

CHAPTER TWELVE

TWIN LAKES COMMERCIAL DISTRICT SUBAREA PLAN

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12.0 INTRODUCTION

The Subarea

The focus of this subarea plan centers on the Neighborhood Business (BN) zone at the intersection of 21st Avenue SW and SW Campus Drive/SW 336th Street (*Map XII-1*). Residential areas within ¼ mile of the business district were also included due to their walking distance and pedestrian/bicycle infrastructure needs. This retail area is the largest of the comprehensive plan's 14 identified BN nodes, which are intended to provide convenient goods (e.g., groceries and hardware) and services (e.g., dry cleaners, dentist, and bank) at a pedestrian and neighborhood scale close to adjacent residential uses.

The subarea includes a mix of commercial uses such as grocery stores, banks, and restaurants. The surrounding area includes both multiple-family and single-family high density residential housing, in addition to public and institutional uses such as a post office, park and ride, fire station, schools, public parks, and churches. The 2010 census figures indicate the commercial district's surrounding residential area contains 2,432 housing units and approximately 7,800 residents.



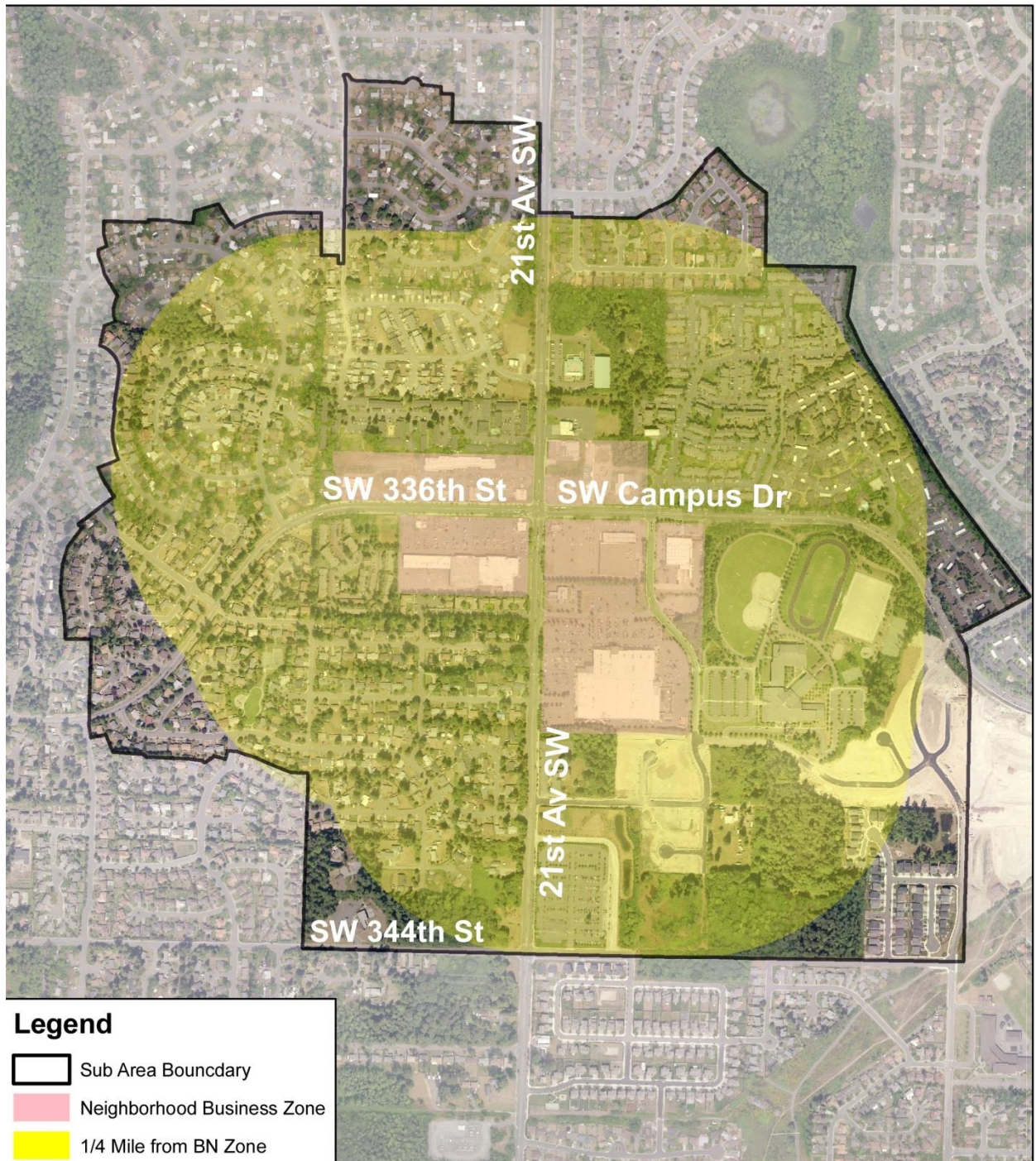
Twin Lakes Shopping Center, built in 1979, is anchored by Safeway and RiteAid

Purpose

This planning document provides a blueprint for the neighborhood's future growth, development and redevelopment. It may also be used as a model for the other BN zoned areas.

During the subarea's planning process and through the initial adoption, the city and region have struggled to recover from the effects of the *Great Recession*. Within the subarea, one prominent storefront has remained vacant for years and surrounding single-family residential development has only slowly begun to recover. Additionally, public rights-of-ways in the subarea that were originally constructed prior to the city's incorporation were designed to carry primarily vehicle traffic and lack adequate pedestrian and bicycle facilities.

Map XII-1
Twin Lakes Commercial District and Surrounding Residential Area



This plan includes a framework of goals and policies that will provide guidance for redevelopment and capital improvements in the subarea and its surroundings. Updated design standards, greater mobility options, and economic prosperity were important

topics identified by the community during the planning effort which began in 2011. This “living document” is not static and is intended to be updated if the vision, goals, and values of the community evolve with future generations.

