

- Est. 1937 -
MOTOR AVENUE
LAKEWOOD WASHINGTON

URBAN DESIGN VISION

SPRING / SUMMER 2016





ACKNOWLEDGMENTS

We would like to thank the following for their contribution to this project

Lakewood community members

Lakewood City Council

Lakewood Planning Commission

Lakewood Parks and Recreation Advisory Board

Motor Avenue Ad-Hoc Committee

Lakewood Chamber of Commerce

Lakewood Historical Society

The Little House on the Prairie Church

Westwood Financial Corporation, Lakewood Colonial, LLC

Lakewood Colonial, LP

Johnson Commercial Properties

Gramor Development

Project Design Team

KPG

BERK Consulting

Framework

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A black and white photograph of the Lakewood Colonial Center building, featuring a prominent clock tower with two clock faces. The building has a classical architectural style with columns and a pediment. The word "LAKEWOOD" is visible on the facade. A dark pickup truck is parked in front of the building. The sky is bright with some clouds.

Introduction

Ever since Lakewood incorporated in 1996, urban design and community character have been important priorities. During the City's comprehensive planning process in 2014 and City Visioning process of 2015, the City of Lakewood spearheaded these issues. As a result, the City's Comprehensive Plan dedicates an entire chapter to urban design and community character, including goals and objectives for street design, public spaces, pedestrian access and walkability, and bicycle amenities.

Motor Avenue was identified as an opportunity to create a much-desired public open space for Lakewood's Central Business District (CBD), which currently lacks the urban design features desired by the community. Motor Avenue is owned by the City as public right-of-way and currently has low volumes of traffic. Its central location and adjacency to Lakewood Colonial Center offers exciting potential to create the vibrant, welcoming community gathering space that is a key component of Lakewood's vision.

This report lays out an urban design vision to take advantage of Motor Avenue's many opportunities, with a plan based on Lakewood's history as it looks ahead to the future. The streetscape plan adopted with this report is the first step in the process. Next steps include refining a design that can be built, and identifying the funds for implementation.

This urban design vision is the result of a public process led by the City involving property owners, business owners, residents, a design consultant team, and City staff. The public process included an advisory committee, discussions with City departments, a 3 day design charrette, and meetings with the Planning Commission and City Council.

This report documents the public process and design vision for Motor Ave.



1 Project Overview

“The layout of older businesses along arterials is problematic because of the lack of non-vehicular amenities and parking..Unlike other cities of its size, (Lakewood) does not have an established downtown.”

--Lakewood Comprehensive Plan, Section 5.2

“Develop the design of the Central Business District to support its role as Lakewood’s downtown.”

— Lakewood Comprehensive Plan, Goal UD-8

WHY MOTOR AVE

At first glance, Motor Avenue may not be an obvious candidate for a new community space for Lakewood. However, Motor Avenue has a set of characteristics that give it potential as a pedestrian friendly and vibrant public open space. These characteristics include:

PUBLIC OWNERSHIP

Motor Avenue, as public right-of-way, is owned by the City of Lakewood. This allows the City to design it as a community friendly gathering space.

LOW VOLUME TRAFFIC

Motor Avenue is currently a low volume road used relatively by a few cars. Drivers use Motor Avenue to access adjacent businesses and some use the corridor as a cut through. However, there are other options for through traffic, and most properties along Motor Avenue have alternate points of access, allowing some flexibility in the degree to which Motor Avenue is used for cars.

CENTRAL LOCATION

Motor Avenue is well situated as a pedestrian place because of its central location within the Central Business District.

COLONIAL CENTER IS A HISTORIC AND CULTURAL ASSET

The Colonial Center and the Lakewood Theatre are important pieces of the community’s past, and can be key to Lakewood’s future. The relationship of Motor Avenue to the Colonial Center and theatre offers a unique opportunity for high-quality pedestrian space, active cultural uses and businesses, and a stronger sense of identity for the community.

BEAUTIFUL MATURE GARRY OAKS

The stand of Garry Oaks on the east end of Motor Avenue, on private property, is an amenity in the midst of the CBD. A plan for Motor Avenue can take advantage of this existing mature grove of trees.

ABILITY TO BE A CATALYST

The existing land uses near Motor Avenue are very mixed, and include a number of vacant spaces. Constructing Motor Avenue as an attractive public space could be the catalyst for revitalizing the theatre and restaurant as anchors of Colonial Center, and for new development at the vacant property north of Motor Avenue.

2016

01
FEB

FEB 2016
PROJECT KICKOFF

Starting the project with clear goals and visions for success.

01
MARCH

FEB - MARCH 2016
COMMUNITY CHARRETTE

Gathering comprehensive input, feedback and community excitement

01
APRIL

01
MAY

MARCH - MAY 2016
DOCUMENTATION

Providing a design, vision and strategy for implementation

01
JUNE

JUNE - JULY 2016
CITY ADOPTION

Adopting the vision and moving forward with next steps for completion of Motor Ave

Project Goals

The overall goal of the project is to create an urban design/streetscape plan in a manner that helps achieve a vision for Project stakeholders and provides the following:

Attractive, welcoming and increasingly accessible public spaces that serve as public gathering spaces and complement the diversity of surrounding land uses

Streetscape and public space design that fosters an active pedestrian environment and serves a diversity of uses, including possible retail, office, entertainment, dining, nightlife, and/or public parks

A functional streetscape that preserves and highlights Lakewood's history; streetscape designs and amenities, including simplicity of associated materials that can easily be kept clean and like-new in appearance through routine maintenance practices; sustainable design methods and practices that reflect a commitment to principles of environmental stewardship

A plan that can be implemented cost-effectively and in phases.



LAKEWOOD

MONTCLAIR

MOTOR AVE

GRAVELLY LAKE

BRIDGEPORT WAY SW

MT TACOMA

2 Past and Present

MOTOR AVE | HISTORY

Motor Avenue was originally platted as a 125-foot right-of-way in 1910, with room for the Tacoma-Lakewood trolley to run down the center. During the trolley era, Lakewood was a popular summer retreat with people from Tacoma enjoying the lakes and the south Puget Sound waterfront. The trolley ran until 1930. Over time, Pierce County vacated a portion of the original 125-foot wide right-of-way to the current 80-foot width.

The Colonial Center was built and ready for occupancy in 1937. The term ‘Colonial Center’ is actually a misnomer. It was originally referred to as the Lakewood Community Center and reported to be one of the first suburban shopping centers in the country. The Center originally contained the Lakewood Theatre and retail shopping suites. In 1951, the Center was expanded to include the Lakewood Terrace Restaurant, in addition to other retail spaces. Longstanding community members have many fond memories of the theater and the restaurant. Both were important community gathering places.

The theater and restaurant are currently closed to the public. The theater has significant fire code and accessibility issues. The restaurant has similar problems. Both facilities have remained vacant for well over 20 years. The interior of the structures have continued to deteriorate.

