

ORDINANCE NO. 772

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD, WASHINGTON ADOPTING 2022 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 the City of Lakewood Comprehensive Plan via Ordinance No. 237 on July 10, 2000; and

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

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

WHEREAS, the Lakewood City Council, based on review and recommendations of the Lakewood Planning Commission following public input, has subsequently amended 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 ("2022 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 #202202380 filed May 16, 2022 and Commerce submittal NOIA 2021-S-38-02A filed May 15, 2022; and

WHEREAS, following its May 18, 2022 public hearing, on June 15, 2022 the Lakewood Planning Commission forwarded a set of recommendations relative to the 2022

CPA Docket to the Lakewood City Council via Planning Commission Resolution No. 2022-04; and

WHEREAS, following public notice, the Lakewood City Council held a public hearing on July 18, 2022; and

WHEREAS, the Lakewood City Council has reviewed materials relevant to public input and staff and Planning Commission recommendations leading up to the proposed 2022 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.

- **01** (Redesignating and rezone parcel hosting Garry Oaks near St. Clare Hospital from Public Institutional (PI) to Open Space & Recreation 1 (OSR1));
- **02** (Updating Tillicum 2011 Neighborhood Plan and Tillicum Center of Local Importance (CoLI)) with a 2022 Addendum and directing that a full review and update of the subarea plan occur as part of the 2024 Periodic Review of the Comprehensive Plan);
- **04** Updating Comprehensive Plan Zoning and Policies and Municipal Code related to locating Adult Family Homes (AFHs) in Air Corridor 1 (AC1) and Air Corridor 2 (AC2) zones);

- **05** (Updating text of the Comprehensive Plan to reflect the adoption of VISION 2050 and renaming Centers of Local Importance per the 2018 Regional Centers Framework and the 2019 Countywide Planning Policies);
- **06** (Updating Comprehensive Plan Figures 3-5, 3-6, and 3-8 to reflect adoption of the 2020 Parks Legacy Plan; updating 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); and
- **07** (Updating parking requirements in LMC Chapters 18A.80 (Citywide) and in 18C.600 (Lakewood Station District Subarea Plan.))

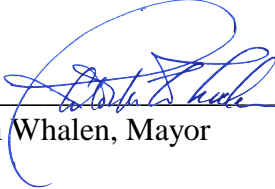
Section 5. Remainder Unchanged. The rest and remainder of the Lakewood Comprehensive Plan, including the unaffected sections of the Future Land-Use Map and Zoning Map, and Title 18A of the Lakewood Municipal Code, shall be unchanged and shall remain in full force and effect.

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 1st day of August, 2022.

CITY OF LAKEWOOD




Jason Whalen, Mayor

Attest:



Briana Schumacher, City Clerk

Approved as to Form:



Heidi Ann Wachter, City Attorney

EXHIBIT A

2022-01 Redesignate and rezone parcel(s) hosting Garry Oaks near St. Clare Hospital from Public Institutional to Open Space & Recreation

This amendment:

- redesignates parcel 0219126009 from Public & Semi-Public Institutional (PI) to Open Space & Recreation (OSR); and
- rezones the parcel from Public Institutional (PI) to Open Space & Recreation 1 (OSR1.)

[Demonstrative graphic]



2022-02 Update of 2011 Tillicum Neighborhood Plan (TNP) and Tillicum Center of Local Importance (CoLI)

This recommended amendment is divided into subsections:

- A. 2022 Addendum to 2011 Tillicum Neighborhood Plan
- B. 2022 Rezoning in Tillicum Area;
- C. Centers of Local Importance (CoLIs) / Centers of Municipal Importance (CoMIs);
- D. Comprehensive Plan Text Amendments; and
- E. Development Regulation Text Amendments.

The City of Lakewood will be conducting a full “periodic review” of its Comprehensive Plan per the GMA that must be completed by December 31, 2024. It is recommended to conduct a fuller update of the Tillicum Neighborhood Plan, developing updated implementation strategies and considering the adoption of development regulations specific to the subarea, during the 2024 periodic review.

A. New language to be added to the 2011 Tillicum Neighborhood Plan:

2022 Addendum to the 2011 Tillicum Neighborhood Plan

The 2011 Tillicum Neighborhood Plan (TNP) is 11 years old, and in 2022 the City conducted a review of its implementation as part of the annual Comprehensive Plan amendment cycle. While much has been accomplished to realize the visions and priorities discussed in the TNP, many of the plan’s Action Items are not yet complete. In addition, significant changes to the transportation systems near and adjacent to the subarea have occurred that will influence future development and travel patterns.