Communities Putting Prevention to Work

Funding for the subarea plan was made possible by the Communities Putting Prevention to Work (CPPW) grant from the Centers for Disease Control and administered by Public Health – Seattle & King County. The term of the grant contract was a 20-month period from July 21, 2010, to March 19, 2012. An important goal of the CPPW program is to reduce health inequities by focusing on communities with the greatest disadvantages. Federal Way is considered a focus area for the grant due to the disproportionate levels of income and chronic disease compared to the rest of King County.



One purpose of the grant is for local governments to adopt policies that increase physical activity and improve nutritional opportunities. Zoning and capital improvement policies can affect physical activity and healthy food options.

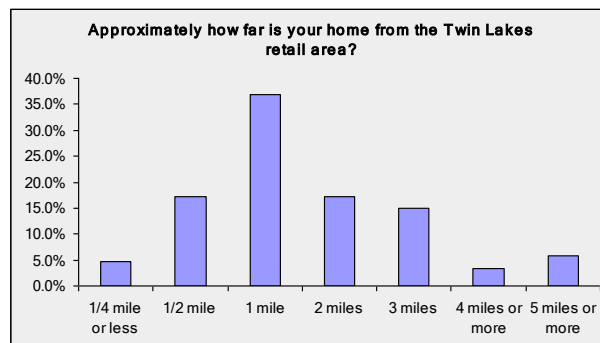
Adoption of the subarea plan will also address upcoming comprehensive plan requirements under the Growth Management Act (GMA) for local jurisdictions to adopt policies and plans that will increase physical activity.

12.1 COMMUNITY PLANNING PROCESS

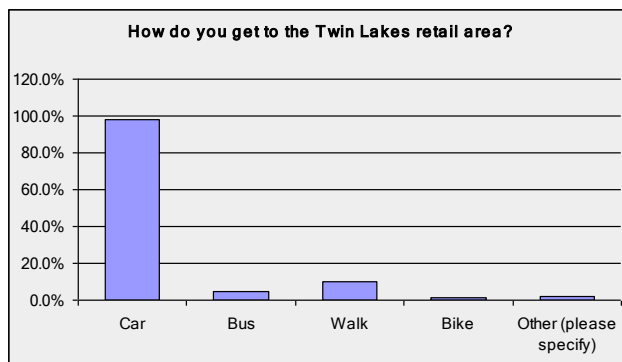
Planning for the future of the subarea has been a collaborative effort between the community and the city’s planning staff. Gathering input and goal/policy development was accomplished by an initial informal survey, formation of a stakeholder group, utilizing an online townhall forum, and community workshops. These community planning methods provided the quantitative and qualitative amount of participation needed to complete this blueprint for the neighborhood’s future in the relatively short amount of time allotted by conditions of the CPPW grant.

Survey

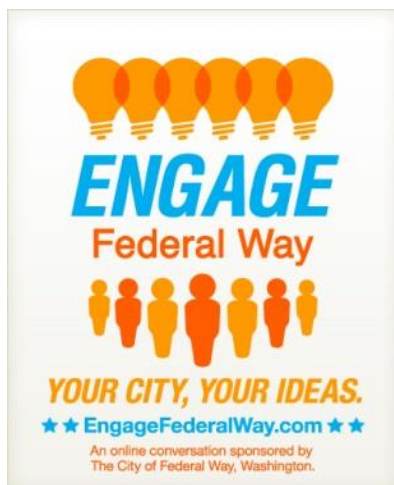
One of the first objectives in the process was to publicize the subarea plan and gauge community interest. Press releases were picked up by local media outlets steering citizens to the project website. From there they could learn about the intent of the planning effort and participate in an informal survey regarding their own trips to the subarea. During the 57 days the survey was open, 87 visitors participated.



Although more than half of the respondents live within a mile of the commercial area, nearly all of the trips are made via automobile. Later in the planning process, staff found that the need for more sidewalks and bicycling facilities was a popular theme with stakeholders and workshop participants.



Social Media



In an effort to reach out and capture more community input, the city utilized a new social media method—the online townhall. Planning staff contracted with Mindmixer.com to solicit ideas from the community in a forum allowing participants to sign on 24-hours a day 7 days a week. Over 1,300 people visited the site. Ideas were gathered and comments were posted regarding topics that were also popular during the traditional meetings and workshops. Discussion topics included building design characteristics, bicycling/pedestrian mobility, economic development, community gardens, and farmers markets. Participants in the online townhall were able to comment on the themes, suggest alternatives, and have direct dialogue with other participants.

Stakeholder Group

A subarea stakeholder group was assembled to provide comment and direction on various community goals. This group includes area business owners, surrounding residents, and members from Federal Way Chamber of Commerce, AmeriCorps/Westway Homeowners, Federal Way Planning Commission, and YMCA. Stakeholders met with city staff during three public meetings held in 2011. Stakeholders also provided assistance to staff facilitating two community workshops.

Initial Stakeholder Visions
<ul style="list-style-type: none"> • Modest increase in building heights • Redevelopment that includes unique mixed use design • Community gardens • Farmers Markets • Improved bicycling facilities (on-street markings, connection to BPA, sight distance) • Updates to existing retail areas • More park space • Youth friendly • Pedestrian improvements (sidewalks, safe routes to school, mid-block crossings, decrease curb-cuts) • Transit improvements (safe access, bike lockers, connectivity) • Support business

Community Workshops

Two public meetings were held to gather comments from the community and to provide information on tools and methods to achieve stated goals. Each meeting began as an informal open house that provided participants an opportunity to learn about the background of the subarea planning process and ask questions of staff. Following the open house, participants were divided into groups, depending on their interest, for in-depth discussion regarding design, mobility, economic development, and healthy food access.

The intent of the first workshop was to collect ideas from participants and listen to concerns. After the discussion, stakeholders from each table summarized their respective dialogue to the entire group. The second workshop provided participants alternatives, an explanation of tools, and the regulatory structure of how to implement their ideas and address their concerns. These tools then became a framework in developing the goals and policies chapter of this subarea plan.



The mobility table offers ideas to make the neighborhood safer to walk and bike.

