design standards for the buildings and public realm in a hybrid form-based code.

Under the Planned Action, promoting MF3 building heights around three stories/35 feet, and focusing on building types such as duplexes, triplexes or rowhouses is less disruptive for existing single family residents.

11. LIGHT AND GLARE

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Future development allowed in the study area would add interior and exterior lights to buildings and parking lots to address night time visibility.

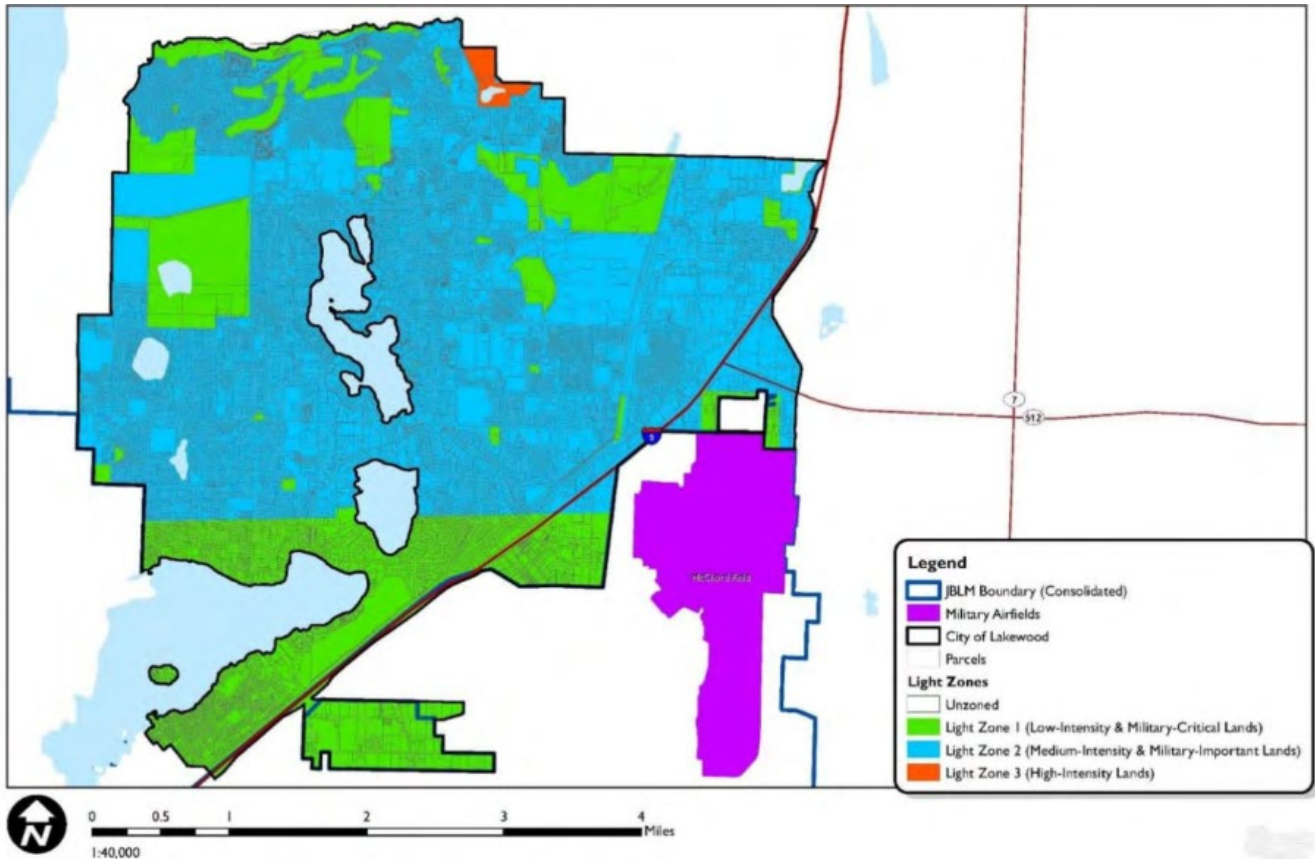
b. Could light or glare from the finished project be a safety hazard or interfere with views?

Impacts are not anticipated from typical residential and commercial uses, which are regulated by City lighting standards.

The subarea is subject to lighting standards and requirements to prevent interference with aircraft operation at JBLM.⁶ The northern portion of the subarea, near the interchange with SR-512 is part of Light Zone 2 and the rest of the subarea is in Light Zone 1 (Exhibit 22). Light Zone 1 is applicable to low-intensity land uses with low levels of exterior lighting at night. Light Zone 2 applies to medium intensity uses with model levels of exterior lighting such as residential, mixed-use, and commercial areas. Lighting standards are also intended to reduce light pollution, conserve energy, and provide safety and security. Generally, the code requires lighting to be shielded to prevent light shining above the luminary and to prevent light spill over on to adjacent properties.

⁶ 18A.60.095

Exhibit 22. Lakewood Light Zones



Source: Lakewood Municipal Code, 18A.60.095

c. What existing off-site sources of light or glare may affect your proposal?

Highways and streets abutting the study area like I-5 produce light.

d. Proposed measures to reduce or control light and glare impacts, if any:

LMC 18A.60.095 Outdoor Lighting Code provides lighting standards to reduce light and glare and to avoid interference with JBLM operations.