Included below are summary tables that identify the status as of Spring 2022 of the 68 the Action Items as well as the 12 Long Term Strategies (which were not assigned priority rankings or timeframes) adopted in the TNP.

One item not included in the TNP is the City’s Rental Housing Safety Program, which was launched 2016 and recognized by the Association of WA Cities in 2019 with a Municipal Excellence Award. This program will continue to operate and improve rental housing safety and quality in Tillicum.

| TNP ACTION ITEMS DONE (12) OR ONGOING (26): Total = 38 | | | | | |
|--|--|---------------------------|------------------|-------------|---|
| No. | WHAT | WHO | WHEN | Priority | 2022 STATUS: (DONE, ONGOING) |
| B-1 | <u>Install major sewer trunk line & side sewers in selected parts in Tillicum.</u> | <u>PW</u> | <u>Near-term</u> | <u>High</u> | <u>DONE</u> |
| B-3 | <u>In conjunction with the sewer project, coordinate installation of new gas & water mains with utility companies.</u> | <u>PW, LWD, & PSE</u> | <u>Near-term</u> | <u>High</u> | <u>DONE</u> <u>The water main improvements in TNP Figure 22 were</u> |

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| | | | | | completed in 2010. LWD has coordinated with the County on several water main replacements in the Tillicum area as sewer replacement projects have occurred and will continue to do so as projects develop. |
| B-8 | <p><u>Make minor improvements to Harry Todd Park:</u></p> <ul style="list-style-type: none"> ▪ <u>Install trash enclosures with gates</u> ▪ <u>Install new playground border (wood chips)</u> ▪ <u>Install paved walking path around the park</u> ▪ <u>Resurface tennis/skate park area</u> ▪ <u>Remove perimeter fence at the park once a Park Watch team has been established & is in operation</u> | <u>REC</u> | <u>Near-term</u> | <u>Medium</u> | <u>ONGOING</u> |
| B-10 | <p><u>Make major improvements to Harry Todd Park:</u></p> <ul style="list-style-type: none"> ▪ <u>Repair existing docks</u> ▪ <u>Install new docks</u> ▪ <u>Install ADA improvements at Harry Todd Park</u> ▪ <u>Redesign Harry Todd park with realignment of Maple Street SW</u> | <u>REC & CD</u> | <u>Long-term</u> | <u>Low</u> | <u>DONE</u> |
| C-5 | <u>Use the community service & code enforcement officer positions to proactively ensure all Tillicum businesses & rental housing are properly licensed.</u> | <u>CD & LPD</u> | <u>Near-term</u> | <u>High</u> | <u>DONE</u> |
| D-1 | <u>Prepare a traffic congestion report for the I-5 Corridor from Highway 512 to Mounts Road.</u> | <u>CD</u> | <u>Near-term</u> | <u>High</u> | <u>DONE</u> |
| D-3 | <u>Initiate formal discussions with other agencies regarding improvements to the I-5, Union Avenue SW, & Berkeley Street SW road intersections.</u> | <u>CM, CD, PW, MD, FL, WSDOT & COMM</u> | <u>Near-term</u> | <u>High</u> | <u>DONE</u> |
| D-4 | <u>Establish street design guidelines for Union Avenue SW</u> | <u>CC, CD, PW, COMM</u> | <u>Near-term</u> | <u>High</u> | <u>DONE BUT MAY NEED REVISION</u> |
| D-12 | <u>Monitor the Point Defiance Rail project</u> | <u>CD & PW</u> | <u>Near- & long-term</u> | <u>Low</u> | <u>DONE</u> |
| E-5 | <u>Update the City's current subdivision regulations, including the establishment of new regulations for condominiums & townhouses, & new design standards for small lots. Consider automatic consolidation of outdated "skinny-mini" lots.</u> | <u>CD, COMM, PAB, & CC</u> | <u>Near-term</u> | <u>High</u> | <u>DONE</u> |
| E-9 | <u>Amend the City's sign regulations to allow larger pole signs for properties adjacent to the I-5 corridor.</u> | <u>CD, COMM, PAB, & CC</u> | <u>Near-term</u> | <u>Medium</u> | <u>DONE</u> |
| H-1 | <u>Complete statutorily required shoreline master</u> | <u>CD, CC</u> | <u>Near-term</u> | <u>High</u> | <u>DONE</u> |