It should be noted that not all participants agreed with several of the goals and implementation suggestions, such as height increases and mixed use development. However, goals and policies do represent a majority consensus of participants in the planning exercise.

Sample Workshop Comments
Goals <ul style="list-style-type: none">• Public safety (better lighting, eyes on street)• Walkable neighborhood with opportunities for pedestrian gathering and interaction• Flexibility in building design and use (promote sustainable and green building techniques)• Improved transit routes from Park & Ride facility• Safe sidewalk and bicycle facilities• Better lighting• Community gardens• Farmers markets• Make business district a “destination” location
Existing Assets <ul style="list-style-type: none">• Residents• Potential of area• Retail and service diversity• Parks• Aquatic Center• Proximity to BPA trail
Challenges <ul style="list-style-type: none">• Too many curb-cuts• Vacancies• Building height and setback limitations• Outside ownership of properties• Traffic (volume and high speeds)• Aesthetics of existing strip development



The healthy food access table discusses opportunities for community gardens



Staff answers questions during the pre-workshop open house

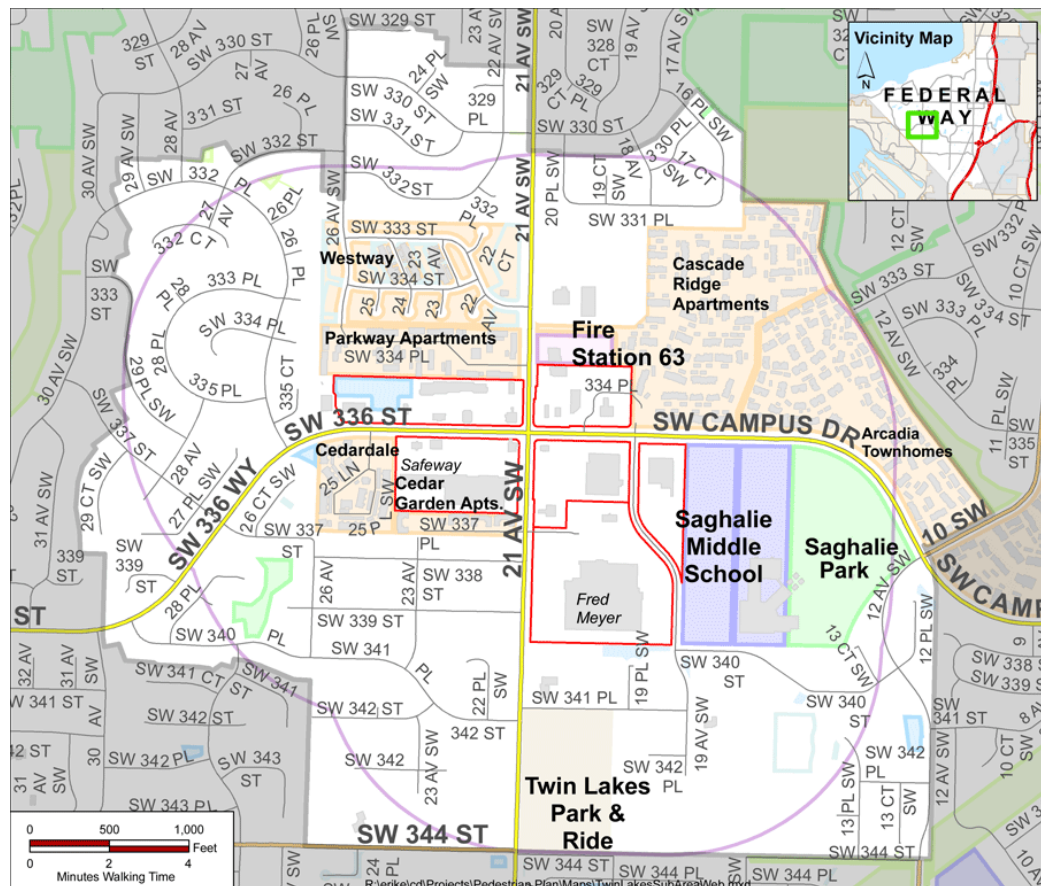
12.2 EXISTING CONDITIONS

The Twin Lakes Commercial District (*Map XII-2*) is located at the intersection of 21st Avenue SW and SW 336th Street/Campus Drive. The 48 acre Neighborhood Business (BN) zone is the largest of the 14 BN zones identified in the *Federal Way Comprehensive Plan* (FWCP). BN zoning designations are intended to provide convenient goods and services while maintaining a pedestrian and neighborhood scale.

The Twin Lakes Commercial District is surrounded by multi-family and single-family residential uses. This mix of multiple and single family development amount to more than 2,400 housing units within a ¼ mile of the BN zone boundaries.

In addition to residential and commercial uses, the focus area includes publicly owned facilities operated by South King Fire and Rescue, Federal Way Public Schools, City of Federal Way Public Works and Parks Department, King County Metro, and United States Postal Service.

Map XII-2
The Twin Lakes Commercial District (outlined in red)
The largest Neighborhood Business area in the city.



Commercial District Characteristics

Commercial development in the Twin Lakes Neighborhood Business area occurred prior to the city's 1990 incorporation. Surrounding residents have access to a variety of retail, service, and restaurant amenities. According to King County Assessor data, the existing buildings in the BN zoned neighborhood total more than of 400,000 square feet of commercial space.

Single-story strip mall design dominates the subarea's retail core. Anchor buildings contain considerable setbacks from 21st Avenue SW and SW 336th Street/SW Campus Drive to accommodate parking lots. Although several individual pads containing banks, restaurants, and vehicle service facilities are closer to the street, their entrances are insular and not predominately oriented toward the right-of-way. The intent of such development is typically auto-oriented without regard to other pedestrian, bicycling, or transit modes.



