

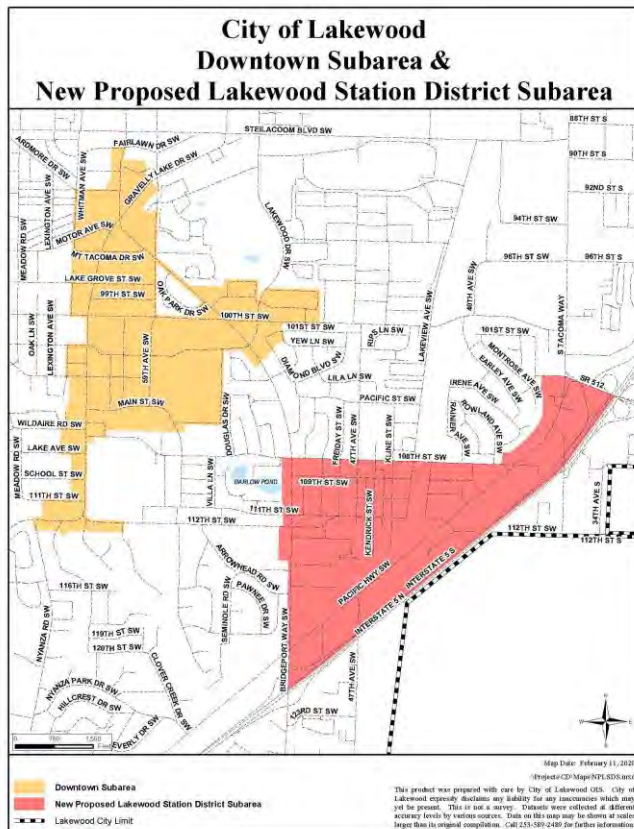
LAKEWOOD STATION DISTRICT

FORM-BASED CODE FRAMEWORK

Overview

The City of Lakewood is developing a new subarea for the proposed Station District. The Station District is located southwest of Downtown and is centered around the Sounder Commuter Station and along both I-5 and SR 99 (See Figure 1). The City adopted a new subarea plan and hybrid form-based code for Downtown in the fall of 2018 and the City intends extend the form-based code to the Station District with appropriate modifications to address the specific context of the Station District including land use, streets and transportation, open space, and desired urban form. This code framework will begin to address how best to apply the form-based code to the Station District and identify where modifications such as new street typologies, frontage types, and zoning districts may apply.

Figure 1. Proposed Station District and Downtown



City of Lakewood, 2019

Downtown Form-Based Code

The Downtown form-based code is in Section 18.B of the Lakewood Municipal Code (LMC) and includes the 7 chapters shown in Figure 2. The Station District form-based code is expected to follow a similar format and be in a new Section 18C of the LMC.