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| | <u>program update.</u> | | | | |
| B-2 | <u>As part of the sewer project, replace & upgrade existing stormwater system.</u> | <u>PW</u> | <u>Near-term (2009 & 2010)</u> | <u>High</u> | <u>ONGOING</u> <u>The majority of the area shown in TNP Figure 21 has been constructed to the final roadway buildout, including all stormwater system elements. The exception is a section of Union Ave. that is shown in the 2023-2028 6-yr TIP under project 302.0096.</u> |
| B-4 | <u>Determine & work toward outcome for Tillicum Elementary School.</u> | <u>CPSD, CD, CPTC, & PC</u> | <u>Long-term</u> | <u>High</u> | <u>ONGOING</u> |
| B-6 | <u>Monitor & pursue concurrency with outside agency (such as utilities, fire, schools, etc.) capital improvement projects & programs.</u> | <u>FIN, PW, CD (as appropriate)</u> | <u>Near- & long-term</u> | <u>High</u> | <u>ONGOING</u> |
| B-7 | <u>Participate in PCLS master planning process & monitor its impact on the Tillicum branch, if any.</u> | <u>PCLS, CPSD, GSD, & CDD</u> | <u>Near-term ('09-'13)</u> | <u>Medium</u> | <u>ONGOING</u> |
| B-9 | <u>Require commercial, institutional and multi-family developments to provide protected & secure bicycle parking.</u> | <u>CDD</u> | <u>Near-term</u> | <u>Medium</u> | <u>ONGOING</u> |
| B-11 | <u>Develop/expand gateways that mark the entrances to Tillicum.</u> | <u>CD & PW</u> | <u>Near-term (2013)</u> | <u>Low</u> | <u>ONGOING</u> |
| C-2 | <u>Maintain funding for public nuisance abatement aimed at improving property maintenance & building standards.</u> | <u>CM & CC</u> | <u>Near-term (2009-2013)</u> | <u>High</u> | <u>ONGOING</u> |
| C-3 | <u>Finalize development of & carry out a Neighborhood Stabilization Program to address neighborhood blight, which may include purchasing & rehabilitating residential properties for sale to the Lakewood Area Shelter Association.</u> | <u>CD & GS</u> | <u>Near-term (2009-2013)</u> | <u>High</u> | <u>ONGOING</u> |
| D-5 | <u>Use existing & seek additional funding to upgrade the following streets/intersections:</u> <ul style="list-style-type: none"> ▪ <u>Union Avenue SW from Berkeley Street SW to West Thorne Lane SW</u> ▪ <u>Berkeley Street SW/Union Avenue SW intersection</u> ▪ <u>Realignment of Maple St SW at Harry Todd Park</u> ▪ <u>Maple Street SW from Union Ave SW to Harry Todd Park</u> | <u>CD & PW</u> | <u>Near- & long-term</u> | <u>–</u> <u>High</u> <u>High</u> | <u>ONGOING</u> |

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| | | | | <u>Low</u> | |
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| <u>D-7</u> | <u>Work with the Tacoma Country & Golf Club establish a preliminary pedestrian pathway design to connect Tillicum with the main body of Lakewood.</u> | <u>CD & PW</u> | <u>Long-term</u> | <u>Medium</u> | <u>ONGOING – partnering w WSDOT and Sound Transit</u> |
| <u>D-9</u> | <u>As properties redevelop along Union Avenue SW, explore opportunities to create adequate street frontage to provide new on-street parking.</u> | <u>CD & PW</u> | <u>Near-term (2009–2013)</u> | <u>Medium</u> | <u>ONGOING</u> |
| <u>E-3</u> | <u>Amend the City's development regulations to enable innovative layouts, designs & configurations such as Z-lots, great house design, & cottage housing.</u> | <u>CD, COMM, PAB, & CC</u> | <u>Near-term (2010)</u> | <u>High</u> | <u>ONGOING</u> |
| <u>E-8</u> | <u>Support driveway consolidation & shared use of parking lots by Tillicum businesses.</u> | <u>CD, PW & COMM</u> | <u>Near- & long-term</u> | <u>High</u> | <u>ONGOING</u> |
| <u>E-10</u> | <u>Prepare a utility plan for Union Avenue SW.</u> <ul style="list-style-type: none"> ▪ <u>Determine the desirability & cost of placing utilities underground</u> ▪ <u>Work with utility purveyors to underground existing utilities</u> ▪ <u>Survey property owners to determine willingness to participate in a local improvement district (LID)</u> ▪ <u>Form an LID if property owners are in favor</u> ▪ <u>Work with present and future developers to ensure conformance with this action</u> | <u>CD, PW, PSE, LWD & COMM</u> | <u>Near-term (2011-2012)</u> | <u>Medium</u> | <u>POWER DONE; WATER NOT DONE</u> <u>LWD unaware of any LIDs in the area.</u> |
| <u>E-11</u> | <u>Monitor development activity to identify regulatory &/or cost barriers that discourage investment in Tillicum.</u> | <u>CD & ED</u> | <u>Near- & long-term</u> | <u>Medium</u> | <u>ONGOING</u> |
| <u>F-1</u> | <u>Where feasible, use CDBG funding to enable owner-occupied residences to connect to the City's sewer system.</u> | <u>GS & PW</u> | <u>Near-term (2009- 2010)</u> | <u>High</u> | <u>ONGOING</u> |
| <u>F-3</u> | <u>Identify & take action against landlords who violate City codes, particularly building standards & garbage removal requirements.</u> | <u>CD, PW & LPD</u> | <u>Near-term (2009-2010)</u> | <u>High</u> | <u>ONGOING</u> |
| <u>F-4</u> | <u>Where appropriate, apply revised zoning regulations which remove impediments to urban infill and rehabilitation of existing housing stock.</u> | <u>CD, PAB, COMM & CC</u> | <u>Near-term (2009-2013)</u> | <u>High</u> | <u>ONGOING</u> |
| <u>F-6</u> | <u>Prepare a housing report for the Lakewood market which evaluates the feasibility & "break-even" point of offering density bonuses or other incentives. Utilize findings to review & adjust, as appropriate, the City's adopted Housing Incentives Program.</u> | <u>CD</u> | <u>Near-term (2010)</u> | <u>High</u> | <u>ONGOING</u> |