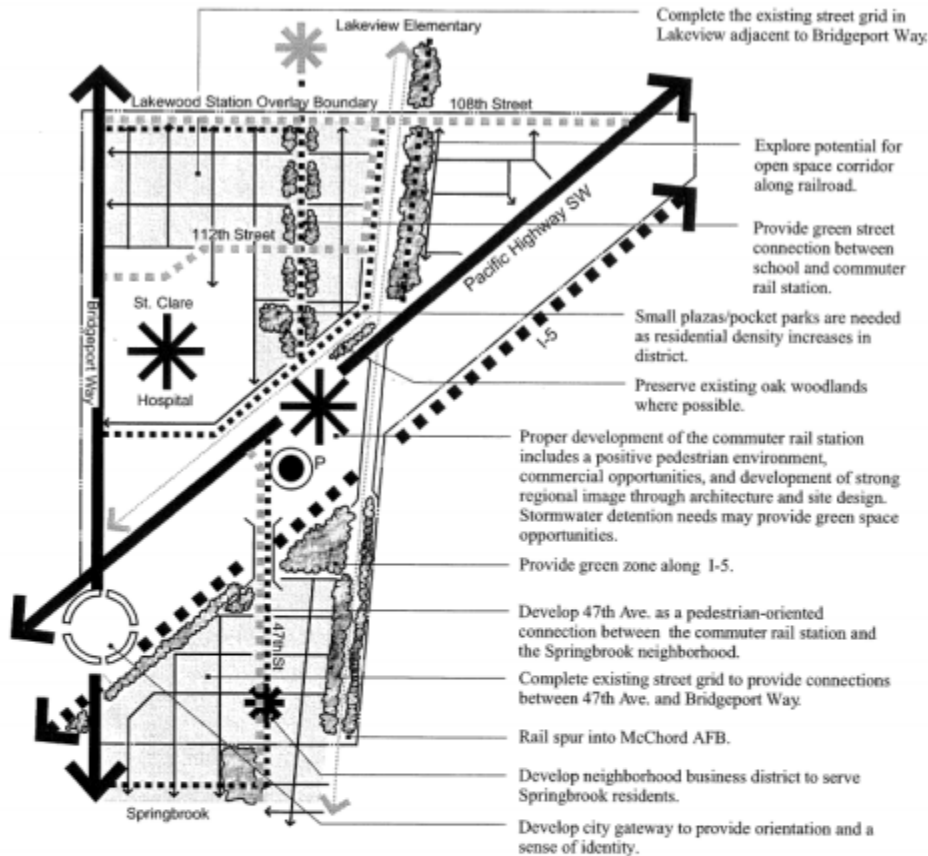
12. RECREATION

a. What designated and informal recreational opportunities are in the immediate vicinity?

Early conceptions of the subarea included the development of a linear park along the railway tracks on land now owned by Sound Transit. See Exhibit 23.

The Open Space designation/zone may be modified to be in a Public/Institutional designation and zone as the railway tracks where the land is owned by Sound Transit and not likely to become a dedicated off-street open space. However, there are opportunities for linear parks/trails.

Exhibit 23. Lakewood Station District Subarea Concept



LEGEND:

- Landmarks/Activity Node
- Gateway
- Transit Center
- Civic Boulevard
- Green Streets
- Local Collector
- Potential for Intensification of Residential Uses
- Open Space/Park/Buffer
- Framework Plan Boundary

N
 Not to Scale

Figure 4.3
Urban Design Framework
for Lakewood Station District

SOURCE: EDAW, Inc. 1999

Source: Lakewood Comprehensive Plan, 2014.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No parks exist or would be displaced. The area is beyond a 10-minute walk of parks per the City’s Legacy Parks Plan 2020 (Figure 3-14).⁷ The City’s plan calls for a park in or near the Lakewood Station District. With planned sidewalk improvements (see B.14) and street frontage improvements there is an opportunity to provide for linear parks.

The Planned Action proposes onsite open space standards for multifamily and commercial uses similar to the

⁷ See: <https://cityoflakewood.us/wp-content/uploads/2020/05/FINAL-Legacy-Plan-2020-w-pg-numbers-flattened-1.pdf>.

Downtown. The Subarea Plan includes the following public space concepts:

- Lakewood Landing will include a landscaped public plaza in its first phase to support community gathering and provide urban open space.
- 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.
- A linear park connecting Lakewood Station to the Springbrook Area through improvements along 47th Avenue as envisioned in the *Legacy Plan 2020*.

Public and semi-private open spaces will help to balance the intensity of land use in the LSDS. This could include the development of plazas, pocket parks, courtyards, or other landscaped open spaces that would provide opportunities for gathering and passive recreation.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