Figure 2. Downtown Form-Based Code Contents

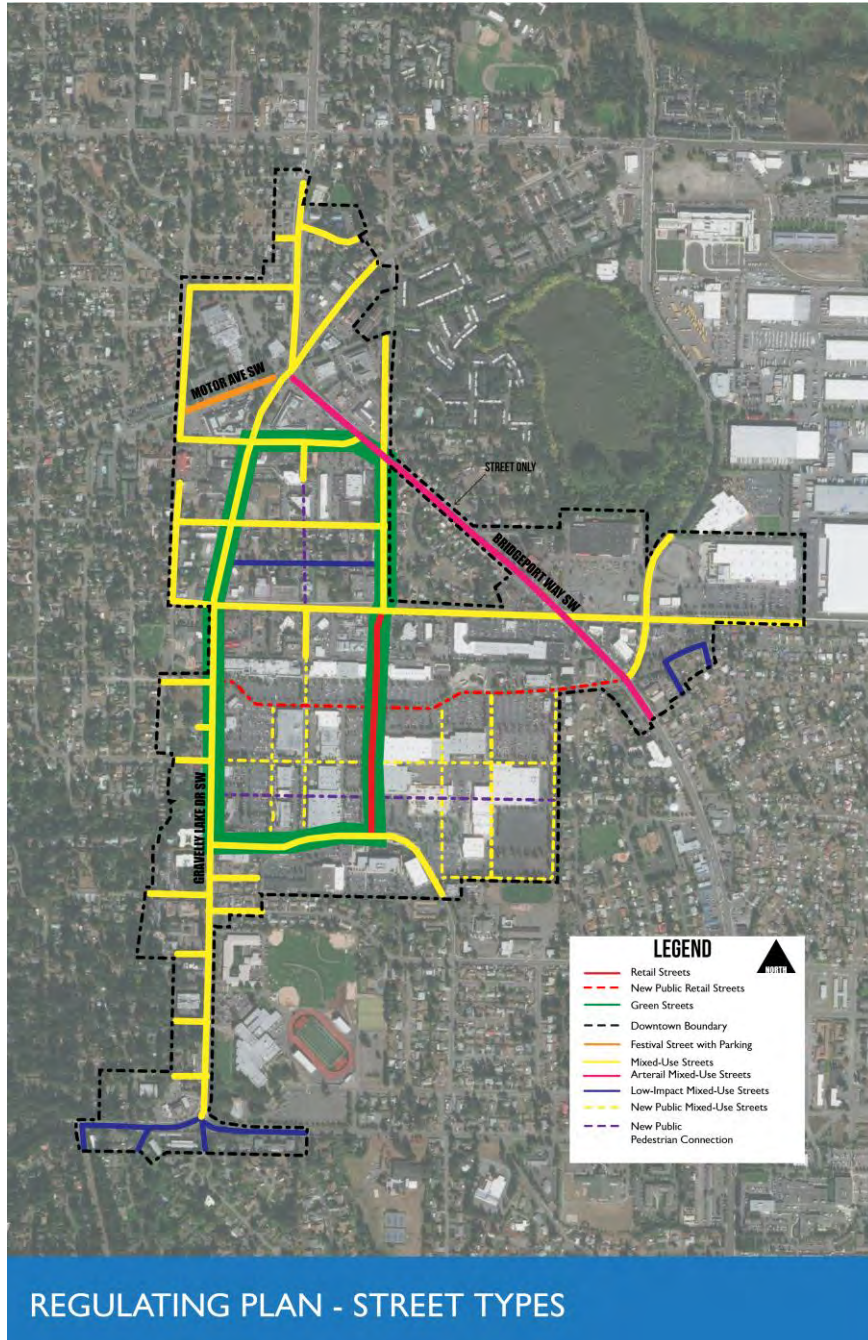
The screenshot shows a software interface for selecting a title. At the top, a green header reads "Title 18B" and "DOWNTOWN DEVELOPMENT CODE". Below this are four icons: a magnifying glass, a circular arrow, a printer, and a green checkmark. A message box below the icons says "This title is included in your selections." Below the message box, under the heading "Chapters:", there is a list of seven items, each with a blue number and a blue title:

- 18B.100 Downtown District
- 18B.200 Land Use and Zoning
- 18B.300 Streets and Blocks
- 18B.400 Site Design, Buildings, and Frontage
- 18B.500 Landscaping, Open Space, and Green Infrastructure
- 18B.600 Parking
- 18B.700 Administration

City of Lakewood, 2020

The regulating plan provides the foundation for regulating development under the form-based code by identifying street type designations that correlated with allowed frontages (See Figure 3 for the regulating plan). For zoning the Downtown is primarily Central Business District (CBD) and the street type designations and allowed frontage types reflect variations in desired urban form with the zone.

