

ORDINANCE NO. 651

AN ORDINANCE of the City Council of the City of Lakewood, Washington, amending the City of Lakewood Comprehensive Plan, including the Future Land-Use and Zoning Maps of the City; amending the City of Lakewood Comprehensive Plan; amending Title 18A, and establishing an effective date.

WHEREAS, the Washington State Legislature, through Chapter 36.70A RCW, the state Growth Management Act (GMA), intends that local planning be a continuous and ongoing process; and

WHEREAS, the GMA requires that the City of Lakewood adopt a comprehensive plan; and

WHEREAS, in accordance with RCW 36.70A.130, the adopted comprehensive plan shall be subject to continuing evaluation and review, and amendments to the comprehensive plan shall be considered no more frequently than once every year; and

WHEREAS, in compliance with the requirements of the GMA and following abundant public outreach and involvement, the Lakewood City Council adopted the City of Lakewood Comprehensive Plan via Ordinance No. 237 on July 10, 2000; and

WHEREAS, the Lakewood City Council, based on review and recommendations of the Lakewood Planning Commission that incorporated public input, has subsequently amended the City of Lakewood Comprehensive Plan periodically, including a review required by law in 2004, and 2015; and

WHEREAS, following public meetings and discussions, the Lakewood City Council adopted Title 18A of the Lakewood Municipal Code (“Land Use and Development Code”) via Ordinance No. 264 on August 20, 2001; and

WHEREAS, the Lakewood City Council, based on review and recommendations of the Lakewood Planning Commission following public input, has subsequently amended Title 18A of the Lakewood Municipal Code periodically, either in conjunction with comprehensive plan amendments or on a standalone basis; and

WHEREAS, it is appropriate for a local government to adopt needed amendments to its comprehensive plan to ensure that the plan and implementing regulations provide appropriate policy and regulatory guidance for growth and development; and

WHEREAS, the Lakewood Planning Commission, acting as the City’s designated planning agency, has reviewed a series of proposed amendments to the City of Lakewood Comprehensive Plan and related development regulations including proposed amendments to the

Future Land-Use Map, Zoning Map, and related changes to Title 18A of the Lakewood Municipal Code; and

WHEREAS, public participation opportunities, as required by RCW 36.70A.130(2)(a), appropriate to the level of the amendments being reviewed, have been afforded to interested parties via numerous open public meetings, mailings and site postings, and a public comment/hearing period, and public input received through these channels has been duly considered by the Lakewood Planning Commission; and

WHEREAS, environmental review as required under the Washington State Environmental Policy Act has resulted in the issuance of a determination of environmental non-significance; and

WHEREAS, a 60-day notice has been provided to state agencies prior to the adoption of this Ordinance, and state agencies have been afforded the opportunity to comment per RCW 36.70A.106(1); and

WHEREAS, a 60-day notice has been provided to Joint Base Lewis-McChord (JBLM) prior to the adoption of this Ordinance, and JBLM has been afforded the opportunity to comment per RCW 36.70A.530(5); and

WHEREAS, following public hearing, the Lakewood Planning Commission forwarded a set of recommendations relative to the 2016 amendments package to the Lakewood City Council via Planning Commission Resolution No. 2016-02; and

WHEREAS, the Lakewood City Council has reviewed materials relevant to public input and staff and Planning Commission recommendations leading up to the proposed 2016 amendments package; and

WHEREAS, the Lakewood City Council conducted a second public hearing on the 17th day of October, 2016; and

WHEREAS, in December 2015, the City Council tabled comprehensive plan amendment 2015-02 to the 2016 Comprehensive Plan amendment cycle, and further directed the Planning Commission promulgate legislation, conduct public hearings, and provide recommendations to the City Council an Ordinance establishing a City Wide Planned Unit Development Overlay District, and the Planning Commission having completed the tasks delegated to it; and

WHEREAS, in accordance with the issues and concerns considered by the Lakewood Planning Commission as reflected in its recommendations, reports, written communications, and public comment, the Lakewood City Council has considered the recommendations of the Lakewood Planning Commission and has determined that it is appropriate to provide for the amendment of certain portions of the City of Lakewood Comprehensive Plan and related sections of Titles 12A and 18A of the Lakewood Municipal Code as herein specified; and

WHEREAS, the Lakewood City Council has considered the required findings in LMC 18A.02.415 as related to each independent zoning map and text amendments, and hereby finds that the requirements of LMC 18A.02.415 are satisfied; and

WHEREAS, after review of the record and recommendations of the Lakewood Planning Commission, the Lakewood City Council finds that the amendments to the City of Lakewood Comprehensive Plan as identified within this Ordinance comply with the requirements of the state Growth Management Act;

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

COMPREHENSIVE PLAN & ZONING MAP CHANGES

Section 1. The official Future Land-Use Map and Zoning Maps of the City for the below-referenced property, as illustrated in Exhibit A hereto and described more fully below, are hereby amended as follows:

CPA-2015-02– MAP AMENDMENT (Veterans Drive SW/ Gravelly Lake Drive SW)

~~1. Amend the comprehensive plan land-use map to designate the subject property *Single Family*; and~~

~~1.2. Amend the zoning map to correspondingly zone the subject property *Residential Three Two* (R23).~~

Location: 12404, 12502, and 12512 Gravelly Lake Drive SW SW

Assessor's tax parcel nos: 4725003073 and 4725003074.

Section 2. The official Future Land-Use Map and Zoning Maps of the City for the below-referenced property, as illustrated in Exhibit B hereto and described more fully below, are hereby amended as follows:

CPA-2016-01– MAP AMENDMENT (Land adjacent to Springbrook Park)

1. Amend the comprehensive plan land-use map to designate the subject property *Open Space and Recreation*; and

2. Amend the zoning map to correspondingly zone the subject property *Open Space and Recreation One (OSRI)*.

Location: 4713 127th Street SW, Lakewood WA

Assessor's tax parcel no: 0219123015

Tax Description: Section 12 Township 19 Range 02 Quarter 33 : PARCEL "A" DBLR 91-03-12-0097 DESC AS FOLL BEG AT A PT 361 FT N & 1037.40 FT E OF SW COR TH W 31 FT TH N 415.86 FT TH N 71 DEG 14 MIN 09 SEC W 211.01 FT TH N 194.35 FT M/L TO C/L OF CLOVER CREEK TH S 55 DEG 42 MIN 31 SEC E ALG C/L OF CLOVER CREEK 297.11 FT TH S 0 DEG 41 MIN 55 SEC E 187.36 FT M/L TH N 89 DEG 17 MIN 05 SEC W 20 FT TH S 0 DEG 12 MIN 28 SEC E 338.73 FT TO POB OUT OF 3-080 & 3-079 SEG C0090SG 7/19/91BO

Section 3. The official Future Land-Use Map and Zoning Maps of the City for the below-referenced as illustrated in Exhibit C hereto and described more fully below, are hereby amended as follows:

CPA-2016-02– MAP AMENDMENT (City of Lakewood Stormwater Pond)

1. Amend the comprehensive plan land-use map to designate the subject property *Open Space and Recreation*; and
2. Amend the zoning map to correspondingly zone the subject property *Open Space and Recreation One (OSR1)*.

Location: 12502 47th Avenue SW, Lakewood WA
Assessor's tax parcel no: 0219123082

Tax Description: Section 12 Township 19 Range 02 Quarter 33 PER ROS 2009-10-22-5003 FOR BLA PER RCW 58.04.007(1) COM AT SW COR OF SEC 12 TH N 331 FT TH E 805.8 FT TH N 726.8 FT TO C/L OF CLOVER CREEK & POB FOR THIS DESC TH S 54 DEG E 147.46 FT ALG C/L OF SD CREEK TH N 688.6 FT TH E 388 FT TH S 980 FT TO C/L OF CLOVER CREEK TH N 54 DEG W ALG C/L OF CREEK TO POB EXC N 30 FT FOR R/W TO CY OF LAKEWOOD ALSO EXC POR LY N OF FOLL DESC LI COM AT SW COR OF SD SEC TH ALG S LI OF SEC 1312.57 FT TO SE COR OF SW OF SW TH N ALG E LI OF SD SUBD 1111.40 FT TH W 30 FT TO WLY MAR OF 47TH AVE SW & POB TH S 83 DEG 57 MIN 52 SEC W 152.29 FT TH N 89 DEG 18 MIN 08 SEC W 207.04 FT SEG G 6038 TP DC6/3/10BB

Section 4. The official Future Land-Use Map and Zoning Maps of the City for the below-referenced property, as illustrated in Exhibit D hereto and described more fully below, are hereby amended as follows:

CPA-2016-03– MAP AMENDMENT (Pierce County properties located in Springbrook)

1. Amend the comprehensive plan land-use map to designate the subject property *Industrial*; and
2. Amend the zoning map to zone the subject property *Industrial Business Park (IBP)*.

Location: XXXX 47th Avenue SW

Assessor's tax parcel nos: 0219122156, 0219122160, 0219123112

Tax descriptions (in order of tax parcel no.):

Section 12 Township 19 Range 02 Quarter 24 : BEG SW COR L 1 IN SE OF NW SEC TH ELY ALG N LI GEORGE GIBBS DLC TO WLY LI OF NP RR R/W, PORTLAND BRANCH, TH NELY ON SD WLY LI TO S LI OF I-5 FREEWAY TH SWLY ALG SD S LI OF FREEWAY TO POB OUT OF 2-105 SEG S-0592 WJ ES.

Section 12 Township 19 Range 02 Quarter 24 : BEG AT SE COR GOVT L 2 IN SW OF NW OF 12-19-02E TH S 590 FT M/L TO INTER A LI PAR/W & 70 FT S OF N LI OF SW SD SEC TH E 690 FT M/L TO INTER WLY ROW LI OF N PAC RR TH NLY ALG SD WLY LI TO INTER N LI OF GEORGE GIBBS DLC EXTEND E TH W ALG SD EXTENSION TO NE COR SD DLC TH CONT W ALG N LI SD DLC 729.40 FT TO POB EXC 47TH AVE SW (CARLYLE RD) SEG'D FOR TAX PURPOSES REQ BY P CO PUBLIC WKS OUT OF 2-061 SEG M0124BL08-17-00BL.

Section 12 Township 19 Range 02 Quarter 31 : BEG SE COR LOT 2 TH S 2003 FT E 586.6 FT TO N P R/W TH N ALG SD R/W 2010 FT TO NE COR GIBBS DC TH W 729.40 FT TO BEG LESS 16/AC CO RD W 30 FT RESERVED FOR PUBLIC RD EXC S 200 FT THEREOF ALSO EXC FOLL DESC PROP: BEG AT SE COR GOVT L 2 IN SW OF NW OF 12-19-02E TH S 590 FT M/L TO INTER A LI PAR/W & 70 FT S OF N LI OF SW SD SEC TH E 690 FT M/L TO INTER WLY ROW LI OF N PAC RR TH NLY ALG SD WLY LI TO INTER N LI OF GEORGE GIBBS DLC EXTEND E TH W ALG SD EXTENSION TO NE COR SD DLC TH CONT W ALG N LI SD DLC 729.40 FT TO POB EXC 47TH AVE SW (CARLYLE RD) SUBJ TO EASE TO USA SEG'D FOR TAX PURPOSES REQ BY P CO PUBLIC WKS OUT OF 2-061 SEG M0124BL08-17-00BL

Section 5. The official Future Land-Use Map and Zoning Maps of the City for the below-referenced property, as illustrated in Exhibit E hereto and described more fully below, are hereby amended as follows:

CPA-2016-04– MAP AMENDMENT (BNSF properties located in Springbrook)

1. Amend the comprehensive plan land-use map to designate the subject property *Industrial*; and
2. Amend the zoning map to zone the subject property *Industrial Business Park (IBP)*.

Location: No address (Railroad right-of-way located north of I-5 and south of McChord Drive SW)

Assessor's tax parcel no: None.

Tax descriptions: None.

Section 6. The official Future Land-Use Map and Zoning Maps of the City for the below-referenced property, as illustrated in Exhibit F hereto and described more fully below, are hereby amended as follows:

CPA-2016-05– MAP AMENDMENT (TPU Substation)

1. Amend the comprehensive plan land-use map to designate the subject property Industrial; and
2. Amend the zoning map to zone the subject property Industrial Business Park (IBP).

Location: 12415 47TH AV SW

Assessor's tax parcel no: 0219123046

Tax description: Section 12 Township 19 Range 02 Quarter 34 : A STRIP OF LD 200 FT IN WIDTH OFF S SIDE OF FOLL BEG AT SE COR OF LOT 2 TH S PAR WITH W LI OF SEC 2003 FT TH E AT R/A 586.6 FT TO N P R/W TH NLY ALG R/W 2010 FT M/L TO NE COR OF GIBBS DC TH W 729.4 FT TO BEG LESS W 30 FT FOR RD

Section 7. The official Future Land-Use Map and Zoning Maps of the City for the below-referenced property, as illustrated in Exhibit G hereto and described more fully below, are hereby amended as follows:

CPA-2016-06– MAP AMENDMENT (WSDOT I-5 right-of-way)

1. Amend the comprehensive plan land-use map to designate the subject property Industrial; and
2. Amend the zoning map to zone the subject property Industrial Business Park (IBP).

Location: No address

Assessor's tax parcel no: None.

Tax description: None.

Section 8. The official Future Land-Use Map and Zoning Maps of the City for the below-referenced property, as illustrated in Exhibit H hereto and described more fully below, are hereby amended as follows:

CPA-2016-07– MAP AMENDMENT (Map Correction)

1. Amend the comprehensive plan land-use map to designate the subject property *Multi Family*; and
2. Amend the zoning map to zone the subject property *Multi Family Two (MF2)*.