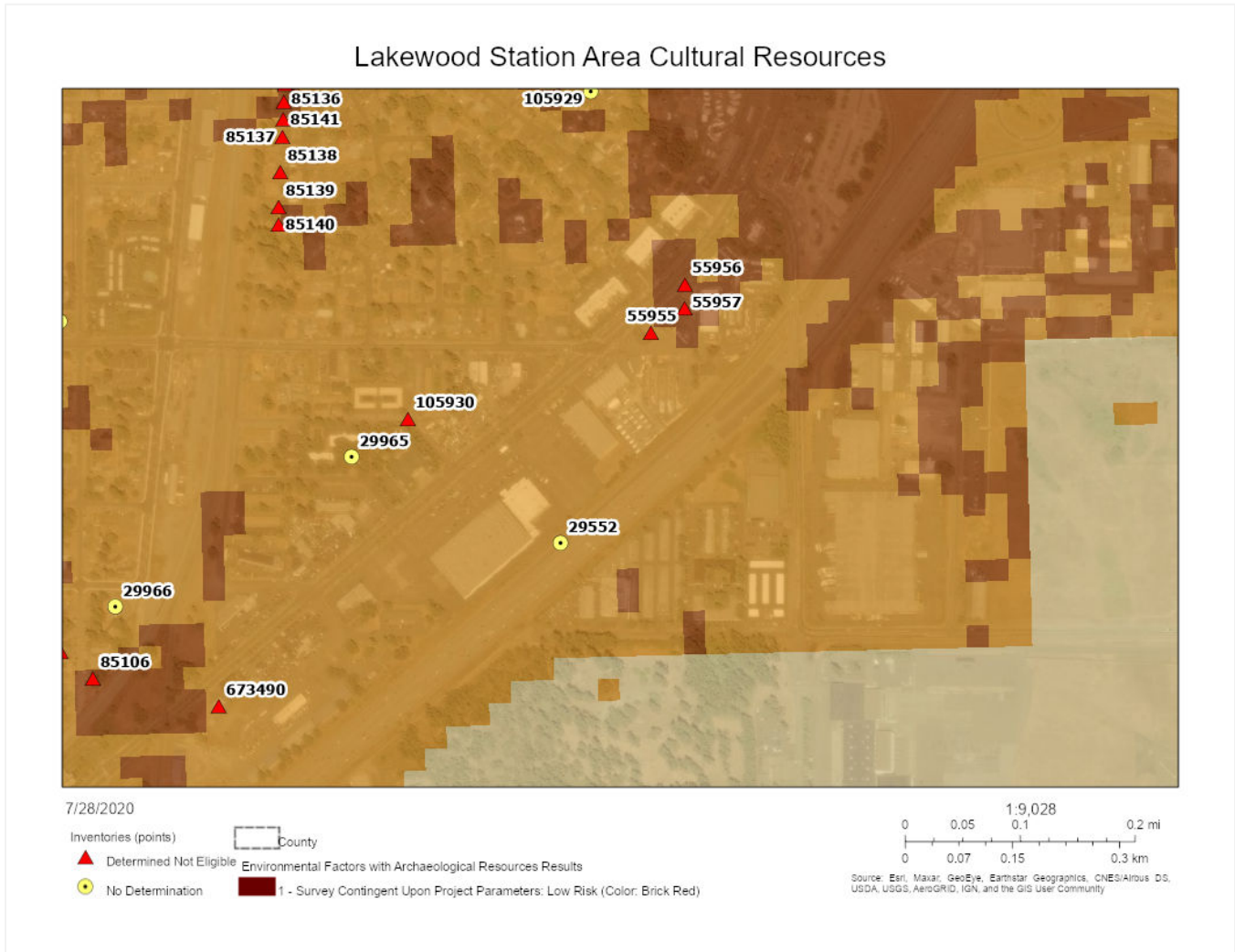
Under the Planned Action there would be application of common and private open space standards. Green Streets and other public spaces listed in B.12.b above are identified for enhanced pedestrian and landscaping experience. The form-based code and subarea plan include cross sections for streets that fit into current rights of way.

13. HISTORIC AND CULTURAL PRESERVATION

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

No structures are determined as eligible, and some are undetermined according to the Department of Archaeology and Historic Preservation (DAHP). See Exhibit 24. There are several properties that have structures that are over 45 years old. See Exhibit 25.

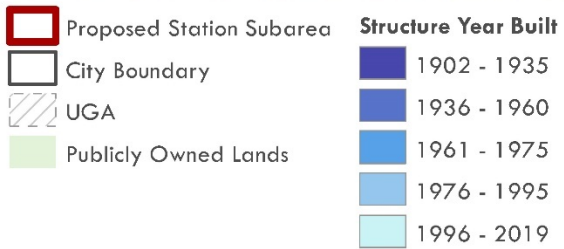
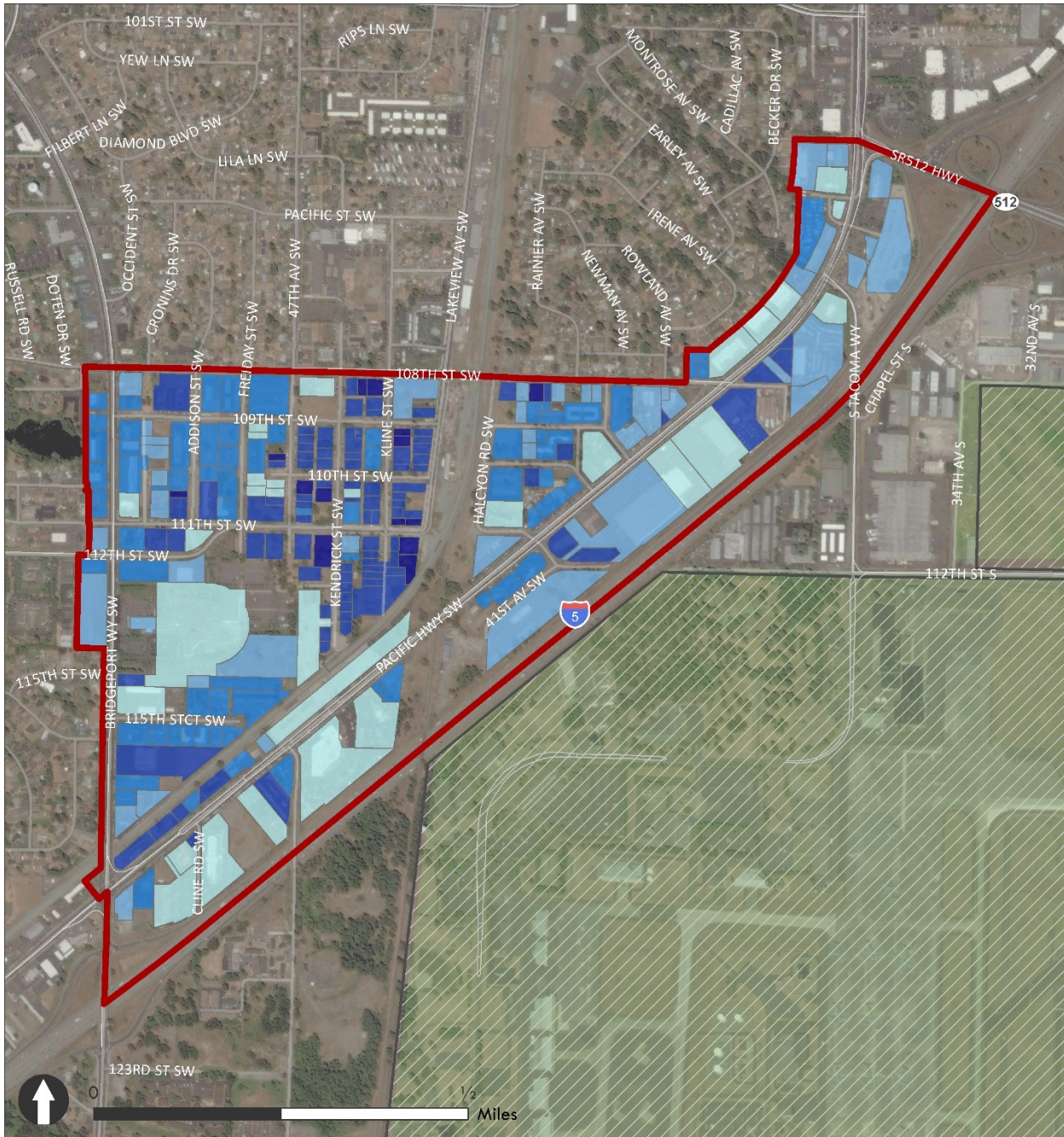
Exhibit 24. Department of Archaeology and Historic Preservation Historic and Cultural Resources