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| <u>F-7</u> | <u>Vigorously enforce the 1997 Uniform Code for the Abatement of Dangerous Buildings (or subsequent code as may be adopted in the future).</u> | <u>CD, FIRE, CA, & LPD</u> | <u>Near-term (2009-2013)</u> | <u>High</u> | <u>ONGOING WITH CURRENT CODES</u> |
| <u>F-8</u> | <u>Vigorously enforce the 2006 International Property Maintenance Code. [Consider establishment of a pilot program that requires inspections of all rental housing. Where units do not meet minimum requirements, deny occupancy until repairs are made in a manner satisfactory to the City and Fire Marshal. This action item represents a significant expansion over existing levels of service & would require amendments to the City's business licensing regulations.]</u> | <u>CD, FIRE, CA & LPD</u> | <u>Near-term (2009-2013)</u> | <u>High</u> | <u>ONGOING WITH CURRENT CODE (2018 Int'l Property Maintenance Code) Pilot Program will not be done</u> |
| <u>F-9</u> | <u>Provide sufficient funds to relocate eligible individuals & families who are forced to move from their residences because of serious health & safety violations.</u> | <u>GS & CD</u> | <u>Near-term (2009-2013)</u> | <u>High</u> | <u>ONGOING</u> |
| <u>F-10</u> | <u>Aggressively seek compensation from property owners where the City is forced to close housing units for health and safety reasons.</u> | <u>CD & CA</u> | <u>Near-term (2009-2013)</u> | <u>High</u> | <u>ONGOING</u> |
| <u>F-11</u> | <u>Build at least one Habitat for Humanity home in Tillicum per year.</u> | <u>GS, CD & COMM</u> | <u>Near-term (2009-2013)</u> | <u>Medium</u> | <u>ONGOING</u> |
| <u>F-12</u> | <u>Seek new sources of housing subsidies for affordable housing. Work with non-profit corporations, investors, & financial brokers to secure funds which can be used to expand opportunities for lower-cost home ownership & affordable rental housing.</u> | <u>ED & GS</u> | <u>Near- & long-term</u> | <u>Medium</u> | <u>ONGOING</u> |
| <u>F-17</u> | <u>Seek to increase the amount of transitional housing for homeless families & domestic violence victims.</u> | <u>GS & CD</u> | <u>Near- & long-term</u> | <u>Low</u> | <u>ONGOING</u> |

TNP ACTION ITEMS NOT DONE (30)

| <u>NO.</u> | <u>WHAT</u> | <u>WHO</u> | <u>WHEN</u> | <u>PRIORITY</u> |
|------------|--|--|--|-----------------|
| <u>A-1</u> | <u>Establish a community leadership team (CLT) comprised of City Council & school board members, residents, property owners, Tillicum businesses, & selected public agencies that serve Tillicum. Explore whether the existing merchants' & neighborhood associations could be rechanneled into the community leadership team, or if those associations wish to continue to exist independently.</u> | <u>CC, CM, CPSD, CPTC, PC & COMM</u> | <u>Near-term (2009)</u> | <u>High</u> |
| <u>A-2</u> | <u>Identify & appropriate funding to support the development of community outreach & life skills program for youth utilizing existing community resources such as the Tillicum/American Lake Gardens Community Service Center, PCLS Library, &/or new Youth for Christ center.</u> | <u>CC, CM & GS</u> | <u>Near- & long-term (2009-2013)</u> | <u>High</u> |