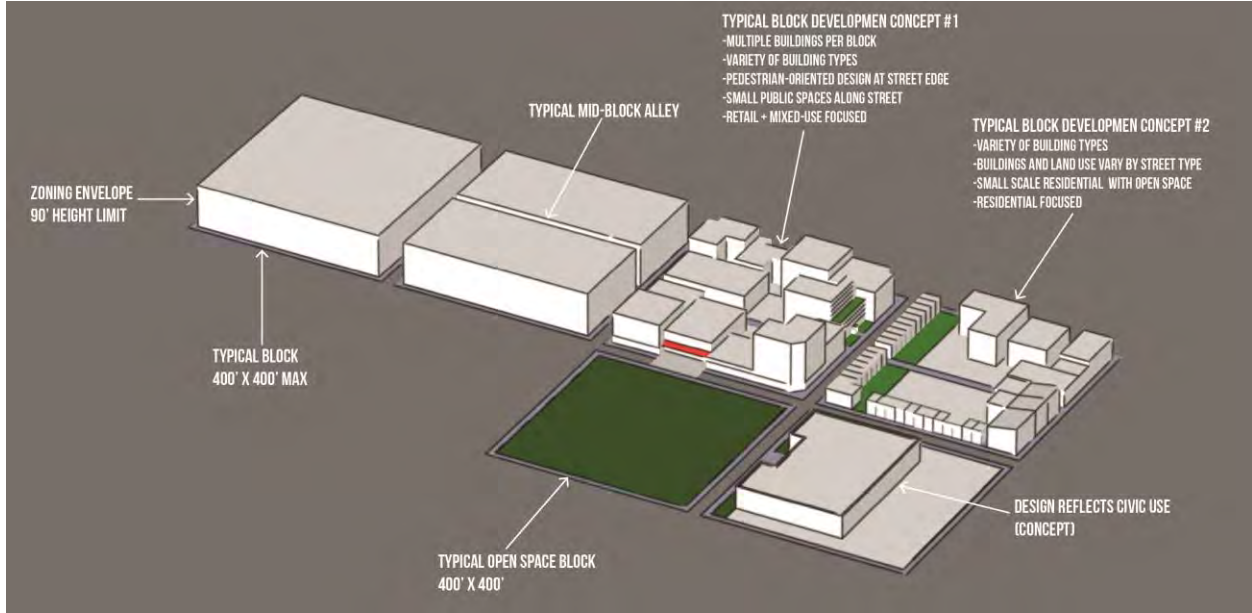
Figure 3. Downtown Regulating Plan



City of Lakewood, 2018

Figure 4 shows two different concepts for development of a typical 400'x400' maximum block size permitted in the Downtown Zone. The Station Area District may have different typical block sizes than in Downtown and require new concepts that are more applicable to the surrounding context.

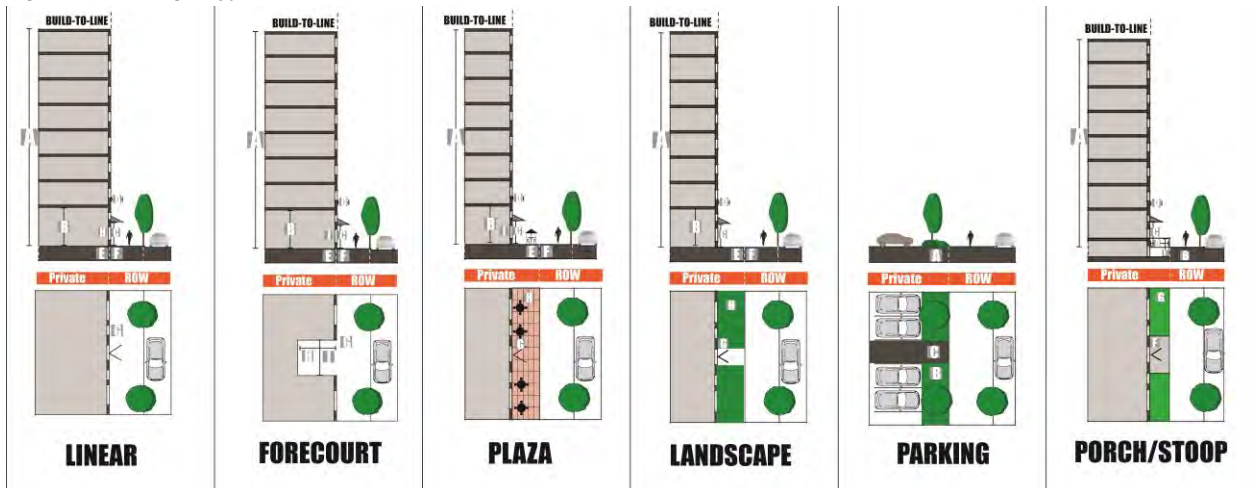
Figure 4. Block Diagram



City of Lakewood, 2019

The Downtown form-based code included six frontage types as shown in Figure 5. The Station Area form-based code will primarily use the frontage types from the Downtown Code but may include new frontage types.

