

ORDINANCE NO. 756

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD, WASHINGTON ADOPTING AMENDMENTS TO THE LAKEWOOD COMPREHENSIVE PLAN, INCLUDING THE FUTURE LAND USE MAP AND ZONING MAP, AND LAKEWOOD MUNICIPAL CODE TITLE 18A.

FINDINGS

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 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 the City’s Land Use and Development Regulations included in 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 the proposed amendments to the City of Lakewood Comprehensive Plan, Future Land-Use Map and Zoning Map and related Titles of the Lakewood Municipal Code (“2021 CPA Docket”); 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) via SEPA Register #202101726 filed April 6, 2021 and Commerce submittal NOIA 2021-S-2550 filed April 6, 2021; and

WHEREAS, following its April 21, 2021 public hearing, on May 5, 2021 the Lakewood Planning Commission forwarded a set of recommendations relative to the 2021 CPA Docket to the Lakewood City Council via Planning Commission Resolution No. 2021-02; and

WHEREAS, following public notice, the Lakewood City Council held a public hearing on June 7, 2021; and

WHEREAS, the Lakewood City Council has reviewed materials relevant to public input and staff and Planning Commission recommendations leading up to the proposed 2021 CPA Docket; and

WHEREAS, the Lakewood City Council has considered the required findings in LMC 18A.30.030 - .050 as related to each independent zoning map amendment, and hereby finds that the requirements of LMC 18A.30.030 - .050 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:

Section 1. Adoption of City Council Findings.

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

Section 2. Adoption of Amendments.

The Comprehensive Plan, including the official Future Land-Use Map and Zoning Maps of the City for the below-referenced parcels, and LMC Title 18A as summarized below and described more fully in Exhibit A hereto, with the exception of amendment 2021-05 (that is continued to the 2022 Comprehensive Plan amendment cycle), are hereby amended as follows:

<p>CPA/ZOA-2021-01 (Energy and Climate Change Chapter)</p> <p>This amendment:</p> <ol style="list-style-type: none">1. Amends the Comprehensive Plan by replacing the current Chapter 10, Sustainability, with a new Chapter 10, Energy and Climate Change
<p>CPA/ZOA-2021-02 (Reflection of 2020 rezoning of Springbrook Parcels)</p> <p>This amendment:</p> <ol style="list-style-type: none">1. Amends the Comprehensive Plan to reflect the 2020 redesignation and rezoning of 19 parcels in the Springbrook area from residential to industrial.
<p>CPA/ZOA-2021-03 (Reflection of 2020 adoption of 2020 City Parks Legacy Plan)</p> <p>This amendment:</p> <ol style="list-style-type: none">1. Amends the Comprehensive Plan to reflect the adoption of the 2020 Parks Legacy Plan
<p>CPA/ZOA-2021-05 (Updates related to Western State Hospital (WSH) and Public and Semi-Public Institutional Uses)</p> <p>This amendment is continued to the 2022 Comprehensive Plan amendment cycle and would:</p> <ol style="list-style-type: none">1. Update the Comprehensive Plan discussion of Western State Hospital to reflect the new Master Plan for the complex.
<p>CPA/ZOA-2021-06 (Reflection of adoption of the Downtown Subarea Plan (DSAP) and the Lakewood Station District Subarea (LSDS) Plan.)</p> <p>This amendment:</p> <ol style="list-style-type: none">1. Updates the Comprehensive Plan maps and text to reflect the 2018 adoption of the Downtown Subarea Plan and the 2021 adoption of the Lakewood Station District Subarea Plan.

CPA/ZOA-2021-08 (Berkeley Interchange/Tillicum Neighborhood)

This amendment:

1. Redesignates/rezones 9 parcels in proximity to Berkeley Interchange from SF/R3 to NBD/NC2.
2. Redesignates/rezones 4 parcels included within a pending Habitat for Humanity in Tillicum from SF/R3 to MR/MR2.
3. Recommends conducting review of the 2011 Tillicum Neighborhood Plan, the Tillicum Center of Local Importance (CoLI), and the text in Comprehensive Plan Sections 1.5, 2.5.1 and 4.5.3 and Goal LU-52, with appropriate public outreach and participation, for potential updates and amendments as part of the 2022 or 2023 Comprehensive Plan amendment cycle.

CPA/ZOA-2021-09 (Amends Comprehensive Plan Goal LU-18 (LU-18.5) related to highest and best uses of commercial lands.)

This amendment:

1. Removes reference to “community renewal areas” in LU-18.5

CPA/ZOA-2021-10 (Amends LMC Chapter 18A.40 to expand the list of allowed water supply related facilities and sewer or pumping station facilities)

This amendment:

1. Amends LMC 18A.40.150 Utilities Table A to expand the list of allowed water supply related facilities and sewer or pumping station facilities in the City.

CPA/ZOA-2021-11 (Amends the Comprehensive Plan and LMC Title 18A to comply with 2020 ESSB 1754, “Religious Organizations: Hosting of the Homeless”)

This amendment:

1. Amends PS-18.4 to refer to the Continuum of Care and its current Plan to End Homelessness
2. Amends LMC 18A.10.180, 18A.20.310 Public notice framework, Chapter 18A.30 Discretionary Permits Table of Contents, and 18A.40.010 Purpose to regulate Religious Organizations: Hosting of the Homeless in compliance with 2020 ESSB 1754.

Section 5. Remainder Unchanged. The rest and remainder of the Lakewood Comprehensive Plan, including the unaffected sections of the Future Land-Use Map and Zoning Map, and Title 18A of the Lakewood Municipal Code, shall be unchanged and shall remain in full force and effect.

Section 6. 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 7. 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 6th day of July, 2021.

CITY OF LAKEWOOD



Don Anderson, Mayor

Attest:



Briana Schumacher, City Clerk

Approved as to Form:



Heidi Ann Wachter, City Attorney

2021-02 Updates re 2020 rezone of Springbrook parcels to Industrial Business Park Zone

Update Comprehensive Plan maps and text to reflect the change for a targeted residential growth area to a targeted industrial growth area.

***1.4.1 Controlling Sprawl**

Land use in Lakewood is characterized by sprawl - that all too common pattern of low intensity land use, where housing, businesses, and other activities are widely scattered with no focus. Sprawl, often the result of lax land use controls, results in inefficient use of infrastructure, over-dependence on the automobile, lack of spatial organization, and urban development that most people perceive as ugly. This plan will reverse this trend through the following:

- Land use designations custom tailored to resolving Lakewood's existing land use problems.

In contrast to generic land use controls, each of the land use designations was developed to specifically address the land use issues facing Lakewood. To be applied through new zoning developed in response to this plan, the land use designations address specific types of uses as well as housing and employment densities. The mosaic of designations will direct development intensity and determine where living, working, shopping, and relaxing will occur for the next two decades limiting the surplus of commercial land.

Commercial activity has traditionally been distributed throughout Lakewood in a relatively random pattern. Not only is this an extremely inefficient use of land, it weakens the local economy. This plan restricts new commercial development to specialized nodes and corridors for regional commerce and neighborhood commercial areas as a service to nearby residents and businesses.

- Targeted residential growth in specific neighborhoods.

A number of residential areas will be rejuvenated as high-density neighborhoods supported by public open space, neighborhood commercial centers, and other amenities, including the portions of the Springbrook Neighborhood shown in Figure 2.9. ~~The neighborhood targeted for maximum growth is Springbrook. Along with its name change from McChord Gate, this neighborhood will undergo substantial redevelopment at land-efficient densities. With its proximity to employment opportunities at JBLM and the central business district (CBD), as well as excellent access via I-5 and commuter rail at Lakewood Station, Springbrook is a natural candidate for high density residential development. Construction of new townhouses and apartments has been catalyzed through provision of amenities such as new parks, open space, and improved infrastructure (including a new water main installed in 2012). Other neighborhoods with substantial growth capacity slated for redevelopment under this plan include the Custer neighborhood in north central Lakewood, the northern portion of Tillicum, the Downtown Subarea, and the area around the Lakewood Station District Subarea commuter rail station.~~

***1.6.7 Regional Planning Policies**

- ⊖ In addition to the GMA, this plan is required to comply with VISION 20402050, the multi-county policies, and Pierce County's County-Wide Planning Policies (CWPP). This plan shares

many of the VISION ~~2040-2050~~ goals, especially expanding housing choice and increasing job opportunities for community residents. Urban scale neighborhood redevelopment proposed for the Downtown Subarea, the Lakewood Station District Subarea, Springbrook portions of Springbrook, Tillicum, and elsewhere exemplifies the type of urban growth envisioned by these regional policies. Numerous other features, including improved pedestrian and bicycle networks, compact urban design types, and balanced employment and housing, further demonstrate this consistency. The goals and policies comprising Lakewood's Comprehensive Plan also reflect the emphasis of each of the major CWPP issue areas. In particular, the Future Land-Use Map is based on the CWPP's land-use principles. This is reiterated in the corresponding goals and policies associated with the map, which comprise the land-use chapter.

1.7 2015 Update

A substantial update to this plan was completed in 2015. The 2015 updates acknowledged goals that had been met since the plan's initial adoption in 1996, and also took into account the recommendations resulting from a Visioning project in 2014-15. The 2015 updates intended to implement the provisions of Vision 2040, including the regional growth strategy put forth by the Puget Sound Regional Council (PSRC) at that time. VISION 2050, adopted in 2020 by PSRC, maintained much of the same policy and growth planning foundations.

The primary concept of the PSRC regional growth strategy is that development is to be focused into urban areas and "centers". The City of Lakewood is classified as a "core city" and designated as a Regional Growth Center, and, as such, is expected to accommodate a large share of the region's population and employment growth.

In 2014 the City designated eight (8) Centers of Local Importance (COLIs). These COLIs were adopted in Section 2.5 (Land Use Maps chapter) of this comprehensive plan. Centers of Local Importance are designated in order to focus development and funding to areas that are important to the local community. Residential COLIs are intended to promote compact, pedestrian oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options. COLIs may also be used to identify established industrial areas. The Centers of Local Importance identified for the City of Lakewood include:

- A. Tillicum
- B. Fort Steilacoom/Oakbrook
- C. Custer Road
- D. Lakewood Industrial Park/CPTC
- E. South Tacoma Way
- F. Springbrook
- G. Woodbrook
- H. Lake City West

In 2020, Lakewood removed Springbrook from the Lakewood Station District boundary and rezoned nineteen parcels within the Springbrook area from Transit Oriented Commercial and Multi-Family 3 to Industrial Business Park (IBP.) This was done in recognition of the increased interest in and need for industrial lands in Lakewood along the I-5 corridor, as evidenced by the

significant industrial development in the Woodbrook neighborhood in the 2010's. This rezoning did not affect the Springbrook CoLI, described in Section 2.5.6.

Between 2017 and 2020, The City of Lakewood is also working with Pierce County and the Puget Sound Regional Council (PSRC) to develop an appropriate regional Centers policies and planning approaches for Joint Base Lewis-McChord (JBLM) and other military installations within the PSRC geography. The base has a, given their significant impact and influence on the cities, the region, and the State, and the City of Lakewood. As a result, "major military installations" (those with at least 5,000 enlisted or service personnel) were recognized in the 2018 Regional Centers Framework, and VISION 2050 includes policies to consult with military installations in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside installation boundaries, and to recognize the beneficial impacts of military installations as well as the land use, housing, and transportation challenges for adjacent and nearby communities. VISION 2050 also includes a transportation project selection action item that allows for the inclusion and funding of transportation projects, identified in a completed local or regional transportation study, that relate to and potentially benefit access to military installations and surrounding jurisdictions. PSRC and Pierce County are seeking an appropriate and equitable way to account for JBLM within the regional Centers framework and the Growth Management Act.

2.5.6 Springbrook

The area just outside the gate to JBLM on Bridgeport Way SW is designated as a CoLI based on its importance to the City and special status as a compact high-density residential area. The Springbrook Center boundaries are shown on Figure 2.9. The area includes the main access gate to the airfield portion of JBLM. The area currently includes Springbrook Park, CenterForce Industries, neighborhood commercial uses, and approximately 100 acres of multi-family residential zoning currently developed with approximately 1,565 multi-family dwelling units. A new water line has recently been extended to the area which will help accommodate additional growth. This CoLI was not affected by the 2020 rezoning of a number of Springbrook parcels to Industrial Business Park.

LU-2.8 Continue to provide technical assistance for redevelopment of land in Lake City, Lakeview, Springbrook, Tillicum, and lands located in the City's residential target areas (RTAs) ~~tax incentive urban use centers~~ and senior overlay.

3.4 Industrial Lands and Uses

One of the keys to effective growth management is maintaining an appropriate level of economic activity, and associated jobs, to complement an expanding residential population. Lakewood must maintain and enhance its industrial vigor through the preservation and expansion of a suitable industrial land base. Land uses that are not compatible with manufacturing, industrial, and advanced technology must be prevented in industrial areas. Direct access to I-5 and rail must be ensured. In addition to the Lakewood Industrial Park, which is designated a manufacturing/industrial center, this plan recognizes existing and planned industrial activity in Springbrook, Flett, northeastern Lakewood, and near the SR 512/I-5 interchange.

3.11 Isolated Areas

Lakewood has three significant areas that are geographically isolated from the rest of the City: Springbrook, Woodbrook, and Tillicum. The first two are separated from the rest of the City by I-5

and are bordered on several sides by fenced military installations. The third is geographically contiguous to other parts of the City, but there are no direct road connections between Tillicum and other Lakewood neighborhoods.