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| <u>B-5</u> | <u>Fund one FTE to prepare & maintain an ongoing capital facilities plan to prioritize & direct City capital investment.</u> | <u>FIN, CM, CC</u> | <u>Near- & long-term</u> | <u>High (lack of funding)</u> |
| <u>B-12</u> | <u>Improve facilities in community centers, school & parks to provide facilities for after-school & weekend activities for youth.</u> | <u>REC, CPSD & COMM</u> | <u>Long-term (date unknown)</u> | <u>Low (lack of funding)</u> |
| <u>C-1</u> | <u>Maintain funding for the neighborhood patrol program in Tillicum to support neighborhood watch groups & provide regular communication with neighborhood & civic organizations.</u> | <u>CM & CC</u> | <u>Near-term (2009-2013)</u> | <u>High</u> |
| <u>C-4</u> | <u>Provide development preapplication packets to the Police Department & include their feedback on design from a CPTED perspective.</u> | <u>CD & LPD</u> | <u>Near-term (2009-2013)</u> | <u>High</u> |
| <u>D-2</u> | <u>Establish bicycle & pedestrian connections between residential areas, Union Avenue SW, & Harry Todd Park</u> | <u>CC, PAB, CTAC, CD, PW</u> | <u>Near-term (2009)</u> | <u>High</u> |
| <u>D-6</u> | <u>Identify bus stops with inadequate lighting & improve lighting at these stops. Examine the need for more shelters & posted schedules. Provide the telephone number of Pierce Transit's community liaison at bus stops.</u> | <u>PW & PT</u> | <u>Near- & long-term</u> | <u>Medium</u> |
| <u>D-8</u> | <u>Periodically review & update routes & frequency of transit bus lines with community input. Provide timely notification of route & service changes.</u> | <u>PW & PT</u> | <u>Near- & long-term</u> | <u>Medium</u> |
| <u>D-10</u> | <u>Address the need for on-street parking by small businesses.</u> | <u>CD & PW</u> | <u>Near-term (2010)</u> | <u>Medium</u> |
| <u>D-11</u> | <u>Establish street design guidelines for other streets including North Thorne Lane SW, Woodlawn Avenue SW, Maple Street SW, West Thorne Lane SW, & portions of Portland Avenue SW and Berkeley Street SW</u> | <u>CC, CD, PW & COMM</u> | <u>Near-term (2013)</u> | <u>Medium</u> |
| <u>D-13</u> | <u>Monitor & support funding for the Cross-Base Highway project</u> | <u>PW & CC</u> | <u>Near- & long-term</u> | <u>Low</u> |
| <u>D-14</u> | <u>Establish "green street" designations & associated improvements, including sidewalks, landscaping, bike lanes, crosswalks, & lighting, for Union Avenue SW, North Thorne Lane SW, Woodlawn Avenue SW, & West Thorne Lane SW. Seek compatibility between the provision of bicycle lanes & vehicular parking.</u> | <u>CC, PAB, CD, & COMM</u> | <u>Long-term</u> | <u>Low (lack of funding)</u> |
| <u>D-15</u> | <u>Install pedestrian signals on streets with high traffic volumes.</u> | <u>PW</u> | <u>Near-term (2013)</u> | <u>Low</u> |
| <u>D-16</u> | <u>Require commercial, institutional & multi-family developments to provide protected & secure bicycle parking.</u> | <u>CD</u> | <u>Near- & long-term</u> | <u>Low</u> |
| <u>E-1</u> | <u>Develop a marketing program to improve perceptions of the Tillicum neighborhood & promote the neighborhood as a desirable & affordable place to live.</u> | <u>ED & COMM</u> | <u>Near-term (2009)</u> | <u>High</u> |
| <u>E-2</u> | <u>Develop & adopt new zoning classifications to implement freeway-oriented commercial on the I-5 side of Union Avenue SW & tailored neighborhood commercial on the opposite side.</u> | <u>CD, COMM, PAB, & CC</u> | <u>Near-term (2009-2010)</u> | <u>High</u> |