Location: No address

Assessor's tax parcel no: 0219123116

Tax description: Section 12 Township 19 Range 02 Quarter 34 PARCEL B OF BLA 2012-10-16-5003 DESC AS COM AT SW COR OF SE OF SW TH N 88 DEG 43 MIN 04 SEC E 256.4 FT TH N 01 DEG 46 MIN 54 SEC E 559.10 FT TO POB TH CONT TH N 01 DEG 46 MIN 54 SEC E 519.32 FT TH S 88 DEG 34 MIN 12 SEC W 258.05 FT M/L TO ELY R/W LI OF 47TH AV SW AT PT WHICH IS 1078 FT FROM SW COR OF SE OF SW TH NLY ALG SD R/W 24.99 FT TO PT WHICH IS 2003 FT S OF SE COR OF GOVT LOT 2 TH E AT R/A 547.29 FT M/L TO WLY LI OF NPRR R/W TH S 05 DEG 00 MIN 47 SEC W ALG SD R/W 563.85 FT M/L TO C/L OF CLOVER CREEK TH N 84 DEG 24 MIN 56 SEC W 257.46 FT TO POB EASE OF RECORD OUT OF 3-029 & 3047 SEG 2013-0270 BB 2/15/13 BB

COMPREHENSIVE PLAN TEXT CHANGES

Section 9. CPA-2016-08 The current Chapter 3.6 and 3.7, titled "Military Lands" and "Air Corridor" of the Comprehensive Plan is deleted in its entirety as follows:

3.6 Military Lands

~~Military lands are the portions of the federal and state military installations within or adjacent to the City. The autonomy associated with federal and state ownership of the military installations, in combination with the unique character of the military operations and support structures, are not typical of civilian land uses and requires special consideration by the City as a host community for the installations.~~

~~In addition, the recent growth at JBLM has been of keen interest to the local communities, and in early 2010, the Department of Defense, Office of Economic Adjustment awarded a grant for the region to study the military growth impacts in the area. This study known as the JBLM Growth Coordination Plan generated detailed analyses and recommendations on economics and workforce development, transportation and infrastructure, education, and healthcare and wellness.~~

~~Upon completion of the study, the South Sound Military Communities Partnership (SSMCP) was established. The SSMCP is made up of multiple partners whose responsibility is to provide the region with a single point of contact to communicate military-related activities that could affect the South Sound and the State of Washington.~~

~~In December 2013, SSMCP members signed a new Memorandum of Agreement, taking on more responsibility for funding and directing the Partnership's efforts beginning in 2014. One of the Partnership's major projects in 2014-2015 will be coordinating the JBLM Joint Land Use Study (JLUS).~~

~~GOAL LU-34: Recognize that military installations, whether federal or state, are unique in character with operations and support structures not typical of civilian land uses.~~

Section 10. The current Chapter 3.6, titled “Air Corridor” of the Comprehensive Plan is deleted in its entirety as follows:

~~LU-34.1: The legislative jurisdiction, unique character of the land uses, and installation planning processes require unique consideration and coordination by the City.~~

~~LU-34.2: The Official Federal Military Installation Master Plans (established in accordance with applicable federal regulations and Joint Planning Agreements) addressing land use, infrastructure, and services for the portions of federal military installations within the City are adopted by reference to this plan as autonomous subarea plans.~~

~~LU-34.3: The Official State Military Installation Master Plans (established in accordance with applicable state regulations and Joint Planning Agreements) and administrative use permit addressing land use, infrastructure, and services for the portions of state military installations within the city are adopted by reference as subarea plans.~~

~~LU-34.4: Recognize that unanticipated short-term or permanent changes to the Official Military Installation Master Plans and operations may occur due to national and state emergencies, new military missions, or new technologies, and, thus, the Installation Master Plans are subject to change.~~

~~LU-34.5: Support the presence and continued existence of JBLM. The City shall respond to Base Realignment and Closure (BRAC) Commission observations and recommendations, or similar type organizations, to minimize encroachment issues around the base in order to avoid potential base closure.~~

~~LU-34.6: In cooperation with surrounding cities and counties, the State of Washington, federal agencies, tribal organizations, and JBLM, promulgate a Joint Land Use Study (JLUS); the goal of the study is to encourage each jurisdiction to practice compatible development and redevelopment of the areas surrounding military installations which balances military mission requirements with community needs. The JLUS is anticipated to be completed by 2015.~~

~~LU-34.7: Continue Lakewood’s support of the South Sound Military Communities Partnership.~~

~~GOAL LU-35: Facilitate the host community relationship with the military installations through City-wide planning for the provision of housing, services, and civilian employees to support the operations on the military installations and to provide a high quality of life for military personnel and their families who live, work, shop, learn, and play in Lakewood.~~

Policies:

~~LU-35.1: Provide for a variety of housing options in the City to support the housing requirements of the military personnel and their families.~~

~~LU 35.2: Promote an active planning and funded mitigation effort to address needs in Centers of Local Importance directly impacted by proximity to military installations.~~

Section 11. The current Chapter 3.7, titled “Air Corridor” of the Comprehensive Plan is deleted in its entirety as follows:

~~3.7 Air Corridor~~

~~The air corridor areas extend northward from the McChord Field runway and are subject to noise and safety impacts of military flight operations. The potential risk to life and property from the rather unique nature of hazards that may be associated with military aircraft operations, as distinguished from general/commercial aviation, corridors necessitates control of the intensity, type, and design of land uses within the designation.~~

~~GOAL LU 36: Minimize the risk to life and property from potential hazards associated with aircraft flight operations associated with McChord Field.~~

~~Policies:~~

~~LU 36.1: Upon completion of the Joint Land Use Study, coordinate with JBLM to establish the extent and nature of the air corridors and potential mitigation measures to minimize the risk to life and property.~~

~~LU 36.2: Control the type, intensity, and design of uses within the air corridors to minimize risks and impacts.~~

~~LU 36.3: Identify areas restricted from development due to aircraft accident potential and promote the acquisition of the Clear Zone by the Department of Defense.~~

~~LU 36.4: Coordinate with JBLM to maximize responsiveness of emergency services, including development of joint response teams.~~

~~GOAL LU 37: Identify appropriate land uses within the air corridors.~~

~~Policies:~~

~~LU 37.1: Promote the conversion of existing higher density housing, including mobile home parks and apartments and other high occupancies, to less intensive land uses.~~

~~LU 37.2: Encourage the siting of warehousing, storage, open space, and other appropriate land uses within the air corridors.~~

~~GOAL LU 38: Minimize the negative impacts of aircraft noise through the manner in which buildings within the air corridors are designed and constructed.~~

~~LU 38.1: Work with JBLM to identify noise impact contours.~~

~~LU 38.2: Establish corresponding design and construction development regulations to minimize exposure to noise for persons living and working within the air corridors.~~

Section 12. The current text of Chapters 3.6 and 3.7, titled “Military Lands” and “Air Corridor” of the Comprehensive Plan removed and replaced with the following:

3.6 Military Lands

Military lands are the portions of the federal and state military installations within or adjacent to the City. These installations include Joint Base Lewis McChord (JBLM) including McChord Field and Camp Murray. The autonomy associated with federal and state ownership of the military installations, in combination with the unique character of the military operations and support structures, are not typical of civilian land uses and requires special consideration by the City as a host community for these installations.

3.6.1 JBLM Installation Profile

JBLM was formally established in 2010, combining Fort Lewis and McChord Air Force Base into a single administrative unit. JBLM is home to the U.S. Army I Corps and 7th Infantry Division, the U.S. Air Force 62nd Airlift Wing, Madigan Army Medical Center, 1st Special Forces Group, U.S. Navy and U.S. Marine Corps elements, and other commands and tenant organizations. JBLM reports that, as of June 2015, the on-base population stands at 23,700. Region-wide, the JBLM-supported population, which includes full-time military, family members, and dependents; DoD employees; and civilian contractors; living on base and in neighboring communities, stands at more than 130,000. JBLM is the largest military installation on the west coast, encompassing over 90,000 acres including the main cantonment area (approximately 10,000 acres) and close-in training ranges (approximately 80,000 acres). There are two airfields on the installation: McChord Field, which is home to C-17 transport fleet, and Gray Army Airfield (GAAF), which supports mainly helicopter operations. JBLM has a rail loading complex that connects to the Burlington Northern-Santa Fe (BNSF) line. The training lands on JBLM include 115 live-fire training ranges. Convoy routes to Yakima Training Center (YTC) use I-5 to State Route (SR 18) to I-90 to I-82. The ports of Olympia, Tacoma, and Seattle provide deep water seaport capabilities.

JBLM is a power projection platform with many strategic advantages, including its location on the Pacific Rim, home to the I Corps and its historical Asia/Pacific focus, deep water port access, global airlift capabilities, and extensive training ranges.

3.6.2 JBLM Economic Profile

JBLM is also a major economic engine in Washington State and, as of 2014, is the second largest employer in the state and the largest employer in Pierce County. The economic impact of JBLM includes wage and salary payments to military and civilian employees, construction contractor payments, and operating costs such as rent and lease payments for various types of equipment, utilities, telephone services, office supplies, and non-construction contracts. It is estimated that

70-75 percent of JBLM Soldiers live off base, bringing large revenue and jobs to surrounding communities.

The Washington Economic Development Commission conducted an analysis in 2010 to determine the economic impact of Washington's military bases and defense-related economy, identify new and emerging business opportunities, and build on the state's significant military presence.

According to the report, DoD spending in 2014 resulted in an estimated \$12.7 billion of economic activity within Washington State, including payroll, contracts, pensions, and other expenditures. DoD contracting produced an estimated \$3.7 billion in total output. The total defense activity created nearly \$12.2 billion in total output in the state and supported approximately 191,600 jobs and nearly \$10.5 billion of labor income. At JBLM specifically, payroll and other expenditures equalled \$3.5 billion in 2009. In the same year, businesses in Pierce County also received \$862,361,235 in defense contracts.

Aside from quantifiable economic impacts, military-related activity provides numerous benefits to the state and regional economies, including generating employment opportunities for a wide range of individuals, providing skilled workers in the form of retiring military personnel, creating supplementary markets for firms, whose principal focus is not defense, offering relative insulation from the volatility of market demand, and spurring technological innovation.

3.2.3 1992 JLUS

In 1992, a Joint Land Use Study (JLUS) was completed for Fort Lewis and McChord Air Force Base. During the more than 20 years since that study, the two military installations have formed a joint base and grown considerably, missions have changed, and significant urban growth has occurred in the region. While some specific compatibility issues addressed in the previous study are no longer relevant, there are several persistent issues.

The 1992 JLUS resulted in several successful implementation actions. Most significantly, both Pierce County and the City of Lakewood have addressed land use impacts related to JBLM within their comprehensive plans and development regulations, particularly with regard to land uses in the McChord North Clear Zone (NCZ) and Aircraft Potential Zones (APZs). Acquisition of private property by the U.S. Air Force and Pierce County within the NCZ has occurred to mitigate the presence of incompatible land uses. However, incompatible private development in the McChord Field NCZ remains, incompatible land uses still exist, regional transportation impacts continue to pose a significant challenge, and noise impacts remain as missions have evolved.

The Washington State Legislature recognized the importance of military installations to Washington's economic health that it is a priority of the state to protect the land surrounding military installations from incompatible development, and that priority is expressed by RCW 36.70A.530 mandating that Comprehensive Plans and development regulations shall not allow incompatible development in the vicinity of military installations.

The region surrounding JBLM is expected to experience continued economic and population growth, thus a coordinated effort is needed to ensure that the growth which occurs allows the installation to maintain its essential role in the nation's defense while concurrently remaining a vital member of the local community and a major contributor to the local economy.

3.2.4 2015 JLUS

During 2014, the South Sound Military & Communities Partnership, which Lakewood is a member, coordinated an update to the 1992 Fort Lewis JLUS for the recently formed Joint Base Lewis-McChord (JBLM). The update was completed in October 2015. The revised JLUS consists of three documents, the Existing Conditions Report; a Compatibility Report which identifies points of conflict or encroachment; and an Implementation Plan that lists strategies to solve current conflicts, or avoid future ones. The JBLM JLUS findings are advisory in nature and are intended to identify and suggest resolution for impacts generated by military training and operations on communities, and in turn, community growth and activities on or near military installations.

The goals and policies below lay the groundwork to eliminate or diminish compatibility issues and improve coordination between JBLM. These Goals and Policies are as follows:

GOAL LU-34: Protect the long-term viability of JBLM and assure flight safety in the vicinity of McChord Field while protecting the public's health and safety.

Policies

LU-34.: Air Corridors Established.

The air corridor areas extend northward from the McChord Field runway and are subject to noise and safety impacts of military flight operations. Figure 1 shows the Air Corridor boundaries. The potential risk to life and property from the rather unique nature of hazards that may be associated with military aircraft operations, as distinguished from general/commercial aviation, corridors necessitates control of the intensity, type, and design of land uses within the designation.

A. Air Corridor I comprises the Clear Zone (CZ) and the Accident Potential Zone Designation I (APZ I) as identified through the Air Installation Compatible Use Zone (AICUZ) program. The CZ is a 3,000 by 3,000 foot zone at the end of the runway where there is the highest statistical possibility of aircraft accidents. Any existing or future development in the CZ is of concern. USAF analysis indicates that 28% of all air accidents occur within the CZs. Development in the CZ increases the likelihood of flight obstructions such as physical structures, smoke, and glare, and challenges the military's ability to safely carry out missions. Development should be prohibited in this zone. Any use other than airfield infrastructure (e.g., approach lighting) is incompatible in the CZ. The APZ I designation has somewhat lower accident potential than the CZ, but it is high enough that most types of development in this zone are discouraged, including residential uses.

B. Air Corridor II comprises the Accident Potential Zone Designation II (APZ II), again, as identified through the Air Installation Compatible Use Zone (AICUZ) program. The APZ II designation has a lower accident potential, and some compatible uses are appropriate; however, uses that concentrate people in the APZ II, including residential uses at densities greater than two dwelling units per acre, are considered incompatible per federal guidance.

C. Special Note on Air Corridor I and II boundaries: There are minor discrepancies in boundary locations between the Air Corridors and the CZ, APZ I and APZ II. The Air Corridor boundaries follow property lines whereas the CZ, APZ I and APZ II are based in imaginary surface areas. The CZ is 3,000 feet by 3,000 feet, measured along the extended runway centerline beginning at the end of the runway; APZ I is 3,000 feet wide by 5,000 feet long; APZ II is 3,000 feet wide by 7,000 feet long

LU-34.2: Compatibility with JBLM Missions.

Evaluate all proposed amendments to the Comprehensive Plan, capital facilities plan, and Urban Growth Area (UGA) that will potentially encourage incompatible land uses or create the potential for incompatible development in the vicinity of JBLM.

LU-34.3: Restrict Residential Uses.