Twin Lakes Village was constructed in 1986 and contains 24,525 square feet of retail

Residential Characteristics

Similar to the retail area, much of the housing within a quarter mile from the BN area boundary was developed pre-city incorporation. Multi-family housing, consisting of townhomes and apartments, abuts the north and west portions of the commercial zone and single-family housing abuts the south and west. This spatial context results in an “inner ring” of housing capacity at approximately 15 housing units per acre to an “outer ring” capacity of approximately 6 housing units per acre.

Several single-family residential developments have begun construction, or obtained preliminary approval prior to the adoption of this plan. The Wynstone and Campus Crest subdivisions adjacent to SW Campus Drive will provide 158 units¹; Saghalie Firs at 19th Place SW and SW 341st will provide 34 units; and Lakehaven Estates adjacent to 19th Avenue SW and SW 340th will provide 13 units. In the future, properties in the subarea's southern area could be redeveloped with additional housing units as several of the properties contain the capacity to be subdivided under the current zoning regulations.

¹ Fifteen lots within the subdivision are zoned multi-family, but will be developed with single-family dwellings. A one-acre multi-family lot adjacent to Saghalie Park will likely be developed with multi-family housing in a future phase of development.

Multi-family zoned property in the subarea consists of renter-occupied housing with the exception of the southeastern portion of the Westway neighborhood, which consists of fee-simple lots. Stacked and attached housing ranging from studios to three bedrooms are typical options available to multi-family dwellers in the subarea. As shown in the following table, 1,162 housing units are provided in the subarea's multi-family zoned lots.

Table XII-1
Multi-Family Dwelling Units

Development	Year Built²	Total Units
Campus Grove/Arcadia Townhomes	1990	309
Cascade Ridge Apartments	1989	518
Cedar Gardens Apartments	1980	49
Cedardale	1981	49
Parkway Apartments	1976	208
Westway (multi-family zoned properties only)	1969	29
Total	N/A	1,162

Public Facilities

The subarea contains recreational, emergency, postal, transit, and educational facilities within its boundaries. These facilities are operated by several different government entities.

Saghalie Middle School – One of Federal Way Public School District's 37 schools, Saghalie Middle School is located at 33914 19th Avenue SW and has been educating 6th, 7th, and 8th graders since 1994. Recent enrollment figures show 522 students attended Saghalie during the 2009-2010 school year. Attendance boundaries for Saghalie span from: SW 320th Street to the north; 10th Avenue SW to the east; SW 344th Street to the south; and Hoyt Road SW to the west.

Saghalie Park – Located at 33914 19th Avenue SW, Saghalie Park is a 16.4 acre community park and one of five active recreation parks in the city. Facilities providing accommodations for softball/ baseball, soccer/football, track, basketball, tennis, and volleyball are provided. Additional features include a playground, picnic tables, benches, restrooms, and off-street parking. Community parks, such as Saghalie, are considered active recreation facilities that provide active and structured recreation opportunities for the community. Community parks have a large service area, ranging from a two-mile radius out to the entire city if there is a unique attraction.



Saghalie Park is operated jointly between the city parks department and Federal Way Public School District

² Earliest year used for phased built developments.

AmeriCorps – The local AmeriCorps program is administered by Federal Way Public Schools. Located at 33250 21st Avenue SW, AmeriCorps members provide civic leadership via academic tutoring services and community projects.

United States Postal Office – Located at 1815 SW Campus Drive, the Twin Lakes branch post office provides retail mail services.

Twin Lakes Park & Ride – Located at 34210 21st Avenue SW, the Twin Lakes Park and Ride has a 600 vehicle capacity. King County Metro routes 179-Downtown Seattle, 181-Auburn/Green River CC, and 197-University District Seattle, and Pierce Transit route 62-Northeast Tacoma are served here.

Fire Station 63 – Operated by South King Fire and Rescue, Station 63 provides fire, rescue and EMS services. Located at 33414 21st Avenue SW, the station responded to 2,429 calls in 2010.

Alderdale Park – Located at 2700 SW 340th Place, Alderdale is a two-acre neighborhood park. Facilities include a playground, basketball and tennis courts, picnic tables and benches, loop trail, and large open lawn area. Neighborhood parks are designed primarily for non-supervised, non-organized recreation activities and are intended to serve an area of approximately one-half

mile radius. As detailed in the city's Parks, Recreation, and Open Space Plan, Alderdale Park has the potential to serve as a neighborhood gathering place.



Alderdale Park is classified as a Neighborhood Park

Transportation

Transportation facilities in the subarea were constructed with a focus for automobile traffic resulting in few amenities for alternative modes, such as walking, biking, and transit. As the surrounding residential area developed in the 1960's and 1970's, the preferred subdivision design pattern included serpentine streets and cul-de-sacs without emphasis on connectivity. Additionally, sidewalks are lacking in many of the older residential subdivisions as segregated pedestrian amenities were not a county subdivision requirement. Therefore, developers chose not to construct them as a cost-saving measure further disincentivizing alternative modes of mobility.



The 21st Avenue SW and SW 336th Street/SW Campus Parkway intersection contains the highest volumes of travel in the subarea.

Street System – The subarea contains the four different street classifications: Principal Arterial, Principal Collector, Minor Collector, and Local. Within residential subdivisions, traffic from local streets is picked up by collectors and then conveyed to arterials. Due to the many local streets lacking connectivity (i.e. cul-de-sacs and dead-ends), traffic flows are directed to arterial streets such as 21st Avenue SW and SW 336th Street/SW Campus Drive.

Table XII-2
Subarea Street Classification Inventory*

	Principal Arterial	Principal Collector	Minor Collector
12 th Ave SW		✓	
19 th Ave SW			✓
21 st Ave SW	✓		
22 nd Pl SW			✓
26 th Pl SW			✓
SW 334 th St			✓
SW 336 th St/Wy	✓		
SW Campus Dr	✓		
SW 337 th St			✓
SW 340 th St/Pl			✓
SW 341 st Pl			✓
SW 342 nd St			✓
SW 344 th St		✓	

**Local streets not shown*

Much of the vehicle traffic in the subarea flows through the 21st Avenue and SW 336 Street/SW Campus Drive intersection. Traffic volume counts conducted in the fourth quarter of 2011 show an east/west average weekday traffic count of approximately 28,000 vehicles and a north/south count of approximately 15,000 vehicles.