As a result of this isolation, all three neighborhoods exhibit signs of neglect. Historically, both Woodbrook and Tillicum lack sewer systems. Beginning in June 2009, sewer trunk lines were installed in parts of both communities. Figure 3.12 shows the locations of major trunk lines in Lakewood-proper. Figure 3.13 shows the recently constructed sewer lines in Tillicum and Woodbrook. A small percentage of the Woodbrook properties and about one half of the Tillicum properties are connected, respectively, to sewers. It is the City’s policy to connect all properties located within these neighborhoods to sewers based on available funding.

Most property is old, run down, and undervalued. Springbrook is dominated by a chaotic assortment of land uses arranged according to a dysfunctional street pattern. Despite relatively high-density housing, Springbrook’s residents lack schools, or even basic commercial services. Given the multitude of crime and health problems plaguing these areas, unique approaches are needed for each neighborhood and are presented in the goals and policies below. Springbrook has a designated residential Center of Local Importance (CoLI), discussed in Section 2.5.6 and shown in Figure 2.9. The City Council also rezoned a number of Springbrook parcels outside of the CoLI to Industrial Business Park in 2020.— Additional recommendations for Tillicum are included in Chapter 4, while Chapter 5 addresses economic development in Woodbrook.

LU-53.1 Promote higher residential densities in ~~those portions of the~~ Springbrook Center of Local Importance (CoLI) that are most convenient to Lakewood Station, designated open space, and road and transit access.

~~LU 53.2 Promote integration of Springbrook with Lakewood Station through improved pedestrian facilities, bicycle trails, and roadway connections with special emphasis on 47th Ave.~~

LU-53.7 Create a neighborhood business district ~~at the intersection of Bridgeport Way and San Francisco Avenue along the west side of Bridgeport Way between McChord Drive and Seattle Avenue.~~

Key Pedestrian Streets or Trails (“Green Streets”): This term identifies streets that function as preferred pedestrian routes between nodes of activity, trails that link open space areas, or streets with a distinctive pedestrian oriented character, such as a shopping street. Key pedestrian streets should have wide sidewalks; streetscape features such as street trees, benches, way-finding signage, and pedestrian-oriented street lighting; and safe street crossings. The framework plan identifies pedestrian-friendly green streets in several areas including the Downtown where they are important to create a downtown atmosphere. Lastly, Lakewood’s Legacy Parks Plan identifies a system of off-street trails to be developed that link the city’s major open spaces.

Table 4.3: Key Pedestrian Routes

Green Streets	Neighborhood	Extents
83rd Ave.	Oakbrook	Steilacoom Blvd. to Garnett
Onyx Drive	Oakbrook	Oakbrook Park to 87th Ave.
Phillips Road	Oakbrook	Steilacoom Blvd. to 81st St.
87th Ave SW	Oakbrook	Onyx Drive to Fort Steilacoom Park

Green Streets	Neighborhood	Extents
Hipkins Road		104th to Steilacoom Blvd.
Green Street Loop with Arterial and Local Streets in Downtown	Downtown	See Downtown Plan for extent and street sections
72nd Ave.	Lakewood Center	Steilacoom Blvd. to Waverly Dr.
Waverly Drive	Lakewood Center	72nd Ave. to Hill Grove Lane
Hill Grove Lane	Lakewood Center	Waverly Drive to Mt. Tacoma Dr.
Mt. Tahoma Drive	Lakewood Center	Dekoven to Bridgeport Way
108th Street	Lakeview	Pacific Hwy. to Davisson Road
Kendrick Street	Lakeview	Entire length
San Francisco Ave.	Springbrook	Bridgeport Way to 49th Ave.
49th Ave.	Springbrook	San Francisco Ave. to 127th St.
127th St.	Springbrook	49th Ave. to 47th Ave.
Bridgeport Way	Springbrook	123rd St. to McChord Gate
123rd St.	Springbrook	Entire length
47th Ave.	Springbrook	From Pacific Hwy. SW to 127th St.
Washington Ave.	Tillicum	W. Thorne Lane to N. Thorne Lane
Maple Street	Tillicum	Entire length
Custer Road	Flett	Bridgeport Way to Lakewood Dr.

4.5.2 Lakewood Station District

Development of the Sound Transit commuter rail station (“Lakewood Sounder Station”) on Pacific Highway Southwest represents a major investment of public funds in Lakewood. It also presents the potential for major land use change as the private market responds to the opportunities presented by increased transportation options. The Comprehensive Plan defines the Lakewood Station district as a transit-oriented neighborhood with higher density residential uses, medically oriented businesses, and other commercial uses responding to increased transportation access in the area.

The commuter rail station combines a substantial park-and-ride lot and transit transfer center with the rail station to create a multi-modal transportation hub. Parking for a large number of vehicles, as well as improved transit and pedestrian access, will assist in the transformation and redevelopment potential for the commercial corridor along Pacific Highway Southwest. A newly constructed pedestrian bridge and pedestrian amenities on Kendrick Street to the north of the Sounder Station, together with high-density multi-family residential zoning set the stage for redevelopment of the area with transit-oriented residential development. New sidewalks and streetscape elements such as lighting and landscaping will improve the visual quality and public safety of the area around the station.

Other changes envisioned within the Lakewood Station district include:

- the strengthening and completion of the street grid north of St. Clare Hospital and east of Bridgeport Way; and
~~development of an open space corridor adjacent to the railroad tracks as part of a greater citywide system; and~~
- ~~expansion of the street grid in Springbrook to allow for connections between 47th Street and Bridgeport Way.~~
- providing for enhanced bicycle routes and facilities as part of this multi-modal transportation hub.

~~ED-5.13: Develop and implement a sub-area plan for Springbrook.~~

7.5.1 Lakeview Light and Power

Lakeview Light and Power serves a large portion of eastern Lakewood, including most areas south of Steilacoom Boulevard and east of ~~Gravelly Lake Drive~~Bridgeport Way. Lakeview Light and Power's service area also includes the Springbrook neighborhood, most of the area south of 112th Street SW and east of Nyanza Road SW, and ~~west of I-5~~some areas between Gravelly Lake Drive and Bridgeport Way SW.

Approximately one-third of the projected population growth and two-thirds of the projected employment growth will occur in the Lakeview Light and Power service area. Lakeview Light and Power does not anticipate requiring any new facilities to accommodate this projected population and employment growth, provided that the future commercial and/or industrial development is not substantially more energy intensive on a per-job basis than existing commercial and industrial development in the city.

11.3.3 Develop redevelopment and subarea plans for the Lakewood Station District, ~~Springbrook~~, the CBD, the Pacific Highway SW corridor, and selected residential arterials.

2021-03 Updates to reflect adoption of 2020 City Parks Legacy Plan

Update Comprehensive Plan maps and text to reflect adoption of 2020 Parks Legacy Plan.

Additions and deletions are included below in underline/strikeout.

Note: Comprehensive Plan Figures 3-5, 3-6, and 3-8 will be updated in a future Comprehensive Plan amendment cycle.

3.10 Green Spaces, Recreation, and Culture

3.10.1 Parks, Open Space, and Recreation – An Overview

The Lakewood community evolved under a regionally focused parks and recreation planning system. In the 1970's and 1980's extensive residential growth occurred in Lakewood without concurrent attention to green spaces and recreational needs. Many neighborhoods had no parks or other such amenities. Further, park areas were in stages of disrepair due to years of deferred maintenance and limited capital improvements. Upon the City's incorporation in 1996, less than 40 acres of park land and facilities were transferred to the City by other public agencies.

Within two years after incorporation, Lakewood adopted its first parks and recreation master plan in March 1998. The master plan was modest in its goals, but did list the City's priorities:

- 1) Acquisition of future park and open space sites;
- 2) Upgrading existing parks sites; and
- 3) Preservation of natural open space.

The City immediately began investing in parks and recreation to meet community needs, including new park facilities, sports fields, playground structures, irrigation [systems](#) and turf [areas](#), new restrooms and shelters, and various recreation programs and community events. Major renovation projects were initiated. Waterfront access improvements were made on American Lake and an off-leash dog park was established at Fort Steilacoom Park. Recreational programming was directed into underserved areas of the community to meet the complex needs of youth facing social and economic challenges. Large tracts of both public and private property were zoned open space.

In September 2005, Lakewood adopted a new Parks and Recreation Master Plan. The Parks, Recreation and Community Services Department (PRCS) expanded the recreation division, developed new community partnerships, created new citizen advisory boards, added three new parks, a new senior activity center and made system-wide park improvements to better serve Lakewood residents.

In view of program expansion, new trends, future needs, and to be eligible for various funding programs, the Department initiated an update to the 2005 Master Plan in mid-2010 and embarked on the development of a 20-year sustainable park and recreation master plan document known as the Lakewood Legacy Plan. In March 2011, a visioning process was established which created vision and mission statements, and strategic goals. [This culminated](#)

in the 2014 Lakewood Legacy Plan, which was designed to meet the state of Washington's requirement for a six-year parks, recreation and open space plan (PROS).

In the spring of 2019, the City embarked on an update to the 2014 Legacy Plan producing the vision, mission, motto, and goals listed below. This update included a multi-pronged outreach and engagement plan, as well as a detailed demand and need analysis. The demand and need analysis included a review of existing environments, demographic trends, park and recreation trends, and input received from the community at public engagement efforts. For the needs analysis, the city performed gap analyses using the plan's level of service measurements: a walkshed measurement and a quality and diversity assessment, known as the Park Amenity Condition Assessment (PACA).

Vision: Lakewood is a healthy and vibrant community where opportunities abound.

Mission: Lakewood provides quality parks, diverse programs, and sustainable practices that encourage an engaged and livable community.

Motto: Safe, Clean, Green, and Equitable.

Goal 1: Protect, preserve, enhance and expand parks and open space facilities.

Goal 2: Provide equitable and community-driven services that are accessible for all.

Goal 3: Increase the connectivity of the community.

Connectivity means the state or extent of being connected or interconnected. For the Legacy plan, this means the ability to access parks and park amenities, and build and leverage social connections, for people to feel comfortable and welcome in the City's public spaces, and for people to have opportunities for civic engagement

Goal 4: Leverage and invest in facilities, programs, and infrastructure that boost economic opportunities and improve quality of life.

Goal 5: Provide transparent, accountable, and fiscally responsible services and facilities.

The goals are listed below.

Environmental:

Protect the open space needs of future generations through acquisition, development and environmental stewardship. Create safe access to open space through a connected system of urban, non-motorized trails.

Economic:

Invest in a quality park and recreation system to fuel economic development.

Secure sustainable and diverse funding to acquire, develop, maintain and operate the park and recreation system.

Social:

~~Build social equity through affordable, inclusive and accessible park and recreation services. Create a strong, active and healthy community by providing a variety of open space and recreation opportunities.~~

Cultural:

~~Celebrate the cultural diversity of our community by providing a wide range of parks and recreation opportunities.~~

~~Create a sense of place in our community by incorporating art and history in parks and public spaces.~~

Organizational:

~~Maintain and update the Legacy Plan goals, strategies, policies and procedures in response to changing needs, trends and performance outcomes.~~

~~Make accountable, transparent and responsible decisions by considering the environmental, economic, social and cultural impacts to our community.~~

The Legacy Plan lays out a road map to guide the future development of park and recreation services, while creating a healthy and sustainable park and recreation system for future residents. It works in concert with the Comprehensive Plan which provides direction for the planning, acquisition, development, and renovation of parks, open space, and recreational facilities for the years 2014-2020 – 2034-2040. The Legacy Plan was developed with participation from City and service area residents. It identifies existing publicly owned parks and facilities and their needed improvements, opportunities for partnerships, potential funding sources, and a course of action.

The Legacy Plan is used in the following ways:

A strategic guide: The plan acts as a foundation for future strategic planning, decision making and visioning exercises. It serves as a guide for elected officials and City personnel in the provision of park, open space and recreation services.

An information provider: The plan provides information on the City’s park, open space and recreation system for elected officials, City personnel, community members and any other interested parties.

To support grant funding: The plan is designed to support grant applications; specifically, the plan is designed to meet the planning requirements of the Washington State Recreation and Conservation Office (RCO).

The Legacy Plan goals and priorities have been inserted into the Lakewood’s Comprehensive Plan. The Legacy Plan’s inventory, implementation strategies, and capital facilities planning are also incorporated by this reference.

3.10.2 Park Planning Areas

~~With over 12,000 acres, Lakewood is made up of diverse neighborhoods traversed by major arterials, lakes and creeks resulting in some areas being isolated from the rest of the City. In certain areas, residents have to cross major roads and water bodies to access the closest park and recreation facilities. The physical barriers can cause inconvenience and create longer trips for residents to travel to their nearest parks and open space.~~

~~The Legacy Plan uses these major physical barriers as boundaries to create 10 park planning areas. Through this delineation, residents living within each park planning area will have safe access to and be equitably served by sufficient parks and outdoor recreation opportunities within reasonable walking distance.~~

~~The 10 park planning areas are shown in Figure 3.4 which are bisected by:~~

- ~~I 5;~~
- ~~Major arterials including Steilacoom Boulevard SW, Washington Boulevard SW, —portions of Bridgeport Way SW, Gravelly Lake Drive SW, 100th Street SW and South Tacoma Way;~~
- ~~Creeks such as Chambers Creek, Leech Creek and Clover Creek; and~~
- ~~Lakes such as Lake Steilacoom and American Lake.~~

~~In terms of the acreage of the park planning areas, they vary considerably ranging from the largest Area 5, with over 2,600 acres to the smallest and isolated, Area 9 of less than 300 acres. Generally speaking, the size bears no significance for the purpose of ensuring equitable, safe and convenient access to park and recreation services. The size and the configuration of any park planning area were solely determined by the alignment and the location of the major physical barriers discussed above.~~

3.10.23 Inventory of Parks and Open Space

The current City's parks system consists of one regional park, two community parks, nine neighborhood parks, one natural area and three urban parks, plus the Senior Activity Center and a community garden. In addition to City parks, the City is collaborating with Pierce County on the Chambers Creek Canyon Area of the Chambers Creek Regional Park and Seeley Lake Park. The City also has a joint-partnership with the Clover Park School District that allows Lake Louise Elementary School to serve as a neighborhood park after school hours. In addition to City parks and open space facilities, Washington state and Pierce County have parks, open spaces, and facilities located in Lakewood, including: Seeley Lake, Chambers Creek Canyon Area, South Puget Sound Urban Wildlife Area, the Lakewood Community Center and the American Lake boat launch at Camp Murray.