Future Comprehensive Plan amendments and zone reclassifications within Air Corridors I and II that would increase residential densities, geographically expand residential zones, establish a new residential designation, change an existing commercial or industrial designation to a residential designation or allow residential uses in commercial or industrial zones will be prohibited.

LU-34.4: Compatible Land Use and Densities Policies.

Regulate land uses and/or activities that could adversely impact present and/or future base operations and protect JBLM and McChord Field from further incompatible encroachment.

LU-34.5: Industrial Designations.

Existing Industrial uses in the AC I and AC II zones are to be preserved and industrial uses that complement aviation facilities are encouraged.

LU-34.6: Land Use Regulations.

Regulate land use within the AC I and AC II zones to protect public health and safety, ensure a compatible mix of land uses, and support ongoing McChord Field operations, consistent with the JBLM Joint Land Use Study recommendations.

LU-34.7: Non-Residential Density Limitations.

Sensitive uses that have a high concentration of people such as, but not limited to, schools, religious institutions, theaters, public assembly facilities and day care facilities are not allowed to locate near McChord Field and/or within the AC I and AC II zones.

LU-34.8: Noise Abatement.

Require the application of noise abatement through acoustical analysis, structure design and construction techniques and materials in residential developments within the AC I and AC II zones per FAA regulations (FAR Part 150).

LU-34.9: Protection Strategies.

Develop criteria, standards and land use designations that will protect JBLM and McChord Field from incompatible development by adopting a combination of zoning techniques, including but not limited, to special overlay zoning, height restrictions, building restrictions in high noise areas and development siting criteria in key areas adjacent to these military installations.

LU-34.10: Operational Hazards.

Prohibit uses near McChord Field which attract birds, create visual hazards, discharge particulate matter into the air which could adversely alter atmospheric conditions, emit transmissions which would interfere with military aviation communications and instrument landing systems, otherwise obstruct or conflict with airport operations or aircraft traffic patterns or result in potential hazard for off-base land uses.

LU-34.11: Protected Airspace.

Protect military airspace by preventing structural penetration of Imaginary Surfaces as described in UFC 3-260-01 and in the most recently published McChord Field Air Installation Compatible Use Zone (AICUZ) Report.

Discussion: Telecommunications, broadcast towers, hobby communication towers shall be reviewed by JBLM officials. Developments within the AC I and AC II zones which may affect UFC 3-260--01 imaginary surfaces shall obtain necessary approvals from the Federal Aviation Administration (FAA). Operators of construction cranes within the AICUZ Accidental Potential Zones shall coordinate with JBLM and the Federal Aviation Administration prior to commencing operations.

LU-34.12: Light and Glare.

Control light and glare in the AC I and AC II zones to protect the operational environments near McChord Field.

LU-34.13: Review.

Refer all applications for commercial development, subdivision review, variances, conditional uses, special exceptions and proposed amendments to Comprehensive Plans and development regulations proposed within MIA 2 and 3/4 to JBLM official(s) for review and comment in accordance with RCW 36.70A.530.

LU-34.14: Considerations.

Land use decisions regarding proposals located in the AC I and AC II zones shall consider regional and national needs as well as local concerns.

LU-34.15: Consultation.

Invite JBLM representatives to advise the Planning Commission on community and economic development issues which have the potential to impact base military operations.

LU-34.16: Coordination.

Coordinate the protection of JBLM with the South Sound Military & Communities Partnership (SSMCP) by developing planning policies and development regulations that are consistent with the JLUS and Air Installation Compatible Use Zone (AICUZ) recommendations and other best management practices for encouraging compatible land uses in the general vicinity of JBLM. It is important to initiate and maintain collaborative and cooperative relationships with JBLM regarding all municipal activity potentially affecting JBLM's military mission and long term viability.

LU-34.17: Public Information.

Through the SSMCP, encourage the dissemination of information to the public regarding JBLM mission activity and associated impacts through such means as website postings, distribution of brochures, distribution of information to the regional print and broadcast media, providing notices on new site plans, subdivisions and binding site plans.

LU-34.18: Air Installation Compatible Use Zone Study (AICUZ).

Review proposed Comprehensive Plan and zoning amendments for compatibility with the JBLM Air Installation Compatible Use Zone program and the JBLM Joint Land Use Study.

LU-34.19: Accident Potential Zones.

Reduce and or eliminate incompatible land uses and densities that exist within the Air Corridors, by identifying priority areas for acquisition programs, such as property purchase, alternative housing or relocating housing to resolve inconsistencies with the Department of Defense, Air Installation Compatible Use Zone (AICUZ) regulations.

GOAL LU-35: Continue to support and fund the South Sound Military & Communities Partnership (SSMCP).

Policies

LU-35.1: Business Plan.

In consultation with its partners, develop, and maintain a business plan for the SSMCP.

LU-35.2: SSMCP Funding.

In consultation with its partners, work to establish a permanent funding source for the SSMCP.

LU-35.3: Fiduciary Agent.

The City of Lakewood shall remain the fiduciary agent of the SSMCP and remains responsible for all budgetary activities.

LU-35.4: Executive Leadership.

The City of Lakewood shall retain its membership on the SSMCP Executive Leadership Team (ELT). The ELT acts for and on behalf of the SSMCP Steering Committee when the Steering Committee is not in session. The SSMCP Steering Committee is the primary decision-making body of the organization. It provides broad oversight to the implementation of the

recommendations, strategies and action items outlined in the Growth Coordination Plan and successor documents.

GOAL LU-36: Work with the SSMCP to develop a land acquisition program for the McChord North Clear Zone.

Policy

LU-36.1: Funding.

Identify potential funding sources and/or partnerships among public agencies, and/or private entities to leverage funds for property acquisition.

LU-36.2: Land Valuations.

Engage JBLM and Pierce County in determining land valuations and business relocation costs for properties and businesses.

LU-36.3: Joint Land Use study (JLUS) Implementation.

Using funds from the Office of Economic Adjustment (OEA), develop a strategy and plan to resolve encroachment in the McChord North Clear Zone (This policy is distinctly separate from Policy LU-36.2.)

LU-36.4: JBLM Land Swap.

Continue negotiations with JBLM to explore potential methods of financing the acquisition of privately held properties in the Clear Zone at the north end of McChord Field. One option under study is to surplus lands on JBLM and thereafter relocate existing private businesses located in the North Clear Zone to this new location.

Section 13. CPA-2016-09. Add a new figure to the Chapter 3, Land Use, of the Comprehensive Plan as shown in Exhibit I attached hereto.

Section 14. The Land Use Chapter, Chapter 3, of the Comprehensive Plan is amended to add a goal and related policies encouraging healthy food:

GOAL LU-47: Promote food security, food systems, local food production, and public health by encouraging locally based food production, distribution, and choice through urban agriculture, community gardens, farmers markets, and food access initiatives.

Policy:

LU-47.1: Allow community gardens as a permitted use in all residential zoning districts, particularly those high-density and mixed-use areas, to advance active lifestyles and healthy eating.

LU-47.2: Promote inter-agency and intergovernmental cooperation to expand community gardening opportunities.

LU-47.3: Support the development and adoption of joint-use agreements on publicly-owned sites or institutional facilities to allow gardens, distribution and sales.

LU-47.4: Prioritize underserved communities, including communities with “food deserts” e.g. lack of grocery stores, as areas for potential locations for community gardens, farmers markets, and local food access programs.

LU-47.5: Consider allowing alternative food retail models including temporary pop-ups, also known as flash retailing, and mobile markets.

LU-47.6: Develop and adopt a “healthy food policy” to encourage healthy food choices at city sponsored programs, meetings and events.

Section 15. Renumber existing GOAL 47 and related Policy LU-47.1 to GOAL 48 and Policy 48.1.

Section 16. Renumber existing GOAL 48 and related Policies LU-48.1, 48.2, 48.3, and 48.4, to GOAL 49 and related Policies LU-49.1, 49.2, 49.3, and 49.4.

Section 17. CPA-2016-10. Chapter 6, Transportation, of the Comprehensive Plan is amended to include a complete street goal and related policies as follows:

GOAL T-10: Ensure Lakewood’s transportation system is designed to enable comprehensive, integrated, safe access for all users of all ages and abilities including pedestrians, bicyclists, motorists, transit riders and operators, and truck operators.

Policy:

T-10.1: The Lakewood Engineering Design Standards is the primary vehicle for executing the Complete Streets Objective and should include standards for each roadway classification to guide implementation.

T-10.2: Context and flexibility in balancing user needs shall be considered in the design of all projects and if necessary, a deviation from the Lakewood Engineering Design Standards may be granted to ensure the Complete Streets Objective and supporting policies are achieved.

Section 18. CPA-2016-11. Chapter 10 of the Comprehensive Plan, titled “Sustainability” is created:

Chapter 10 Sustainability

10.1 Introduction and Purpose

Lakewood’s quality of life depends on the preservation and enhancement of its environment. The City recognizes the sensitive interface between the natural and built environments and as such will promote balanced and sustainable practices in the community in order to accommodate

the needs of the present without compromising the ability of future generations to meet their needs.

In part, Lakewood's Comprehensive Plan already encourages some sustainable practices. These practices and policies help ensure that the residents, businesses, and property owners live and function in a way that considers the livelihood of future generations. In addition to this theme of environmental stewardship, the sustainability chapter focuses on sustainable policies and guidelines directed toward the City's human activities and built environment. This will be accomplished through the development of goals that will serve as important building blocks to future sustainable policies and implementation strategies which will assist Lakewood in feasibly obtaining those goals.

However, one of the more challenging aspects of meeting sustainability goals is that Lakewood is a mixed-service city. Water, power, sewers, and refuse services are provided by other public and private agencies. The City is constrained in its ability to have an effective sustainability program. To be successful, Lakewood must develop successful partnerships with local utility providers.

Sustainability and Decision Making

GOAL S-1: Decision makers should have the knowledge and tools necessary to assess sustainability in their plans and decisions.

Policy

S-1.1: The City should consider sustainability in all decisions.

S-1.2: Decision makers should set an example for the rest of the city in its sustainability efforts.

Community Participation

GOAL S-2: An informed and active community will be a cornerstone of the City's sustainability efforts.

Policy

S-2.1: The community and community groups should assist in both the creation and implementation of the City's sustainability strategy program.

S-2.2: The City should promote community awareness, responsibility and participation in its sustainability efforts.

GOAL S-3: Conserve energy and reduce the amount of carbon dioxide released into the atmosphere.

Policy

S-3.1: The City should evaluate energy use and carbon emissions and develop targets for conservation.

S-3.2: The community should work to become more efficient in our daily lives and our usage of resources.

Protection of Ecosystems

GOAL S-4: Prevent the loss and damage of currently functioning or distressed habitats.

Policy

S-4.1: Emphasis should be put on both the protection of current ecosystems, and the restoration of distressed or suffering ecosystems.

S-4.2: Maintain and care for the land and resources which we currently have, and preserve them for the benefit of both the environment and the community in the present, and in the future.

Improved Quality of Life and Sustainable Development

GOAL S-5: Work towards creating an attractive, vibrant, and liveable community

Policy

S-5.1: The City and Community should work towards creating an attractive, vibrant, and liveable community.

S-5.2: The City should continue supporting compact urban development in the central business district.

Climate Change

GOAL S-6: Reduce greenhouse gas emissions within the City and mitigate impacts where reasonably feasible.

Policy

S-6.1: Lakewood should take actions to both mitigate and adapt to climate change. Actions may include maximizing energy efficiency by increasing use of renewable energy resources, supporting green building initiatives, reducing greenhouse gas emissions of City vehicles, reducing motor vehicle miles travelled by improving convenience and safety of non-polluting transportation modes such as bicycling and walking, protecting and enhancing the natural landscape and vegetation, and support recycling and waste reduction.

S-6.2: Continue to partner with regional agencies and organizations to monitor, establish base lines, and take actions to reduce impacts of climate change.

City Operations

Goal S-7: As a municipal corporation, Lakewood should take the lead in developing sustainable practices.

Policy

S-7.1: Take an inventory of current City operation efforts that make progress toward sustainability and be frank about areas that need improvement.

S-7.2: Create a green team made up of representatives from the City and utility providers to propose recommendations and implementation measures for sustainable practices within all areas of City operations.

S-7.3: Establish goals for reduction of greenhouse gasses within all aspects of the City's operations including such things as a "no idle" policy, increasing the fuel efficiency of City fleet vehicles, and the conversion of vehicles that operate with environmentally sustainable alternative fuels.

S-7.4: Increase recycling efforts at multi-tenant buildings and schools.

S-7.5: Encourage employees to commute to work by alternative modes of transportation than single-car commuting.

S-7.6: Become paperless in City operations where feasible.

S-7.7: Measure the carbon footprint of City operations and take measures to reduce carbon emissions where feasible.

S-7.8: Modify the City's operating procedures and annual budgets to implement the sustainability strategies found to be feasible.

S-7.9: Develop a sustainable urban forest management program through partnerships with local colleges.

S-7.10: Expand Lakewood's street tree system by adding low maintenance trees, including native species, to alleviate greenhouse gas emissions.

Section 19. The current Chapter 10 of the Comprehensive Plan, titled "Implementation" is renumbered to read Chapter 11. All headings, sub-headings shall be renumbered from "10" to "11."

ZONING & PUBLIC WORKS CODE TEXT AMENDMENTS

Section 20. CPA-2016-12. Section 18A.50.550 LMC is amended as follows:

A. Transit Support Facilities.

1. For developments that generate a parking demand of greater than twenty (20) parking spaces, the developer shall fund the purchase and installation of one (1) or more transit shelters and/or other related transit support facilities as determined by the Community Development Director and Pierce Transit operational criteria, based on the size and nature of the use.
2. For developments that generate a parking demand of fewer than twenty parking spaces, the developer shall install a bench and a concrete pad adjacent to the sidewalk at a bus stop where at least five transit riders are expected to board buses on an average weekday, and a shelter shall be provided at a bus stop where at least ten (10) transit riders are expected to board buses on an average weekday.
3. Any single-family development with fifty to two hundred (50-200) units, or multi-family residential with thirty to one hundred (30-100) units that will be located on a street where regularly scheduled transit service is provided shall be required to provide a transit shelter with all required transit support facilities.
4. Any single-family development with over two hundred (200) units, or multi-family residential with over one hundred (100) units that will be located on a street where regularly scheduled transit service is provided shall be required to provide two (2) transit shelters with all required transit support facilities.
5. Transit facilities shall be sited in accordance with the requirements of Pierce Transit and this title. Transit shelters and related facilities shall be provided for transit stops that are located adjacent to or within six hundred (600) feet of the development site on each side of the street that has a transit route. This requirement may be waived when Pierce Transit has determined that current and projected ridership do not warrant the installation of a shelter within the six hundred (600) foot distance.
6. When a transit shelter is required to be installed, a concrete pad, seating, garbage receptacles, and lighting shall also be provided. When a transit shelter is not required to be installed, transit stops shall include design features or changes in materials that demarcate the stop.
7. Transit pullouts shall be provided as an element of street improvements if Pierce Transit and the City determine that a pullout is necessary to provide a safe refuge for transit vehicles or to minimize conflicts with other vehicles.