The City, acting as a facilitator, has attempted to revitalize the Center. Public funds have been expended to develop an historical construction plans set for the Center. With the assistance of the property owner, the City has contacted potential investors and provided tours of the building. While there was interest, the level of investment to bring structures up to code was considered significant. Comments were received that it may be more cost effective to raze some of the buildings rather than attempt reuse. However, at the same time, new businesses prefer old buildings, old buildings attract people, and old buildings are reminders of a community’s culture and complexity.

Most recently, Lakewood officials arranged a meeting with local theater production groups to determine the feasibility of a cooperative venture to revitalize the Center. Unfortunately, this proposal has not move forward yet.



Motor Ave

LIFE ON MOTOR AVE

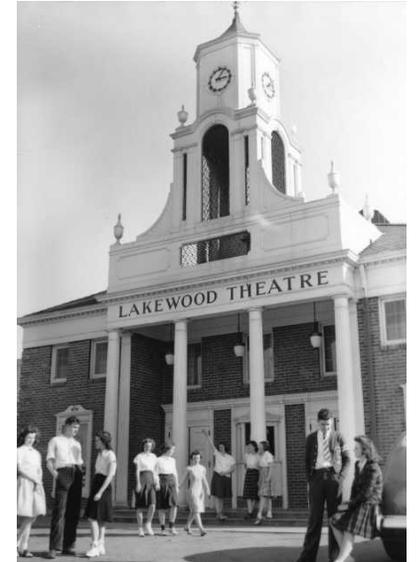


Motor Ave

BUILDINGS ALONG MOTOR AVE

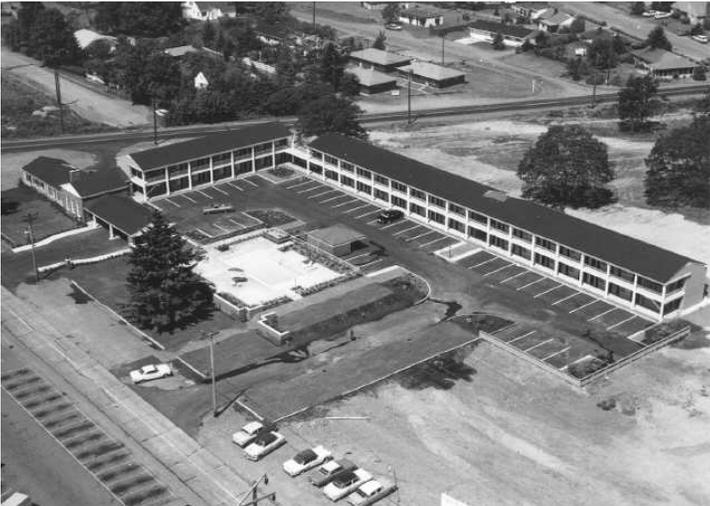


Belmont Studio, Tennessee



Motor Ave

BUILDINGS ALONG MOTOR AVE



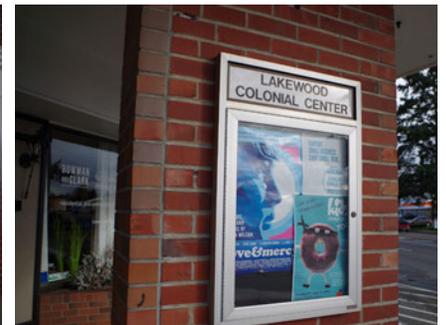
Motor Ave

MOTOR AVE | PRESENT

CHARACTER : LAND USES

The project area is located along Motor Avenue SW between Whitman Avenue SW and the intersection of Gravelly Lake Drive SW and Bridgeport Way SW and includes a variety of land uses. The Lakewood Colonial Center, on the southeast side of the street, includes retail, restaurant, a physical therapy office, a dental office, church, and the museum run by the Lakewood Historical Society. The Colonial Center Theatre and Lakewood Restaurant have been unoccupied for a number of years. The Best Western Motor Hotel and a mostly vacant retail center, including the bagel shop, are located on the northeast side of the street. All of these uses have access from Motor Avenue.

A residential area lies to the west, with primarily older single-family homes. The Little Church on the Prairie, just to the southwest, was established in 1939, with a design in keeping with the colonial theme of its neighbor.



Lakewood Colonial Center and Lakewood Theater

Motor Ave



Lakewood Best Western Motor Inn



Interior of Colonial Center



Motor Ave, looking West with Garry Oaks in foreground, Lakewood Colonial Center North behind



Lakewood Best Western Motor Inn Parking Lot

Motor Ave

MOTOR AVE | PRESENT

CONTEXT: TRAFFIC PATTERNS PARKING

There are several arterials in the vicinity of Motor Avenue, surrounding the zones that include the three pieces of the Colonial Center. Gravelly Lake Drive SW and Bridgeport Way SW, two of Lakewood's major arterials, converge near the east end of Motor Avenue SW. To the south and west end of the project site, Mt. Tacoma Drive SW brings traffic along the south side of Colonial Center, turning into Whitman Avenue SW as the arterial continues north. Whitman Avenue SW runs along the west side of the project site and intersects Motor Avenue SW. Because of the numerous arterials in the vicinity, Motor Avenue has great access.

Motor Ave currently has a low traffic volume of approximately 2,250 cars per day. The low traffic volumes are for access to adjacent businesses.

Diagram A shows the arterials, and the options for accessing the existing land uses in the vicinity.