~~Currently, the Parks, Recreation and Human Services Department manages a total of 14 park sites, totaling about 650 acres. The Lakewood's parks range in size from a large Fort Steilacoom Park of over 350 acres, serving visitors from a wide region, to Primley Park of less than 0.2 acre, serving a particular local neighborhood. While the majority of the current park assets are~~

developed and well maintained, there are a few undeveloped or minimally maintained areas. ~~Examples include Lakeland Park, Edgewater Park and some portions of developed parks kept in their natural state for residents to relax and enjoy, such as the well-preserved native oak woodland and meadows in Fort Steilacoom Park and the 20-acre natural area in Wards Lake Park.~~

~~The Department Lakewood offers 15-ten (10) play structures in various parts of the City. Among the ten parks managed for high-impact recreation purposes, each has at least one playground structure to welcome neighborhood users, such as toddlers learning how to navigate a slide.~~

Many smaller parks serving local neighborhoods, such as Active Park, Springbrook Park and Washington Park, have basketball courts for causal play. However, major sport facilities such as baseball and soccer fields are mostly provided in larger parks serving a wider community or the entire City/region, such as Harry Todd Park and Fort Steilacoom Park. In total, the City offers ~~seven-eight~~ baseball fields, ~~three-soccer~~ seven multipurpose fields, ~~five-six~~ basketball courts/hoops, one tennis court and two skate parks.

~~Ten-Twelve~~ picnic shelters are provided in six major parks for community use. Five of them are located in Fort -Steilacoom Park ~~and~~, two in Harry Todd Park, and two in Springbrook Park. Fort Steilacoom Park also houses a very popular 22-acre dog park. Figure 3.5 shows the locations of all public open spaces in the City. Figure 3.6 shows park and recreation sources managed by alternative providers.

The City operates two boat launches, one on American Lake at ~~at~~ American Lake Park, and the other on Lake Steilacoom at Edgewater Park. Beach access and swim areas are also available at American Lake Park and Harry Todd Park.

The City manages a total of over 51,000 feet of gravel paths, 22,300 feet of asphalt pathways and almost 5,000 feet of cement trails. Trails are provided in all types of parks, for both high and low-impact recreation pursuits.

Restrooms in parks are highly desired by the public; however, maintenance and operation costs continue to rise. ~~Except Fort Steilacoom Park, which has restrooms open year-round, all other restrooms in American Lake Park, Harry Todd Park, Kiwanis Park and Wards Lake Park are seasonal.~~ Year round restrooms are provided in Fort Steilacoom Park, American Lake Park, Kiwanis Park and Harry Todd Park.

The City has 13 lakefront street-ends adjacent to, Lake Louise, Lake Steilacoom, Gravelly Lake, and American Lake. Lakefront street-ends are portions of the City's rights-of-way (ROW), or public easements, that "dead end" into public lakes. As ROW, lakefront street-ends are not considered parks or parkland. The City continues to actively monitor and evaluate existing lakefront street-ends.

~~The City has identified 13 street ends adjacent to Waughop Lake, Lake Steilacoom, Gravelly Lake, and American Lake. Street ends could be used for open space and recreation purposes. Figure 3.7 provides locations and lists recommendations for street ends. The City offers a wide~~

variety of recreation programs and life-long learning opportunities for all residents in the community. ~~Annually, the City offers over 500 recreation activities with more than 2,500 hours. Programs currently offered comprise a variety of program areas, service areas, types and formats.~~

~~Park and recreation services are provided by alternative sources. Figure 3.8 shows the locations of both private and public golf courses found within the immediate vicinity of Lakewood.~~

Schools also provide recreational opportunities throughout the community; Figure 3.9-8 shows the locations of 26 public schools within Lakewood. Community facilities are identified in Figure 3.409. Through a partnership with the Clover Park School District, the playground at Lakewood Louise was enhanced in 2009 to support community use during non-school hours. The improvements provided open space in an underserved area, improved our parks level of service and was an efficient use of public resources.

Analysis of Park Land and Facilities Needs

3.10.4 Park and Recreation Demand

As part of the 2020 Legacy Plan update the city performed a demand and needs assessment that included: an analysis of existing environments, demographic trends, park and recreation trends, and input received from the community at public engagement efforts. For the needs analysis, the City also performed gap analyses using the plan's level of service measurements: a walkshed measurement and a quality and diversity assessment, known as the Park Amenity Condition Assessment (PACA).

~~Since Lakewood is mostly developed, much of the future population growth would likely occur in areas where residential intensification occurs in the form of infill and mixed-use development. Also complicating park planning are three important factors:~~

- ~~1) Fort Steilacoom Park which is a regional park facility serving 900,000 visitors annually;~~
- ~~2) The past practice of deferring park maintenance; and~~
- ~~3) The absence of dedicated funding for park development.~~

~~The Legacy Plan, therefore, takes a different approach in estimating future park demand. Preparation of the Legacy Plan relied heavily on the 2010 community wide needs assessment survey prepared by an outside consultant, Management Learning Laboratories. A questionnaire based on focus group meetings with different segments of the community, members of the parks staff, and recreation providers in Lakewood. Once the questionnaire was completed it was mailed to a random sample of residents. The data from the survey was analyzed to produce a set of recommendations.~~

Major Findings:

~~The issues important to the respondents include neighborhood parks and family based recreation. While there were other areas of importance as well, overall, this community is interested in recreating with families in their local parks. Special events appear to be of~~

importance to respondents. In general, a set of trends emerged in terms of programs and facilities. Although not in a specific hierarchical order, the following are the top issues that the City will want to address in the near future and long term:

- Neighborhood parks
- Safety and security of facilities
- Cleanliness of facilities
- Preservation of open space
- Family-based programs
- Cooperation with other entities including schools and businesses
- Quality of staff in terms of professionalism and courtesy
- Engage in fund raising through solicitation of sponsorships
- Programming for younger children with before and after school opportunities
- Better advertise location of facilities and programs

The needs assessment also examined Level of Service (LOS) to determine if there were a sufficient number of neighborhood parks located within the City to meet future population demand as well as identification of possible service duplications and gaps.

Survey participants were asked how far they were willing to walk to recreation facilities. Respondents to the needs assessment indicated a willingness to walk 18-21 minutes to a park or recreation area which constitutes a 0.75-mile service radius. Consequently, this Legacy Plan incorporates a 0.75-mile walking distance as the LOS for neighborhood parks equipped with playground facilities.

The new 0.75-mile LOS was applied to each of the 10 Lakewood park planning areas to determine any park service area duplications and gaps using GIS mapping of walkways, sidewalks, and other linkage networks.

Based on this assessment, Lakewood has three residential areas that are potentially underserved:

- North section of planning area 2 west of Bridgeport Way which may be serviced by acquiring neighborhood park lands adjacent to Chambers Creek Regional Plan and/or by acquiring private park land near the Oakbrook County Club or the private Oakbrook Pool on Ruby.
- East section of planning area 8 east of Gravelly Lake which could be serviced by developing a trail system around Gravelly Lake linking existing neighborhood parks and/or by developing a school park at Tye Park Elementary School.
- East section of planning area 10 east of I-5 which may be serviced by developing and/or acquiring and redeveloping residentially zoned land adjacent to the industrial area. Woodbrook Middle School property has been rezoned industrial reserve.

Figure 3.11 illustrates the underserved areas based on 20-minute walk radius.

Intergovernmental Coordination Opportunities

Currently, the parks, recreation and human services department has collaborated with close to one hundred partners, including public, private and non-profit agencies. These collaborations help manage or develop park resources, plan programs and events, deliver activities, market programs or share the use of facilities, equipment or program space.

For park development and management, the department has successfully partnered with public agencies including the County and the State to operate Fort Steilacoom Park and the Clover Park School District to develop a neighborhood-school park at Lake Louise Elementary School. On the programming side, the department works with many agencies including the local school district, Pierce College, Pierce County Library District, Communities in Schools and over 40 nonprofit and local interest groups. Over 30 private organizations provide sponsorship and assist in joint marketing programs.

There are different forms of partnership agreements in place governing how relationships are managed. In some cases, these collaborations take the form of informal “handshakes” and in other situations, an interlocal agreement. While most partnerships are informal, the City has established interlocal agreement with Pierce County to rent space at the Lakewood Community Center. Pierce County, Lakewood, and the city of University Place have also entered into an interlocal agreement for the development of Chambers Creek Trail. A third interlocal agreement is in place with the local school district to use a local elementary school site, Lake Louise Elementary, as a neighborhood park.

~~There are different forms of partnership agreements in place governing how relationships are managed. In some cases, these collaborations take the form of informal “handshakes” and in other situations, an interlocal agreement. While most partnerships are informal, the City has established interlocal agreements with Pierce County to rent space at the Lakewood Community Center. A third interlocal agreement is in place with the local school district to use a local elementary school site as a neighborhood school park.~~

Volunteers are also important. Their contribution to overall operations is significant. Volunteers assist with dog park monitoring, are used as senior ambassadors, and perform invasive plant removal and general park maintenance. ~~In 2013, volunteers provided over 7,000 hours of service.~~

Another important resource that supports annual basic park maintenance is the City’s Work Crew program. Created as an alternative sentencing program in the municipal court system to reduce jail housing costs, the work crew offenders perform community service hours in lieu of jail time and fines. Due to the City hosting several municipal courts and sharing this alternative sentencing program, the use of the City’s work crew has significantly been reduced in the past few years. ~~Although the number of participants varies from week to week and season to season, the work crew provides about 10,000 hours each year in park maintenance support.~~

~~Work crew participants regularly support daily park rounds (litter and garbage removal, basic vandalism repairs and graffiti removal, parking lot clean up, weeding, and raking chips in the playgrounds) and provide seasonal clean up and special project support.~~

~~In monetary terms, volunteers and work crew participants together contribute \$220,000 to parks operations.~~

~~**GOAL LU-41:** Protect the open space and water access needs of future generations through acquisition, development and environmental stewardship.~~

~~Policies:~~

~~LU 41.1: Assess open space needs within each park planning area.~~

~~LU 41.2: Develop partnership and acquisition strategies to address open space deficiencies.~~

~~LU 41.3: Customize park design through the preparation of master site designs to ensure open space and water access needs are met.~~

~~LU 41.4: Protect public open space and water access for future use.~~

~~LU 41.5: Promote environmental stewardship by promoting public awareness, maximizing the use of public space for environmental education, and exploring the feasibility of developing environmental education centers.~~

GOAL LU 41: Protect, preserve, enhance and expand parks and open space facilities.

Policies:

LU 41.1: Protect irreplaceable natural, cultural and historical assets.

LU 41.2: Preserve existing parks and facilities by using preventative maintenance and innovative and sustainable practices.

LU 41.3: Enhance parks by providing a variety of amenities that meet the diverse needs of a growing and changing population.

LU 41.4: Expand park systems by strategically acquiring land and proactively planning for future system needs.

~~**GOAL LU-42:** Create safe access to open space through a connected system of urban, nonmotorized trails.~~

~~Policies:~~

~~LU 42.1: Develop a connected system of nonmotorized trails throughout the City.~~

~~LU 42.2: Develop off street trails within City parks to encourage physical activity for park visitors. LU 42.3: Develop trails and linear urban parks within development sites to improve trail connectivity.~~

~~LU 42.4: Secure resources for trail development and maintenance.~~

GOAL LU 42: Provide equitable and community-driven services that are accessible for all.

Policies:

LU 42.1: Provide a wide variety of park amenities and programs to meet the various needs of the community.

LU 42.2: Continue to remove physical, financial, and social barriers that prevent or deter park and recreation use.

LU 42.3: Celebrate and support the cultural diversity of the community.

LU 42.4: Provide a variety of opportunities to involve residents, partners, and stakeholder groups in park and recreation planning, design, decision making, and program implementation.

LU 42.5: Develop policies to support active and healthy communities.

~~**GOAL LU-43: Invest in a quality park and recreation system to enhance economic benefit.**~~

~~Policies:~~

~~LU 43.1: Create public spaces and amenities in the CBD to support downtown businesses and residents.~~

~~LU 43.2: Encourage the development of open space and recreation amenities in business parks or other commercial areas to support workers and nearby residents.~~

~~LU 43.3: Invest in Fort Steilacoom Park and Fort Steilacoom Golf Course to support regional use and generate economic benefit.~~

~~LU 43.4: Promote tourism at regional and community parks and water access areas.~~

~~LU 43.5: Ensure City parks are safe and clean to enhance the value of nearby properties.~~

GOAL LU 43: Increase the connectivity of the community.

Connectivity means the state or extent of being connected or interconnected. For the plan, this means the ability to access parks and park amenities, and build and leverage social connections, for people to feel comfortable and welcome in the City's public spaces, and for people to have opportunities for civic engagement.

Policies:

LU 43.1: Develop and maintain a system of connected non-motorized trails that encourage physical activity and create safe routes to parks and public spaces.

LU 43.2: Build and leverage partnerships with other entities, organizations, community stakeholder groups, and other City departments to provide quality and accessible services.

LU 43.3: Create a sense of place at parks and in public spaces by incorporating art, culture, and history.

LU 43.4: Provide a variety of outreach and promotional materials to spread awareness of parks and recreation services.

LU 43.5: Assume a wide range of roles in the provision of services, including direct provider, partner, sponsor, and information clearinghouse.