Transit – Circuitous single-family residential street patterns and relatively low dwelling densities has relegated transit service to the two major arterials in the subarea. Residents have access to direct routes from the subarea to Downtown Seattle, University District, Auburn, and NE Tacoma. These routes can be accessed from the Twin Lakes Park and Ride located at 34210 21st Avenue SW. As shown in the chart below, parking counts have been well below the 600 stall capacity since 2005, but the data does not capture those who walk or bike to the transit center. The center's close proximity to the BPA Trail and new single-family residential housing stock can also provide a convenient *Walk/Bike & Ride* if adequate connections and wayfinding is made available.

Table XII-3
Twin Lakes Park & Ride Utilization

Year	Count (4 th Quarter Average)	% Used
2005	103	17%
2006	98	16%
2007	109	18%
2008	171	29%
2009	88	15%
2010	97	16%

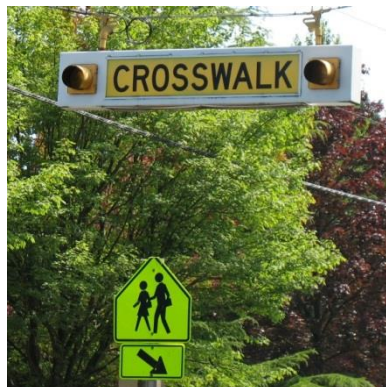
King County Park-and-Ride Lots Monthly Utilization Reports 2005-2010.

Bicycle System – Residents in the subarea have difficult choices to make when biking: (1) share the road with fast moving traffic along the major arterials; (2) share the sidewalk with pedestrians and numerous curb-cuts along those same major arterials; and/or (3) attempt to find connections along the local streets adding trip time. Unfortunately, existing bicycle facilities within the boundaries of the subarea are limited to the SW 344th Street bike lane/wide shoulder ending at the road terminus at 18th Avenue SW.

The city is in the process of updating the citywide Bicycle and Pedestrian Plan, which includes proposals for new facilities within the subarea, such as bicycle boulevards, paved trails, enhanced shared sidewalks, and additional lane marking.

Pedestrian System – Sidewalks in the subarea are limited to arterials, collectors, and recent residential subdivisions. And while sidewalks are provided on major thoroughfares, several segments are substandard with regard to width and Americans with Disabilities (ADA) standards.

Most of the residential subdivisions developed prior to the city's incorporation do not have segregated pedestrian amenities and do not have a history of pedestrian related collisions. Pedestrian collisions have been prevalent in the commercial district area. Since 2000, 27 pedestrian accidents have occurred in and around the 21st Avenue SW and SW 336th Street/SW Campus Drive intersection. To address safety issues, the city has constructed mid-block flashing beacon crossings approaching the arterial intersection and will implement additional safety improvements as part of the intersection's upcoming capital improvement project.



Mid-block crossing on 21st Avenue SW near Fred Meyer.

The city's proposed update to the Bicycle and Pedestrian Plan includes sidewalks in portions of the Village Park, Village Green, and Alder Grove subdivisions. Additional pedestrian improvements will occur with street improvement projects, commercial development, and subdivisions.



This residential subdivision was developed prior to current pedestrian requirements.

12.3 VISION

At the end of the 20-year comprehensive planning horizon, the subarea’s commercial area will be a neighborhood scaled commerce center for residents in the western portion of the city. The redevelopment of the Twin Lakes Commercial District will contain improvements that are unique, attractive, viable, accessible, safe, and prosperous. Improved connections from adjacent residential neighborhoods will lead to a center that is redeveloped with mixed use buildings designed with the guidance of an illustrative form based zoning ordinance developed by a diverse group of stakeholders. This “Form-Based Code” approach to community design will ensure development in the subarea provides amenities that are attainable and desired locally.

The Twin Lakes Commercial District is an area that was designed primarily for automobiles with little regard for other modes of travel. Redeveloped properties will provide safe delineated connections for pedestrians to stores, offices, and housing. This plan is not intended to replace automobile travel or capacity, but to ensure facilities that accommodate walking, bicycling, skateboarding, roller-skating, and other future non-motorized travel not yet contemplated are considered.

This vision can only be accomplished via partnerships between the city, community, business, and commercial property owners. The community has recognized through the planning process that the neighborhood needs a sense of identity and an updated commercial core. Next steps should include the adoption of a model Form-Based Code that will provide a clear image of a desired outcome.



12.4 GOALS & POLICIES

The goals and policies chapter provides a flexible framework for implementation of the plan. Goals articulate a vision of the community's needs and desires while policies provide implementation strategies for meeting the vision. These statements will provide guidance for future zoning code revisions and capital improvements.

Building and Site Design

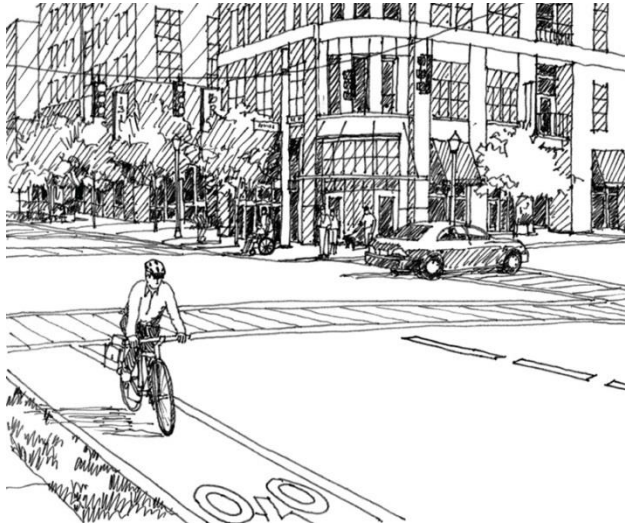
Goals

- TLSAG1** *Create an environment that is conducive to increasing foot traffic, supporting diversified economic development, and providing a safe, visually interesting and vibrant experience for visitors and residents of the subarea.*
- TLSAG2** *Focus on fostering community support and resources; increasing the economic, environmental, and social well-being of the subarea to accomplish goals related to building and site character.*
- TLSAG3** *Ensure that the regulatory environment (e.g., zoning regulations) continues to encourage a diversified mix of land uses, so as to create complementary activities and services in the subarea that meet the needs of residents and business owners – as well as contribute to overall community well-being.*