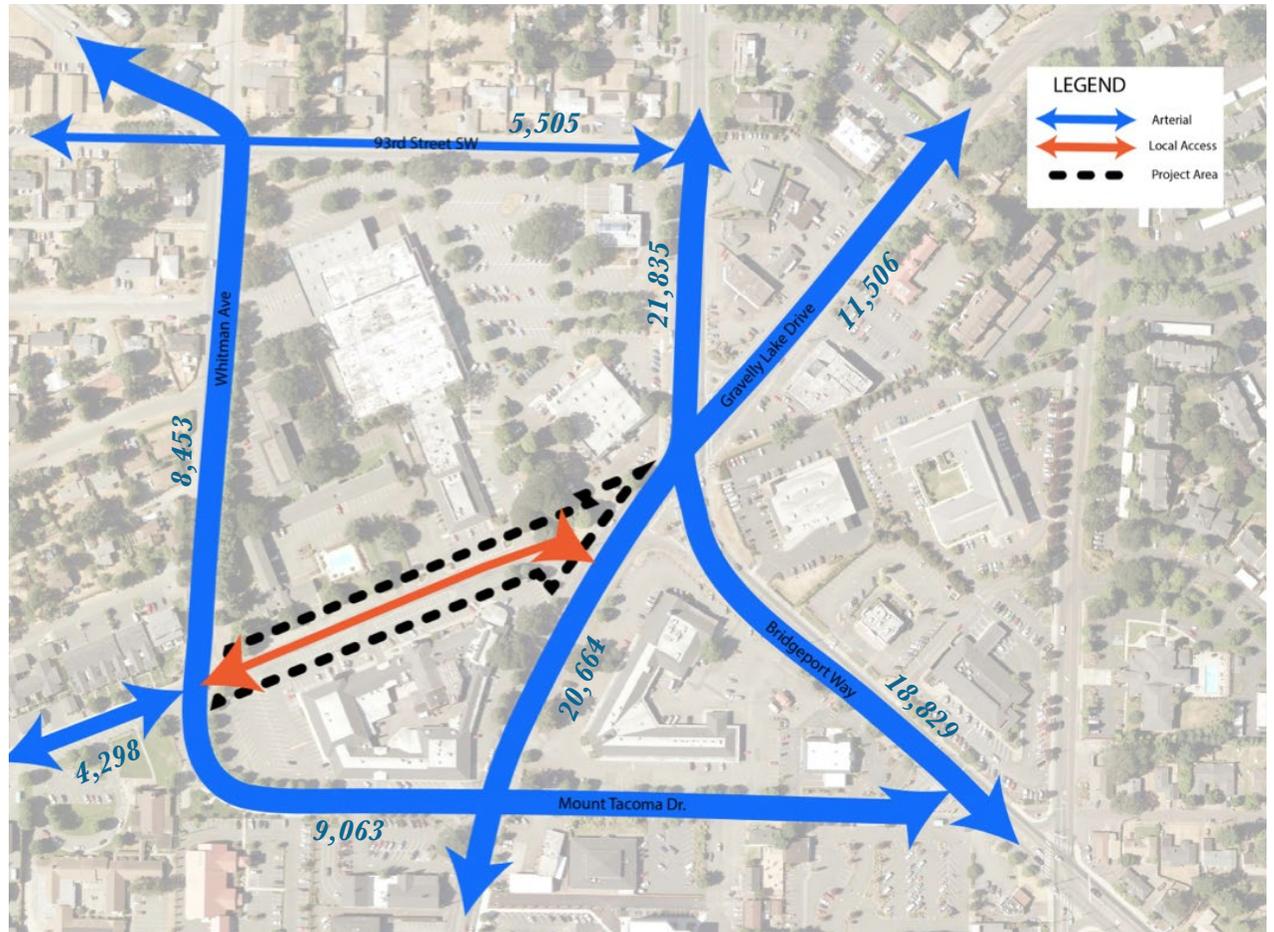


Diagram A

Motor Ave

Diagram B shows the existing access off of Motor Avenue. Parking runs continuously along the south side of the street; vehicular access currently exists in two locations for the motel, and one access exists to the bagel shop operating in the Colonial Center North. Maintaining good access and parking for businesses along Motor Avenue is important.

CONTEXT: PEDESTRIAN NETWORKS

One of the project goals is to make a significant pedestrian space that promotes walkability in Lakewood's CBD. This will connect to the surrounding neighborhood networks of pedestrian sidewalks.

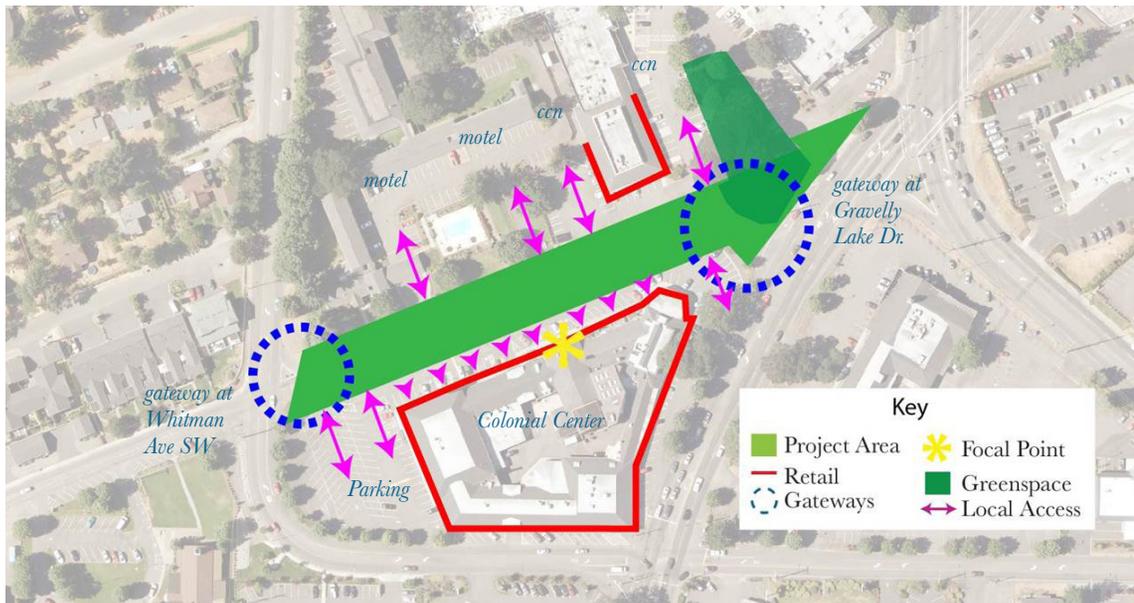


Diagram B

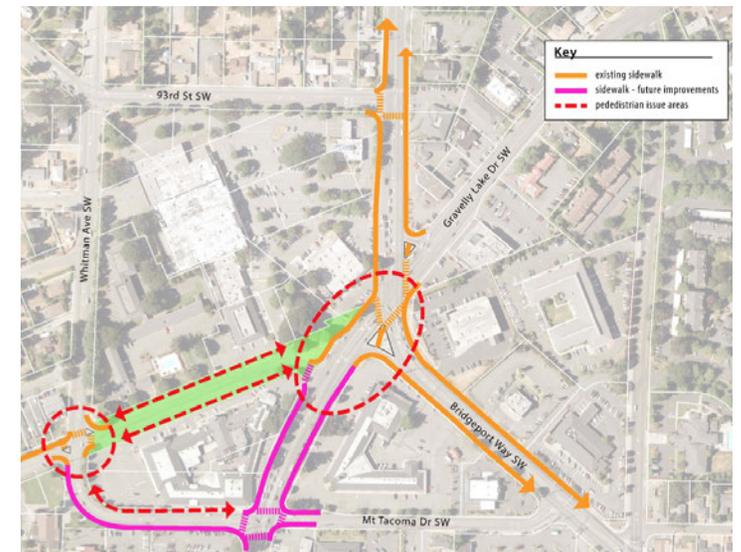


Diagram C

People seek the ability to walk to a variety of small businesses from the residential areas nearby. The mix of businesses and services can be a strong attraction for pedestrians. However, the physical network of sidewalks and crosswalks connection is in need of improvement. The intersection of Gravelly Lake Drive SW and Bridgeport Way SW is challenging for pedestrians, with a wide distance to cross the arterials, with missing crosswalks and sidewalks. Currently the Gravelly Lake Drive project will add sidewalks south of the Bridgeport Way SW intersection, and on the south side of Mt Tacoma Drive, as shown on Diagram C.