~~**GOAL LU-44: Secure sustainable and diverse funding to acquire, develop, maintain and operate the park and recreation system.**~~

~~Policies:~~

~~LU 44.1: Develop a long term financial plan to support a sustainable park and recreation system.~~

~~LU 44.2: Seek creative funding sources to meet the open space, water access and program needs of the community.~~

~~LU 44.3: Create a legacy campaign to solicit funds to implement a comprehensive park and recreation system.~~

GOAL LU 44: Leverage and invest in facilities, programs, and infrastructure that boost economic opportunities and improve quality of life.

Policies:

LU 44.1: Continue to develop and expand destination park amenities and community signature events that increase tourism and improve recreation opportunities.

LU 44.2: Develop park and public space amenities in the downtown and other mixed-use and commercial areas.

LU 44.3: Provide safe, clean, and green parks that attract visitors, businesses, and enhance property values.

~~**GOAL LU-45: Provide affordable, inclusive and accessible park and recreation services Citywide. Policies:**~~

~~LU 45.1: Include a wide variety of quality programs to meet the diverse needs of the community.~~

~~LU 45.2: Increase access to recreation opportunities in underserved areas. LU-~~

~~45.3: Seek creative alternatives to ensure program affordability. LU 45.4: Ensure equitable access to parks across the City.~~

~~LU 45.5: Facilitate and encourage the use of public transit and active transportation to access City parks and recreation programs.~~

~~LU 45.6: Seek public support for affordable, inclusive and accessible park and recreation services.~~

GOAL LU 45: Provide transparent, accountable, and fiscally responsible services and facilities.

Policies:

LU 45.1: Make accountable, transparent, and responsible decisions that consider the environmental, economic, social, and cultural impacts to our community.

LU 45.2: Maintain and update the Legacy Plan goals, strategies, policies and procedures in response to changing needs, trends, performance outcomes and statutory requirements.

LU 45.3: Secure sustainable, diverse, and creative funding.

LU 45.4: Cultivate and leverage community partnerships to improve park and recreation services.

LU 45.5: Research, implement, evaluate, and improve park and recreation practices.

~~GOAL LU 46: Create a safe, strong, active and healthy community by providing a variety of open space and recreation opportunities.~~

~~Policies:~~

~~LU 46.1: Provide a wide range of park and open space amenities and facilities to support a safe and healthy community.~~

~~LU 46.2: Ensure park and facility design and maintenance support a safe and healthy community.~~

~~LU 46.3: Develop policies to support active living and healthy communities.~~

~~GOAL LU 48: Acknowledge Lakewood's cultural diversity by providing a wide range of park and recreation opportunities.~~

~~Policy:~~

~~LU 48.1: Raise cultural awareness by showcasing community cultures through recreation programming, supporting special events, displaying cultural art in parks and public places, and developing new partnerships with organizations that represent diverse ethnic backgrounds.~~

~~**GOAL LU-49:** Maintain and update the Legacy Plan goals, strategies, policies and procedures in response to changing needs, trends, performance outcomes and statutory requirements.~~

~~Policies:~~

~~LU 49.1: Maintain plan update cycle to ensure plan relevancy.~~

~~LU 49.2: Track performance outcomes to assess factors affecting plan implementation.~~

~~LU 49.3: Incorporate program evaluations and performance management into daily operations and annual work programs.~~

~~LU 49.4: Encourage the use of best practices in the management and operation of the parks and recreation system.~~

2021-06 Updates to reflect adoption of the Downtown Subarea Plan and the Lakewood Station District Subarea (LSDS) Plan.

Amendments are shown in underline/strikeout below. All other sections of the Comprehensive Plan remain unchanged.

1.4.1 Controlling Sprawl

Land use in Lakewood is characterized by sprawl - that all too common pattern of low intensity land use, where housing, businesses, and other activities are widely scattered with no focus. Sprawl, often the result of lax land use controls, results in inefficient use of infrastructure, over-dependence on the automobile, lack of spatial organization, and urban development that most people perceive as ugly. This plan will reverse this trend through the following:

- Land use designations custom tailored to resolving Lakewood's existing land use problems.

In contrast to generic land use controls, each of the land use designations was developed to specifically address the land use issues facing Lakewood. To be applied through new zoning developed in response to this plan, the land use designations address specific types of uses as well as housing and employment densities. The mosaic of designations will direct development intensity and determine where living, working, shopping, and relaxing will occur for the next two decades limiting the surplus of commercial land.

Commercial activity has traditionally been distributed throughout Lakewood in a relatively random pattern. Not only is this an extremely inefficient use of land, it weakens the local economy. This plan restricts new commercial development to specialized nodes and corridors for regional commerce and neighborhood commercial areas as a service to nearby residents and businesses.

- Targeted residential growth in specific neighborhoods.

A number of residential areas will be rejuvenated as high-density neighborhoods supported by public open space, neighborhood commercial centers, and other amenities. The neighborhood targeted for maximum growth is Springbrook. Along with its name change from McChord Gate, this neighborhood will undergo substantial redevelopment at land-efficient densities. With its proximity to employment opportunities at JBLM and the central business district (CBD), as well as excellent access via I-5 and commuter rail at Lakewood Station, Springbrook is a natural candidate for high density residential development. Construction of new townhouses and apartments has been catalyzed through provision of amenities such as new parks, open space, and improved infrastructure (including a new water main installed in 2012). Other neighborhoods with substantial growth capacity slated for redevelopment under this plan include the Custer neighborhood in north central Lakewood, the northern portion of Tillicum, and the area around the Lakewood commuter rail station.

- Focused investment.

Public investment will be focused on the areas of the city where major change is desired such as the City's Downtown subarea, coterminous with the designated Regional Growth Center. Spending will be prioritized to achieve the coherent set of goals established in this plan. As required by law, capital expenditure will be consistent with the comprehensive plan, providing a rational basis for fiscal decision-making. Specifically, public investment will be tied to growth; thus, areas targeted for increased housing and employment density will have top priority for City spending. The City has spent over \$24 million on projects in the Springbrook,

Woodbrook and Tillicum areas since 2004, including extension of sanitary sewer service to Tillicum and Woodbrook, extension of water service to Springbrook, and substantial roadway improvements in these areas.

1.4.3 Creation of Place

“There’s no there, there” is a common criticism of many American localities, and Lakewood has been no exception. The traditional icon of place is a recognizable downtown. While many of the basic ingredients for a downtown are already in place in Lakewood, they currently do not work together to create an active, multi-faceted core. This plan is focused on creating a viable, functioning, and attractive community center.

- Continue development of the ~~Central Business District (CBD)-Downtown Subarea~~.

The ~~CBD-Downtown Subarea~~ is the center of commercial and cultural activity for the city. It encompasses both the Lakewood Towne Center and Colonial Center. ~~In 2018, the City adopted the Downtown Subarea Plan, Code and Planned Action to spur placemaking and significant redevelopment in the subarea, including planning for 2,257 housing units and 7,369 jobs. The Downtown Subarea Plan includes goals, policies and strategies to implement its vision; it is hereby incorporated by reference into the Comprehensive Plan.~~ The area in and around the Towne Center is envisioned as a magnet for intensive mixed use urban development including higher density office and residential uses. At the north end of the ~~CBD-Downtown subarea~~, the Colonial Center will serve as the hub of Lakewood's cultural activity. Higher quality, denser urban redevelopment is expected within the District, noticeably increasing social, cultural, and commercial activity. Streetscape and other urban design improvements will make this area more accessible and inviting to pedestrians.

- Development of a special district around Lakewood Station.

The Lakewood Station area is intended to become a new high density employment and residential district catalyzed by station-area development opportunities. ~~A new pedestrian bridge connecting on the Lakewood Sounder Station to the neighborhood to the north was completed in 2013. In 2021, the City adopted the Lakewood Station District Subarea Plan, Code and Planned Action. Under the Plan, A~~ dense concentration of urban development with a major concentration of multi-unit housing, health care services, and, shopping will be developed within walking distance of the Lakewood commuter rail station. A significant high density, multi-unit residential presence ~~providing residents with both rental and ownership opportunities~~ in the center of this area ~~will is~~ be encouraged. ~~1,722 housing units and 1,276 jobs are planned for. The Lakewood Station District Subarea Plan includes goals, policies and strategies to implement its vision; it is hereby incorporated by reference into the Comprehensive Plan. There will be S~~ special emphasis placed on design to ~~per the form-based code to~~ enhance the pedestrian environment and create a diverse new urban neighborhood. New open space opportunities consistent with the desired urban character will be ~~prioritized-realized in private and public developments~~ to attract development. ~~A new pedestrian bridge connection the Lakewood Station to the neighborhood to the north was completed in 2013.~~

- Increased emphasis on making Lakewood accessible and convenient for pedestrians and bicycle riders.

This plan offers transportation choice by putting walking and bicycling on an equal footing with the automobile. New linked systems of sidewalks, crosswalks, trails, and pathways will not only make alternatives to driving viable for those unable to drive, but a desirable option for those who choose to walk or ride.

- New urban design approaches to raise the aesthetic standards throughout the city.

Lakewood citizens are overwhelmingly in favor of instilling a sense of place for their community by making it more attractive. This plan addresses this sentiment with an entire chapter devoted to urban design. The policies in the Urban Design chapter will improve the quality of place through specific design treatments both at the city-wide context level as well as at the level of specific targeted neighborhoods.

2.3.5 High-Density Multi-Family

The High-Density Multi-Family designation provides for high-density housing types and designs that combine urban design elements to enhance the living environment with integration into ~~the central or neighborhood appropriate~~ business districts, ~~the Lakewood Station District~~, or neighborhoods. Urban design elements stress pedestrian orientation and connections, security, transportation, and integration of housing into the adjacent neighborhood.

2.3.6 Downtown

The Downtown Subarea is the primary retail, office, social, urban residential, and government center of the City. The complementary, interactive mixture of uses and urban design envisioned in the Downtown Subarea Plan provides for a regional intensity and viability with a local character. The regional focus and vitality of the district are evident in the urban intensity and composition of the uses in the district and its designation as a Regional Growth Center. Local character is reflected in the district's design, people-orientation, and connectivity, which foster a sense of community. The Downtown is intended to attract significant numbers of additional office and retail jobs as well as new high-density housing. The plan anticipates that the properties within the Downtown will be developed into commercial and residential mixed uses with several public destination places (Colonial Plaza and Central Park.)

2.3.7 Corridor Commercial

The commercial corridors along I-5, South Tacoma Way, Pacific Highway SW, and Union Avenue SW are examples of Lakewood's dominant pattern of strip commercial development. The geographic relationship of the corridors to major road networks and the Lakewood Station District Subarea promotes employment, services, retail, and business/light industrial uses linked to access to major transportation networks. While the continuous linear alignment is a unifying element, each corridor presents varying challenges and opportunities. The Lakewood Station District Subarea Plan envisions new housing units and new employment, optimizing how people can work and live in and near the Corridor Commercial zone.

2.3.16 Lakewood Station District

The Lakewood Station District ~~will act as~~ is the multi-modal commuter hub of Lakewood and the southern terminus of Sound Transit's commuter rail service. The Lakewood Station District Subarea is a transit-oriented development cluster surrounding the Lakewood Station ~~preferred site, which is targeted for major urban growth~~. This District subarea will provide a mixture of intensive land uses and activities supportive of direct regional transportation access via the Lakewood commuter rail station and I-5. It functions as an overlay providing additional development standards to foster a high quality, pedestrian-oriented urban environment including incentives to encourage urban scale growth over the life of this plan. The District will accommodate a dense mix of office, retail, and missing middle and affordable high-density residential uses supported by direct regional transportation access.

2.4 Urban Center Designation

A key element of the urban growth strategy of the GMA and regional growth strategy is the direction of growth toward centers. Urban Centers are focal points within urban areas intended to complement compact communities providing viable alternatives to sprawl. They are intended to be dominated by relatively compact development, where housing, shopping, and employment are in proximity. Urban Centers are also intended to be the focal points for public investment in transit and other capital improvements.

According to the CWPP, centers are intended to:

- Be priority locations for accommodating growth;
- Strengthen existing development patterns;
- Promote housing opportunities close to employment;
- Support development of an extensive transportation system which reduces dependency on automobiles; and
- Maximizes the benefit of public investment in infrastructure and services.

Within its CWPP, the jurisdictions of Pierce County identified three types of Urban Centers and one manufacturing/industrial center that are applicable and consistent with the Puget Sound Regional Council's (PSRC's) VISION 2040 plan. Lakewood's ~~Downtown CBD~~ has been designated as an urban center under the CWPP and, by extension, is a recognized ~~urban regional growth~~ center under VISION 2040. ~~In the initial iteration of its comprehensive plan, Lakewood identified a manufacturing/industrial center, but this did not go on to be incorporated into the CWPP or recognized by PSRC. Therefore, Lakewood's manufacturing/industrial center was removed at the time of the 2004 review. The Puget Sound Regional Center has since adopted a protocol for designation of new centers, so any additional centers anywhere in the four-county region would need to first undergo that process in order to be recognized.~~

2.4.1 Urban Center

Urban centers as relatively compact clusters of densely mixed business, commercial, and cultural activity. Urban centers are targeted for employment and residential growth with excellent transportation, including high capacity transit service and major public amenities.

Lakewood has one Urban Center; see Figure 2.2. The boundaries of the Urban Center were drawn to include the most appropriate balance of high-density employment and housing in the City. The Urban Center includes the entire Downtown ~~subarea~~. High capacity transit is provided by the existing Pierce Transit Center in Lakewood Towne Center, with connections to the Sound Transit commuter rail at Lakewood Station and direct high occupancy vehicle (HOV) access to I-5 for bus service outside the center. Major public amenities will include improved pedestrian facilities such as design treatments, trails, and parks to be developed concurrent with implementation of the comprehensive plan. Policy language addressing designation of the urban center is located in Section 3.5 of this plan.