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| <u>E-3</u> | <u>Amend the City's development regulations to enable innovative layouts, designs & configurations such as Z-lots, great house design, & cottage housing.</u> | <u>CD, COMM, PAB, & CC</u> | <u>Near-term (2010)</u> | <u>High</u> |
| <u>E-4</u> | <u>Amend the City's development regulations to require a greater level of design for small lot residential development & for commercial development located along Union Avenue SW.</u> | <u>CDD, EDD & COMM</u> | <u>Near-term (2009-2010)</u> | <u>High</u> |
| <u>E-6</u> | <u>Establish a contract post office on Union Avenue SW</u> | <u>CD, ED, USPS</u> | <u>Near-term (2011)</u> | <u>High</u> |
| <u>E-7</u> | <u>Allow a reduction in the amount of off-street parking based on a parking study prepared by a registered professional engineer.</u> | <u>CD, COMM, PAB, & CC</u> | <u>Near-term (2009- 2010)</u> | <u>High</u> |
| <u>E-10</u> | <u>Prepare a utility plan for Union Avenue SW.</u> <ul style="list-style-type: none"> ▪ <u>Determine the desirability & cost of placing utilities underground</u> ▪ <u>Work with utility purveyors to underground existing utilities</u> ▪ <u>Survey property owners to determine willingness to participate in a local improvement district (LID)</u> ▪ <u>Form an LID if property owners are in favor of doing so</u> ▪ <u>Work with present and future developers to ensure conformance with this action</u> | <u>CD, PW, PSE, LWD & COMM</u> | <u>Near-term (2011-2012)</u> | <u>Medium</u> |
| <u>E-11</u> | <u>Monitor development activity to identify regulatory &/or cost barriers that discourage investment in Tillicum.</u> | <u>CD & ED</u> | <u>Near- & long-term</u> | <u>Medium</u> |
| <u>F-2</u> | <u>Initiate discussions with other agencies to consider a program of reducing/waiving development &/or capacity fees as a means of promoting housing affordability.</u> | <u>CC, PW, CM & CD</u> | <u>Near-term (2009-2010)</u> | <u>High</u> |
| <u>F-5</u> | <u>Provide the news media with information about potential apartment closures.</u> | <u>CM</u> | <u>Near-term (2009-2010)</u> | <u>High</u> |
| <u>F-13</u> | <u>Establish an incentive awards program for well-maintained & trouble-free rentals.</u> | <u>CLT & CD</u> | <u>Near-term (2010)</u> | <u>Medium</u> |
| <u>F-14</u> | <u>Promote community awareness of financial subsidies available from public agencies for property & home improvement.</u> | <u>GS & ED</u> | <u>Near-term (2010)</u> | <u>Medium</u> |
| <u>F-15</u> | <u>Once sewers have been installed, consider use of the multi-family tax incentive program to target multi-family growth into selected parts of Tillicum.</u> | <u>CD, COMM, PAB & CC</u> | <u>Near-term (2010 - 2011)</u> | <u>Medium</u> |
| <u>F-16</u> | <u>Hold joint landlord training sessions with the Tillicum and American Lake Gardens neighborhoods.</u> | <u>GS & LPD</u> | <u>Near-term (2010)</u> | <u>Low (lack of funding)</u> |
| <u>I-1</u> | <u>Produce a brochure on Tillicum's history.</u> | <u>CD, LHAB</u> | <u>2009</u> | <u>High</u> |

LONG-RANGE STRATEGIES

These are included here in unranked order as potential later-phase items, once more immediate priorities have been addressed.