Motor Ave

CONTEXT: SOCIAL

Lakewood has a highly diverse population in terms of income, age and ethnic heritage. Design of a significant new public space should consider this diverse range of users to assure that all feel welcome. Expressing a variety of cultures can enrich the kinds of activities that take place in the space, and can strengthen bonds among the citizens of Lakewood. As designs move forward, they should be flexible and supportive of a wide range of community activities, gatherings, and celebrations.

SITE: MOTOR AVENUE EXISTING CONDITIONS

Motor Avenue is currently an 80-foot right-of-way that is fully paved with asphalt or concrete. The existing surface is in relatively poor condition. Some of the right-of-way is marked as parking; there is no clear distinction between the right-of-way and the adjacent parking lot for the Colonial Center. No curbs, gutters or sidewalks exist. Utility poles contain both electric and telecommunications and are located along the edge of the right-of-way.



Motor Ave

SITE: EDGE CONDITIONS AND ACTIVATION POTENTIAL

The edges of the right-of-way are indistinct from the adjacent private properties. Development along Motor Avenue is not currently activating the street with pedestrian activity. Parking or landscaping fronts along most of Motor Avenue and buildings and storefronts are set back from the street behind the parking.

On the north side (*refer to Diagram B, on page 18*), the motel has landscaping along some of its property edge, with its entry and an outdoor swimming pool. The Colonial North property edge has 9 angled parking stalls on the right-of-way accessed from the private property side. The motel and a redesigned Motor Avenue have potential to work together to mutual benefit. The design features can serve as an amenity for motel guests, and the motel guests offer users that can help activate the space into evening hours.

Colonial Center North contains both active businesses and vacant retail spaces. The Cascade Bagel and Deli is a local destination shop that fits well with new public open space. The other vacant

spaces remain an opportunity for reinvestment in the area. A revitalized Motor Avenue could be a catalyst for quality, pedestrian-oriented development on the Colonial Center North site. It is an advantage to be able to design any new development to coordinate with the plan for Motor Avenue.

On the south side (*refer to Diagram B*), 33 striped 90-degree parking stalls are within the right-of-way, plus 3 angled spaces fully within the right-of-way in the Colonial Center parking lot near Whitman Avenue SW. Additional off-street parking is located on the Colonial Center property between the building and Motor Avenue. The Colonial Center has great potential for adding character and activity to Motor Avenue by strengthening the relationship between the building and the street. There is a sidewalk along the edge of the Colonial Center buildings, but is separated from Motor Avenue by additional off-street parking. The relationship between the Colonial Center building and Motor Avenue is one of the major design questions addressed in the plan alternatives.

SITE: LANDSCAPE

While Lakewood's CBD has an overall shortage of landscape, Motor Avenue benefits from stands of mature Garry Oaks near Gravelly Lake Drive. A large grouping, with lawn below the trees, lies to the north of the intersection of Motor Avenue and Gravelly Lake Drive. This magnificent stand of trees is a great asset in creating a pleasant pedestrian scale place on Motor Avenue. Another grouping of mature trees to the south of that intersection has been integrated into the parking area along the east edge of Colonial Center.

SITE: ARCHITECTURAL STYLE

The colonial theme along and near the site has a long history and distinctive character in Lakewood. This character was established by the developer of the Colonial Center who visited the east coast frequently. One of the questions in the design will be the extent to which the colonial theme and elements are replicated, reinterpreted, or contrasted with a different architectural style.

Motor Ave

SITE: INTERSECTIONS

The intersection of Motor Avenue and Whitman Avenue SW was recently rebuilt, and has one lane each direction along Whitman plus a “pork chop” turn lane. The intersection has Whitman Avenue running north-south and Motor Avenue running northeast to southwest. Right turns from Motor Avenue to Whitman Avenue bypass the intersection with separated right turn lanes. These separate turn lanes may not be warranted by traffic volumes, but make the turning radius easier for vehicles. However, crossings are more difficult for pedestrians. In making Motor Avenue more pedestrian friendly, the design of the intersection would benefit from reconsideration. In the redesign of Motor Avenue, the connectivity to Whitman has been considered advantageous in order to retain access to the entry to the motel.

On the east side of the site, Motor Avenue turns to create a 90-degree intersection with Gravelly Lake Drive. The intersection is only three-way; Motor Avenue does not continue on the east side of Gravelly Lake Drive. From Gravelly Lake Drive, motorists driving southbound can use a dedicated

turn lane into Motor Avenue. Northbound motorists have a 2-way turn lane to enter Motor Avenue. The Motor Avenue intersection is close to the major crossing of Gravelly Lake Drive SW and Bridgeport Way SW.

One important design decision for the redesign of Motor Avenue is whether it should remain connected to Gravelly Lake Drive. Colonial Center North has entrances off of Bridgeport Way and 93rd Street SW. Closing off the intersection of Gravelly Lake Drive and Motor Avenue North would be advantageous to the pedestrian nature of the design, and would strengthen the impact of the Garry Oak grove. There is a redesign underway for Gravelly Lake Drive, and if the decision can be made regarding this intersection, the changes to the intersection could be accomplished with the near-term construction. Future street connections from Motor Avenue through the Colonial Center North should also be considered.



Motor Ave

MOTOR AVE | FUTURE

WHAT COULD MOTOR AVE BECOME?

Motor Ave has many opportunities to provide pedestrian space and a welcoming environment. Precedents such as Second Street in Langley, WA

(below) and Terry Avenue North (left) are examples of successful streetscape designs developed with support of adjacent properties and championed by the City Departments.

First Hill UUB Pavement Park far left) is an example of an inexpensive pilot project that was constructed to test design concepts and gather neighborhood support.



Second Street, Langley WA

Motor Ave



Terry Avenue North, Seattle, WA



University Union Boylston (UUB) Pavement Park, Seattle WA
A pavement park is a pilot installation using temporary furnishings and paint in the pavement to test ideas for more pedestrian friendly solutions. The UUB Park is located in an underutilized street segment in the First Hill Neighborhood of Seattle.