3.3 Commercial Lands and Uses

The amount and type of available commercial land uses are critical to the proper function of Lakewood. Commercial uses that provide goods and services to the residents represent a major source of employment and are a significant source of revenue for the City. Considerations related to Lakewood's commercial areas include:

Commercial Land Surplus: Lakewood has a large surplus of land in commercial use relative to the City's population and service area. In general, the official land use map provides minimal expansion of commercial lands in the City for the next 20 years in order to focus on redevelopment of existing commercial area. Most of the land currently in commercial use is scattered around the City in pockets or spread out along corridors such as Pacific Highway SW and South Tacoma Way. This pattern of dispersed commercial activity has taken the place of a traditional downtown core. This relatively large amount of strip commercial fronting on Lakewood's major arterials presents a significant land-use challenge. At the same time, since the comprehensive plan's adoption, identification of appropriate uses along high-traffic arterials has proven challenging when commercial uses are removed from the palette. In some cases, limited extension of linear commercial use may be most appropriate.

Competitiveness: Much of Lakewood's commercial development is older and thus vulnerable to changes in markets and competition from newer developments. At the time of the comprehensive plan's adoption, both the Lakewood Mall and the Colonial Center, the two principal commercial nuclei, were struggling with low market shares and resulting high vacancy rates. Since that time, redevelopment of Lakewood Mall into Lakewood Towne Center and a "power center" concept has reversed the high vacancy rate in this portion of the CBD Downtown, and created an impetus for nearby redevelopment.

Redevelopment/revitalization of the commercial areas is addressed by the following goals and policies, as well as related economic development goals and policies found in Chapter 5.

3.3.5 Lakewood Station District

GOAL LU-25: Promote the Lakewood Station Subarea as the multi-modal commuter hub of Lakewood.

Policies:

LU-25.1 Coordinate with affected agencies to facilitate the development and operation of the Lakewood Station Subarea as a multi-modal commuter hub.

LU-25.2:Foster the Lakewood Station Subarea's role as a transit-oriented development district, recognizing that Lakewood is the residential end of the commute pattern.

LU-25.3:Seek ways to acquire additional public and semi-public open space including the creation of mechanisms for bonus densities in return for provision of open space and other public amenities.

LU-25.4:Provide incentives for redevelopment of the Lakewood Station Subarea to capitalize on growth and visibility associated with the commuter rail station.

LU-25.5:~~Prepare-Implement the a sub-area plan for the~~ Lakewood Station District Subarea Plan.

4.1 Introduction

This chapter describes the community's vision for the development of Lakewood's physical environment. It presents a framework of priority roads, gateways, open space connections, and focus areas, followed by the goals and policies to achieve the vision.

Upon incorporation, Lakewood ceased to be a small part of a larger entity and instead became its own place. With the status of cityhood has come a need for identity and sense of place. Lakewood's citizens have strongly expressed the need for the community to take control of its image, to grow into a recognizable city with a strong civic center, and to eliminate the negative aspects of its past.

In the citizens' visioning sessions that took place at the beginning of the comprehensive planning process, urban design was identified as the most urgent planning issue before the City. This was a significant occurrence, as it is somewhat unusual for urban design to achieve such a high profile when compared to other pressing civic issues such as transportation, public safety, and human services. Participants expressed a desire for a plan that develops a foundation for building a "heart of the city," creates beautiful entrances to the city ("gateways"), creates a legacy of interconnected parks and green spaces, and identifies and preserves the best natural and built features that Lakewood has to offer. They wanted a more pedestrian-oriented city with attractive streets and an environment that helps orient and guide visitors.

This chapter begins the process of fulfilling a community vision of Lakewood as a fully evolved city that combines a defined sense of place and a collective unity of spirit as evidenced by an appealing, functional environment. Five major urban design building blocks are defined in this chapter to work toward this goal.

First, urban design needs related to specific land-use categories are discussed. Secondly, the relationship of urban design to transportation planning is presented, and some street classifications related to urban design are presented. Next, a physical framework plan identifies the key elements that define the city's physical structure in terms of its open space network, civic boulevards, and major gateways. Urban design strategies for specific focus areas are presented, along with specific actions for implementation. Finally, overall urban planning goals and policies are identified to guide development of Lakewood's physical environment.

The three urban design focus areas that are singled out for special attention are: the CBD Downtown Subarea, Lakewood Station District Subarea, and Tillicum. These three focus areas are crucial to the city's image and are parts of the city where substantial change is planned that will create a rich mixture of land uses in a pedestrian oriented environment. To achieve this level of change, substantial public investment and standards for private development will be needed.

There are limitations as to how urban design can be addressed at the comprehensive planning level. For this reason, this chapter recommends the future-preparation and implementation of subarea plans to address priority areas at a scale allowing for the necessary attention to detail. Pending these detailed studies, adherence to the goals and policies shown here will assist the City in carrying out some of its most pressing development priorities such as creating a recognizable Downtown, —City Hall construction,—continued redevelopment of the Lakewood Mall into Lakewood Towne Center, development of transit oriented residential and retail/commercial projects around the Sound Transit commuter rail Lakewood Station station, and the —preservation and creation of housing affordable to the City's residents—strong single-family neighborhoods.

4.2 Relationship Between Urban Design and Land-Use Designations

Particularly desirable urban design features accompany many of the land-use designations discussed in Chapter 2. These features are identified here in relationship to the specific land-use designations, except the CBD Downtown and Lakewood Station District Subareas, which are presented separately.

4.3 Relationship Between Urban Design and Transportation

* * *

Gateways: Gateways are the major access points and entrances to a city. They contribute to the public's mental image of a city and provide people with clues to wayfinding and orientation. This function can be strengthened by making them more memorable and identifiable through special design features such as landscaping, signage, lighting, paving patterns, and architectural treatment. A summary of proposed internal and external gateways is identified in Table 4.4. Most external gateways in the plan are along I-5, with several located at the city's northern and western boundaries. Three internal gateways are recognized in the area of the Downtown CBD: the intersections of 100th Street and Lakewood Boulevard at Bridgeport Way; 100th Street at Gravelly Lake Boulevard; and most importantly, Gravelly Lake Boulevard at Bridgeport Way.

4.4 Citywide Urban Design Framework Plan

With incorporation, Lakewood inherited an established system of transportation and open space networks. With improvement, they can help fulfill the citizens' desire for a better regional image, more attractive gateways into the city, better pedestrian and bicycle accommodations, and better access to natural and recreation areas. A citywide urban design framework plan illustrating these design components is shown in Figure 4.1. This framework plan focuses on the following main elements.

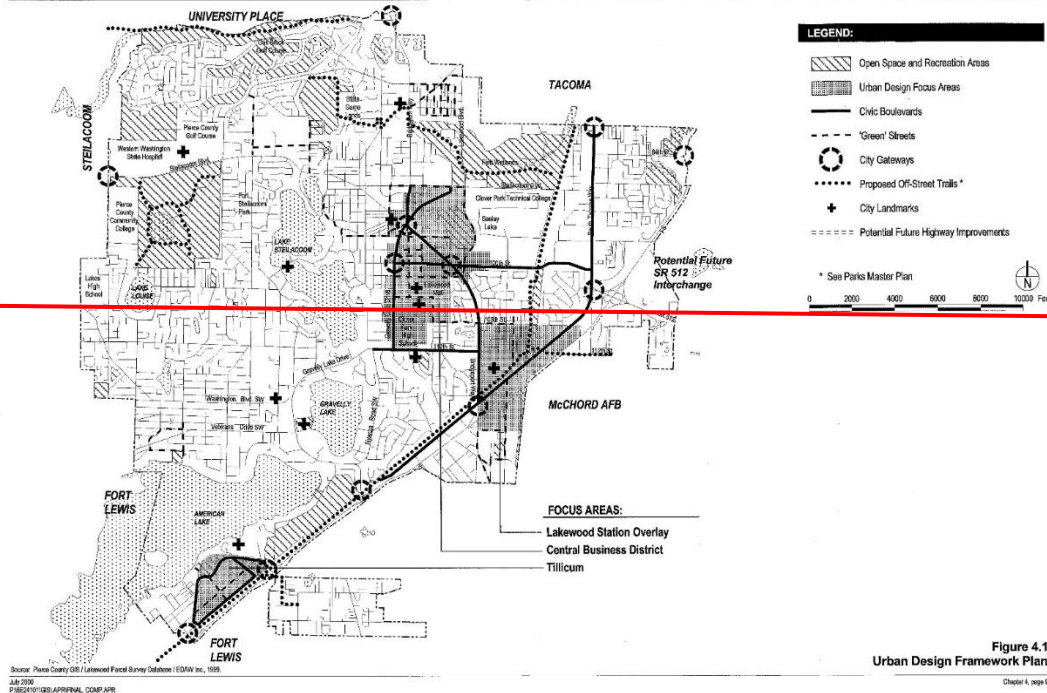
Landmarks: Landmarks are reference points in or outside the city. They help orient people and create the city's identity. Lakewood landmarks identified in this plan include:

- Colonial Center
- Flett House
- Boatman-Ainsworth House
- Settlers Cemetery
- Fort Steilacoom
- Thornewood Manor House
- Colonial Plaza
- Lakewood Mall
- Lakewood Gardens
- Lake Steilacoom Bridge
- City Hall*
- Lakewood Station*

*_potential future landmarks

Although they have no official protected status at this time, landmarks serve as important catalysts for neighborhood building. The plan also shows the opportunity to create several new landmarks with the recent development of a new City Hall and Lakewood Station adoption of the Downtown and Lakewood Station District Subarea Plans.

[NOTE – replace Figure 4.1 with an updated Urban Focus Area map depicting the Downtown and Lakewood Station District Subareas, the Tillicum Neighborhood, and the City Landmarks listed in Section 4.4 text.]



4.5 Focus Area Urban Design Plans

Three areas of the city were selected for a focused review of urban design needs: the Downtown, the Lakewood Station District, and Tillicum. These areas were singled out for their prominence, for the degree of anticipated change, and for the rich mixture of land uses within a limited space, calling for a higher level of urban design treatment. Each area is discussed in terms of a vision for that area, its needs, and proposed actions to fulfill those needs and realize the vision. A graphic that places those identified needs and proposed actions in context accompanies the discussion.

4.5.1 Downtown

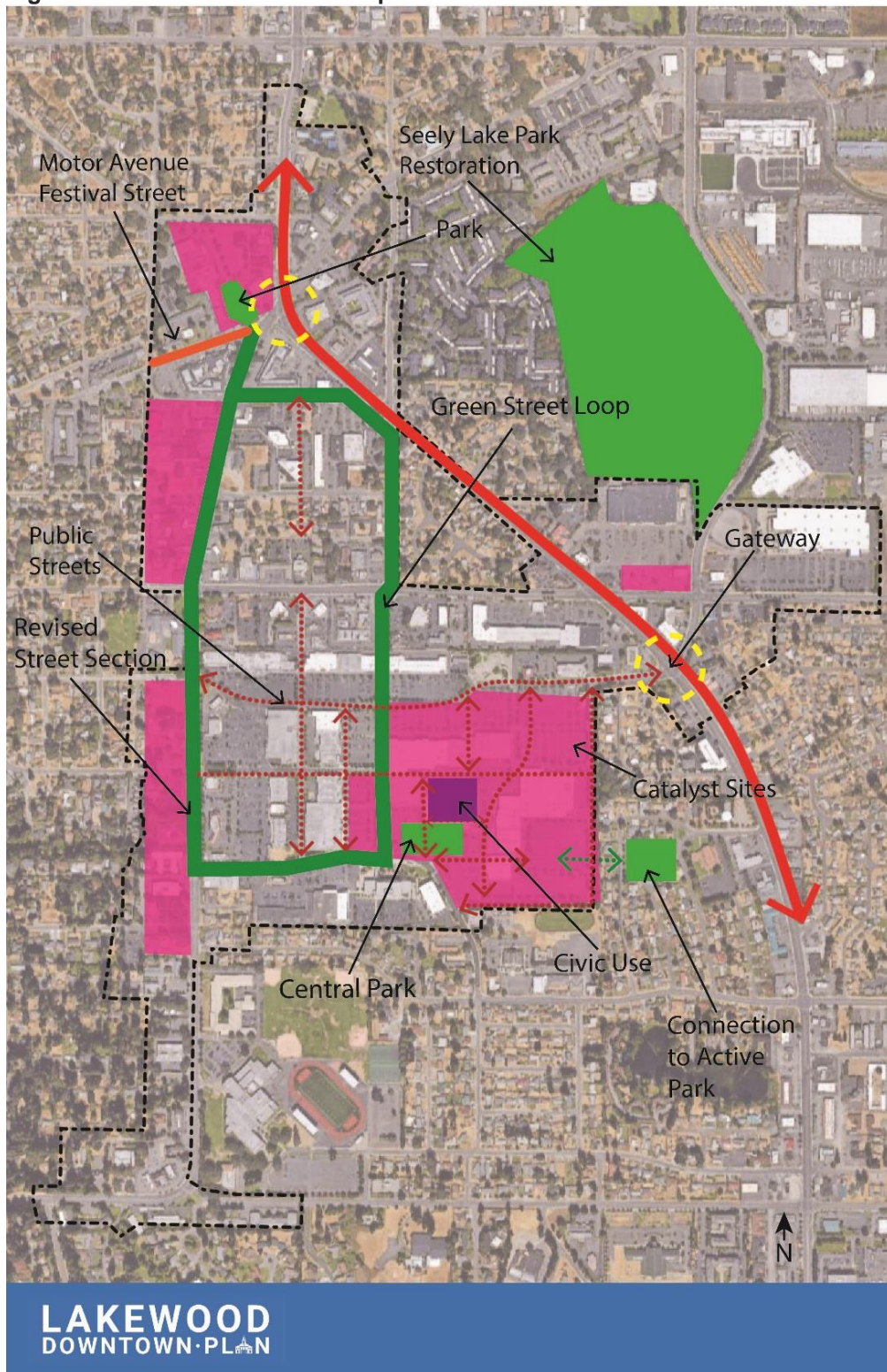
In 2018, the City adopted the Downtown Subarea Plan, Development Code and SEPA Planned Action, realizing a major goal of this Comprehensive Plan is to create a downtown in the Urban Center where CBD zoning is largely applied, redeveloping with it into a rich urban area with civic amenities, walkable streets, and a mix of uses including housing, entertainment, restaurants, and retail. The Downtown has significant economic assets such as the Lakewood Towne Center, historic and cultural assets such as the Colonial Center, nearby open space assets such as Seeley Lake, civic assets such as Clover Park High School and City Hall, and other major retail and entertainment assets. There is a strong street pattern, including the intersection of three of the city's major civic boulevards: Bridgeport Way, Gravelly Lake Drive, and 100th Street.