Policies

- TLSAP1** Promote building design that encourages opportunity and choice for a range of complementary business sizes and types.
- Utilize and implement tools with a special focus on encouraging the feasibility of mixed use commercial space for small businesses combined with housing uses, such as live/work units or flexible work spaces in mixed-use zones. These tools could include creating incentives for developers to develop buildings using a target Floor Area Ratio (FAR).
 - Encourage new infill development in the existing commercial center by allowing building heights that could make new housing, retail, and work space types feasible in the area around the intersection of SW 336th Street and 21st Avenue SW.
- TLSAP2** As a component of an overall economic/market analysis for the subarea, consider the feasibility of providing a limited amount of lower-cost space for business start-ups, artist space, or community organizations.

- TLSAP3** Promote flexibility in new development (including building heights) to advance community design priorities.



- TLSAP4** Explore the use of zoning incentives to encourage developers and property owners to create amenities in exchange for flexibility with certain zoning requirements.

- TLSAP5** Encourage private improvements that accommodate multiple types of users – especially children, youth, and seniors.

- TLSAP6** Create guidelines for attractive building design based on local preferences.

- Consider conducting a community design charrette to engage interested stakeholders and create a specific vision based on clear illustrations of local design and character priorities.



- TLSAP7** Encourage development of sustainable buildings and site design.

- Support opportunities for site improvements that utilize best practice standards such as Sustainable Sites, Built Green, or LEED.
- Promote the use of Low Impact Development (LID), green-roofs, and rooftop gardens for existing properties and new development/redevelopment. Such improvements can improve the look and feel of the pedestrian environment and encourage more physical activity.



Natural drainage strategies can effectively manage stormwater while providing attractive vegetation and pedestrian buffers.

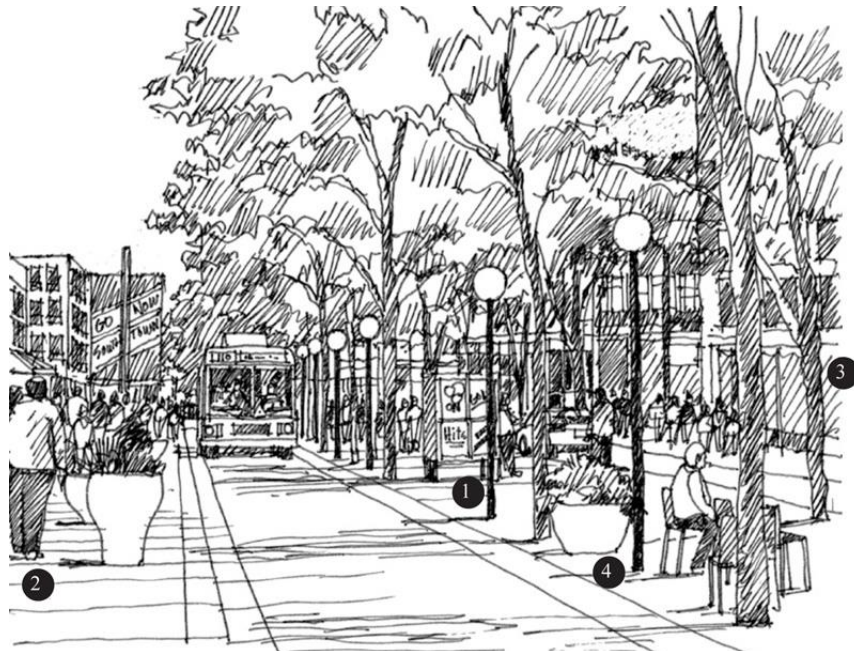
TLSAP8 Improve safety and access of buildings and surrounding site area.

- Use existing CPTED principles to specifically identify and address safety issues in the subarea.
- Place a special emphasis on building entries, as well as rear/service areas of buildings, with regard to external lighting, and in accordance with existing design guidelines set forth by the city.
- Access points and driveways for neighborhood retail, including grocery stores, should accommodate the safe and efficient movement of pedestrians and bicycles throughout parking areas and the site area in general.
- Promote visual access to the street from ground floor retail uses and to pedestrian entrances and pedestrian-level display windows in order to promote “eyes on the street.”

TLSAP9 Promote the development of gathering spaces, with special attention to outdoor areas.

- Promote outdoor patios or plazas adjacent to and/or accessible from pedestrian rights-of-way in new development or redevelopment. Also, work actively with current commercial property owners to encourage implementation of building/pedestrian orientation and landscaping elements of the community design guidelines within existing developments.
- Promote gathering areas, site improvements, and placemaking projects that can actively utilize community resources to create these spaces. For example: benches, pocket parks/plazas integrated into the landscape and built environment, bus shelters, or community-based “intersection repair” projects.

- Identify areas of opportunity for outdoor patios and other similar types of spaces that could be complementary to new or existing businesses—for example, restaurants, cafes, or grocery stores—and enhance the public realm.



CPTED and placemaking principles applied to a conceptual transit-oriented development: 1) Adequate street lighting creates a feeling of safety, security, and territoriality; 2) An enjoyable walking environment with large planters serving as a buffer to traffic provide opportunities for walking and an activity; 3) Clear visual access to storefronts and reduced setbacks for retail uses allow for more “eyes on the street”; 4) Benches and street plantings can enhance transportation corridors and provide for a more enjoyable and secure pedestrian realm.

Economic Development & Redevelopment

Goals

- TLSAG4** *Create strategies for developing new businesses using existing assets, and promote land use strategies that provide opportunities for entrepreneurship and focus on retaining local businesses.*
- TLSAG5** *Ensure that future economic development plays a leading role in fostering a healthy, active community.*
- TLSAG6** *Create economic benefits from providing safe opportunities for multiple modes of transportation to access local businesses.*

Policies

TLSAP10 Promote and support community based, small-scale businesses.