Figure 5. Frontage Types



City of Lakewood, 2019

The frontage types that are permitted on specific street types are shown in Figure 6. It is unlikely that the permitted frontages will change for specific street types for the Station Area District. Any new street types and frontages will only apply in the Station Area District unless adopted for use elsewhere in the City.

Figure 6. Street Types and Permitted Frontages

18B-300-3. Street Standards and Frontage Types

Street Type	Sidewalk Width	Linear	Forecourt	Plaza	Landscape	Porch/Stoop/Terrace	Parking
Retail Street	14' Minimum	P	P	P/R ¹	X	X	X
Mixed-Use Street	10' Minimum	P	P	P	P	P	X
Low-Impact Mixed-Use Streets	As determined by Public Works	P	P	P	P	P	X
Arterial Mixed-Use Street	As determined by Public Works	P	P	P	P	P	P
Festival Street	10' Minimum	P	P	R ²	X	X	X

P = permitted, X = prohibited, R = required

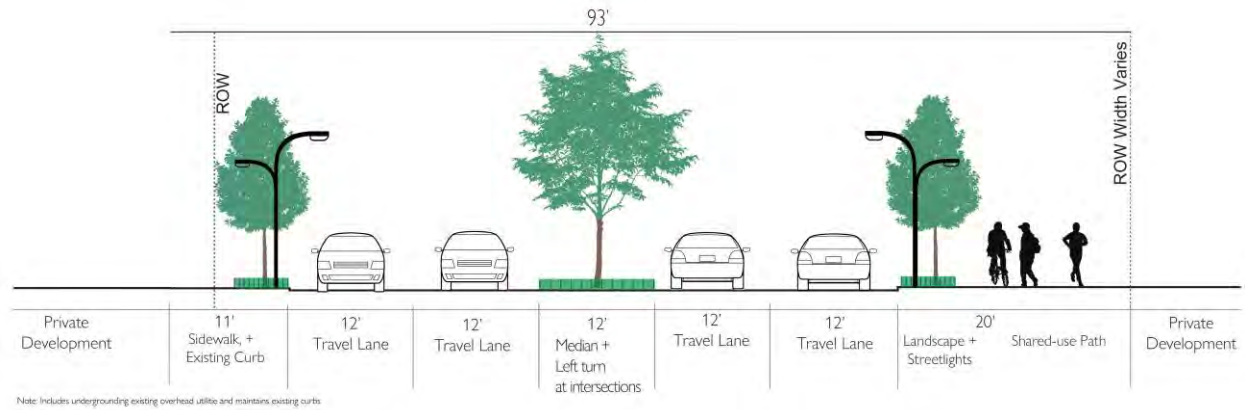
¹ Required when on a corner lot.

² Required pursuant to Motor Avenue Design Plan, also known as the Lakewood Colonial Plaza.

City of Lakewood, 2018

The Downtown form-based code includes street sections for specific streets and typical sections for street types. Figure 7 shows an example of a street section in the Downtown form-based code and similar street sections will be used for streets in the Station Area District.

Figure 7. Street Section Example



City of Lakewood, 2018

To demonstrate desired development and the goals for active streets and public spaces a before and after photo simulation is included in the Downtown form-based code. Similar photo simulations will be provided for the Station Area District form-based code on key streets.

Figure 8. Streetscape Photo simulation



City of Lakewood, 2018

Station Area District Form-Based Code Framework

The Station Area District is defined by its location along major transportation corridors including Pacific Highway, I5, and the railroad (See Figure 9). These transportation corridors limit connectivity within the district including streets, bike, and pedestrian connections. Land use in the district varies from large format auto-oriented uses to multi-family and single-family housing. Major arterial streets in the district include Pacific Highway and Bridgeport Way. Due to the lack of connectivity there are several dead-end streets.