| STRATEGY | DEPT | STATUS |
|--|--|---|
| <ul style="list-style-type: none"> • <u>Consider realignment of the main entrance to Harry Todd Park in a manner that better relates to residential areas and creates more favorable access, in order to encourage its use by the community.</u> | PRCS / PWE if road alignment is needed | NOT DONE |
| <ul style="list-style-type: none"> • <u>Expand the children's play area within Harry Todd Park.</u> | PRCS | DONE – new playground, restroom, access paths and picnic shelter built |
| <ul style="list-style-type: none"> • <u>Develop a regional model, based on Harry Todd Park, for sustainable park development and maintenance.</u> | PRCS | ONGOING – interested in new models, practices, products and options |
| <ul style="list-style-type: none"> • <u>Support the use of green roofs, green walls, vegetated swales, and other such strategies to replace traditional detention techniques where appropriate to slow and cleanse stormwater.</u> | - | NOT DONE |
| <ul style="list-style-type: none"> • <u>Implement low-impact development, "green streets," and targeted urban design strategies.</u> | - | - |
| <ul style="list-style-type: none"> • <u>Implement stronger design standards for commercial and multifamily development, including such items as location, materials, facade treatments, roof forms, pedestrian connectivity, landscaping, awnings, and signage.</u> | - | - |
| <ul style="list-style-type: none"> • <u>Examine where incentives may be used to encourage sustainable development employing such standards as LEED® Silver for commercial structures and BuiltGreen™ 4-star or better for multifamily development.</u> | - | - |
| <ul style="list-style-type: none"> • <u>Encourage street designs and plantings to increase canopy coverage, landscaping, and use of native species to beautify and enhance ecological value.</u> | PWE/CED | NOT DONE - Challenge is funding of transportation projects. |
| <ul style="list-style-type: none"> • <u>Improve regional transit connectivity with Tillicum. If Sound Transit service is extended southward, seek placement of an additional station in Tillicum.</u> | PWE/CM | ONGOING |
| <ul style="list-style-type: none"> • <u>Identify and encourage other community-based services that support neighborhoods and families, such as low-cost medical care providers.</u> | PRCS | ONGOING – City supports Tillicum community center and other service providers in the neighborhood. 2 year grant funding cycle for 2023-24 begins mid-year |
| <ul style="list-style-type: none"> • <u>Develop a program for acquiring additional right of way along portions of Union Avenue SW in order to facilitate further improvements. In the future, expand "civic boulevard" design standards to include Portland Avenue SW between North Thorne Lane SW and West Thorne Lane SW, Union Avenue SW from Berkeley Avenue SW to Spruce Street SW, and Spruce Street SW from Union Avenue SW to Portland Avenue SW.</u> | PWE | ONGOING - Design to 30% starts in 2022. We will identify ROW needs for future funding requests. ROW will not be sufficient to create a boulevard with center median. |
| <ul style="list-style-type: none"> • <u>As additional development occurs within Tillicum and public surveillance opportunities are improved, seek additional opportunities to enhance and expand nonmotorized transportation opportunities.</u> | PWE | ONGOING |

B. 2022 Proposed Rezoning in Tillicum Area

Redesignate/rezone the following parcels from Single Family (SF)/Residential 3 (R3) to Mixed Residential (MR)/Mixed Residential 2 (MR2):

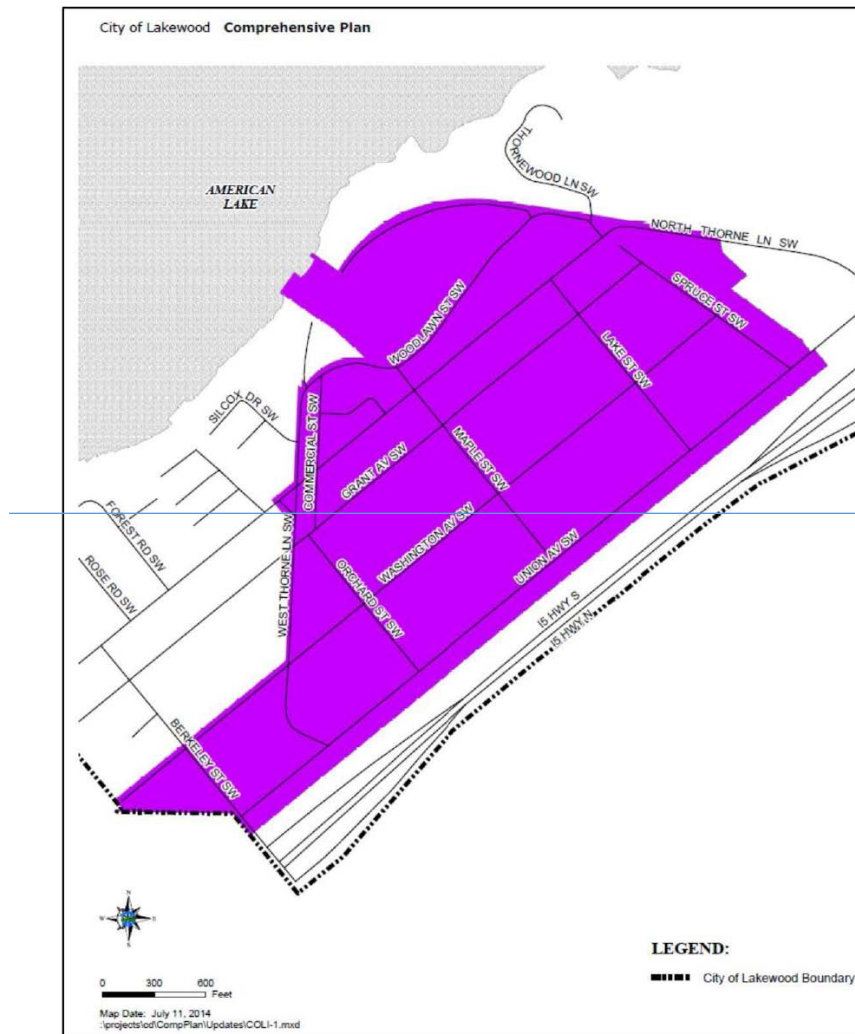
- Parcels 0219212108, -109, -110, -111, -112, -113, -114, -115, -117, -118, -141, -142, -143, -144, -192, -195, -196, -148, -149, -150, -151, and -189; and
- Parcels 0219216009, -010, -011, -012