- Consider an economic/market study for the subarea detailing needs and viability for new retail and housing.
- Encourage the creation of a community development corporation, local business association, or business improvement district to help advance community economic development goals.
 - Work with the local Americorps office to help organize and build upon community volunteer assets.
- Partner with South Sound Regional Business Incubator on outreach to local businesses. Assist in tailoring business development/retention workshops to meet the community's needs
- Encourage future development that will include retail space appropriately scaled for small businesses and promote more affordable space for start-up businesses.

TLSAP11 Create a sense of place through branding an identity, creating a gateway, and integrating art into the landscape.

- Public art should be encouraged throughout the subarea. Where possible, art should serve a function that relates to a public health benefit. Examples of appropriate public art could include streetscape improvement, such as benches or sidewalk treatment that improves the usability and attractiveness of the public realm. Art can be incorporated into many aspects of the built environment, including seating, lighting, paving, wayfinding, and signage.
 - Coordinate with local community gardens to grow appropriate plants for hanging baskets.
 - Street and pedestrian lighting should be of similar character throughout the business center.
- Identify one or two arterial roads to establish a gateway into the subarea. The approach from the east along SW Campus Drive could serve this purpose.
- Develop a neighborhood website, possibly as part of “Engage Federal Way,” that features a local business directory and profiles locally owned businesses.

TLSAP12 Consider developing wayfinding specifically targeted towards multiple modes of travel.

- Highlight community assets such as the Weyerhaeuser/King County Aquatic Center, farmers market, community gardens and Saghalie Park/Saghalie Middle School, for example.



Streetscape improvements such as banners and hanging flowers, can help enhance neighborhood identity, as well as improve the pedestrian environment.

TLSAP13 Utilize zoning and other regulatory tools to allow for more creativity and input on building and site design, and to promote healthy, active living.

- Convene stakeholders—such as builders, developers, and real estate professionals—to help determine appropriate types of incentives.
- Consider the use of form-based codes as a tool to help explicitly illustrate how building and site design can improve the built environment.
- Encourage improvements with a clear link to public health benefits, such as open space, rooftop gardens, and trail connections.

TLSAP14 Encourage land use strategies that promote attractive housing, convenient access to retail, and opportunities for employment/self-employment for residents of the subarea.

- Encourage mixed-use development, particularly around the intersection and neighborhood retail area of SW 336th Street and 21st Avenue SW, to promote opportunities to live and work in the same community, as well as to promote opportunities for entrepreneurial growth.
- Explore feasibility of mixed-used development within existing Neighborhood Business (BN) zoning and ways to improve feasibility of mixed use development.

TLSAP15 Improve economic vitality by providing options for access to business areas via multiple transportation modes.

- Improve connections between the subarea and major community amenities such as the Weyerhaeuser/King County Aquatic Center. For example, this could be accomplished by providing improvements to signage, creating a branding strategy for the subarea, or by focusing bicycle and pedestrian infrastructure improvements on corridors that connect the subarea to major community amenities.
- Incorporate pedestrian-oriented planning principles from Federal Way Community Design Guidelines to encourage foot traffic.

TLSAP16 Focus on improving safety for neighborhood residents.

- Use Crime Prevention through Environmental Design (CPTED) principles and techniques to specifically identify/ address safety issues in the subarea and identify specific potential areas of concern, along with suggested improvements. This should include a special focus on safety along pedestrian and bicycle routes.

TLSAP17 Create opportunities for nightlife activities.

- Consider a seasonal “night market” that could be complementary to community events such as a farmers market, festivals, or performances showcasing local talent, or opportunities to showcase/promote local business.



Bicycle and Pedestrian Mobility

Goals

- TLSAG7** *Enhance community livability, health, and transportation in the subarea by providing a connected system of pedestrian and bicycle ways that is integrated into the citywide and coordinated regional networks.*
- TLSAG8** *Develop a pedestrian and bicycle network accessible to all residents of the subarea.*
- TLSAG9** *Ensure that the pedestrian and bicycle system is safe and functional for all users.*
- TLSAG10** *Create efficient and convenient methods for pedestrians and bicyclists to travel to the places where they live, shop, work, and play.*
- TLSAG11** *Foster a community culture supportive of walking and bicycling as important modes of transportation and recreation.*
- TLSAG12** *Improve the bicycle and walking environment through enhanced traffic operations and maintenance.*

Policies

- TLSAP18** Improve bicycle and pedestrian infrastructure and connectivity.
- Improve pedestrian and bicycle infrastructure connectivity and identify the walking and bicycling network within the subarea.
 - Build new roadways that accommodate pedestrian and bicycle facilities and retrofit older roadways to complete the system.
 - Complete missing links in pedestrian and bicycle infrastructure on existing street networks as a priority measure.
 - Improve connections to transit— especially the Twin Lakes Park and Ride—for pedestrians and bicyclists.
 - Develop a bicycle network connected to other neighborhood business centers within Federal Way, the Federal Way downtown, parks, trails, schools, recreation areas, and neighboring urban areas that supports a diversity of cycling abilities and interests.



- Develop “connector trails” to link destinations and facilities not easily accessible on the existing street network, and coordinate pathway projects with parks and open space agencies.
- When appropriate, require implementation of pedestrian and bicycle facilities as part of new development.
- Monitor bicycle and pedestrian facilities to ensure that safety is not being degraded over time.



- The form, density, and design of new commercial and business centers should support pedestrian and bicycle trip-making. Where possible, opportunities to enhance existing development to accomplish this end should be implemented as part of substantial redevelopment projects.
- Update pedestrian and bicycle facilities where appropriate to incorporate best practices.
- Manage traffic control systems to better facilitate bicycle and walking travel along strategic corridors.



TLSAP19 Promote safe and convenient non-motorized transportation.