To create a downtown atmosphere, a number of land use and infrastructure changes will be needed are identified in the Downtown Subarea plan, including:

- **Green Street Loop:** To address the lack of park space, improve public streets, and improve circulation for pedestrians and bicyclists the green loop will include park like elements, green infrastructure, and support redevelopment in Downtown.

- **New Public Streets:** The Downtown lacks a dense and walkable street grid to support urban development, circulation, and an active public realm.
- **Central Park:** A new urban park of between two to four acres is proposed just north of City Hall to serve as the main gathering space for the community and to include a variety of features and programming.
- **Revised Gravelly Lake Drive:** As part of the Green Street Loop, a revised road design for Gravelly Lake Drive SW is proposed. The revision will allow for expanded sidewalks and a multi-use path on the east side of the street.
- **Catalyst Sites:** Catalyst sites are the best opportunities to weave together public improvements in infrastructure and amenities with infill and redevelopment by the private sector. The best opportunities for redevelopment based on vacant and underutilized sites, and large surface parking areas, and surrounding context have been identified as catalyst sites in the near term to further the implementation of this Plan.
- **~~Motor Avenue Festival Street~~ Colonial Plaza:** ~~In 2019, t~~The City ~~intends to move forward with~~~~completed~~ ~~creating the~~ Colonial Plaza, a festival ~~street space~~ along Motor Avenue consistent with the adopted ~~concept~~ Downtown Subarea pPlan. ~~The plan that~~ includes a large central plaza, a pedestrian promenade, a farmer's market and event structure, street trees, landscaping, and public art opportunities.

Figure 4.2 Downtown Plan Concept



Framework, 2018

4.5.2 Lakewood Station District

Development-Completion of the Sound Transit commuter rail station (“Lakewood Sounder Station”) on Pacific Highway Southwest represents a major investment of public funds in Lakewood. It also presents the potential for major land use change as the private market responds to the opportunities presented by increased transportation options. The Comprehensive Plan has defineds the Lakewood Station district as a transit-oriented neighborhood with higher density residential uses, medically oriented businesses, and other commercial uses responding to increased transportation access in the area since 2000.

The commuter rail station combines a substantial park-and-ride lot and transit transfer center with the rail station to create a multi-modal transportation hub. Parking for a large number of vehicles, as well as improved transit and pedestrian access, will assist in the transformation and redevelopment potential for the commercial corridor along Pacific Highway Southwest. A newly constructed pedestrian bridge and pedestrian amenities on Kendrick Street to the north of the Sounder Station, together with high-density multi-family residential zoning set the stage for redevelopment of the area with transit-oriented residential development. New sidewalks and streetscape elements such as lighting and landscaping will-could improve the visual quality and public safety of the area around the station.

The City adopted the Lakewood Station District Subarea (LSDS) Plan, Development Code and Planned Action in 2021, which are hereby incorporated into the Comprehensive Plan. Springbrook was not included in the subarea boundaries due to I-5 being a significant physical barrier, and the subarea was extended further northeast than originally drawn to include the 512 park & ride. Points of interest within the Subarea include the Sounder Station, the planned multi-phased mixed use development termed Lakewood Landing, the St. Clare Hospital complex, the SR-512 park-and-ride, Pacific Highway and Bridgeport Way commercial areas, and a residential area. The LSDS was mostly built out pre-incorporation, so the focus is on redevelopment.

Since there are few environmental constraints, and with its proximity to I-5 and the Sounder regional commuter rail, the LSDS is an ideal place to realize a transit-oriented higher density affordable and “missing middle” housing types and a variety of employment centers. The LSDS Vision statement reads:

The Lakewood Station District is a multi-modal commuter hub of Lakewood and the southern terminus of Sound Transit’s commuter rail service. The Lakewood Station District provides an amenity-rich, transit-oriented development node surrounding the Lakewood Station.

This District offers a mixture of intensive land uses and activities supportive of direct regional transportation access via the Lakewood commuter rail station and I-5.

The District implements development standards to foster a high quality, pedestrian-oriented urban environment including incentives to encourage a dense mix of commercial and medical office, regional and local retail, services and hospitality, and high-density residential uses offering ownership and rental housing opportunities, all supported by direct regional transportation access.

The LSDS Plan keeps parcels zoned as already identified in the Comprehensive Plan. By adopting a hybrid form-based code that will assist with higher density residential and commercial redevelopment over time, the planned new residential capacity is 1,172 dwellings and the planned employment capacity is 1,276 jobs.

<u>Zone</u>	<u>Sum of Res. Units</u>	<u>Total Acres</u>	<u>Density Achieved</u>	<u>Max Density</u>	<u>% of Max Density Achieved</u>
<u>Multifamily 3: 2020</u>	<u>475</u>	<u>40.9</u>	<u>11.6</u>	<u>54</u>	<u>21%</u>
<u>Planned MF 3: 2035</u>	<u>1,502</u>	<u>40.9</u>	<u>36.7</u>	<u>54</u>	<u>68%</u>

Other changes envisioned within the Lakewood Station district include:

- the strengthening and completion of the street grid north of St. Clare Hospital and east of Bridgeport Way;

- ~~development of an open space corridor adjacent to the railroad tracks as part of a greater citywide system; and~~
- ~~expansion of the street grid in Springbrook to allow for connections between 47th Street and Bridgeport Way.~~
- ~~Provide for enhanced bicycle routes and facilities as part of this multi-modal transportation hub.~~

The ~~urban design framework plan~~ graphic depicting ~~some of the potential~~planned land-use and urban design changes in the Lakewood Station District Subarea is shown in Figure 4.3. ~~Some of the specific urban design actions shown which may occur as the Lakewood Station district develops over the next 20 years are as follows:~~

Landmarks/Activity Nodes: The Bridgeport Way intersection with I-5, arguably the most important and visible access point into the city, would be redeveloped and landscaped into a graceful entrance on both sides of Pacific Highway Southwest. The commuter rail station and related architecture, including the garage structure, could present a memorable regional image, while simultaneously functioning to mediate the transition in scale between the station and the neighborhood to the north.

Civic Boulevards: Bridgeport Way, Pacific Highway Southwest, and 112th Street would receive various safety and image-oriented streetscape improvements, including the use of landscaped medians in the current turning lanes, improved crosswalks, undergrounding of utilities, and general aesthetic improvements. The intersection of Bridgeport Way with Pacific Highway Southwest in particular is suited for potential improvements related to creating a positive gateway image for Lakewood.

Green Streets: Several important pedestrian connections would be made along existing streets to increase pedestrian interest and safety, including curb ramps, street trees, crosswalks, lighting, and other improvements. A pedestrian connection along Kendrick Street, which acts as a spine connecting the commuter rail station to Lakeview School, would facilitate use of the playground as a neighborhood park. Another important connection between the station area and Springbrook could be made through improvements along 47th Avenue, including the bridge, which could become a significant second access point to Springbrook.

Open Space: A number of significant public open space opportunities could be realized in the course of station area development. Stormwater retention facilities developed in conjunction with the station would provide open space, as would the proposed linear park developed adjacent the Burlington Northern ROW. One or more small pocket parks could be developed in conjunction with future development. Freeway buffers along the I-5, primarily on the east side, would create additional green space.

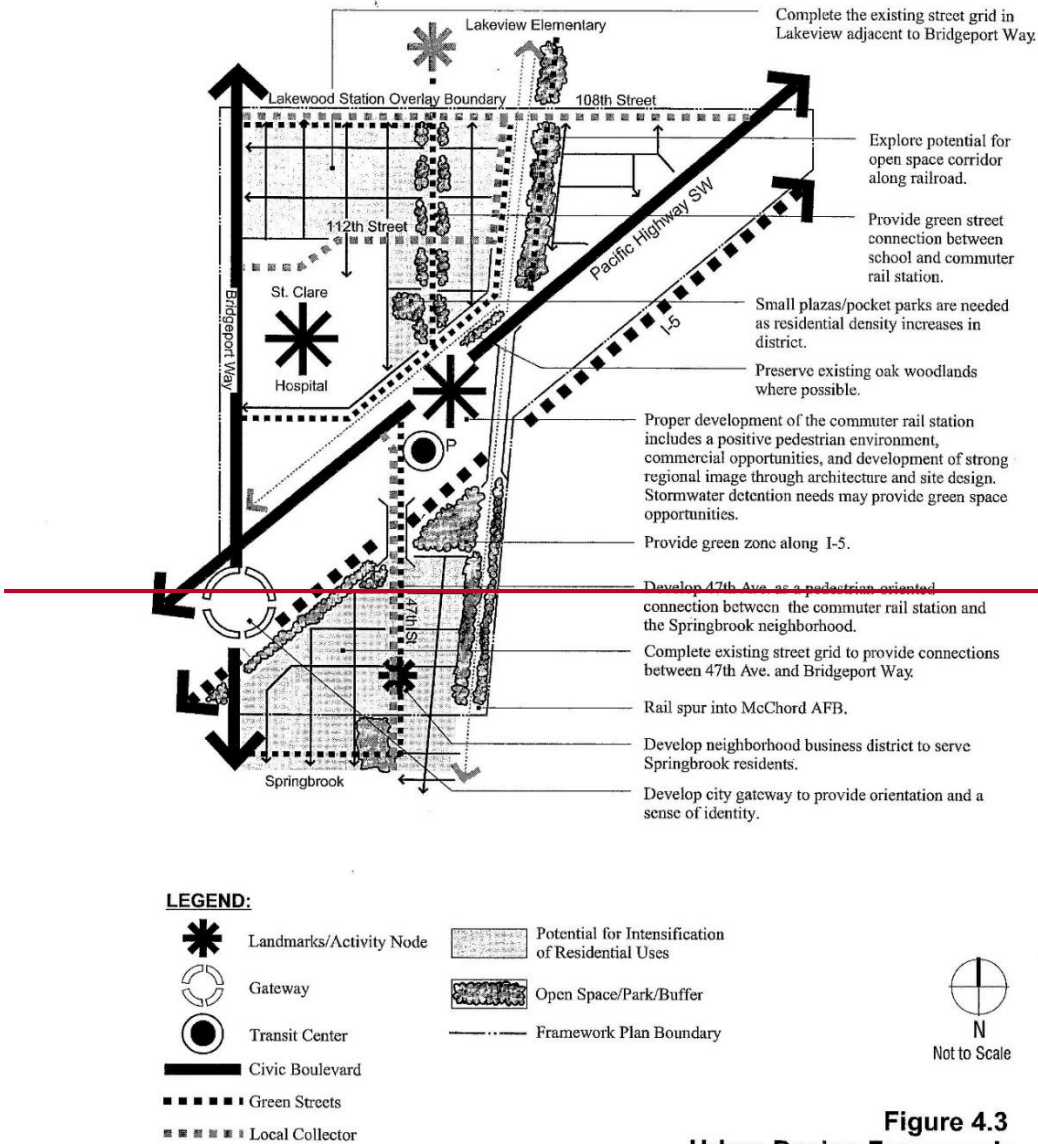


Figure 4.3
Urban Design Framework
for Lakewood Station District



GOAL UD-8: Develop the design of the CBD to support its role as Lakewood's downtown.

Policies:

- UD-8.1: ~~Develop-Implement the Downtown Subarea~~ ~~sub-area p~~ ~~Plan for the entire CBD~~ ~~area~~, paying attention to the integration of Lakewood Towne Center with the remainder of the ~~CBD~~ ~~subarea~~.
- UD-8.2: Continue to foster transformation of the former mall to provide better public visibility; create additional public rights-of-way; and potentially develop entertainment, housing, visitor serving, and open space uses.
- UD-8.3: Promote design elements that enhance the distinctive character of the Colonial Center while enabling contemporary urban design in the ~~C~~ ~~Downtown~~ ~~D~~ overall.
- UD-8.4: Maintain a pedestrian-orientation in building, site, and street design and development in the ~~CBD~~ ~~Downtown~~.
- UD-8.5: Promote urban amenities throughout the ~~CBD~~ ~~Downtown~~ ~~D~~ and on individual sites.

GOAL UD-9: Create a livable, transit-oriented community within the Lakewood Station istrict through application of urban design principles.

Policies:

- UD-9.1: Provide for pedestrian and bicycle connectivity within the Lakewood Station ~~d~~ ~~D~~istrict to the commuter rail station.
- UD-9.2: Identify the opportunities for additional public/semi-public green space in the Lakewood Station ~~D~~ ~~d~~istrict. (see Policy LU25.3 regarding bonus densities).
- UD-9.3: Improve identified civic boulevards, gateways, and green streets within the Lakewood Station ~~D~~ ~~d~~istrict to provide a unifying and distinctive character.
- UD-9.4: Establish the intersection of Pacific Highway Southwest and Bridgeport Way as a major gateway into the city and develop a landscaping treatment to enhance the city's image at this gateway.
- UD-9.5: ~~Develop-Implement the Lakewood Station District Subarea (LSDS) Plan~~ ~~sub-area plan to serve as the framework plan for developing the Lakewood Station~~ ~~district~~. Incorporate site and architectural design measures to coordinate consistency of private and public development.