B. Mixed Occupancies. In the case of two (2) or more uses in the same building or on the same site, the total requirements for off-street parking facilities shall be the sum of the requirements for all of the uses calculated separately. Off-street parking facilities for one use shall not be

considered as providing the required parking facilities for any other use, except as provided in LMC 18A.50.550.E.

C. Parking Incentives.

1. When residential uses are combined with commercial or industrial uses in the same building, parking requirements may be reduced by twenty (20) percent, except when located within the CBD or TOC zoning districts for which parking requirements are reduced by thirty five (35) percent.
2. A structured parking space shall count as one and one-fourth (1.25) parking spaces towards the required number of parking spaces.
3. When affordable housing is constructed pursuant to LMC 18A.50.700, Housing Incentives Program, the parking space requirements shall be calculated employing any available modifications based upon LMC 18A.50.750(B).

D. Shared Use Parking. Joint use of required parking spaces may be permitted where two (2) or more uses on the same site or separate sites in close proximity to one another are able to share the same parking spaces because their parking usage does not materially overlap (e.g. uses primarily of a daytime vs. night time, or weekday vs. weekend nature). Shared parking shall be legally encumbered and shall meet all of the applicable standards of this section pursuant to LMC 18A.50.550.E, Off-Site Parking.

E. Off-Site Parking. Joint use of required parking spaces may be authorized by the Community Development Director if the following documentation is submitted in writing to the Community Development Department:

1. The names and addresses of the owners and/or tenants that are sharing the parking.
2. The uses that are involved in the shared parking.
3. The location and number of parking spaces that are being shared.
4. An analysis showing that the peak parking times of the uses occur at different times and/or that the parking area will be large enough for the anticipated demands of both uses.
5. A legal instrument such as an easement or deed restriction that guarantees continuing access to the parking for both uses which shall be subject to review and approval by the Community Development Director and the City Attorney.

~~F. Satellite Parking Lots. Satellite parking lots may be allowed upon approval of an administrative use permit by the Community Development Director. Satellite lots may operate for a total of six (6) months during any calendar year and shall only be located in commercial zones within one-half (1/2) mile of the sending site. Satellite parking lots may be permitted for a~~

maximum of five (5) years from initiation of the parking site. The design and layout of satellite parking lots shall comply with the following standards:

1. Paving of satellite parking lots shall be two (2) inches of asphalt over compacted soil, or other surface as approved by the City Engineer.
2. Satellite parking lots shall be improved with curbs, gutters, sidewalks, street trees, and stormwater drainage systems.
3. Access to such lots shall be secured by chain or cable, with posts a minimum of three (3) feet in height, solidly built. At a minimum, posts shall consist of four (4) inch by four (4) inch wood or equivalent metal posts a minimum of one and one-half (1-1/2) inches in diameter securely set in the ground and placed no more than four (4) feet apart. The posts shall be connected with at least one (1) strand of one-half (1/2) inch cable or chain securely fastened to each post. An opening shall be provided to accommodate vehicle access during business hours. Satellite lots shall be secured to prevent overnight parking between the closing hour on one business day and the opening hour the following business day.
4. Satellite parking lots shall have Type I, Perimeter Landscaping along all property lines, and Type II, Streetscape Landscaping along the public rights-of-way. Landscaping shall be protected from vehicle and pedestrian damage by concrete curbs. Wheel stops may be required as specified in 18A.50.530.F, as determined by the Community Development Director.
5. Directional and informational signs shall be displayed on-site to identify the entrance(s), fees, and hours of operation. Such signs shall be located at the entrance of the parking lot and shall not exceed twelve (12) square feet and six (6) feet in height. Signs shall be removed from the site after each seasonal usage period.
6. Automatic entry devices or fee collection points shall be set back a minimum of sixty (60) feet from the public right-of-way, or shall provide for queuing lanes at a distance recommended by the City Engineer and approved by the Community Development Director.
7. An attendant shall be on duty at all times during business hours of seasonal parking lots.
8. An approved fire extinguisher shall be provided on the premises during business hours.
9. The site shall be maintained in a clean condition, free from trash and debris. Trash containers shall be placed on the site to accommodate and store all trash that accumulates on the lot.

~~10. Prior to approval of an application for any satellite parking lot, a certificate of insurance for combined single limit bodily injury and/or property damage including products liability in the amount of one million (1,000,000) dollars per occurrence shall be filed with the City. A hold harmless agreement holding the City harmless shall also be filed with the City Attorney.~~

~~11. Subsequent to approval of an application for any satellite parking lot, the applicant shall meet all standards and requirements and install all improvements. The parking lot shall be inspected and approved by the Community Development Director prior to issuance of an Authorization to Operate.~~

Section 21. CPA.2016-13. Section 18A.2.810 is amended as follows:

18A.2.810- Applicability - Nonconformities

A. This section shall apply to legally existing nonconformities, except the following:

1. Nonconforming signs as defined in LMC 18A.50.600, Signs, which shall instead be governed by standards set forth in that section.
2. Nonconforming wireless telecommunications facilities as defined in LMC 18A.70.600, Wireless Telecommunications Facilities, which shall instead be governed by standards set forth in that section.
3. Nonconforming mobile home parks as defined in LMC 18A.70.400, Manufactured Home Parks, which shall instead be governed by standards set forth in that section.
4. Permit applications at the time of this title's passage that constitute vested development as defined in LMC 18A.02.350, Vested Rights, which shall instead be governed by standards set forth in that section. Future plans to further develop property shall not constitute a basis for nonconformity status, whether or not documented in public record, except when they constitute a vesting. Nothing in this section shall be construed to require a change in plans, construction, or intended use related to vested development, though it may thereafter be regulated as a nonconformity.
- ~~5. Public/institutional uses previously within the Public/Semi-Public Institutional future land-use designation and Public Institutional zoning district which have been redesignated and rezoned in anticipation of surplus sale or other action intended to result in ownership transition to a non-public entity. Existing uses shall be considered conforming for regulatory purposes until the ownership transfer is complete.~~

Section 22. CPA-2016-14. Section 18A.30.640. and Section 18A.30.650. are amended as follows:

18A.30.640- Administrative Uses - Industrial Zoning Districts

The following uses are permitted within the Industrial zoning districts, subject to approval of an administrative use permit and all applicable development permits:

A. Industrial Business Park (IBP)

1. Pipelines
2. Bulk Fuel Dealers
3. Motor Vehicle Service and Repair (Level 4)
4. Pet Sales and Services (Level 3)
5. Secondary Manufacturing and Major Assembly (Level 2)
6. Research, Development, and Laboratories (Level 3)
7. Warehousing, Distribution, and Freight Movement (Level 3)

B. Industrial 1 (I1)

1. Transportation (Level 2)
2. Pipelines
3. Building/Garden Supply and Nurseries (Level 4)
4. Pet Sales and Services (Level 3)
5. Primary Manufacturing (Level 2)
6. Research, Development, and Laboratories (Level 3)

C. Industrial 2 (I2)

1. Transportation (Level 2)
2. Pipelines

18A.30.650- Conditional Uses - Industrial Zoning Districts

The following uses are permitted within the Industrial zoning districts, subject to approval of a conditional use permit and all applicable development permits:

A. Industrial Business Park (IBP)

1. Outdoor Recreation (Level 4)
2. Public Maintenance Facilities (Level 3)
3. Public Safety Services (Level 1/2)
4. Transportation (Level 4)
5. Electrical Generation Facilities
6. Sewage Treatment Facilities
7. Stormwater Facilities (Level 3)
8. Amusement and Recreation (Level 4)
9. Contractor Yards (Level 2)
- 10. Warehousing, Distribution, and Freight Movement (Level 3)

B. Industrial 1 (I1)

1. Outdoor Recreation (Level 4)
2. Public Safety Services (Level 3/4)
3. Transportation (Level 4)
4. Electrical Generation Facilities
5. Organic Waste Processing Facilities (Level 1/2/3)
6. Sewage Treatment Facilities
7. Stormwater Facilities (Level 3)
8. Waste Disposal Facilities (Level 1/2/3/4)
9. Waste Transfer Facilities (Level 4)
10. Amusement and Recreation (Level 4)
11. Mineral Extraction
12. Recycling Processor
13. Salvage/Wrecking Yards and Vehicle Storage Facilities (Level 1/2)

C. Industrial 2 (I2)

1. Public Safety Services (Level 3/4)
2. Transportation (Level 4)
3. Electrical Generation Facilities
4. Organic Waste Processing Facilities (Level 1/2/3)
5. Sewage Treatment Facilities
6. Stormwater Facilities (Level 3)
7. Waste Disposal Facilities (Level 1/2/3/4)
8. Mineral Extraction
9. Off-Site Hazardous Waste Treatment and Storage Facilities (Level 1/2/3)
10. Recycling Processor
11. Salvage/Wrecking Yards and Vehicle Storage Facilities (Level 1/2)

Section 23. CPA-2016-15. Section 18A.50.420 is amended as follows:

18A.50.420- Landscaping Standards

A. General Standards.

1. Where any structure is enlarged or expanded, then landscaping shall be provided for the area of said expansion or enlargement in accordance with LMC 18A.50.400, Landscaping. A change in use in an existing structure may require additional landscaping as set forth in this section.

2. If the development proposal is a structure remodel or exterior tenant improvement, and the parking area is not reconfigured or expanded, the following standards apply:

- a. Perimeter landscaping and parking area landscaping may be required pursuant to 18A.50.200, Community Design.
- b. Building and/or entry landscaping may be required pursuant to 18A.50.200, Community Design.

3. If the development proposal is a structure remodel or exterior tenant improvement, and the parking area is reconfigured or expanded, the following standards apply:

- a. Perimeter landscaping is required pursuant to LMC 18A.50.425-430, Landscaping.
- b. Parking area landscaping is required pursuant to LMC 18A.50.425.A.4, Landscaping Types.
- c. Building and/or entry landscaping may be required pursuant to 18A.50.200, Community Design.

4. If the development proposal is for a new structure, the following standards shall apply:

- a. Perimeter landscaping is required pursuant to LMC 18A.50.425-430.
- b. Parking area landscaping is required pursuant to LMC 18A.50.425.A.4, Landscaping Types.
- c. Building and/or entry landscaping may be required pursuant to 18A.50.200, Community Design.

5. All parking areas of over twenty thousand (20,000) square feet shall have a minimum of ten (10) percent of the total parking area, drive aisles, maneuvering area and loading space, landscaped as a means to reduce the barren appearance of the lot and to reduce the amount of stormwater runoff. Required perimeter landscaping adjacent to property lines shall not be calculated as accounting for a portion of the ten (10) percent figure.

6. All ingress or egress driveways, internal circulation routes and easements which provide access corridors to the subject lot, and which are not adjacent to a public right-of-way, shall be landscaped to the same standard as a public right-of-way.

7. All outside storage areas shall be screened by fencing and landscaping a minimum of five feet in depth unless it is determined by development plan review that such screening is not necessary because stored materials are not visually obtrusive.

8. All trash containers shall be screened from abutting properties and streets by a one hundred (100) percent sight-obscuring fence or wall and appropriate landscaping.

9. Landscaping shall be placed outside of fences unless it is determined by the Community Development Department that such arrangement would be detrimental to the stated purpose of this chapter.

10. All portions of a lot not devoted to a building, future buildings, parking, storage or accessory uses shall be landscaped in a manner appropriate to the stated purpose of this chapter. Type III landscaping is the minimum landscaping required if no other landscaping standards apply.

11. All required landscaping areas shall extend to the curb line or the property line, whichever is greater.

12. All required landscaping areas shall be surrounded by concrete curbing and shall contain soil of sufficient quantity and quality to allow landscaping plantings to flourish. Landscaping areas shall not be placed on top of any impervious surface.

13. Required landscaping for those areas that are inappropriate to landscape due to the existence of rail lines or other features, shall be relocated in the following manner and order:

- a. At the entry of the building.
- b. To another lot line.
- c. To an equal-sized area in another portion of the lot.
- d. To an area, as determined by the Community Development Director upon review with the owner or developer.
- e. The applicant shall post money into the City Street Tree Fund proportionate to the landscaping that cannot be relocated. The cost of the landscaping shall be based on a proportionate square foot cost of other areas on the lot that have been landscaped to a similar standard.

14. The perimeter of parking lots that abut residential zones or uses shall be landscaped with Type I landscaping and a solid wood or equivalent fence. Substitute fencing may be allowed at the discretion of the Community Development Director to address public safety concerns. The term "adjacent residential property," for purposes of this section, shall mean abutting property, and lots immediately adjacent to abutting property.

15. Landscaping shall not conflict with the safety of those using adjacent sidewalks or with traffic safety.

16. The perimeter landscape strip of all property abutting Interstate 5 or abutting railroad right-of-way adjacent to Interstate 5 shall be increased to a minimum depth of fifteen (15) feet along the highway or railroad right-of-way frontage, unless a larger area is otherwise required by LMC 18A.50.425, Landscaping Types.

17. Quantity, arrangement and types of plants installed shall be appropriate to the size of the required landscape area and purpose of planting area described in LMC 18A.50.425, Landscaping Types.

18. Landscape plans shall include, where feasible, a diversity of native plant species which promote native wildlife habitat.

19. Landscaping buffers shall be required adjacent to any above ground storm water facilities of no less than five (5) feet in width.