3 Community Process

COMMUNITY PROCESS

WHAT WE LEARNED

Citizens were invited to a number of meetings during the charrette sessions, including a introduction slideshow, a site walk, an open house during the design sessions. Input also came from two public meetings with the Motor Avenue Steering Committee. There was widespread support for the idea of improving Motor Avenue as a community gathering space, and people had numerous suggestions for the character and activities desired in a new public space. We heard the following:

- AIM HIGH IN DESIGN OF MOTOR AVENUE
- DESIGN FOR FLEXIBILITY
- PROVIDE CROSSWALK AND PEDESTRIAN CONNECTIONS
- PROGRAM ACTIVITIES TO GET PEOPLE EXCITED IS IMPORTANT
- INVESTIGATE CLOSING THE STREET TO TRAFFIC
- PROVIDE PARK-LIKE FUNCTIONS
- MOVE CLOCK TOWER TO MOTOR AVE
- SUPPORT REVITALIZATION OF THE THEATER
- SUPPORT EXISTING BUSINESSES WITH PARKING AND ACCESS
- ENCOURAGE TRANSITION TO MIXED-USE DISTRICT

Motor Ave

SITE WALK AND COMMUNITY THOUGHTS

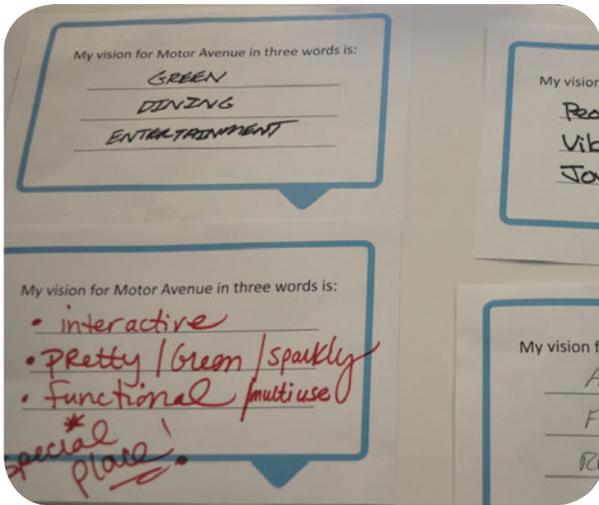
Design team members, City staff and community members walked the site and discussed potential redesign ideas and priorities.



Motor Ave



Motor Ave



SPACE

- Add Green
- Muli-Use and Flexible
- Historical Architecture
- Old Street Lights

PROGRAMMING

- Parades
- Games + Mini Golf
- Music
- Street Festivals
- Movies
- Art Fair
- Wine Tasting
- Pastry and Chef Program
- Dining
- Farmers Market
- Food Trucks

PLACEMAKING FEATURES

- Art Pieces
- Restrooms
- Courtyard
- Gateway
- Clock Tower

WELCOMING

- Special
- Vibrant
- Inviting
- Unique
- Joyful

4 Concepts + Alternatives

OVERVIEW: SITE EXTENTS

The project site includes Motor Avenue from Whitman Avenue SW on the west to Gravelly Lake Drive on the east. Although the City only controls the right-of-way itself, the north edge of Colonial Plaza and its parking accessed from Motor Avenue are part of the design considerations for the project site since the functions - access, parking and pedestrian space are interdependent.

A larger study area was taken into consideration in the planning, running from 93rd Street SW on the north to Mt Tacoma Drive on the south. Whitman Avenue SW is the west boundary, and Bridgeport Way SW/Gravelly Lake Drive on the west. The study area is important to Motor Avenue decisions in order to look ahead to potential future development and access patterns.

In exploring reduced vehicular use of Motor Avenue, the design team needed to make sure that adequate properties in the study area would maintain sufficient visibility and access.

CONTEXT ANALYSIS: PLANNING FOR DEVELOPMENT POTENTIAL

The design team considered two possibilities for providing access to the study area. In both scenarios, the “superblock” is subdivided into two regular blocks fronting on 93rd Street SW. A third parcel fronts on Bridgeport Way SW and a fourth, smaller parcel fronting on Motor Avenue. For both scenarios, the first three parcels have sufficient visibility and access.

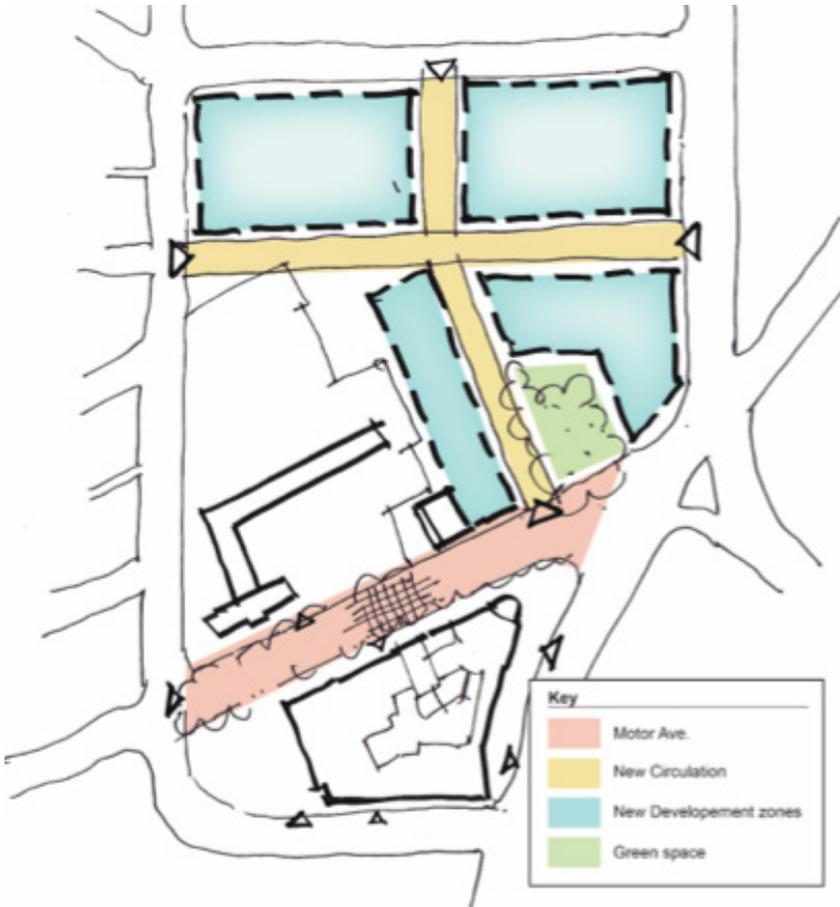
The two development scenarios differ in the approach to access from Gravelly Lake Drive. Zone Development #1 shows retaining access to Motor Avenue on both ends of the street, and allowing internal access via Motor Avenue. The advantage would be higher visibility for the property facing on Motor Avenue and access to the entire “superblock”. The disadvantage would be that there would be higher volumes of cars on Motor Avenue, that would need to be “calmed”, and more

space dedicated to vehicular functions at the east end of the project site.

Zone Development #2 closes the intersection of Motor Avenue and Gravelly Lake Drive, and expands the green space from the Garry Oak grove into Motor Avenue. This is an advantage from the standpoint of leveraging the existing landscape and creating green space. One issue that is the parcel on Motor Avenue just west of the new green space would have limited visibility from a vehicular standpoint. For this building site to be successful, it would need to be a destination that benefits from adjacency to the new public space on Motor Avenue. A civic use, such as a library, would benefit by proximity to public space. It could also be a use related to the public space, such as an indoor, year-round version of a farmer’s market, such as the popular Priebus Market in Wenatchee or Melrose Market in Seattle. The disadvantage to closing the street is reducing a strong north-south connection onto the “superblock”.