Source: Department of Archaeology and Historic Preservation, WISAARD, 2020.
 Additional Legend:

- 1 - Survey Contingent Upon Project Parameters: Low Risk (Color: Brick Red)
- 2 - Survey Contingent Upon Project Parameters: Moderately Low Risk (Color: Burnt Orange)
- 3 - Survey Recommended: Moderate Risk (Color: Orange)
- 4 - Survey Highly Advised: High Risk (Color: Pale Yellow)
- 5 - Survey Highly Advised: Very High Risk (Color: Brightest Yellow/Canary Yellow)

Exhibit 25. Age of Buildings



Source: Pierce County Assessor, BERK 2020.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

There are areas of low to moderate risk of finding cultural resources per Exhibit 24.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Methods include review of Pierce County Assessor Records, DAHP WISAARD program, and Lakewood's local register review.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Washington State has a number of laws that oversee the protection and proper excavation of archaeological sites (RCW 27.53, WAC 25-48), human remains (RCW 27.44), and historic cemeteries or graves (RCW 68.60). The Governor's Executive Order 05-05 requires state agencies to integrate DAHP, the Governor's Office of Indian Affairs, and concerned tribes into their capital project planning process. This executive order affects any capital construction projects and any land acquisitions for purposes of capital construction not undergoing Section 106 review under the National Historic Preservation Act of 1966.

Under RCW 27.53, DAHP regulates the treatment of archaeological sites on both public and private lands and has the authority to require specific treatment of archaeological resources. All precontact resources or sites are protected, regardless of their significance or eligibility for local, state, or national registers. Historic archaeological resources or sites are protected unless DAHP has made a determination of "not-eligible" for listing on the state and national registers.

The City applies Lakewood Municipal Code Chapter 2.48 Protection and Preservation of Landmarks.

It is proposed that the following mitigation measures be made part of the Planned Action Ordinance in order to be considered Planned Action. This would include:

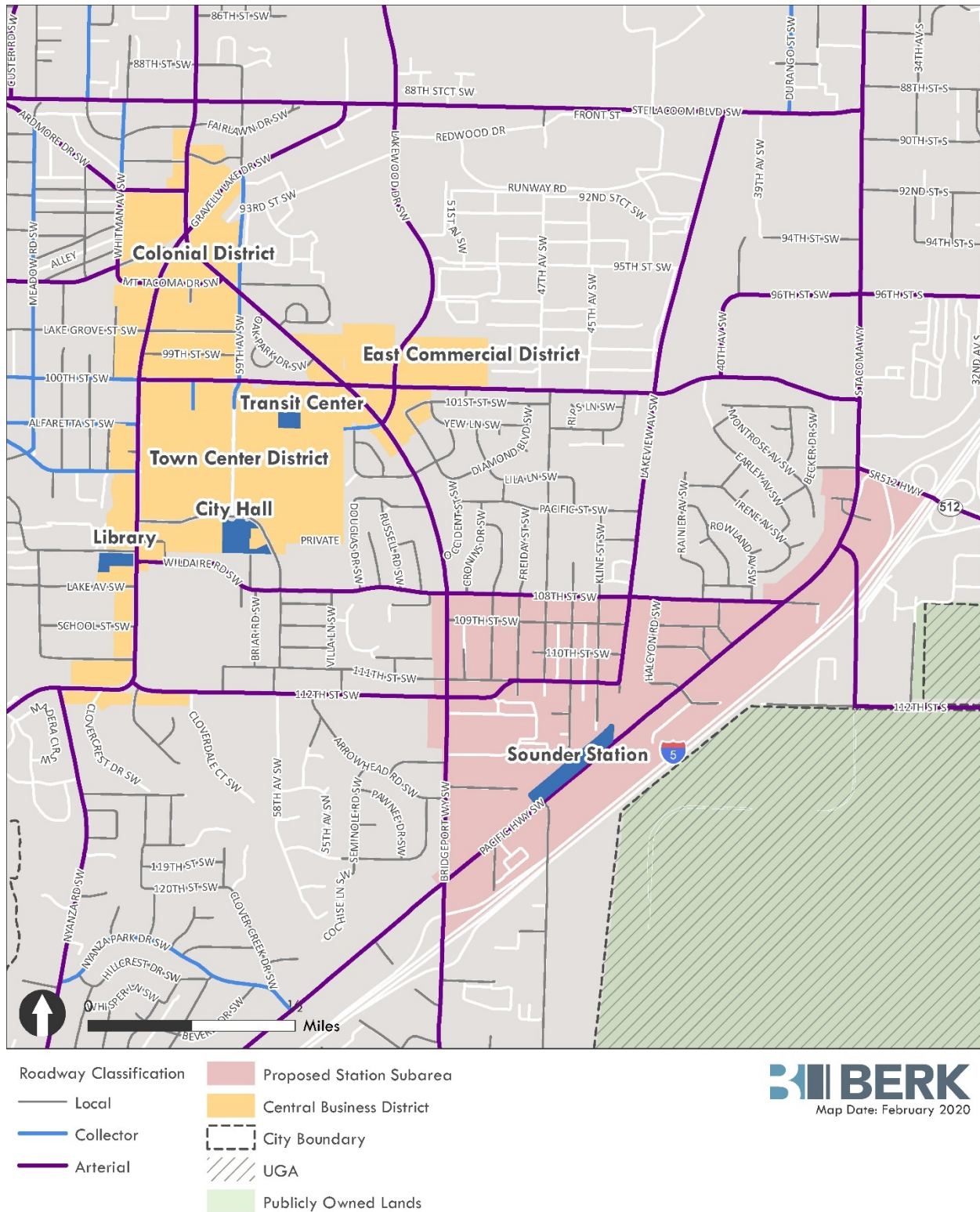
- Include Inadvertent Human Remains Discovery Language recommended by DAHP as a condition of project approval.