20. Landscape areas adjacent to required biofiltration systems that do not exceed one to three (1:3) slope may be counted toward a portion of any required landscaping areas if they meet the following:

~~a. Landscaping shall not be permitted within the treatment area of a biofiltration system. The chosen vegetation shall not result in any disruption of bioswale functions at any time.~~

~~b.~~ a. The configuration and plant species of landscape areas on a site shall be designed so as to not disrupt the functions of storm water systems and plant species and location are subject to approval of the City Engineer and Community Development Director.

21. Where the width of a required landscape strip exceeds the setback requirement for any structure subject to this section, the setback shall be increased to provide the full width of the landscape strip, except where otherwise permitted for commercial buildings under LMC 18A.50.200, Community Design.

22. Use of man-made non-vegetative material such as plastic or artificial plants or grass is prohibited as substitute for the required landscaping. Nonvegetative material is not a substitute

for plant material. Non-porous weed barriers are prohibited in landscaped areas. Bark, mulch, rock or other nonvegetative material shall only be used in conjunction with landscaping to assist vegetative growth and maintenance or to visually complement plant material.

23. Required landscape areas shall be provided with adequate drainage.

24. All trees shall be double (2) staked for the first two (2) years.

25. Slopes shall not exceed a 1 to 3 (1:3) ratio (height to width from center), in order to decrease erosion potential and assist in ease of maintenance.

B. Plant Standards. Where new landscaping is required, the following plant standards apply:

1. Deciduous tree. A minimum three (3) inch diameter at six (6) inches above grade at the time of planting.

2. Evergreen tree. A minimum six (6) feet in height above grade at the time of planting.

3. Low Shrub. Plants shall be a minimum of one (1) to two (2) feet in height at the time of planting with approximately a one (1) or two (2) gallon pot or ball-and-burlap.

4. Medium Shrub. Plants shall be a minimum of two (2) to three (3) feet in height at the time of planting with approximately a three (3) to five (5) gallon pot or ball-and-burlap.

5. Ornamental tree. A minimum of one (1) inch diameter for deciduous; a minimum of two (2) feet tall for evergreens. Ornamental trees may count as a medium shrubs, but do not count for trees otherwise required.

6. Vegetative Groundcover. Grass sod, or spreading groundcover in four (4) inch pots with a maximum spacing of nine (9) inches, or one (1) gallon pots with a maximum spacing of eighteen (18) inch and of sufficient size, spacing and species as to spread to form a solid cover of the planting area within two (2) years from the time of planting.

7. Drought Tolerant Plants. The use of native and drought tolerant, low water use plants shall be incorporated into landscape design plans.

C. Irrigation Standards. The intent of this standard is to ensure that plants will survive the critical establishment period when they are most vulnerable to lack of watering and to survive periods of extended drought once they are established.

1. Irrigation systems shall be incorporated into a landscaping area and the applicant shall prepare a water use and conservation plan for review and approval by the City Engineer and Community Development Director.

2. The applicant shall choose one of the following options to provide all landscaped areas with an irrigation method:

a. A permanent underground irrigation method with an automatic controller plus an overriding rain switch. All landscape that is placed in median strips in the middle of street rights-of-ways shall be irrigated with underground automated irrigation systems.

b. An irrigation method which provides sufficient water to ensure that the plants will become established. The method shall be required to be permanent unless the plant material selected is classified as drought tolerant and a permanent irrigation system is determined to be unnecessary

by the Community Development Department, in which case irrigation standards shall be required only during the first growing season following installation. Even if drought tolerant plants are used in the landscape design, there must be an identified method to easily provide water to the plants in the case of a drought. Any automatic/mechanical system designed under this option shall be fitted with an overriding rain switch.

Section 24. CPA-2016-16. Section 18A.40.500 LMC which is title-only, uncaptioned “Planned Development District” is created.

Section 25. Section 18A.40.510 LMC entitled “Purpose” is created to read as follows:

18A.40.510- Purpose - Planned Development District

A Planned Development District is a mechanism by which the City may permit a variety in type, design, and arrangement of structures; and enable the coordination of project characteristics with features of a particular site in a manner consistent with the public health, safety and welfare. A Planned Development District allows for innovations and special features in site development, including the location of structures, conservation of natural land features, protection of critical areas and critical area buffers, the use of low impact development techniques, conservation of energy, and efficient utilization of open space.

Section 26. Section 18A.40.520 LMC entitled “Application for a Planned Development District (PDD)” is created to read as follows:

A. A PDD is a Process III application type and subject to all the procedural requirements applicable to this application type.

B. An application for approval of a PDD shall be submitted to the community development department on forms provided by the department along with established fees. For those Planned Development Districts that include the division of land, a PDD application shall only be accepted as complete if it is submitted concurrent with an application for preliminary plat approval that includes all information required pursuant to Chapter 17 LMC and other applicable city regulations. Twenty-five copies of all associated application materials must be submitted in hard copy format. Digital application materials (e.g., CD copies) may fulfill a portion of the required hard copy applications as approved by the city.

An applicant for a PDD shall submit the following items to the City, unless the director finds in writing that one or more submittals are not required due to unique circumstances related to a specific development proposal:

1. A detailed narrative that includes:

a. A description detailing how the proposed development will be superior to or more innovative than conventional development methods as allowed under the

city's land use regulations and how the approval criteria set forth in 18A.40.540 LMC have been satisfied;

b. A description of how the proposed PDD will benefit the public in a manner greater than that achieved if the project was to be developed using conventional land use regulations;

c. A table illustrating the density and lot coverage of the overall development, with the proportion of the site devoted to open space clearly indicated;

d. A description of the types and numbers of dwelling units proposed and the overall land use density and intensity;

e. A description of the proposed open space and recreation areas including any proposed improvements, including specific details regarding the ownership and maintenance of such areas;

f. Detailed information regarding all proposed landscaping that is not included on an associated landscaping plan;

g. A description of the specific city standards as set forth in the underlying zoning district that the applicant is proposing for modification in accordance with LMC 18A.30; and

h. A description of potential impacts to neighbouring properties and how impacts have been mitigated through site design, screening, buffering and other methods;

2. A site plan with the heading "Planned Development District Site Plan" that includes any additional information that is not included on the standard preliminary plat map, including building footprints, proposed landscaping, open space and parks and/or recreational areas including trails and proposed setbacks;

3. Elevation drawings illustrating facade and building design elements, including height, overall bulk/mass and density and proposed residential design features that will provide for a superior development;

4. A conceptual landscape plan/map showing the proposed location and types of vegetation and landscaping. The landscape plan may also be incorporated into the PDD site plan and narrative;

5. A phasing plan, if the development will occur in distinct phases with a written schedule detailing the timing of improvements;

6. A draft development agreement, if proposed by the applicant or as required by the city; and

7. A draft of proposed covenants, conditions and restrictions demonstrating compliance with this chapter.

C. An applicant shall provide sufficient facts and evidence to enable the hearing examiner to make a decision. The established fee shall be submitted at time of application.

D. Notice of application shall be provided pursuant to LMC 18A.02.670.

Section 27. Section 18A.40.530 LMC entitled “Public hearing – Planned Development District” is created to read as follows:

A. The Hearing Examiner shall hold an open record public hearing on any proposed conditional use and shall give notice thereof in accordance with the procedures established pursuant to LMC 18A.02.700.

B. The hearing shall be conducted in accordance to the requirements of LMC 18A.02.720.

Section 28. Section 18A.40.540 LMC entitled “Required findings – Planned Development District” is created to read as follows:

A PDD shall only be granted after the Hearing Examiner has reviewed the proposed use and has made written findings that all of the standards and criteria set forth below have been met or can be met subject to conditions of approval:

A. The PDD is consistent with the Comprehensive Plan; and

B. The PDD, by the use of permitted flexibility and variation in design, is a development practice that results in better urban design features than found in traditional development. Net benefit to the City may be demonstrated by one or more of the following:

1. Placement, type or reduced bulk of structures, or
2. Interconnected usable open space, or
3. Recreation facilities, or
4. Other public facilities, or
5. Conservation of natural features, or
6. Conservation of critical areas and critical area buffers beyond, or
7. Aesthetic features and harmonious design, or
8. Energy efficient site design or building features, or
9. Use of low impact development techniques.

C. The PDD results in no greater burden on present and projected public utilities and services than would result from traditional development and the PDD will be served by adequate public or private facilities including streets, fire protection, and utilities; and

D. The perimeter of the PDD is compatible with the existing land use or property that abuts or is directly across the street from the subject property. Compatibility includes but is not limited to size, scale, mass and architectural design of proposed structures; and

E. Landscaping within and along the perimeter of the PDD is superior to that required by LMC 18A.50.425-430, and landscaping requirements applicable to specific districts contained in LMC 18A.50.430, and enhances the visual compatibility of the development with the surrounding neighborhood; and

F. At least one major circulation point is functionally connected to a public right-of-way; and

G. Open space, within the PDD is an integrated part of the project rather than an isolated element of the project; and

H. The design is compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity; and

I. Roads and streets, whether public or private, within and contiguous to the site comply with guidelines for construction of streets; and

K. Streets and sidewalks, existing and proposed, are suitable and adequate to carry anticipated traffic within the proposed project and in the vicinity of the proposed project; and

L. Each phase of the proposed development, as it is planned to be completed, contains the required parking spaces, open space, recreation space, landscaping and utility area necessary for creating and sustaining a desirable and stable environment.

Section 29. Section 18A.40.550 LMC entitled “Action of hearing examiner – Planned Development District is created to read as follows:

A. In addition to demonstrating compliance with the criteria as determined by the Hearing Examiner, the applicant shall accept those conditions that the Hearing Examiner finds are appropriate to obtain compliance with the criteria.

B. In permitting a PDD, the Hearing Examiner may impose any or all of the following conditions:

1. Limit the manner in which the use is conducted, including restricting the time an activity may take place and restraints to minimize such environmental effects as noise, vibration, air pollution, glare and odor.

2. Establish a special yard or other open space or lot area or dimension.
3. Limit the height, size or location of a building or other structure.
4. Designate the size, number, location or nature of vehicle access points.
5. Increase the amount of street dedication, roadway width or improvements within the street right-of-way.
6. Designate the size, location, screening, drainage, surfacing or other improvement of a parking or truck loading areas.
7. Limit or otherwise designate the number, size, location, and height of lighting of signs.
8. Limit the location and intensity of outdoor lighting or require its shielding.
9. Require screening, landscaping or another facility to protect adjacent or nearby property and designate standards for installation or maintenance of the facility.
10. Design the size, height, location or materials for a fence.
11. Protect existing trees, vegetation, water resources, wildlife habitat or other significant natural resources.
12. Require provisions for public access, physical and visual, to natural, scenic and recreational resources.
13. Require provisions for stormwater drainage including designating the size, location, screening, or other improvements of detention ponds and other facilities
14. Impose special conditions on the proposed development to ensure that development is in conformance with the surrounding neighborhood and the intent and purpose of the zoning district classification.
15. Require such financial guarantees and evidence that any applied conditions will be complied with.

C. The decision of the Hearing Examiner is considered final and conclusive by the City.

Section 30. Section 18A.40.560 LMC entitled "Minimum size" is created to read as follows:

Planned development districts may be located on lots of two (2) acres or greater; when necessary, the applicant must demonstrate the preservation of a significant natural feature (examples: wetlands, tree preservation, creeks and steep slopes), enhanced urban design, or amenity by the use of the planned development district process.

Section 31. Section 18A.40.570 LMC entitled “Permitted modifications” is created to read as follows:

A. All zoning, site development, and subdivision requirements may be modified in a planned development district in the interest of the expressed purposes above except:

1. Permitted uses, administrative, and conditional uses;
2. Street setbacks on exterior streets in residential zones;
3. Surveying standards; and
4. Engineering design and construction standards of public improvements but not including street right-of-way width.

Section 32. Section 18A.40.580 LMC entitled “Permitted residential density and lot sizes” is created to read as follows:

A. The number of dwelling units permitted in a planned development district may exceed the development standards found in LMC 18A.30.160. The permitted density shall be the maximum number of dwelling units allowed per gross acre (dua) and shall be as follows:

1. R1 zoning district: 2 dua;
2. R2 zoning district: 4 dua;
3. R3 zoning district: 7 dua;
4. R4 zoning district: 9 dua.

B. The minimum lot sizes for the Residential zoning districts subject to the planned development district overlay shall be as follows:

1. R1 zoning district: 20,000 gsf;
2. R2 zoning district: 10,000 gsf;
3. R3 zoning district: 6,000 gsf;
4. R4 zoning district: 4,800 gsf.

C. The residential density and lot size standards of all other zoning districts are not subject to change.

Section 33. Section 18A.40.590 LMC entitled “Required open space and recreation facilities” is created to read as follows:

In planned development districts, 20 percent of the net development area shall be established as open space and/or planned development district community recreation facilities. Upon approval of the hearing examiner, up to five percent of the unbuildable land may be considered for inclusion in the required open space land upon a showing that such lands can and will be used for a specified recreational purpose.

Section 34. Section 18A.40.600 LMC entitled “Multiple zoning districts” is created to read as follows:

If a planned development district is proposed within two or more zoning districts, the maximum number of dwelling units will be the total allowed in each zone combined. The permitted land uses of the more restrictive zone shall apply to the entire planned development district.

Section 35. Section 18A.40.610 LMC, entitled, “Binding site plan” is created to read as follows:

A binding site plan is required for all planned developments district and shall include:

A. All information required on a preliminary plat;

B. The location of all proposed structures;

C. A detailed landscape plan indicating the location of existing vegetation to be retained, location of vegetation and landscaping structures to be installed, the type of vegetation by common name and taxonomic designation, and the installed and mature height of all vegetation;

D. Schematic plans and elevations of proposed buildings with samples of all exterior finish material and colors, the type and location of all exterior lighting, signs and accessory structures;

E. Inscriptions or attachments setting forth the limitations and conditions of development;

F. An outline of the documents of the owners’ association, bylaws, deeds, covenants and agreements governing ownership, maintenance and operation of the planned development district shall be submitted with the binding site plan. Planned development district covenants shall include a provision whereby unpaid taxes on all property owned in common shall constitute a proportioned lien on all property of each owner in common. The city may require that it be a third party beneficiary of certain covenants with the right but not obligation to enforce association-related documents; and

F. The provisions ensuring the development will be in conformance with the site plan.

Section 36. Section 18A.40.620 LMC, entitled, “Phased development” is created to read as follows:

If a planned development district is planned to be completed in more than two years from the date of preliminary plat/site plan approval, the planned development district will be divided into phases or divisions of development, numbered sequentially in the order construction is to occur. The binding site plan for each phase shall be approved separately. Each division of development in a multiphase planned development district shall meet all the requirements of a planned development district independently.