Motor Ave

ZONE DEVELOPMENT #1



ZONE DEVELOPMENT #2



Motor Ave

SITE ANALYSIS: MOTOR AVENUE

The starting point for the design alternatives is an analysis of the site. The following are observations about the site's existing conditions and their relationship to a successful street design:

1. To create a pedestrian friendly space, the lack of sidewalks needs to be remedied. People should feel comfortable walking along both sides of the street, with comfortable connections across Motor Avenue. Sidewalks may or may not have curbs, but they will need to fully meet the provisions of the Americans with Disabilities Act. These pedestrian routes can be both places to move along, or places where people can linger.

2. The theater is an iconic presence on Motor Avenue, and a functioning theater could offer a destination that would be an enormous effect on project success. Even on a symbolic basis, revitalizing this prominent physical feature and historic asset would be a major victory for the image of Lakewood's Central Business District.

The street design is intended to support the prominence of the theater, and give it the foreground it deserves. A flexible, active space outside the theater could function on its own, or together with activities connected with the theater.

3. Motor Avenue has low traffic volumes. The design should maintain access to the motel's entry port-cochere. Other access points along this block of Motor Avenue are optional if new access can be created off of Whitman.

4. Activities and programming are needed. In addition to attractive street design, activities will be important to bring the space to life. Planning for activation will be a key component of success, and a consideration in the design. One of the project goals is to be a catalyst for private land uses that will also bring activities to Motor Avenue over time. To this end, the design will be aim to create flexible space that can accommodate and support a wide range of activities.

5. The Garry Oak grove is an asset that can offer needed green space in the CBD. Although the trees are on private property, their mature canopy is irreplaceable in the near term. The design will look for ways to build on the green space as a prominent feature.

6. The right-of-way currently has little definition, and the relationship of the edges of public and private space should be considered in terms of future mutual benefit. The details of the edge should be a discussion among City and private property owners to maximize mutual benefit.

Motor Ave

MOTOR AVE : OVERALL CONCEPT

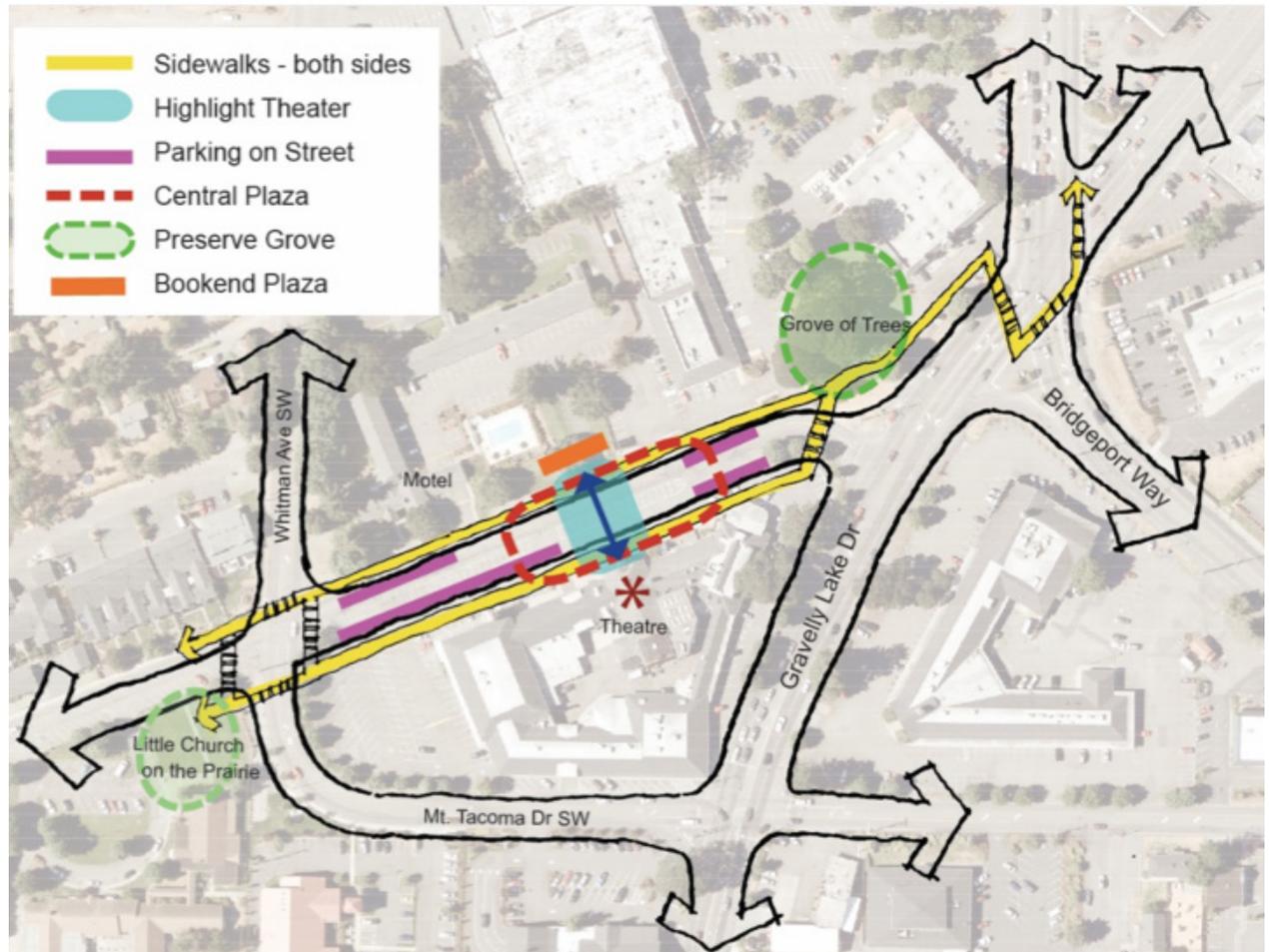
The overall concept for the Motor Avenue design includes the following:

A plaza in front of the theater (called in the design Theater Plaza) is a focal point for the pedestrian space. The size of the plaza can vary. The level of finish and detail is highest in the Theater Plaza.

Sidewalks are added on both sides of Motor Avenue, fully meeting Americans with Disability Act standards, along with improved pedestrian connections across arterials to the east and west. These sidewalks should take on a promenade feeling with an enticing entry to and from Motor Avenue.

The street is designed as a flexible space. The design of the space would allow it to easily be closed off for festivals and events and still allow for emergency vehicles access.

The street becomes a “parking street”. Parking is retained along the drive lanes to maximize parking and replace private parking that is removed.



Motor Ave

Historically Motor Avenue functioned as a parking street. It will continue to provide the function, but in a more pedestrian friendly fashion.

Opposite the theater, on the north end of Theater Plaza, is a covered structure that can provide weather protection for the sidewalk and for activities such as a markets and performances. The structure will support the promenade feel of sidewalk and contain the space of Theater Plaza, facing the Theater.

The Garry Oak grove is highlighted as a pleasant oasis of green space. This supports the new double row allee of trees along Motor Avenue.

The design includes restrooms and some storage space to support activities.