14. TRANSPORTATION

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

Major roadways in the subarea include Pacific Highway, 108th Street SW, and Bridgeport Way. These are classified as either principal or minor arterials with 35 mph posted speed limits. Pacific Highway provides a north-south connection between Tacoma and Lakewood, with access to 1-5 ramps and the Lakewood Station within the subarea. See Exhibit 26.

Exhibit 26. Road Classifications in Study Area and Vicinity

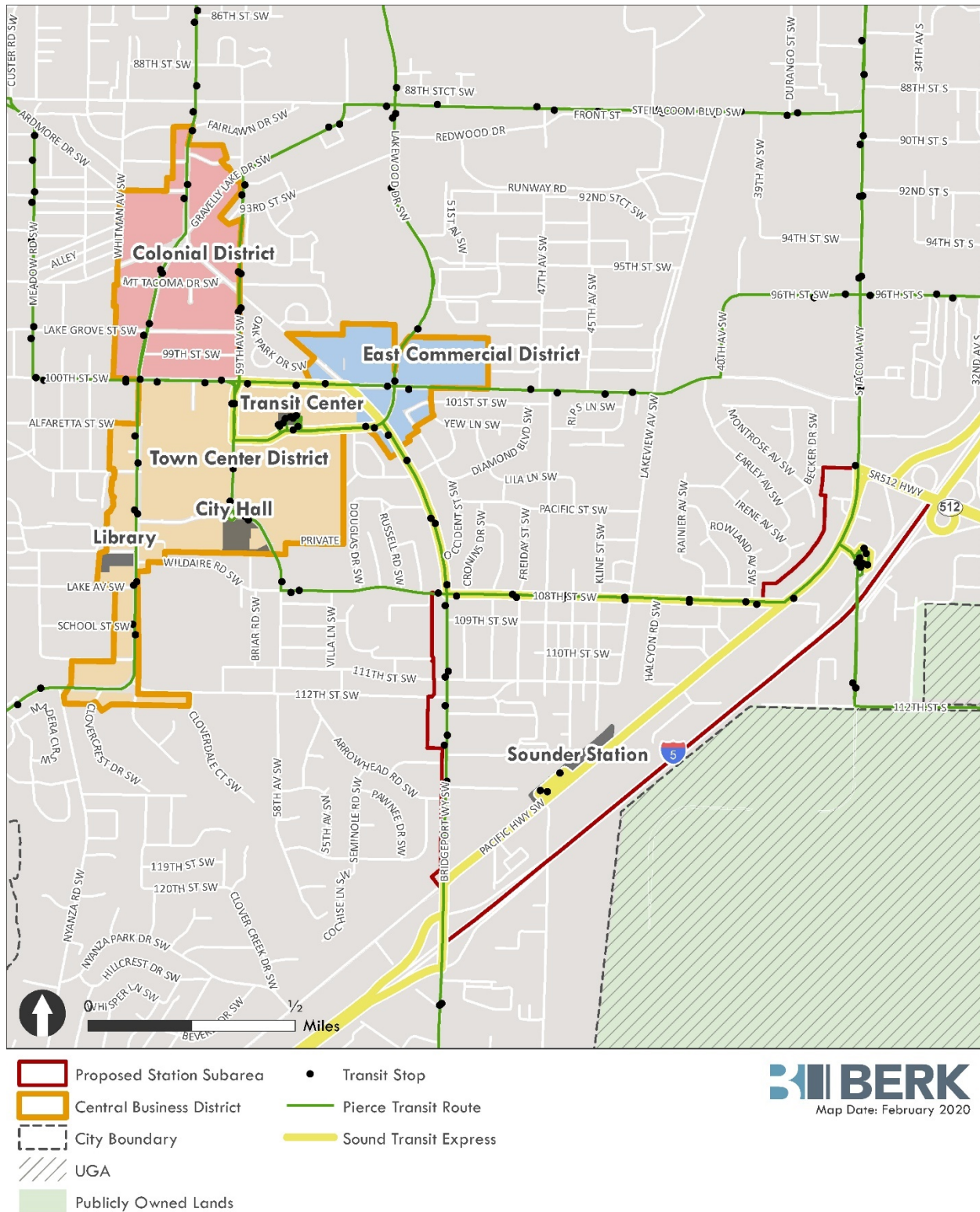


Source: City of Lakewood, Fehr & Peers 2020.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Lakewood Station is a focal point of many regional commuter trips including service to downtown Seattle via the Sounder train in addition to bus service to local and regional cities operated by Sound Transit and Intercity Transit. The SR 512 Park & Ride provides bus connections for local and regional commuters to Lakewood Town Center, Tacoma, Puyallup, SeaTac, Dupont, and Olympia and communities throughout the South Sound. Pierce Transit, Sound Transit, and Intercity Transit provide bus service to the SR 512 Park & Ride via Pacific Highway and I-5, Bridgeport Way, and 108th Street SW. Both Lakewood Station and SR 512 Park & Ride provide vehicle parking for transit users.