- Ensure high-quality, flexible, and secure bicycle parking throughout the subarea.
- Provide wayfinding tools for pedestrians and bicyclists that encourage safety and promote use of non-motorized transportation modes.
- Improve facility safety through design, operations, maintenance, and education.

TLSAP20 Focus on outreach and education to help promote safety and accessibility.

- Conduct outreach and education to increase safety and awareness for pedestrians, bicyclists, and motorists. Provide easily accessible information about the pedestrian and bicycle system.
- Ensure that pedestrian and bicycle facilities are accessible to everyone in the community.
- Apply traffic-calming techniques, where feasible, to address safety issues associated with vehicle speeds and volumes.
- Develop programs that provide the option of shifting from driving to walking and biking for short trips within the city.

TLSAP21 Support capacity-building for community activities focused on healthy, active living.

- Support creative local walking and biking events.
- Encourage walking and biking to community events.
- Actively engage local walking and biking organizations to create opportunities to support bicycling and pedestrian safety and strengthen local capacity.

Healthy Eating and Food Access

Goals

TLSAG13 *Encourage existing businesses to provide healthy food options and improve access to healthier food choices.*

TLSAG14 *Empower the community to grow food.*

TLSAG15 *Expand opportunities to grow, market, distribute, and consume locally grown food.*

Policies

TLSAP22 Work with multiple stakeholders to increase the number of community gardens.

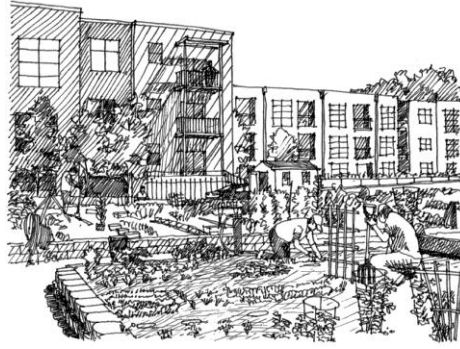
- Facilitate temporary, interim, or joint-use agreements for potential sites for farmers markets, community gardens, or urban agriculture, such as on Saghalie Middle School or Saghalie Park property; consider offering use of sites on city property at no or minimal cost.
- Encourage the development of community gardens and urban agriculture in priority areas such as the Westway neighborhood.
- Look for opportunities to develop P-patch gardens in close proximity to multi-family housing surrounding the intersection of SW 336th Street and 21st Avenue SW.
- Assist with facilitation of community design charrettes for future community gardens to help build a feeling of community investment.
- Coordinate with Federal Way Community Gardens Foundation to develop a “how to” manual for establishing community gardens.

TLSAP23 Promote urban agriculture as an income generator.

- Consider the development of a market garden near the Westway neighborhood. Include a year-round fruit & vegetable stand that sells produce from the garden and local farmers.
- Consider enacting a code provision that reflects and supports Washington State’s cottage food laws: SB 5748. This would allow residents to use their home kitchen to produce permitted sellable food items.

TLSAP24 Compost food waste for soil.

- Encourage a composting relationship between restaurants and community gardens.
- Assist community gardens with finding resources to construct composting infrastructure and host workshops.
- Encourage Saghalie Middle School to provide their students with hands-on composting opportunities. This can be coordinated with science courses to create a “living laboratory” for small-scale agriculture.



Community gardens can help promote community-building, neighborhood character, and a sense of ownership among residents.

TLSAP25 Pursue opportunities to grow food on vacant land with no current use or with low-intensity uses.

- Conduct and maintain an inventory of public and private vacant land. Communicate these potential land opportunities to community garden groups or farmers markets.
- Work with the Bonneville Power Administration (BPA) and community organizations to utilize land along the BPA right-of-way for food production.

TLSAP26 Support land use strategies that support food retail opportunities for local rural and urban growers.

- Assist Federal Way Farmers Market with securing a space for a weekday market in the subarea.
- Engage private property owners, near the intersection of SW 336th Street and 21st Avenue SW, such as the owners of the former Albertson's store and parking lot, and explore opportunities to host a farmers market or allow mobile vending opportunities for healthy foods.
- Look at the feasibility of using public land near the intersection of SW 336th Street and 21st Avenue SW for a farmers market.
- Consider the operation of a seasonal night market coordinated with other community events, such as festivals or performances.

TLSAP27 Improve farmers market feasibility.

- Provide public space for little or no cost where possible and permitted. Where such uses are not currently permitted, consider appropriate opportunities to allow farmers markets as a permitted use.
- Provide wayfinding along routes leading to the farmers market.

TLSAP28 Facilitate partnerships between food growers and local markets.

- Identify priority areas for fruit/vegetable stands and work with stakeholders to create opportunities to grow and sell food. Priority areas could include Saghalie Middle School and the community of Westway.

TLSAP29 Create community security with community gardens and think strategically about preventing vandalism.

- Partner with community organizations (AmeriCorps volunteers) to develop events, such as “garden days,” that aim to bring the community together and build community investment in the gardens.
- Utilize Crime Prevention Through Environmental Design (CPTED) based principles to deter vandals.
- Involve community members to create a sign for the garden.
- Use short picket-style fences to keep out pets and to clearly display the border of the garden. Use passive strategies, such as growing thorny plants along the fence (e.g. raspberries or roses).
- Create a sheltered area where people can spend time to enjoy the garden and to keep the space in active use.
- Involve neighborhood children in garden maintenance—the neighborhood will be more invested if children use the space.
- Plant a donation or “vandal's garden” near the entrance. Place a sign that invites passers-by to take food to help demonstrate community goodwill.
- Demonstrate “ownership of place”; maintain active use of the garden to demonstrate that community members are using the space.

TLSAP30 Create economic opportunities for alternative food distribution models.

- Work with Fred Meyer, Albertsons, or Safeway property owners to establish a mobile food cart zone, or include mobile food vending provisions in the Zoning and Development Code to increase food options for employees near employment centers, transit-oriented development, and low-access areas.



Mobile food vendors can create more options for healthy food retail, enhance neighborhood vitality, and provide new business development opportunities for neighborhood residents.