Figure 9. Station District Study Area



Framework, 2020

Regulating Plan

Street type designations will be solidified during the planning process including the development of any new street types. Initial designations are shown on Figure 10 based on the major types in the Downtown form-based code and the addition of a new typology for residential streets focused in the Multi-Family 3 (MF3) District where commercial development is not permitted. Some of the street designations split zoning districts and it is likely that zoning designations and land use will also impact which frontage types are permitted.

Figure 10. Regulating Plan Concept



Framework, 2020

Residential Street Typology

Many of the streets identified as Residential Streets do not have curbs, gutter, or sidewalks and there is a lack of definition between the public right-of-way and private property. Parking occurs along the street edge often in gravel shoulders and without a consistent pattern. Figure 11 shows the existing street section for 47th Ave SW in the MF3 District with a right-of-way width of 80'. The right-of-way widths vary along residential streets from 60' to 80'. The Residential Street typology will include a concept design for street improvements and allowed frontage types. See Appendix A for additional street sections for existing streets.

Figure 11. 47th Ave SW Residential Street Section



Google Earth, 2020

Zoning Districts

The Downtown form-based code did not include major changes to the underlying zoning designations and consolidate all of Downtown into the Central Business District (CBD) Zone. The Station Area has several zoning districts that may remain in place or be modified with a new zone(s) (See Figure 12).

Figure 12. Station District Existing Zone



Framework, 2020

Land Use

Like the Downtown form-based code there will be a list of prohibited land uses that may differ from current zoning.

Parking Requirements

The parking standards in the Downtown form-based code will likely be applied to the Station District with potential modifications. Figure 13 shows the parking requirements for Downtown with opportunities for further reductions for shared parking, public parking availability, and site-specific parking demand studies.

Figure 13. Downtown Form-Based Code Parking Requirements

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

Land Use	Parking Requirement
Residential	1 per dwelling unit
Retail, Services, Restaurants	2 per 1,000 <u>GSF</u> minimum; 3 per 1,000 <u>GSF</u> maximum
Office	2 per 1,000 <u>GSF</u> minimum; 3 per 1,000 <u>GSF</u> maximum
<u>Street</u> level retail 3,000 sq. ft. or less per <u>business</u>	None where there is available public parking within 500' or <u>abutting</u> <u>on-street</u> parking designed to serve <u>street</u> level retail

City of Lakewood, 2018

Landscape and Open Space Requirements

The landscape and open space requirements in Downtown will likely be applied to the Station District with potential modifications. Downtown standards address landscape treatments (see Figure 14) and private and public open space requirements.

Figure 14. Special Landscape Treatments

18B-520-1. Special Landscape Treatments

Street Type	Foundations	Plazas/Courtyards ¹	Pedestrian Walkways
Retail <u>Street</u>	R	P	R
Mixed-Use <u>Street</u>	R	P	R
Low-Impact <u>Mixed-Use Street</u>	P	P	P
Arterial <u>Mixed-Use Street</u>	P	P	R
Festival <u>Street</u>	R	R	R

P = permitted, R= required

City of Lakewood, 2018



10'
LANDSCAPE

20'
GRAVEL SHOULDER

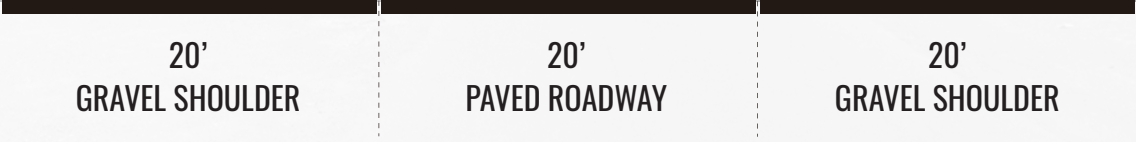
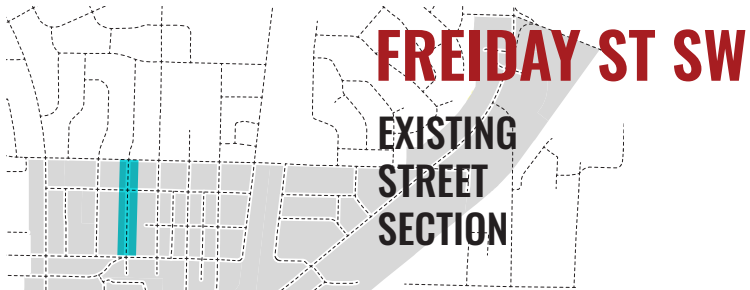
20'
PAVED ROADWAY