The clock now on the Colonial North site is relocated to a prominent location.

Gateway features are located at either end of the Motor Avenue.

MOTOR AVE : ALTERNATIVES

The basic concept for Motor Avenue can be designed in many possible ways. The design team explored three alternative approaches.



Garry Oaks and green lawn at an entry point along Motor Ave

Motor Ave

MOTOR AVE DESIGN ALTERNATIVES #1

1

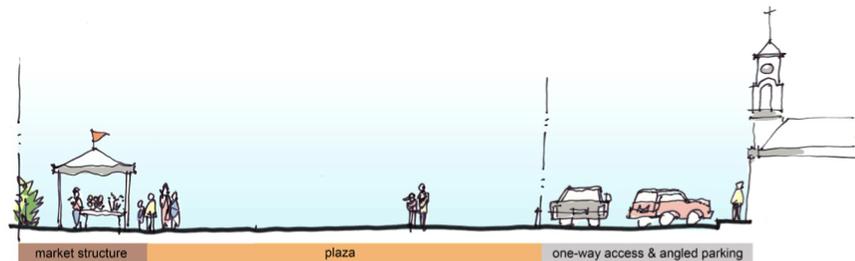
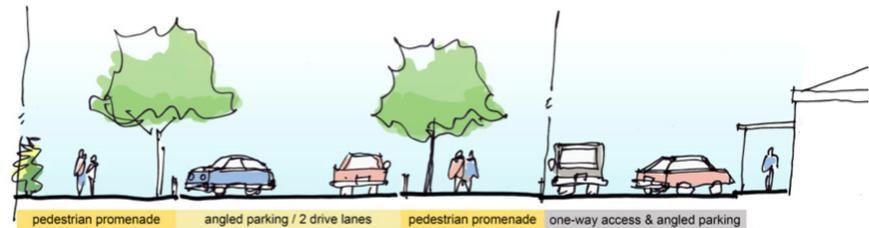
This alternative retains the existing private parking along the Colonial Center's sidewalk. Angled parking and a one-way drive on the private property allows parking to stay in its current location. While this offers maximum convenience for those parking at Colonial Center, it has the significant disadvantage of separating the active uses of Colonial Center from the new plaza space.

Wide pedestrian promenades are on both sides of the drive lane.

Theater Plaza is shown in this sketch as elongated, but the dimensions of this plaza and the structure on its north side can be determined independently of any particular alternative.

This alternative retains full access from Gravelly Lake Drive, with future access into the Colonial North site.

Alternative 1 results in the loss of 3 parking stalls.



Motor Ave

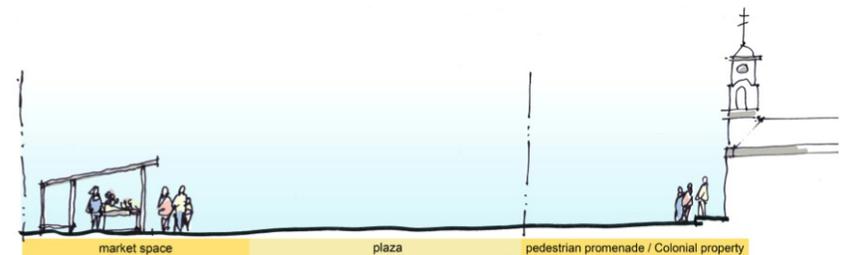
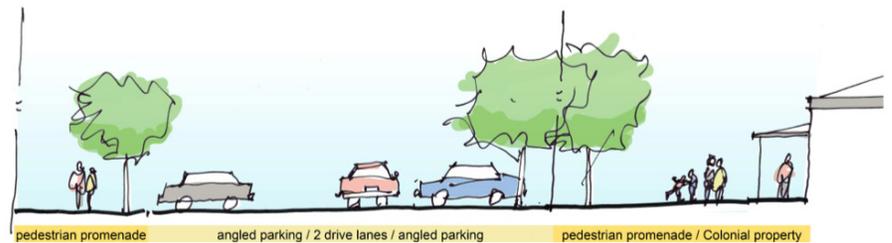
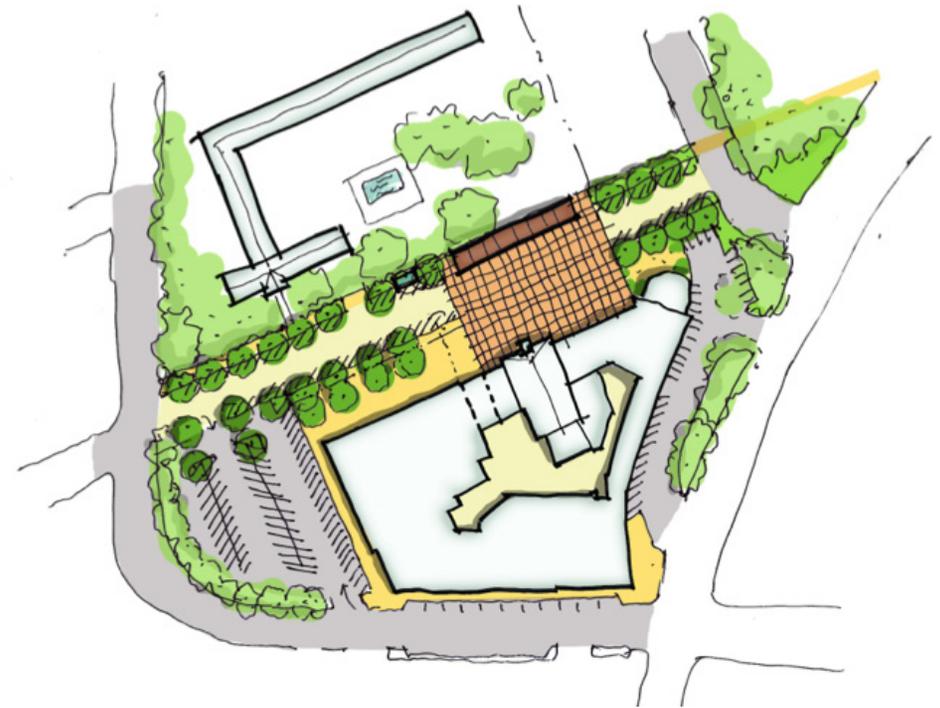
MOTOR AVE DESIGN ALTERNATIVE #2



This alternative shows the space in front of the Colonial Center as a pedestrian plaza. Diagonal parking is on both sides of the drive area. Theater Plaza runs from the theater itself fully across the right-of-way. This would entail improvements on the private property as well as the Motor Avenue right-of-way. Again, the width of the plaza can vary as preferred.

Alternative 2 retains full access from Gravelly Lake Drive, allowing access into the Colonial North site.

Alternative 2 is parking neutral. All parking stalls removed on private property are replaced along the street.