Section 37. Section 18A.40.630 LMC, entitled, “Required certificates and approvals” is created to read as follows:

Binding site plans shall include all the required certificates of a final plat. PDDs shall be subject to design review in accordance with LMC 18A.50.200-241.

Section 38. Section 18A.40.640 LMC, entitled, “Expiration” is created to read as follows:

Approval of a binding site plan expires unless recorded by the county auditor within three years from the date of approval. An applicant who files a written request with the city clerk within 30 days of the expiration date shall be granted a one-year extension upon a showing of a good faith effort to file the site plan.

Section 39. CPA-2016-17. Section 18A.30.530 and 18A.30.540 are amended as follows:

18A.30.530- Primary Permitted Uses - Commercial Zoning Districts

The following uses are permitted within the Commercial zoning districts, subject to approval of a zoning certification and all applicable development permits:

- A. TOC Zoning District
- 1. Multifamily Dwelling (Level 2/3)
- 2. Assisted Living Facilities
- 3. Nursing Home
- 4. Community and Cultural Services (Level 1/2/3)
- 5. Daycare Facilities (Level 1/2)
- 6. Health Services
- 7. Outdoor Recreation (Level 1/2)
- 8. Postal Services (Level 1/2)
- 9. Public Maintenance Facilities (Level 1/2)
- 10. Religious Assembly (Level 1/2/3)
- 11. Social Services (Level 1/2)
- 12. Transportation (Level 1/2/3)
- 13. Communication Facilities (Level 1/2)
- 14. Electrical Facilities (Level 1)
- 15. Natural Gas Facilities (Level 1)
- 16. Sewage Collection Facilities
- 17. Stormwater Facilities (Level 1)
- 18. Waste Transfer Facilities (Level 1)
- 19. Water Supply Facilities (Level 1)

20. Amusement and Recreation (Level 1/2/3/4)
21. Business Services
22. Convenience Commercial (Level 1)
23. Eating and Drinking Establishment (Level 1/2/3/4)
24. Food Stores (Level 1/2)
25. Lodging (Level 3)
26. Motor Vehicle Services and Repair (Level 1/2)
27. Personal Services (Level 1/2)
28. Professional Offices (Level 1/2/3)
29. Sales of General Merchandise (Level 1/2/3)
30. Civic Accessory Uses
31. Commercial Accessory Uses

B. CBD Zoning District

1. Multifamily Dwelling (Level 2/3)
2. Co-Housing
3. Assisted Living Facilities
4. Continuing Care Retirement Community
5. Nursing Home
6. Community and Cultural Services (Level 1/2/3)
7. Daycare Facilities (Level 1/2)
8. Government Administration Facilities (Level 1/2/3)
9. Health Services
10. Outdoor Recreation (Level 1/2)
11. Postal Services (Level 1/2)
12. Public Maintenance Facilities (Level 1)
13. Religious Assembly (Level 1/2/3)
14. Social Services (Level 1/2)
15. Transportation (Level 1/2/3)
16. Communication Facilities (Level 1/2/3/4)
17. Electrical Facilities (Level 1)
18. Natural Gas Facilities (Level 1)
19. Sewage Collection Facilities
20. Stormwater Facilities (Level 1)
21. Waste Transfer Facilities (Level 1)
22. Water Supply Facilities (Level 1/2)
23. Amusement and Recreation (Level 1/2/3)
24. Building/Garden Supply and Nurseries (Level 1/2/3)
25. Business Services
26. Convenience Commercial (Level 1/2)
27. Eating and Drinking Establishment (Level 1/2/3/4)
28. Food Stores (Level 1/2)
29. Funeral Services (Level 1)
30. Lodging (Level 3)
31. Motor Vehicle Service and Repair (Level 1/2)
32. Personal Services (Level 1/2)

33. Pet Sales and Services (Level 1/2)
34. Private Training School
35. Professional Offices (Level 1/2/3)
36. Rental and Repair Services (Level 1/2/3)
37. Sales of General Merchandise (Level 1/2/3/4)
38. Sales of Secondhand Property (Level 1/2)
39. Limited Manufacturing/Assembly (Level 1)
40. Printing and Publishing (Level 1/2)
41. Civic Accessory Uses
42. Commercial Accessory Uses

C. C1 Zoning District

1. Community and Cultural Services (Level 1/2/3)
2. Daycare Facilities (Level 2)
3. Government Administration Facilities (Level 1/2)
4. Health Services
5. Outdoor Recreation (Level 1/2)
6. Postal Services (Level 1)
7. Public Maintenance Facilities (Level 1/2)
8. Religious Assembly (Level 1/2/3)
9. Social Services (Level 1/2/3)
10. Transportation (Level 1/2)
11. Communication Facilities (Level 1/2/3/4)
12. Electrical Facilities (Level 1/2)
13. Natural Gas Facilities (Level 1)
14. Sewage Collection Facilities
15. Stormwater Facilities (Level 1)
16. Waste Transfer Facilities (Level 1)
17. Water Supply Facilities (Level 1/2)
18. Amusement and Recreation (Level 1/2/3/4)
19. Building/Garden Supply and Nurseries (Level 1/2/3)
20. Business Services
21. Convenience Commercial (Level 1/2/3)
22. Drive-Through Facilities
23. Eating and Drinking Establishment (Level 1/2/3/4)
24. Food Stores (Level 1/2)
25. Funeral Services (Level 1)
26. Lodging (Level 3)
27. Manufactured and Modular Homes Sales
28. Motor Vehicle Service and Repair (Level 1/2/3)
29. Motor Vehicle Sales and Rental (Level 1)
30. Personal Services (Level 1/2)
31. Pet Sales and Services (Level 1/2)
32. Private Training School (Level 1/2)
33. Professional Offices (Level 1)
34. Rental and Repair Services (Level 1/2/3)

35. Sales of General Merchandise (Level 1/2)
36. Sales of Secondhand Property (Level 1/2/3)
37. Storage (Level 1)
38. Limited Manufacturing/Assembly (Level 1)
39. Contractor Yards (Level 1)
40. Flex Space (Level 1/2)
41. Motion Picture Production Studios
42. Printing and Publishing (Level 1/2)
43. Warehousing, Distribution and Freight Movement (Level 1/2)
44. Civic Accessory Uses
45. Commercial Accessory Uses
46. Industrial Accessory Uses

D. C2 Zoning District

1. Community and Cultural Services (Level 1/2/3)
2. Daycare Facilities (Level 2)
3. Government Administration Facilities (Level 1/2)
4. Health Services
5. Outdoor Recreation (Level 1/2)
6. Postal Services (Level 1/2)
7. Public Maintenance Facilities (Level 1/2)
8. Religious Assembly (Level 1/2/3)
9. Social Services (Level 1/2/3)
10. Transportation (Level 1/2)
11. Communication Facilities (Level 1/2/3/4)
12. Electrical Facilities (Level 1/2)
13. Natural Gas Facilities (Level 1)
14. Sewage Collection Facilities
15. Stormwater Facilities (Levels 1)
16. Waste Transfer Facilities (Level 1)
17. Water Supply Facilities (Level 1/2)
18. Amusement and Recreation (Level 1/2/3/4)
19. Building/Garden Supply and Nurseries (Level 1/2/3/4)
20. Business Services
21. Buy-Back Recycling Center
22. Convenience Commercial (Level 1/2/3)
23. Drive-Through Facilities
24. Eating and Drinking Establishment (Level 1/2/3/4)
25. Food Stores (Level 1/2)
26. Funeral Services (Level 1)
27. Lodging (Level 3)
28. Manufactured and Modular Homes Sales
29. Motor Vehicle Sales and Rental (Level 1/2)
30. Motor Vehicle Service and Repair (Level 1/2/3/4/5)
31. Personal Services (Level 1/2)
32. Pet Sales and Services (Level 1/2)

33. Private Training School
34. Professional Offices (Level 1/2/3)
35. Rental and Repair Services (Level 1/2/3)
36. Sales of General Merchandise (Level 1/2/3/4)
37. Sales of Secondhand Property (Level 1/2/3)
38. Storage (Level 1/2)
39. Limited Manufacturing/Assembly (Level 1/2)
40. Contractor Yards (Level 1)
41. Flex Space (Level 1/2)
42. Motion Picture Production Studios
43. Printing and Publishing (Level 1/2)
44. Warehousing, Distribution and Freight Movement (Level 1/2)
45. Civic Accessory Uses
46. Commercial Accessory Uses
47. Industrial Accessory Uses

E. C3 Zoning District

1. Large-Scale Commercial Facilities anchored by one or more Sales of General Merchandise (Level 4) and/or Building/Garden Supply and Nurseries (Level 3) uses, which may be collocated or otherwise integrated with one or more of the following uses either within the same structure or upon the same site:

- a. Multifamily Dwelling (Level 3)
 - b. Assisted Living Facilities
 - c. Community and Cultural Services (Level 3)
 - d. Daycare Facilities (Level 2)
 - e. Health Services
 - f. Amusement and Recreation (Level 4)
 - g. Business Services
 - h. Convenience Commercial (Level 3)
 - i. Eating and Drinking Establishment (Level 3/4)
 - j. Food Stores (Level 1/2/3)
 - k. Personal Services (Level 1/2)
 - l. Pet Sales and Services (Level 1/2/3)
 - m. Professional Offices (Level 3)
2. Transportation (Level 2)
3. Communication Facilities (Level 1/2)
4. Electrical Facilities (Level 1/2)
5. Natural Gas Facilities (Level 1)
6. Sewage Collection Facilities
7. Stormwater Facilities (Level 1/2)
8. Waste Transfer Facilities (Level 1)
9. Water Supply Facilities (Level 1)
10. Civic Accessory Uses
11. Commercial Accessory Uses

18A.30.540- Administrative Uses - Commercial Zoning Districts

The following uses are permitted within the Commercial zoning districts, subject to approval of an administrative use permit and all applicable development permits:

A. TOC Zoning District

1. Multifamily Dwelling (Level 2)
- ~~1-2.~~ Type 2 Group Home (Level 3)
- ~~2-3.~~ Drive-Through Facilities
- ~~3-4.~~ Motor Vehicle Sales and Rental (Level 1/2/3)

B. CBD Zoning District

1. Type 2 Group Home (Level 3)
2. Food Stores (Level 3)
3. Stormwater Facilities (Level 2/3)

C. C1 Zoning District

1. Government Administration Facilities (Level 3)
2. Outdoor Recreation (Level 4)
3. Postal Services (Level 2)
4. Public Maintenance Facilities (Level 3)
5. Stormwater Facilities (Level 2/3)
6. Waste Transfer Facilities (Level 2)
7. Water Supply Facilities (Level 3)
8. Convenience Commercial (Level 4)
9. Lodging (Level 2)
10. Motor Vehicle Sales and Rental (Level 2)
11. Motor Vehicle Service and Repair (Level 4/5)
12. Pet Sales and Service (Level 3)
13. Professional Offices (Level 3)
14. Rental and Repair Services (Level 3/4)
15. Sales of General Merchandise (Level 3/4)
16. Research, Development, and Laboratories (Level 1)

D. C2 Zoning District

1. Government Administration Facilities (Level 3)
2. Public Maintenance Facilities (Level 3)
3. Outdoor Recreation (Level 4)
4. Stormwater Facilities (Level 2/3)
5. Waste Transfer Facilities (Level 2)
6. Water Supply Facilities (Level 3)
7. Convenience Commercial (Level 4)
8. Lodging (Level 2)
9. Motor Vehicle Sales and Rental (Level 3)
10. Pet Sales and Service (Level 3)
11. Rental and Repair Services (Level 4)

E. C3 Zoning District

1. Postal Services (Level 2)
2. Religious Assembly (Level 3)
3. Drive-Through Facilities
4. Motor Vehicle Services and Repair (Level 1/2)

Section 40. Remainder Unchanged. The rest and remainder of Title 18A of the Lakewood Municipal Code and the Comprehensive Plan Future Land-Use and Zoning Maps shall be unchanged and shall remain in full force and effect.

Section 41. Severability. If any portion of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 42. Effective Date. This Ordinance shall be in full force and effect thirty (30) days after final passage.

ADOPTED by the City Council of the City of Lakewood this 21st day of November, 2016.