20'
GRAVEL SHOULDER

10'
LANDSCAPE

RESIDENTIAL STREET - 80' RIGHT-OF-WAY

LAKWOOD
STATION DISTRICT



RESIDENTIAL STREET - 60' RIGHT-OF-WAY

LAKWOOD
STATION DISTRICT



OCCIDENTAL ST SW

EXISTING
STREET
SECTION 01



20'
PARKING LOT

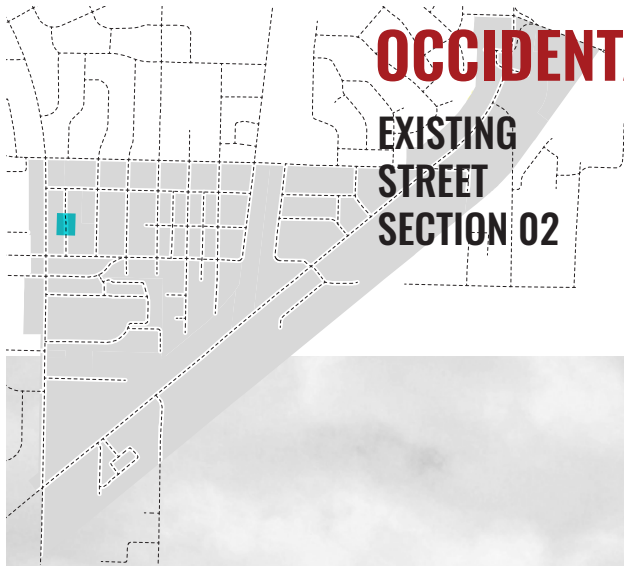
10'
BUFFER

20'
ASPHALT

10'
BUFFER /
PARKING

RETAIL STREET - 60' RIGHT-OF-WAY

LAKWOOD
STATION DISTRICT



OCCIDENTAL ST SW

EXISTING
STREET
SECTION 02



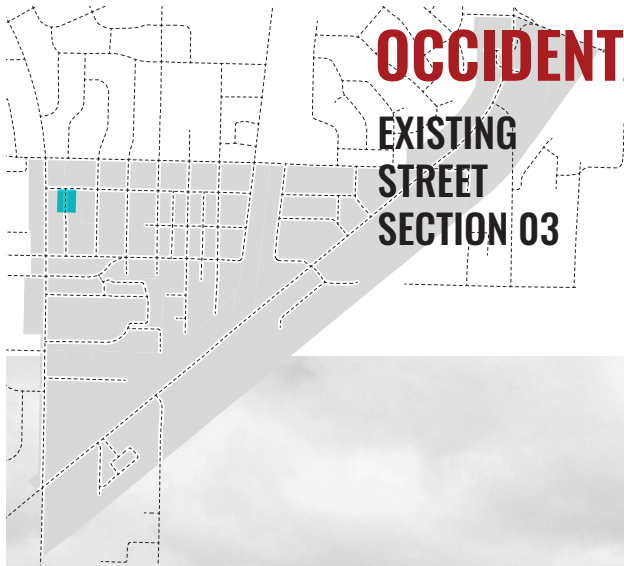
30'
ASPHALT / LOADING AREA

20'
ASPHALT

20'
PERPENDICULAR PARKING

RETAIL STREET - 70' RIGHT-OF-WAY

LAKWOOD
STATION DISTRICT



OCCIDENTAL ST SW

EXISTING
STREET
SECTION 03



40'
LANDSCAPE / GRAVEL SHOULDER

20'
ASPHALT

20'
LANDSCAPE /
GRAVEL SHOULDER

RETAIL STREET - 80' RIGHT-OF-WAY

LAKWOOD
STATION DISTRICT