Exhibit 27. Transit Service in Study Area and Vicinity



Source: Pierce Transit, City of Lakewood, Fehr & Peers 2020.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

There is very little on-street parking on arterials in the study area, but on-street parking exists on several local streets. Commercial uses tend to have dedicated parking lots adjacent to their buildings, frequently buffering the building from the street. St Clare Hospital provides off-street parking at multiple lots on the hospital’s campus. Parking intended for transit users is provided at the Lakewood Station garage (600 spaces) and at the SR 512 Park & Ride (493 stalls). During the daytime, the SR 512 Park & Ride is at about 90 percent capacity. Bicycle parking is provided at Lakewood Station garage via bicycle racks and lockers.

Under the No Action Alternative, future uses must comply with the requirements in Chapter 18A.80 LMC. The Planned Action would follow parking standards for residential, retail, and office uses, and otherwise follow LMC Chapter 18A.80 for others.

Exhibit 28. Station District Proposed Specific Parking Standards

LAND USE	PARKING REQUIREMENT: STAFF RECOMMENDATIONS	BICYCLE PARKING
Residential	<p>Single-family: 2 per dwelling unit</p> <p>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)</p> <p>Senior citizen apartments 1 per 3 dwelling units*</p> <p>Multifamily housing: 1.25 spaces per dwelling unit*</p> <p>*A process is included to prepare parking study to reduce further near station.</p>	Meet rates and standards of: Chapter 18A.80
Retail, Services, Restaurants	<p>2 per 1,000 GSF minimum;</p> <p>3 per 1,000 GSF maximum</p>	Meet rates and standards of: Chapter 18A.80
Office	<p>2 per 1,000 GSF minimum;</p> <p>3 per 1,000 GSF maximum</p>	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

Source: Lakewood Municipal Code, draft 18C Form Based Code.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

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 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. 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.

Specific Mitigation Measures

The City could make signal timing improvements to increase the efficiency of impacted intersections and roadways in the subarea. Exhibit 29 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 29. Proposed Mitigation Measures

ID	Intersection	No Action	Alt 1	Alt 1 Mitigated
4	Pacific Highway / Sharondale Street			
	Install signal using existing channelization and signal length consistent with adjacent intersections	F>100	F>100	A/4
8	Pacific Highway / Bridgeport Way			

ID	Intersection	No Action	Alt 1	Alt 1 Mitigated
	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.	D/54	E/78	D/49
11	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.	D/41	E/60	D/52

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.

Development in the study area would provide information about its expected trips and will provide a traffic study where applicable per LMC 12.09.028. This analysis can affirm the mitigation approach and phasing, such as signal timing at Bridgeport Way/I-5 on and off ramps.

Encouraging bike usage would reduce transportation demand on local roads and state highways. The City could continue applying its required bicycle parking standards by use in 18A.80.030.

Street Standards

Street frontage standards are part of the proposed Title 18C Station District Development Code.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

All of Lakewood, including the subarea, is within the Lakewood Military Coordination & Notice Area (MCNA).⁸ Jurisdictions within the MCNA coordinate with JBLM prior to the approval of zoning and Comprehensive Plan amendments. Current zoning has already been subject to MCNA review, but the City notifies JBLM of all land use and building permits, subdivisions, and site plans to provide opportunity for comment.

Parts of Lakewood are also subject to airport compatible land use restrictions. The subarea is not within the most restrictive aircraft safety zones, but is within the Inner Horizontal Surface imaginary surface area for the safe operation of aircraft around JBLM.⁹ JBLM reviews proposed development to determine if the use is prohibited or could interfere with pilot vision, communication, radar, or other elements of safe operation. Typically, uses that produce steam, dust, glare that may impair visual operation, or those that attract birds, are prohibited.

The subarea is bisected by an existing rail line on which Sounder and freight 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.