CITY OF LAKEWOOD


Don Anderson, Mayor

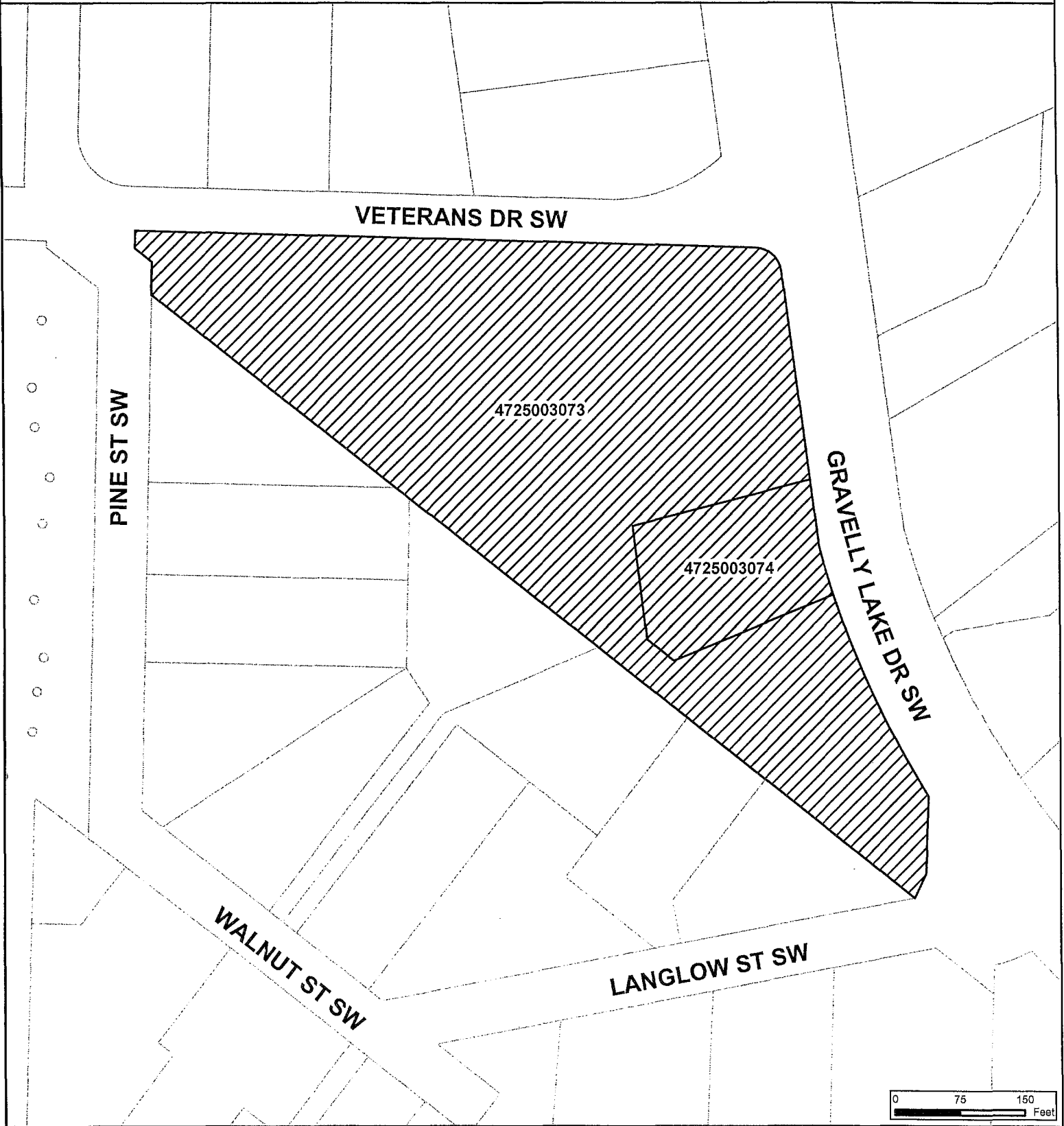
Attest:


Alice M. Bush, MMC, City Clerk

Approved as to Form:




Heidi Ann Wachter, City Attorney

Exhibit A



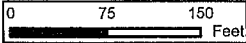
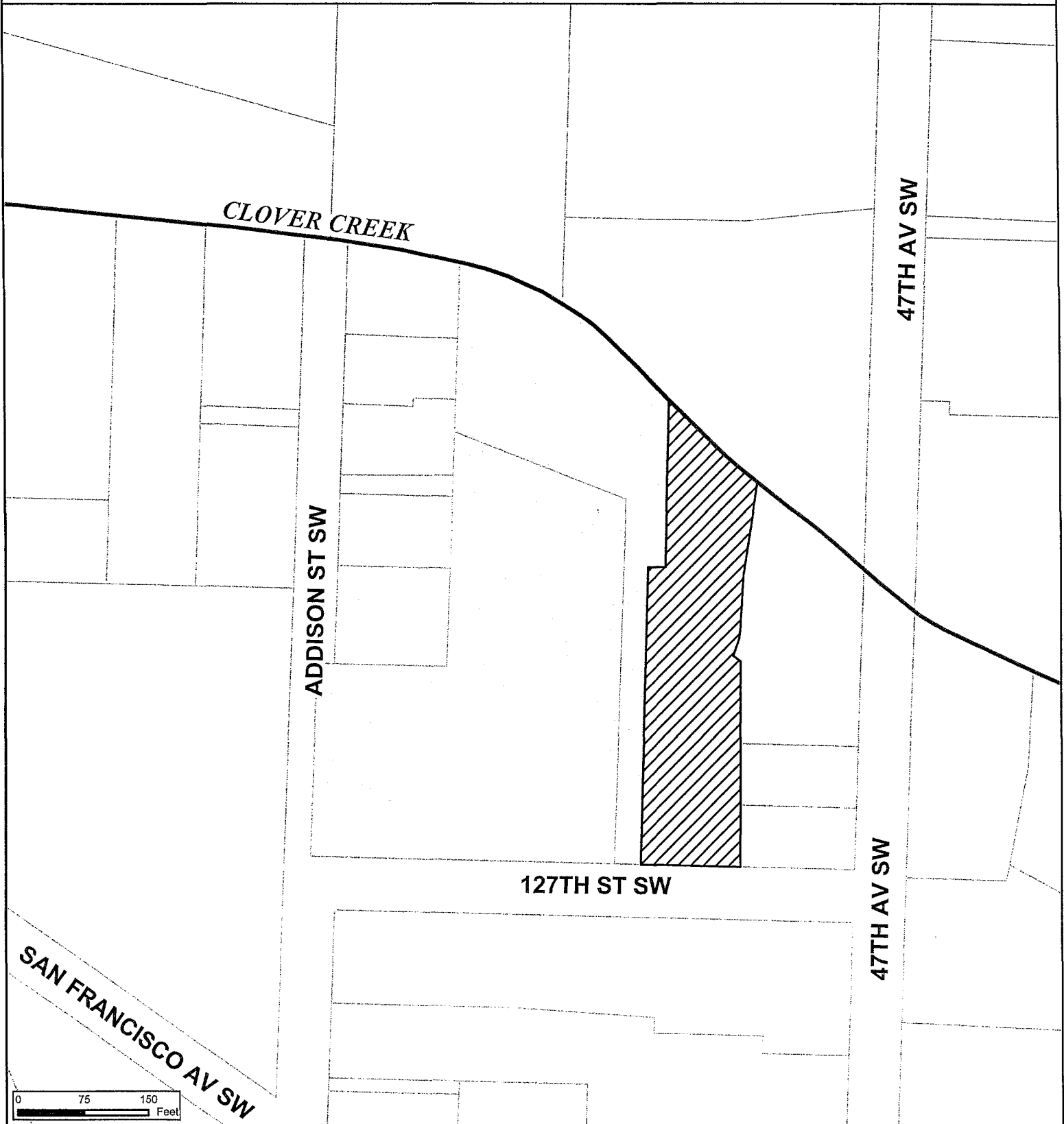
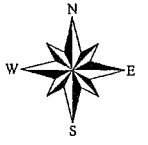
Map Date: November 16, 2016

:\Projects\CD\CompPlan\Amendments\2016\Exhibit A.mxd

-  Tax Parcels 4725003073 & 4725003074
-  Tax Parcel




This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.

Exhibit B



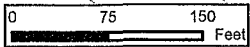
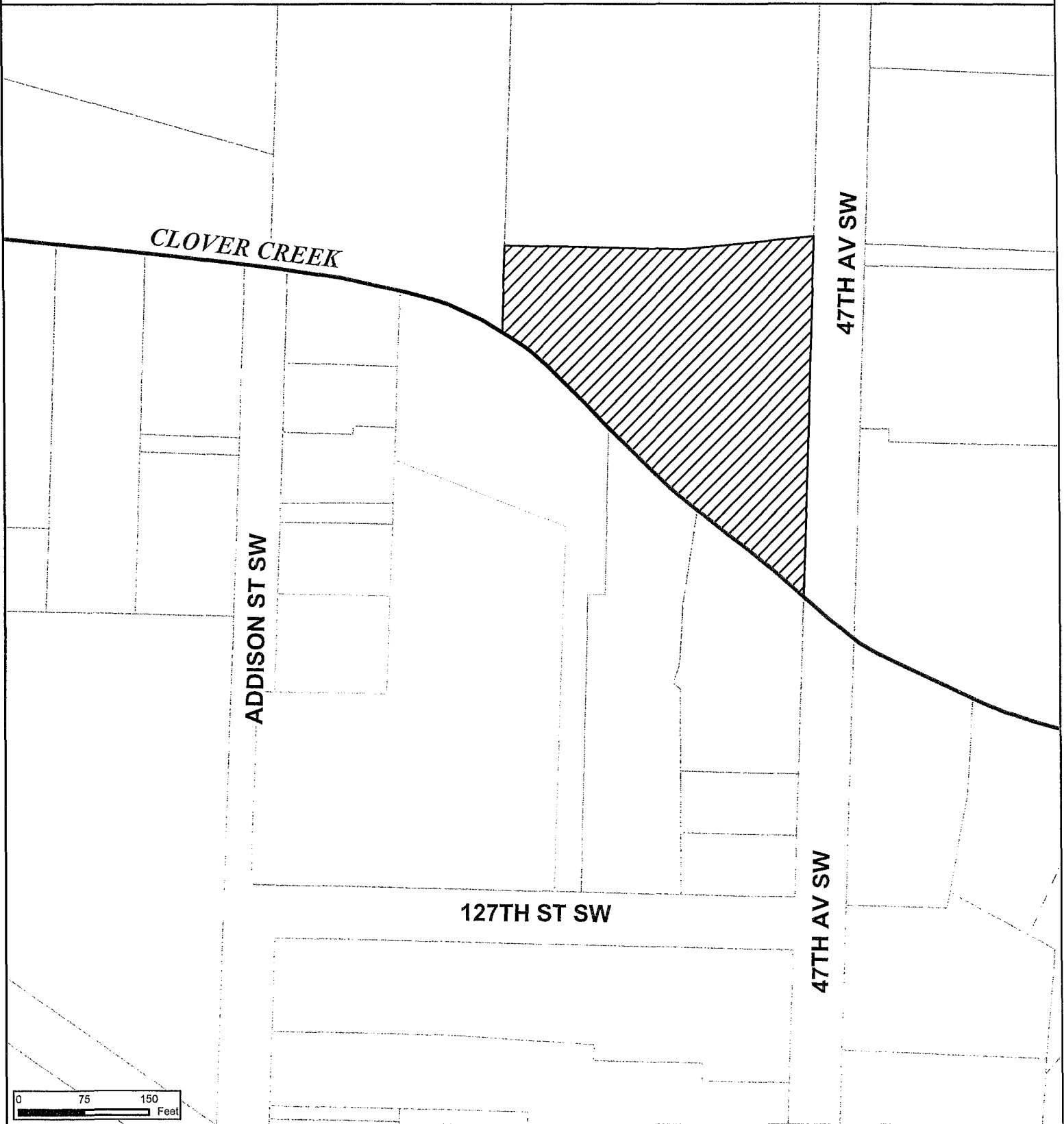
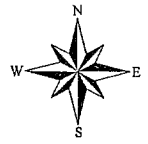
Map Date: November 16, 2016

\\Projects\CD\CompPlan\Amendments\2016\Exhibit B.mxd




-  Tax Parcel 0219123015
-  Springbrook Park
-  Tax Parcel

This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.

Exhibit C



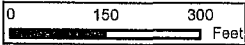
Map Date: November 16, 2016





-  Tax Parcel 0219123082
-  Springbrook Park
-  Tax Parcel

\\Projects\CD\CompPlan\Amendments\2016\Exhibit C.mxd

This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.

Exhibit D



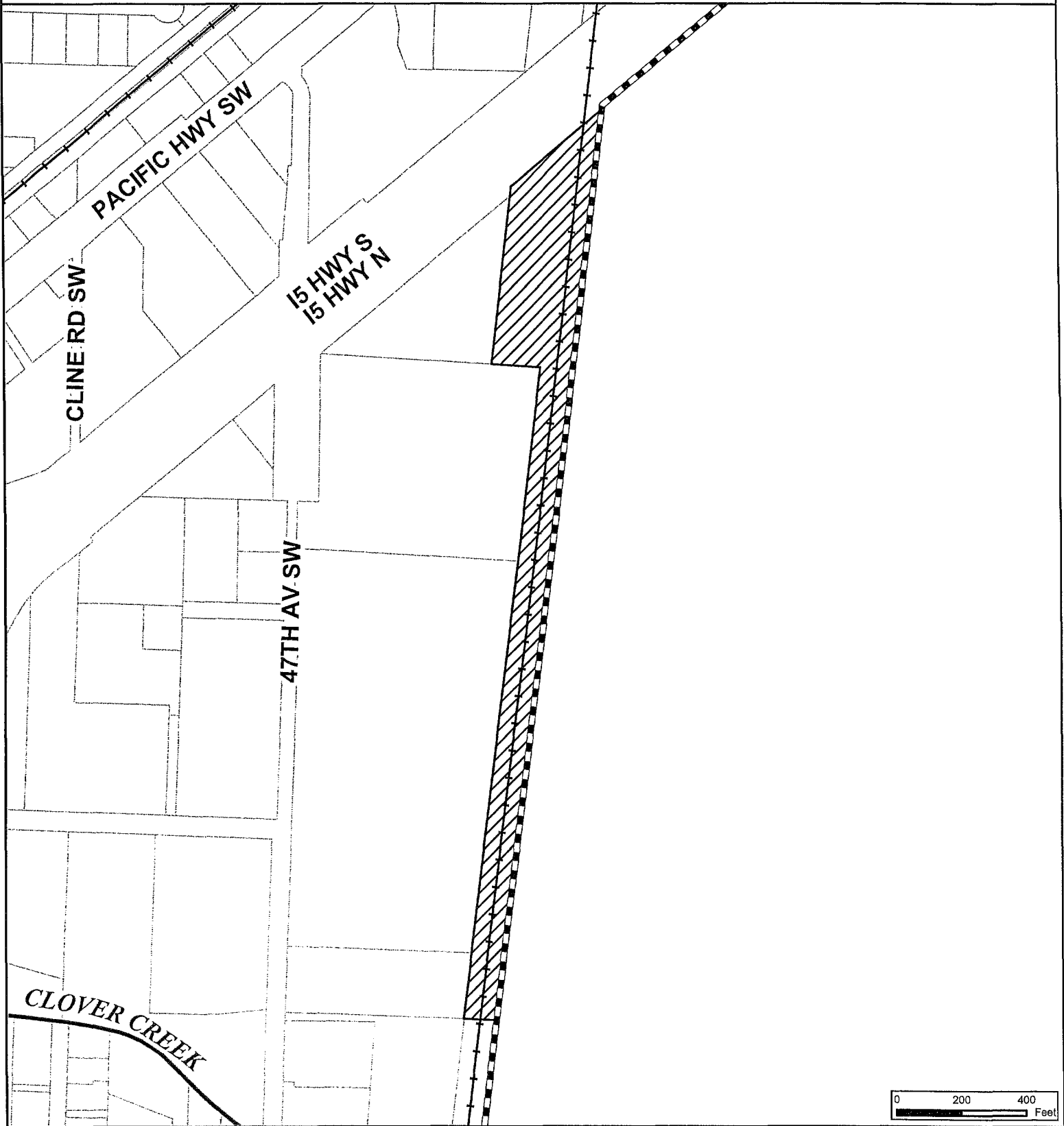
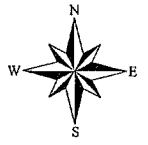
-  Tax Parcels 0219122156, 0219122160, 0219123112
-  Tax Parcel
-  Railroad Track
-  Lakewood City Limit





Map Date: November 16, 2016

A:\Projects\CD\CompPlan\Amendments\2016\Exhibit D.mxd

This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.