5.2.7 Retail & Lodging Development

~~Lakewood Towne Center~~ The Downtown is a site of open air destination with four distinct components: A City Hall as its centerpiece; a power center; an entertainment center; and a neighborhood center, all of which need further development to create a greater sense of place and gathering area for the community and visitors.

The International District is located along South Tacoma Way, from the City's entrance at 80th Street to the North and the 512 interchange to the South. Although Korean settled and developed, the area is a mix of cultures, restaurants, grocery, and other retail. Paldo World, Boo Han Market, and HMart are the most prominent stores along this corridor. The Great American Casino to the South, at the 512, was built in 2007. In 2017, Lee Medical Center was built, bringing a new family medical team, lab, counseling, and internal medicine facility to the area. This district currently brings in more retail

sales tax to the City than any other combined area in the City. The district is has potential for major redevelopment, particularly at the City's entrance.

In 2008/2009, the City conducted both a hotel study and market analysis on Pacific Highway from 108th to Bridgeport. Development followed with the construction of Candlewood Suites, Lakewood Station and Pedestrian Bridge, Lakewood Ford, and the Nisqually Market. In 2012, LaQuinta Inn was converted to a Holiday Inn, and the Sounder Train service was extended to Lakewood Station. In 2013, Kenworth Northwest built a state-of-the-art new truck sales and service facility. A mobile home park was closed in preparation for two Marriott Hotel properties, one of which is planned for construction in 2015.

Numerous older motels have been closed along South Tacoma Way and Pacific Highway in anticipation of redevelopment.

In 2008, Walmart opened a new supercenter at the City's entrance to the Northwest on Bridgeport Avenue, and Lowes opened on 100th and Lakewood Drive. In 2014, Hobby Lobby and Big Lots opened at 100th and Bridgeport, site of the former Kmart store.

The Colonial Shopping Center, which included a former QFC, ~~was purchased by an equity firm in 2013. It is currently being re-designed. New tenants are being recruited to the site~~ continues to be a focus for redevelopment by the City.

5.2.8 Office Development

There is some office space within the business parks, along major corridors and, small office space within ~~the Central Business District~~ Downtown. The most significant office developments have been medical facilities, a professional services office on Main Street SW, and ~~the new~~ Harborstone Credit Union. Office buildings have constituted minimal new development. This may be a future focus as business and healthcare campuses develop.

☐ **5.4 Summary of Achievements**

- The establishment of Lakewood's own police department.
- Installation of over \$20 million in water and sewer infrastructure in Tillicum and Woodbrook.
- Required \$1.5 million in mitigation measures to offset the relocation of the main entrance into Camp Murray.
- Over \$5 million in improvements to the Berkeley Bridge and Union Avenue SW.
- Over \$5 million in new road improvements to Pacific Highway SW.
- Construction of the Sounder Station including parking garage and pedestrian overpass.
- In 2002, the redevelopment of the Lakewood Mall into the Lakewood Towne Center.
- Recruitment of National retailers to the CBD and the South Tacoma Way Corridor.
- The location of Tactical Tailor to Lakewood.
- The removal of blighted buildings and structures on South Tacoma Way and Pacific Highway SW.
- Construction of a Wal-Mart Super Center on Bridgeport Way, including \$1.5 million in

new road improvements.

- Construction of the new Kenworth Truck Dealership on Pacific Highway SW.
- Construction of Lakewood Ford on Pacific Highway SW.
- Installation of major park upgrades at Fort Steilacoom Park.
- Extensive new road improvements on Murray Road SW, including a new roundabout, 59th Street SW, 104th Street SW, and Bridgeport Way from the northerly City limits to Gravelly Lake Drive SW.
- Establishment of the Rental Housing Safety Program and Dangerous Building Abatement Program priorities in 2018.
- Adoption of the Downtown Subarea Plan in 2018.
- Construction of Colonial Plaza to create a public festival site in the Downtown.
- Adoption of the Lakewood Station District Subarea Plan in 2021.

GOAL ED-5: Promote the revitalization/redevelopment of the following areas within Lakewood:

- 1) the ~~Central Business District~~Downtown Subarea;
- 2) the South Tacoma Way & Pacific Highway Corridors;
- 3) Springbrook;
- 4) Tillicum/Woodbrook;
- 5) ~~Lakeview (Lakewood Station District)~~The Lakewood Station District Subarea and
- 6) Lake City.

Policies:

ED-5.1: Where appropriate, develop and maintain public-private partnerships for revitalization.

ED-5.2: Pursue regional capital improvement opportunities within these specific areas.

ED-5.3: Promote the concentration of commercial uses and cultural activities ~~in the Central Business District~~Downtown with the intent of increasing and maintaining the vitality of the community.

ED-5.4: Promote industrial land development at the Woodbrook Business Park.

ED-5.5: Continue existing programs to expand sewers throughout Tillicum and Woodbrook.

ED-5.6: Expand commercial development along Pacific Highway SW by converting lands designated Public/Institutional into commercial uses.

ED-5.7: Expand housing ownership opportunities.

ED-5.8: Identify and implement strategies to foster small business development and expansion.

ED-5.9: Aggressively market the ~~Central Business District~~Downtown as a place to live, shop, and do business.

ED-5.10: Encourage mixed use developments within the ~~Central Business District~~Downtown and Lakeview.

ED-5.11: Remove blighted buildings from residential neighborhoods.

ED-5.12: Promote single family development in Lake City and Tillicum.

ED-5.13: Develop and implement a sub-area plan for Springbrook.

ED-5.14: Consider establishing a local development government corporation and an equity investment approach for land assembly within a designated target area. Under this model, landowners contribute their land (and improvements) as “shares” to the corporation and receive a portion of the distribution from cash flow generated by redevelopment.

GOAL T-16: Foster the evolution of a ~~central business district~~Downtown that is compact and walkable and not ~~defined by large expanses of parking lots.~~

Policies:

T-16.1: Implement the Downtown Subarea Plan through the Downtown Subarea Code and Planned Action. Conduct periodic reviews of Downtown development to verify the Plan's success.

T-16.2: Consider maximum parking requirements for higher density areas to encourage alternative transportation modes.

T-16.32: Confine the location of parking areas to the rear of properties to increase pedestrian safety and minimize visual impact.

T-16.43: Identify places where on-street parking can be added adjacent to street-facing retail to encourage shopping and buffer sidewalks with landscaping to create a pleasant walking environment.

T-16.54: Encourage the use of structured or underground parking to use land more efficiently.

T-16.65: Focus investments in downtown central business areas by promoting joint- and mixed use development and integrating shared-use parking practices.

T-16.76: Incorporate ~~regional~~regional ~~transportation~~ 2040 guidelines into planning for centers and high-capacity transportation station areas.

GOAL U-14: Coordinate utilities undergrounding with new development, redevelopment, and street projects.

Policies:

U-14.1: Where feasible, time undergrounding of utilities to coincide with major street projects.

U-14.2: Seek financing for utilities undergrounding in conjunction with road improvement financing.

U-14.3: To the maximum extent possible and based upon applicable regulations, the City should require the undergrounding of utility distribution lines in new subdivisions, new construction, and significantly reconstructed facilities, consistent with all applicable laws.

U-14.4: To the maximum extent possible and based upon applicable regulations, the City should work with the utility companies in preparing a plan for undergrounding utilities in areas where their

visual impact is critical to improving the appearance of the City, such as the ~~Central Business District~~Downtown Subarea and the I-5 Corridor (Pacific Highway SW and South Tacoma Way).

Land-Use Implementation Strategies

- 11.3.1 Target redevelopment of obsolete one-bedroom apartment complexes.
- 11.3.2 Recognize existing programs and regulatory mechanisms such as the City's street lighting program, street tree program, sign ordinance, sidewalk program, significant tree ordinance as ongoing means of achieving land-use goals.
- 11.3.3 Develop and implement redevelopment and subarea plans for the Lakewood Station District Subarea, Springbrook, the ~~CBD~~Downtown, the Pacific Highway SW corridor, and selected residential arterials.
- 11.3.4 Examine the potential for employing density bonuses in return for private development of public open space.
- 11.3.5 Maintain and periodically update the city's Critical Areas and Resource Lands Ordinance and related plans as required by the GMA. The City's critical areas regulations were initially adopted in 2004.
- 11.3.6 Maintain and update as required the City's Shoreline Master Program (adopted 20194) consistent with GMA and the state Shoreline Management Act (SMA), including salmon recovery provisions.
- 11.3.7 Capitalize on historical sites in the area such as Fort Steilacoom, Lakewold Gardens, and the Lakewood Colonial Theater, as well as other local amenities like the lakes and parks.
- 11.3.8 Work to maintain an adequate variety of land uses within the city to support development.
- 11.3.9 Work to provide for on-line submittal of development permit and building permit application forms.
- 11.3.10 Streamline the permit processing system wherever possible to make it easier to understand and to minimize the review time and costs.
- ~~11.3.11 ———— Develop redevelopment plans for the Lakewood Station area, the Central Business District, and the Pacific Highway southwest corridor.~~
- ~~11.3.12~~11.3.11 Continue to prepare the Woodbrook area for redevelopment with industrial uses and pursue opportunities to locate appropriate businesses consistent with utility extensions as described in the Woodbrook Business Park Development report issued in July, 2009.
- ~~11.3.13~~11.3.12 Continue with redevelopment efforts in Tillicum and the preparation of development regulations and design standards as described in the Tillicum Neighborhood Plan originally adopted in June 2011 and updated thereafter.
- ~~11.3.14~~11.3.13 Promote Low Impact Development (LID) practices as required by the City's National Pollution Discharge Elimination System (NPDES) municipal stormwater general permit, including supporting dual use of landscaping and open space areas for stormwater infiltration, and minimizing impervious surface areas. LID principles should be incorporated into the City's land use and site development regulations to promote on-site infiltration of stormwater.

Transportation Implementation Strategies

- Implement the pedestrian improvements included in the Downtown Subarea and Lakewood Station District Subarea Plans. Develop pedestrian overlay zones for the CBD and Lakewood Station district.
- Complete funding and implementation of reconstruction of the Pacific Highway Southwest corridor to add curb, gutter and sidewalks as well as add landscaping elements and improve signage.
- Provide local support for the reconstruction of the I-5/SR 512 interchange and grade separation at 100th Street SW and Lakeview Drive.
- Provide local support for the construction of a Sounder Station in Tillicum. The station could also serve as an Amtrak station if Amtrak service is added to the Sound Transit rail line.
- Identify the gateways to Lakewood and construct entry signage and install landscaping.

2021-08 Rezoning Parcels, Reviewing Comprehensive Plan Text and Tillicum Neighborhood Plan:

I. Parcels in Proximity to Berkeley Interchange – Redesignate/rezone parcels 2200000172, -173, -192, -193, -210, -240, -250, -260, -270, -941, -942, and -950 from Single Family (SF)/Residential 3 (R3) to Neighborhood Business District (NBD)/Neighborhood Commercial 2 (NC2.)

II. Parcels included within pending Habitat for Humanity Project – Redesignate/rezone parcels 0219212116, -017, -056, and -063 from Single Family (SF)/Residential 3 (R3) to Mixed Residential (MR)/Mixed Residential 2 (MR2.)

III. Conduct reviews of the 2011 Tillicum Neighborhood Plan, the Tillicum Center of Local Importance (CoLI), and the text in Comprehensive Plan Sections 1.5, 2.5.1 and 4.5.3 and Goal LU-52, with appropriate public outreach and participation, for potential updates and amendments as part of the 2022 or 2023 Comprehensive Plan amendment cycle.

2021-09 Text amendments to Comprehensive Plan Goal LU-18 (LU-18.5) related to highest and best uses of commercial lands.

Additions and deletions are included below in underline/strikeout.

GOAL LU-18: Promote, within commercial districts and corridors, the infill of vacant lands, redevelopment of underutilized sites, and intensification of existing sites.

LU-18.5: Work to reinvigorate economically blighted areas in Lakewood by ~~establishing Community Renewal Areas with associated renewal plans.~~

2021-10 Text amendments to LMC Chapter 18A.40 expanding the list of water supply related facilities (water wells, culverts, water tanks) and sewer or pumping station facilities in the Lakewood development code.

Additions and deletions to LMC Title 18A are included below in underline/strikeout.

18A.40.150 Utilities

A. Utilities Land Use Table. See LMC 18A.10.120 (D) for the purpose and applicability of zoning districts.

	<u>Zoning Classifications</u>																						
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CB	C1	C2	C3	IBP	I1	I2	PI	OSR1	OSR2
facilities, not including earth receiving stations, <u>personal wireless service</u> , transmission/receiving/relay facilities, or switching facilities <u>(B)(1)</u>																							
Telecommunications switching facilities	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Telecommunications transmission/receiving/relay facilities <u>(B)(2)</u>	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
<u>Water purification and filtration activities</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Waste water conveyance facilities; <u>includes pumping and/or lift stations</u> <u>(B)(5)</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
<u>Water supply wells and pumping stations</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
<u>Wireless service facilities</u> (WSFs) <u>(B)(6)</u>	C	C	C	C	C	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	C	C

P: Permitted Use C: Conditional Use “-” Not allowed. *Numbers in parentheses reference use-specific development and operating conditions under subsection (B) of this section.