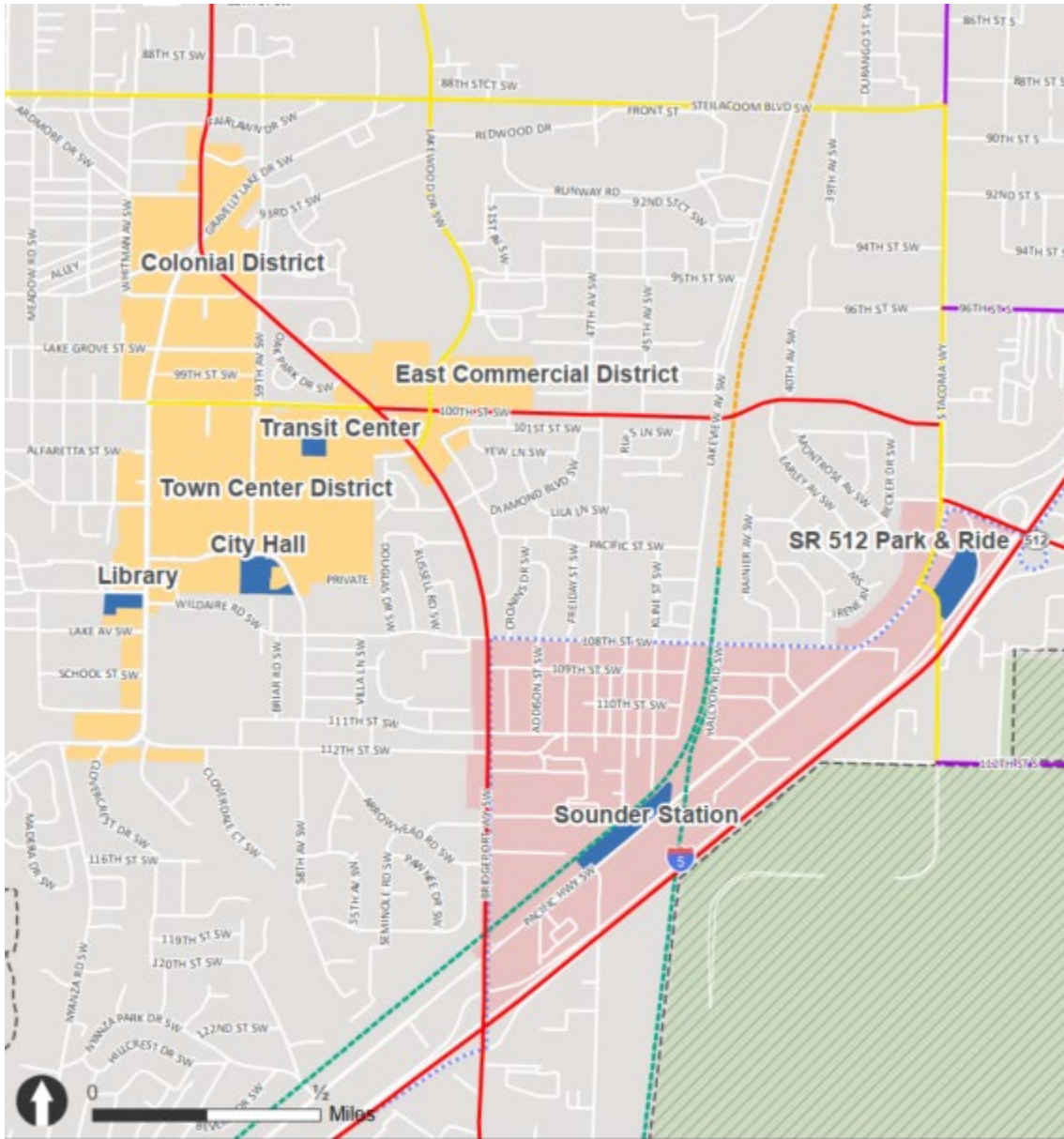
The City's 2016 Comprehensive Plan identifies designated truck routes for freight as a transportation goal. Designated major truck streets are primary routes for goods movement throughout the City. Designation as a major truck street helps Lakewood's Public Works Transportation division determine street design, traffic management plans, and pavement improvement projects that allow and facilitate the movement of larger vehicles along the designated Way. Bridgeport Way and South Tacoma Way are designated as truck routes in WSDOT's Freight and Good Transportation System (FGTS) 2019 update, as shown in Exhibit 30.¹⁰ In addition to the designated routes, 108th Street SW serves as a de facto freight route for trucks heading northbound on I-5 due to the limited height of the railroad bridge crossing I-5 at JBLM. These trucks exit the freeway at Bridgeport, take 108th to Pacific Highway, and then reenter I-5 at SR-512.

⁸ 18A.10.135.6

⁹ 18A.10.135.10B

¹⁰ <https://www.wsdot.wa.gov/sites/default/files/2006/02/13/washington-freight-and-goods-transportation-system-2019.pdf>

Exhibit 30. Freight and Good Transportation System Routes



Source: WSDOT, 2019; Fehr & Peers, 2020; City of Lakewood, 2020.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The net increase between Planned Action and Existing Conditions is 1,950 vehicle trips. Total rounded vehicle trips by scenario tested include:

- Existing – 2,530
- No Action – 3,810
- Planned Action – 4,480

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

This is not applicable. There are no areas in use for agricultural and forest products.

h. Proposed measures to reduce or control transportation impacts, if any:

See “d” above for planned improvements.

Other mitigation includes:

- 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 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.

15. PUBLIC SERVICES

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

Emergency Services

Emergency response services in Lakewood are provided by West Pierce Fire and Rescue and the Lakewood Police Department. St. Clare hospital also supports a range of medical services including a 24 hour emergency room.

Future development would add new residents and employees that could increase the demand for emergency services.

Comprehensive Plan Policy P-5.1 establishes police response time objectives:

PS-5.1: Provide police protection with a three-minute response time for life-threatening emergencies (Priority 1), a six-minute response time for crimes in progress or just completed (Priority 2), and a routine/non-emergency response time of 20 minutes (Priority 3).

The status of response times is unknown.

The department 101 commissioned officers that service the City, and in 2016 responded to 49,569 calls for service. (City of Lakewood, 2020) With this information, an effective level of service can be calculated, resulting in about 1.72 officers per 1,000 residents.

Exhibit 31. Police Services Effective Level of Services Standards

Year	Population	Officers	Officers Per 1,000 Residents
2020	60,030	101	1.68

Source: (City of Lakewood, 2020)

The demand for the number of police officers under the Planned Action is anticipated to be 6.8, and under the No Action Alternative 3.8 officers.

Lakewood has adopted policies setting level of service standards for West Pierce Fire and Rescue (WPFR):

- PS-1.1: Maintain a Washington Surveying and Rating Bureau (or successor agency) rating of ISO Class 3 or better; and
- PS-4.2: Provide a four-minute initial time standard for EMS calls.