Motor Ave

MOTOR AVE DESIGN ALTERNATIVE #3

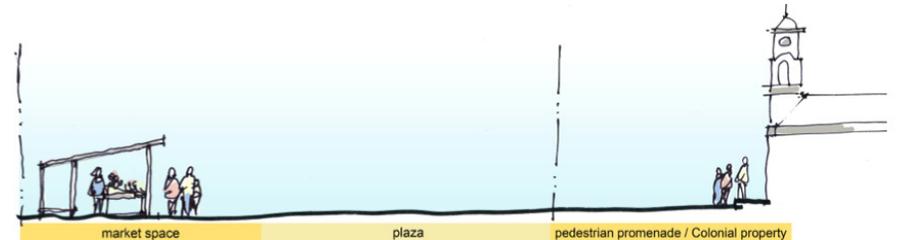
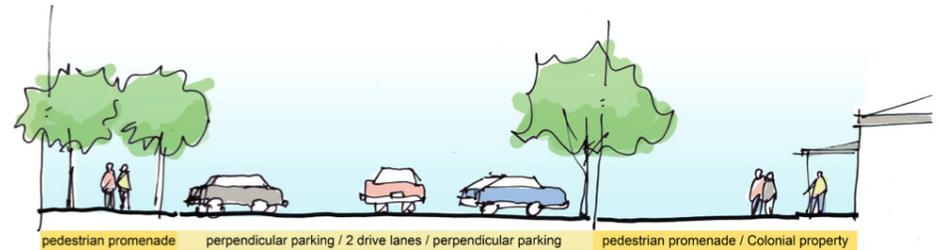
This alternative shows the space in front of the Colonial Center as a pedestrian plaza. Perpendicular parking is on both sides of the drive area. Theater Plaza runs from the theater itself fully across the right-of-way. This would entail improvements on the private property as well as the Motor Avenue right-of-way. Again, the width of the plaza can vary as preferred.

Alternative 3 closes the intersection of Motor Avenue and Gravelly Lake Drive. Cars are allowed on the west end of Motor Avenue to access the motel and the parking area west of Colonial Center. Vehicle access would be limited on Theater Plaza and east, but emergency vehicles and potentially other limited access could be allowed, exiting via the parking area adjacent to the east side of Colonial Center (note this is private property).

The advantage to Alternative 3 is the extension of “park” space at the east end of the site, by closing the street.

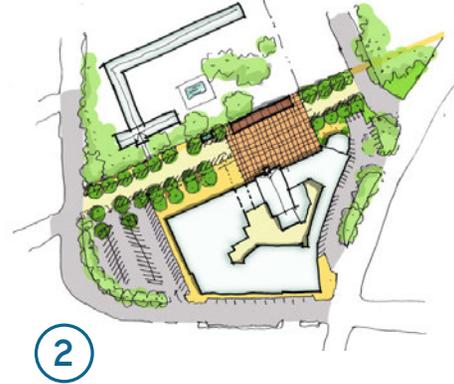
A plaza is shown at Gravelly Lake Drive, with the relocated clock as a visible marker on the arterial.

Alternative 3 results in the loss of approximately 15 parking stalls.



MOTOR AVE OPTIONS COMPARISON MATRIX

To compare each option, the design team developed a matrix that reviewed multiple public space attributes across all alternatives and existing conditions.



Metric	Existing	Alternative 1	Alternative 2	Alternative 3
Sidewalks (Linear Feet)	0	1160	1160	1160
Sidewalk Width	0	20' Both Sides	14' North Side 8'/38' South Side	14' North Side 8'/32' South Side
Public Space (Square Feet)	0	27,070 45%	33,770 sf 56%	39,818 sf 66%
Vehicular Space (Square Feet/Percentage of Right of Way)	100%	33,280 55%	26,580 sf 44%	20,532 sf 34%
Event Structure	0	1	1	1
Central Plaza	0	1 18,400 sf	1 19,500 sf	1 5,500 sf
Parking Spaces in ROW	33	30 Net loss of 3 spaces One-side angled Parking	66 Parking Neutral Both sides angled parking	51 Net loss of 15
Connections and Access	Two-way Traffic	Two-Way Traffic	Two-Way Traffic	Two-Way Traffic Eliminates access from Gravelly Lake Drive



VIEW OF MOTOR AVE PROPOSED STREETScape

Motor Ave



VIEW OF MOTOR AVE EXISTING STREETScape - BEFORE

Motor Ave



VIEW OF MOTOR AVE PROPOSED STREETScape - AFTER

4 Programming and Next Steps

PROGRAMMING AND ACTIVATION

The redesigned Motor Avenue will need programming to become the vibrant space that Lakewood envisions. There are many options for activation. This section shows areas where activation can occur, and some suggestions for the kinds of activities that could happen in each. The most successful space are seen as opportunities by citizens, businesses, and the City for a myriad of community events, activities and celebrations that will serve Lakewood well for generations to come.



Motor Ave



PROGRAM AND ACTIVATION AREAS ALONG MOTOR AVE

- A** Motor Ave Street
Ideal to close off for large festivals and events
- B** Motor Ave Plaza
Activities such as dancing, games or outdoor theater
- C** Outdoor Overhead Structure
Farmers Market
- D** Park/Green Space
Picnics and Lawn Games
- E** Interior Courtyard
Semi-private events and cafe seating

Motor Ave

PROGRAMMING + ACTIVATION IDEAS



Motor Ave



Motor Ave

NEXT STEPS AND RECOMMENDATIONS

PROGRAMMATIC CONFIRMATION

We recommend refining the range of activities of interest to the community. Outreach should include a wide range of citizens so that the full variety of interests can be incorporated into the design. Programmatic considerations should include support facilities, such as storage, restrooms, power, and lighting to meet requirements for food handling.

DECISIONS ON VEHICULAR ACCESS

The idea of closing off Motor Avenue from Gravelly Lake Drive should be considered sooner rather than later, since early resolution could be part of the revisions being implemented in Gravelly Lake Drive. Additional outreach to property owners and businesses along Motor Avenue should be pursued.

DESIGN REFINEMENTS

The next step should explore the elements of the alternatives and optimize the design to best serve

the community. The size of the plaza should be considered, weighing the trade-offs between dedicated plaza space and parking spaces. The level of quality of materials and streetscape elements should be looked at in terms of an overall budget, and perhaps in terms of phasing.

10% ENGINEERING

The next phase of design would include the layout of the preferred alternative on a survey basemap. Items to include in 10% design include the roadway section, utilities and extent of undergrounding, the dimensions of the plaza, the configuration for parking and the landscape approach.

FUNDING STRATEGIES AND RESOURCES

The City will need to consider how to fund the project, exploring outside grants and funding sources.

The work done in creating a vision for Motor Avenue has found great potential for a revitalized district that can become an attractive heart for Lakewood.

The vision is achievable. Implementation will take leadership from the City, from property owners, non-profit and civic organizations. Successful projects engage the community, and move the vision forward in ways that serve community needs and inspire new activities embraced by the people of Lakewood.



- Est. 1937 -

MOTOR AVENUE

LAKWOOD WASHINGTON