Exhibit E



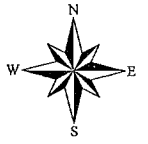
-  BNSF Property
-  Tax Parcel
-  Railroad Track
-  Lakewood City Limit





Map Date: November 16, 2016

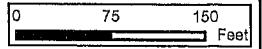
\\Projects\CD\CompPlan\Amendments\2016\Exhibit E.mxd

This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.

Exhibit F



-  Tax Parcel 0219123046
-  Tax Parcel
-  Railroad Track
-  Lakewood City Limit

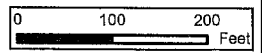
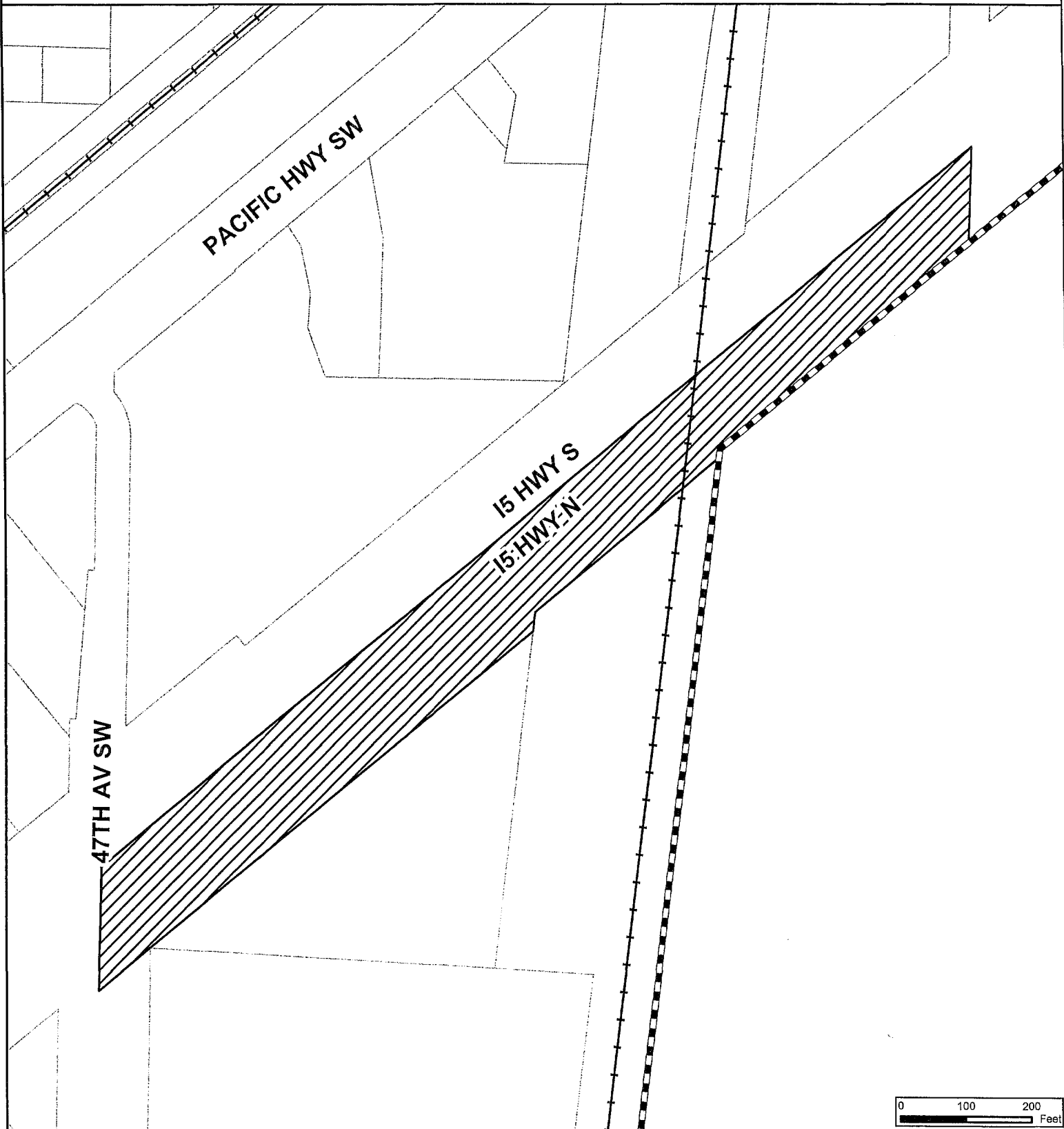
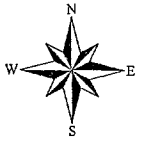






Map Date: November 16, 2016

:\Projects\CD\CompPlan\Amendments\2016\Exhibit F.mxd

This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.

Exhibit G



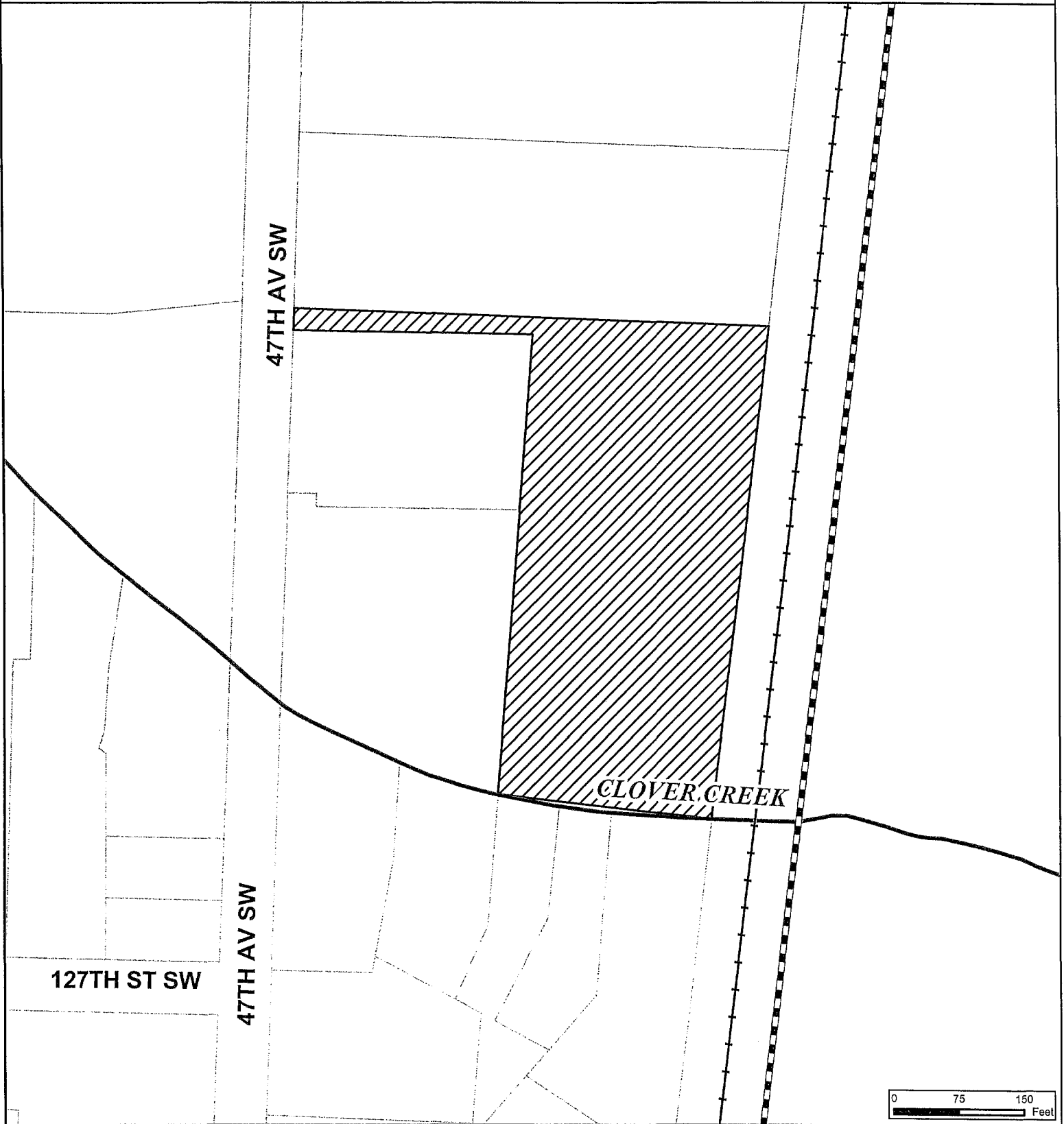
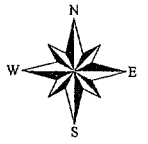
-  WSDOT I-5 Right-of-Way
-  Tax Parcel
-  Railroad Track
-  Lakewood City Limit





Map Date: November 16, 2016

\\Projects\CD\CompPlan\Amendments\2016\Exhibit G.mxd

This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.

Exhibit H



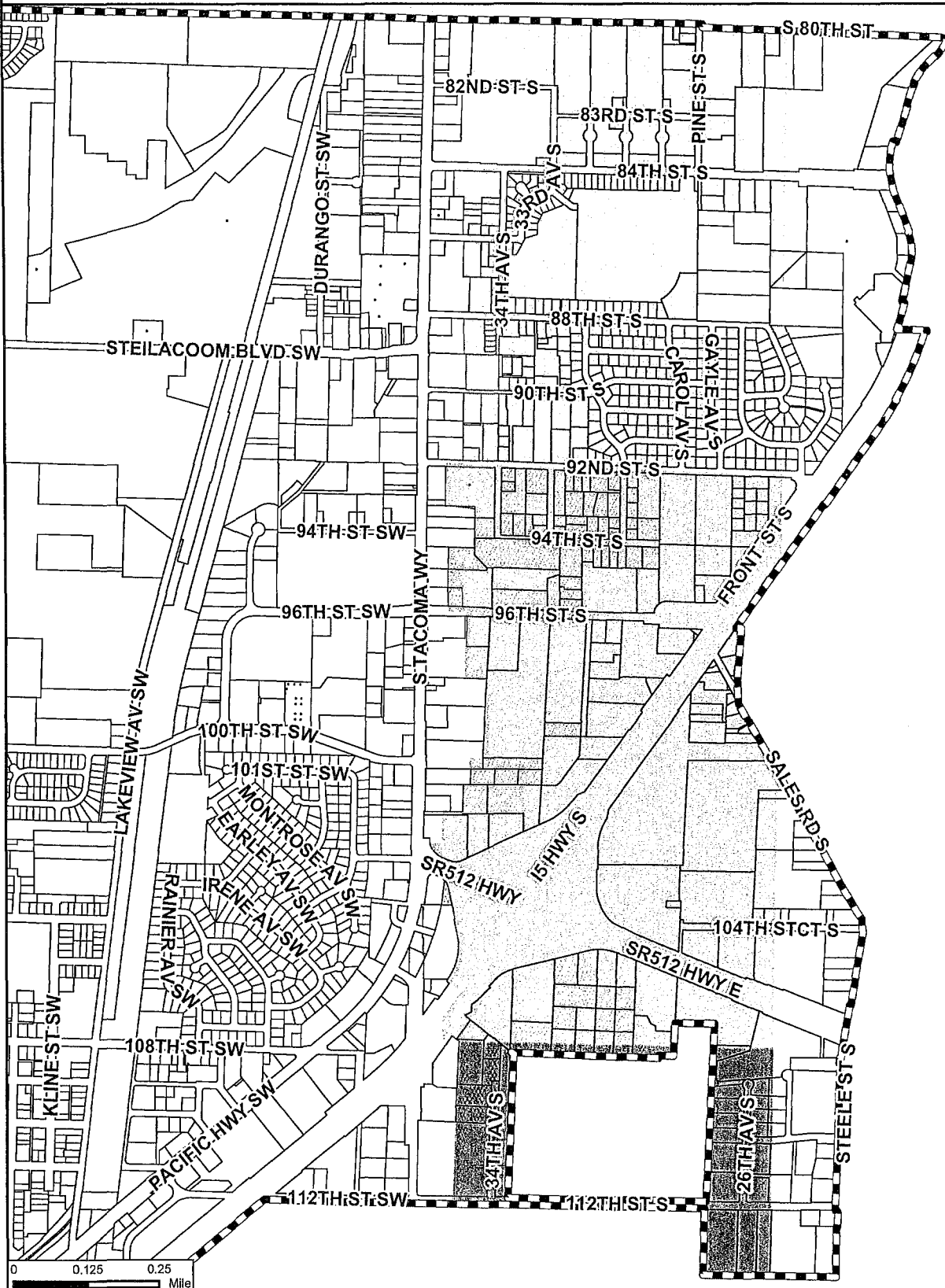
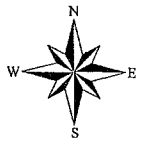
-  Tax Parcel 0219123116
-  Tax Parcel
-  Railroad Track
-  Lakewood City Limit

Map Date: November 16, 2016

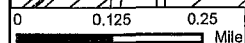
A:\Projects\CD\CompPlan\Amendments\2016\Exhibit H.mxd

This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.

Exhibit I



	Air Corridor 2
	Air Corridor 1
	Clear Zone
	Tax Parcel
	Lakewood City Limit



City of Lakewood Air Corridor

Map Date: November 16, 2016

:\Projects\CD\CompPlan\Amendments\2016\Exhibit I.mxd

This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.