WPFR has met the PS-1.1 LOS standard with a class 3 WSRB through 2020.¹¹

WPFR has a turnout time for all incidents of 110 seconds (less than 2 minutes) and a response time of 6 minutes for a first arriving unit with a “first responder” or higher. In 2017, the goal of a 110 second response time was met 70% of the time. The goal of arrival of a unit with first responder or higher level capability at an emergency medical incident was met 83% of the time.¹²

A common effective level of service standard is to look at fire response personal per 1,000 capita. This helps compare service capabilities over-time and across jurisdictions. Fire suppression personnel are often trained in emergency medical services, and there is overlap in the number of full time equivalents (FTEs) for each activity.

Based on the expected population of the No Action Alternative, there would be a demand for 3.44 firefighters, and 6.15 under the Planned Action.

Exhibit 32. Fire Services Effective Level of Services Standards

Year	District Population	Firefighters / EMT/Medics	Firefighters Per 1,000 Residents
2020	100,000	152 Firefighters/EMTs	1.52

Source: [WPFR Budget 2020](#).

There is no level of service for the St. Clare Hospital. Relevant Comprehensive Plan policies include:

¹¹ See: <https://www.westpierce.org/west-pierce-fire-rescue-maintains-class-3-rating/>.

¹² See: <https://www.westpierce.org/wp-content/uploads/Annual-Report-2017-with-52.33-report.pdf>.

PS-14.7 Encourage the location of medical clinics and services near transit facilities.

Public Schools

Future residents would increase the demand for public schools. Public school services are provided by the Clover Park School District (CPSD). The study area is primarily served by Lakeview Hope Academy Elementary School and to a small degree by Four Heroes Elementary School. Lochburn and Hudtloff Middle Schools also serve the study area. Clover Park High School serves the entire study area.¹³

To estimate student generation, it is also possible to consider the number of households in the district in relation to the number of students. The number of households in the Clover Park School district is 29,700 as of 2019 based on State of Washington Office of Financial Management (OFM) small area estimates. There are 13,789 students in the district as of 2019. Thus, the effective student per household ratio is 0.46.

Under the Planned Action, there would be 792 students in new households, and under the No Action Alternative there would be a potential for 447 new students.

b. Proposed measures to reduce or control direct impacts on public services, if any.

The growth will occur through 2035 and beyond and would contribute taxes to help support services; growth will be incrementally absorbed.

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

16. UTILITIES

a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other ___

All power, water, and sewer services are available. Lakeview Light and Power provides electrical service to the subarea and Puget Sound Energy provides natural gas service.

Water service is provided by Lakewood Water District. 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 water line upgrades with the District's 50-year repair and replacement program could provide cost and timing efficiency for redevelopment projects in the subarea. Fire flow requirements would be applied at the time of building and construction permits. See Appendix A.

Wastewater service in Lakewood is provided by Pierce County Public Works. See Appendix A. Most of the sewer pipes were installed in the 1980's (some later) and are primarily 30 inch diameter PVC pipes, which have a 100-year lifetime.

Pierce County coordinates quarterly with the City of Lakewood to discuss upcoming and future projects. A Sewer Improvement Plan was adopted in September 2019, addressing capital facility planning from 2020-2040 and identifying funding for the next six years of capital facility improvements. There are no listed projects within or near the subarea identified in this plan.

¹³ See: <http://apps.schoolslocator.com/index.html?districtCode=49275>.

The most recent system plan is the 2010 Unified Sewer Plan, adopted in 2012. Pierce County is scheduled to begin an update to this plan in 2020. The plan accounted for zoning densities in place today, e.g. up to 54 units per acre. Development that occurs at a higher intensity than the existing conditions may require wastewater system capacity upgrades. New development or redevelopment at the levels envisioned by the future land use plan will require larger collection lines. Update of the Unified Sewer Plan provides an opportunity to plan for future development in the LSDS.

The Lakewood Landing Project would have densities of 66 units per acre if considering the Phase 1 site area of 11.5 acres, but would have densities at 25 units per acre across the entire 30 acre site. Based on the whole site area, densities would be consistent with the TOC zone that has a maximum of 54 units per acre. Coordination regarding the phasing of development and needs for sewer service improvements would assist in development implementation.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Potential strategies for water and sewer include coordination with service providers by each Planned Action Applicant consistent with LMC 18A.60.140 Concurrency:

- Water mains may need to be upgraded for capacity or fire flow to support redevelopment. This may be done efficiently and at lower cost if strategic upgrades are coordinated with the Lakewood Water District's 50-year repair and replacement plan.
- Participation in the update of Pierce County's Unified Sewer Plan will help to identify future capacity challenges, needed upgrades to collection lines, and funding options for replacement.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature 

Name of signee: Lisa Grueter, AICP

Position and Agency/Organization: Principal, BERK Consulting

Date Submitted: July 27, 2020; updated March 29, 2021.

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

See B.2, B.3, and B.7.

Proposed measures to avoid or reduce such increases are:

See B.2, B.3, and B.7.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

See B.4 and B.5.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

See B.4 and B.5.

3. How would the proposal be likely to deplete energy or natural resources?

See B.7.

Proposed measures to protect or conserve energy and natural resources are:

See B.7.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, flood plains, or prime farmlands?

See B.3, B.4, B.5, B.12, and B.13.

Proposed measures to protect such resources or to avoid or reduce impacts are:

See B.3, B.4, B.5, B.12, and B.13.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

See B.8 regarding land use.

Proposed measures to avoid or reduce shoreline and land use impacts are:

The integration of the LSDS Subarea Plan may require minor consistency edits to the Comprehensive Plan. For example, replacement of the urban design diagram shown in Exhibit 23 and references from the Comprehensive Plan to the Subarea Plan in the Land Use Element, Transportation Element, and Capital Facilities Element as appropriate.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

See B.14 and B.15.

Proposed measures to reduce or respond to such demand(s) are:

See B.14 and B.15.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The area has limited natural environment features, but all development will be required to address critical area and water quality regulations.