2021-11 Text and Map amendments regarding Transitory Accommodations in response to 2020 ESSB 1754, adding “Religious Organizations; Hosting of the Homeless” to the Comprehensive Plan and LMC Title 18A.

New text is underlined and deleted text is shown in strikethrough. The remainder of the Comprehensive Plan is unchanged.

PS-18.4: Provide assistance for a continuum of housing for persons with special needs, homeless persons and people at risk of homelessness.

- Develop partnerships with housing providers and human services agencies

providing emergency shelters, permanent supportive, and repaid re-housing assistance.

- Support the efforts of the ~~Ten Year Regional Plan to End Chronic Homelessness~~ Continuum of Care and its current Plan to End homelessness in Pierce County.

New text is underlined and deleted text is shown in strikethrough. The remainder of LMC Title 18A is unchanged.

18A.10.180

“Transitory accommodations” means tents, sheds, huts, cabins, trailers or other enclosures which are not permanently attached to the ground, may be easily erected and dismantled, and are intended for temporary occupancy, usually for recreational or humanitarian purposes.

18A.20.080 Review authorities.

KEY:	
Appeal	= Body to whom appeal may be filed
Director	= Community and Economic Development Director
PC	= Planning Commission
HE	= Hearing Examiner
CC	= City Council
R	= Recommendation to Higher Review Authority
D	= Decision
O	= Appeal Hearing (Open Record)
C	= Appeal Hearing (Closed Record)
N	= No
Y	= Yes

The following table describes development permits, the public notice requirements, and the final decision and appeal authorities. See LMC 18A.20.400 et seq. for appeals. When separate applications are consolidated at the applicant’s request, the final decision shall be rendered by the highest authority designated for any part of the consolidated application.

Applications	Public Notice of Application	Director	HE	PC	CC
TYPE I ADMINISTRATIVE					
Accessory building	N	D	O/Appeal	N	N
Accessory dwelling unit	N	D	O/Appeal	N	N
Administrative nonconforming determination	N	D	O/Appeal	N	N
Boundary line adjustment	N	D	O/Appeal	N	N
Business license	N	D	O/Appeal	N	N
Certificate of occupancy	N	D	O/Appeal	N	N
Commercial addition/remodel	N	D	O/Appeal	N	N
Demolition permit	N	D	O/Appeal	N	N

Applications	Public Notice of Application	Director	HE	PC	CC
Design review	N	D	O/Appeal	N	N
Final subdivision plat (10 or more lots)	Y	D	O/Appeal	N	N
Home occupation permit			O/Appeal		
<u>Hosting the homeless by religious organizations</u>	<u>See RCW 35A.21.360</u>	D	O/Appeal	N	N
Land use permit – minor modification	N	D	O/Appeal	N	N
Manufactured/mobile home permit	N	D	O/Appeal	N	N
New commercial building permit	N	D	O/Appeal	N	N
New single-family building permit	N	D	O/Appeal	N	N
Pre-application conference permit	N	N	N	N	N
Preliminary and final short plats (creating 2 – 9 lots)	N	D	O/Appeal	N	N
Reasonable accommodation request	N	D	O/Appeal	N	N
Residential addition/remodel	N	D	O/Appeal	N	N
Shoreline exemption	N	D	O/Appeal	N	N
Sign permit	N	D	O/Appeal	N	N
Site development permit	N	D	O/Appeal	N	N
Small wireless facility permit	See Chapter 18A.95 LMC				
Temporary use permit	N	D	O/Appeal	N	N
Transfer of development rights	N/A (Program administered by Pierce County)				
Time extension or minor modification to a Type I permit	N	D	O/Appeal	N	N
Tree removal permit	N	D	O/Appeal	N	N
Zoning certification	N	D	O/Appeal	N	N
Zoning (map and/or text) interpretation or determination	N	D	O/Appeal	N	N
TYPE II ADMINISTRATIVE					
Binding site plan	Y	D	O/Appeal	N	N
Cottage housing	Y	D	O/Appeal	N	N
Environmental review (SEPA) – (SEPA Checklist and Threshold Determination)	Y	D	O/Appeal	N	N
Preliminary and final short plats (2 – 9 lots)	Y	D	O/Appeal	N	N
Shoreline conditional use permit	Y	D	O/Appeal	N	N
Shoreline substantial development permit	Y	D	O/Appeal	N	N
Shoreline variance permit	Y	D	O/Appeal	N	N
Time extension or minor modification to a Type II permit	Y	D	O/Appeal	N	N
Transitory accommodation permit	Y	D	O/Appeal	N	N
TYPE III DISCRETIONARY					
Conditional use permit	Y	R	D	N	N
Land use permit – major modification	Y	R	D	N	N
Major modification to a Type III permit	Y	R	D	N	N
Planned development district	Y	R	D	N	N
Preliminary plat, long	Y	R	D	N	N
Public facilities master plan	Y	R	D	N	N
Shoreline conditional use permit when referred by the Shoreline Administrator	Y	R	D	N	N

Applications	Public Notice of Application	Director	HE	PC	CC
Shoreline substantial development permit when referred by the Shoreline Administrator	Y	R	D	N	N
Shoreline variance when referred by the Shoreline Administrator	Y	R	D	N	N
Time extension to a Type III permit	Y	R	D	N	N
Unusual use(s) permit	Y	R	D	N	N
Variance	Y	R	D	N	N
Zoning Map amendment, site specific	Y	R	D	N	CC/ Appeal
TYPE IV OTHER					
Scrivener corrections to CPA map and/or CPA text	Y	R	N	N	D
TYPE V LEGISLATIVE					
Annexation	Y	R	N	R	D
Comprehensive Plan Map only amendment, Area Wide	Y	R	N	R	D
Comprehensive Plan Map only amendment, site specific	Y	R	N	R	D
Comprehensive Plan text only amendment	Y	R	N	R	D
Development agreement	Y	R	N	R	D
Shoreline Master Program amendment	Y	R	N	R	D
Zoning amendment – Text only	Y	R	N	R	D

18A.20.310 Public notice framework.

To inform the public of proposed project actions, the Department and applicants shall provide notice as identified in the table below. A vicinity map and basic site plan shall be included with any mailed notices. If a project is SEPA-exempt and no public hearing is required, notice of application as required by RCW 36.70B.110 will be limited to the type of notice described below.

KEY:	
NOA	= Notice of Application
CED	= Community and Economic Development Department
NOD	= Notice of Decision
PO-300	= Property owners within 300 feet of project site
PR	= Parties of record on file
SEPA	= State Environmental Policy Act
WAC	= Washington Administrative Code

Process: Type I Administrative			
Application Type	Notice Types	When	Who gets Notices
1. Accessory building; 2. Accessory dwelling unit; 3. Administrative nonconforming determination; 4. Business license; 5. Certificate of occupancy;	NOD.	Within 90 calendar days after the City notifies the applicant that the application is complete.	1. Applicant; and 2. PR.

Process: Type I Administrative						
Application Type	Notice Types	When	Who gets Notices			
6. Commercial addition/remodel;						
7. Conditional use permit – minor modification;						
8. Demolition permit;						
9. Design review;						
10. Final subdivision plat (10 or more lots);						
11. Home occupation permit;						
<u>12. Hosting the homeless by religious organizations;</u>				<u>See RCW 35A.21.360</u>	<u>See RCW 35A.21.360</u>	<u>See RCW 35A.21.360</u>
13. Housing incentives permit;				NOD.	Within 90 calendar days after the City notifies the applicant that the application is complete.	1. Applicant; and 2. PR.
14. Landscape plan approval;						
15. Land use approval;						
16. Lot line adjustment;						
17. Manufactured/mobile home permit;						
18. New commercial permit;						
19. New multifamily permit;						
20. New single-family permit;						
21. Pre-application permit;						
22. Preliminary and final short plats (creating 2 – 9 lots);						
23. Reasonable accommodation request;						
24. Residential addition/remodel;						
25. Senior housing overlay permit;						
26. Shoreline exemption;						
27. Sign permit;						
28. Site development permit;						
29. Small cell wireless permit;						
30. Temporary use permit;						
31. Transfer of development rights;						
32. Tree retention plan;						
33. Time extension or minor modification to a Type I permit;						
34. Tree removal permit;						
35. Zoning certification;						
36. Zoning interpretations (map and/or text).						

Chapter 18A.30 Discretionary Permits

Sections:

- 18A.30.005 Definitions.
- Article I. Comprehensive Plan Amendment
 - 18A.30.010 Type of action.
 - 18A.30.020 Plan amendment procedures – Comprehensive plan.

- 18A.30.030 Preliminary review and evaluation criteria – Comprehensive plan.
 - 18A.30.040 Council approval of final docket – Comprehensive plan.
 - 18A.30.050 Final review and evaluation – Comprehensive plan.
 - 18A.30.060 Decision criteria for rezone requests – Comprehensive plan.
 - 18A.30.070 Consistency between the zoning map and the future land use map – Comprehensive plan.
 - 18A.30.080 Planning Commission and City Council review and adoption process.
 - 18A.30.090 Timing and exemptions.
 - 18A.30.100 Notice to County Assessor of changes in comprehensive plan and development regulations.
- Article II. Conditional Use Permit
 - 18A.30.110 Purpose – Conditional use permit.
 - 18A.30.120 Type of action.
 - 18A.30.130 Criteria for approval.
 - 18A.30.140 Conditions of approval.
 - 18A.30.150 Minor modifications to approved conditional use permits.
 - 18A.30.160 Time frame for submission of construction permits.
 - 18A.30.170 SEPA-exempt conditional uses.
 - 18A.30.180 Compliance – Conditional use permit.
 - 18A.30.190 Transferability – Conditional use permit.
 - 18A.30.200 Essential public facilities – Conditional use permit.
 - 18A.30.210 Special needs housing – Conditional use permit.
- Article III. Cottage Housing
 - 18A.30.220 Purpose – Cottage housing.
 - 18A.30.230 Applicability.
 - 18A.30.240 General provisions.
 - 18A.30.250 Development standards.
 - 18A.30.260 Open space.
 - 18A.30.270 Building design standards.
 - 18A.30.280 Parking.
 - 18A.30.290 Common area maintenance.
 - 18A.30.300 Low impact development standards.
 - 18A.30.310 Modifications.
- Article IV. Development Agreement
 - 18A.30.320 Authority.
 - 18A.30.330 Process type of action.
 - 18A.30.340 Content.
 - 18A.30.350 Application.
 - 18A.30.360 Timing of public hearings.

- 18A.30.370 Notice.
- 18A.30.380 Staff report.
- 18A.30.390 Public hearing and City Council action.
- 18A.30.400 Term of agreement.
- Article V. Land Use Review and Approval
 - 18A.30.410 Purpose – Land use review and approval.
 - 18A.30.420 Process type of action.
 - 18A.30.430 Applicability.
 - 18A.30.440 Delegation of authority.
 - 18A.30.450 Application – Content.
 - 18A.30.460 Application – Review process.
 - 18A.30.470 Site plan review log – Summary of action.
 - 18A.30.480 Notification.
 - 18A.30.490 Reconsideration in response to SEPA comments.
 - 18A.30.500 Amendments.
 - 18A.30.510 Dedication, improvements and performance bond.
 - 18A.30.520 Final approval – Expiration.
- Article VI. Planned Development
 - 18A.30.530 Purpose.
 - 18A.30.540 Application.
 - 18A.30.550 Public hearing.
 - 18A.30.560 Required findings.
 - 18A.30.570 Action of Hearing Examiner.
 - 18A.30.580 Minimum size.
 - 18A.30.590 Permitted modifications.
 - 18A.30.600 Permitted residential density and lot sizes.
 - 18A.30.610 Required open space and recreation facilities.
 - 18A.30.620 Multiple zoning districts.
 - 18A.30.630 Phased development.
- Article VII. Rezone and Text Amendments
 - 18A.30.670 Authority.
 - 18A.30.680 Site-specific rezone procedures.
 - 18A.30.690 Collection of rezone applications.
 - 18A.30.695 Quasi-judicial rezone procedures.
 - 18A.30.695.10 Purpose.
 - 18A.30.695.20 Applicability.
 - 18A.30.695.30 Application requirements.
 - 18A.30.695.40 Public notice.
 - 18A.30.695.50 Review.
 - 18A.30.695.60 Burden of proof.
 - 18A.30.695.70 Examiner’s authority.

- 18A.30.695.80 Appeals.
- 18A.30.695.90 Compliance with conditions.
- Article VIII. Temporary Use Permits
 - 18A.30.700 Purpose.
 - 18A.30.710 Permitted uses.
 - 18A.30.720 Exemptions.
 - 18A.30.730 Application and authorization.
 - 18A.30.740 Standards.
 - 18A.30.750 Criteria for granting approval.
 - 18A.30.760 Decision.

● ~~Article IX. Transitory Accommodations~~

- Article X. Variance
 - 18A.30.840 Purpose.
 - 18A.30.850 Process type of action.
 - 18A.30.860 Limitations.
 - 18A.30.870 Authority.
 - 18A.30.880 Required findings.
 - 18A.30.890 Additional conditions of approval.
- Article XI. Unusual Uses
 - 18A.30.900 Purpose.
 - 18A.30.960 Process type of action.

18A.40.010 Purpose.

The purpose of this chapter is to establish permitted land uses for the City of Lakewood. The use of a property is defined by the activity for which the building or lot is intended, designed, arranged, occupied, or maintained. The use is considered permanently established when that use will be or has been in continuous operation for a period exceeding 60 days, except that in no case shall a transitory accommodation, which may be allowed to operate continuously for a period of up to 90 days. A use which will operate for 60 days or less, and hosting the homeless by religious organizations, are considered temporary uses, and are subject to the requirements of LMC Chapter 18A.110, Part VII. All applicable requirements of this code, or other applicable state or federal requirements, shall govern a use located within the Lakewood city limits.