[Demonstrative graphic]

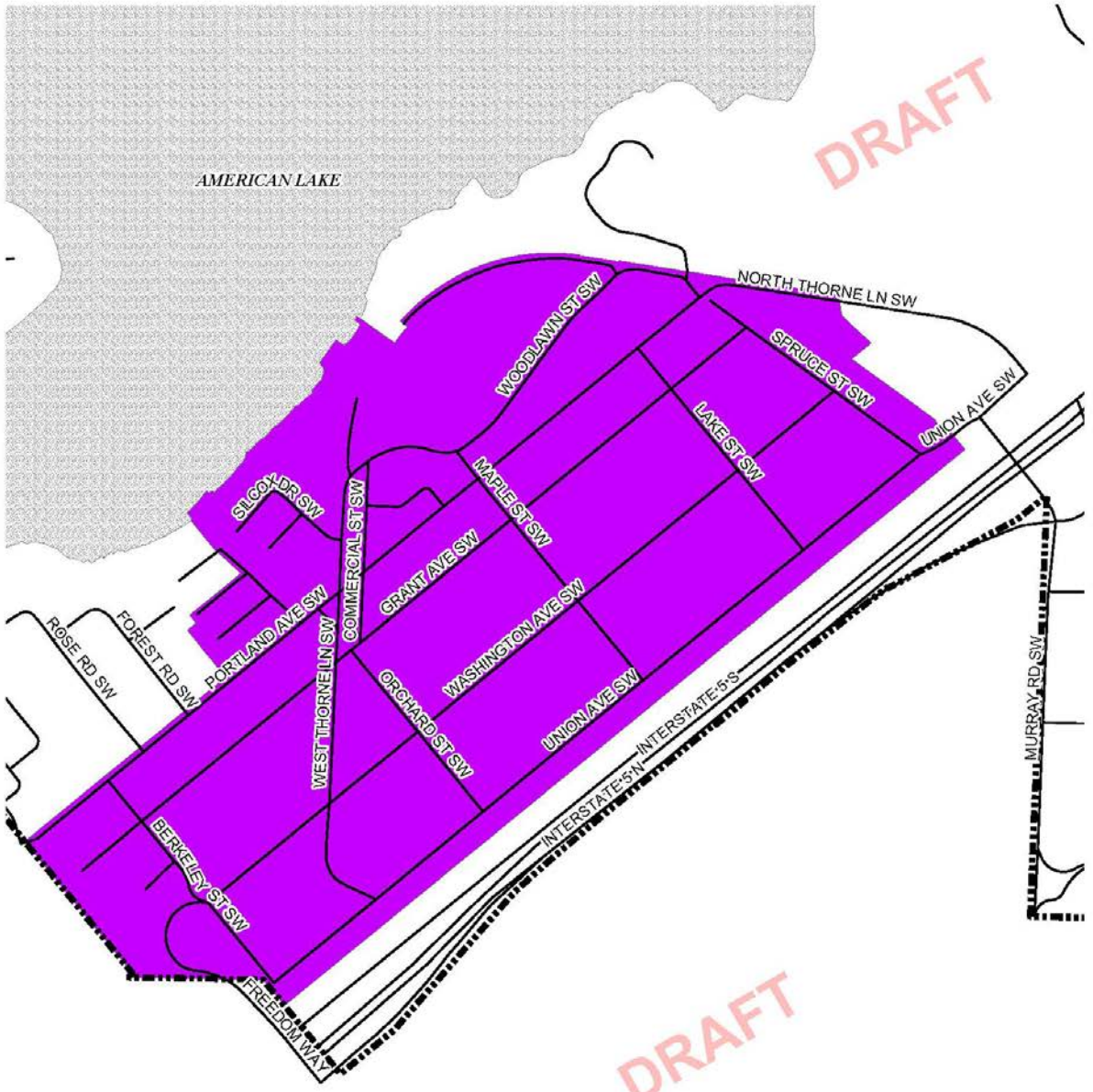


C. Tillicum Center of Local Importance (CoLI)

Amend the boundary of the Tillicum Center of Local Importance (CoLI) Boundary and remove the current Comprehensive Plan Figure 2.4, shown below:





Insert a new Figure 2.1, shown below:



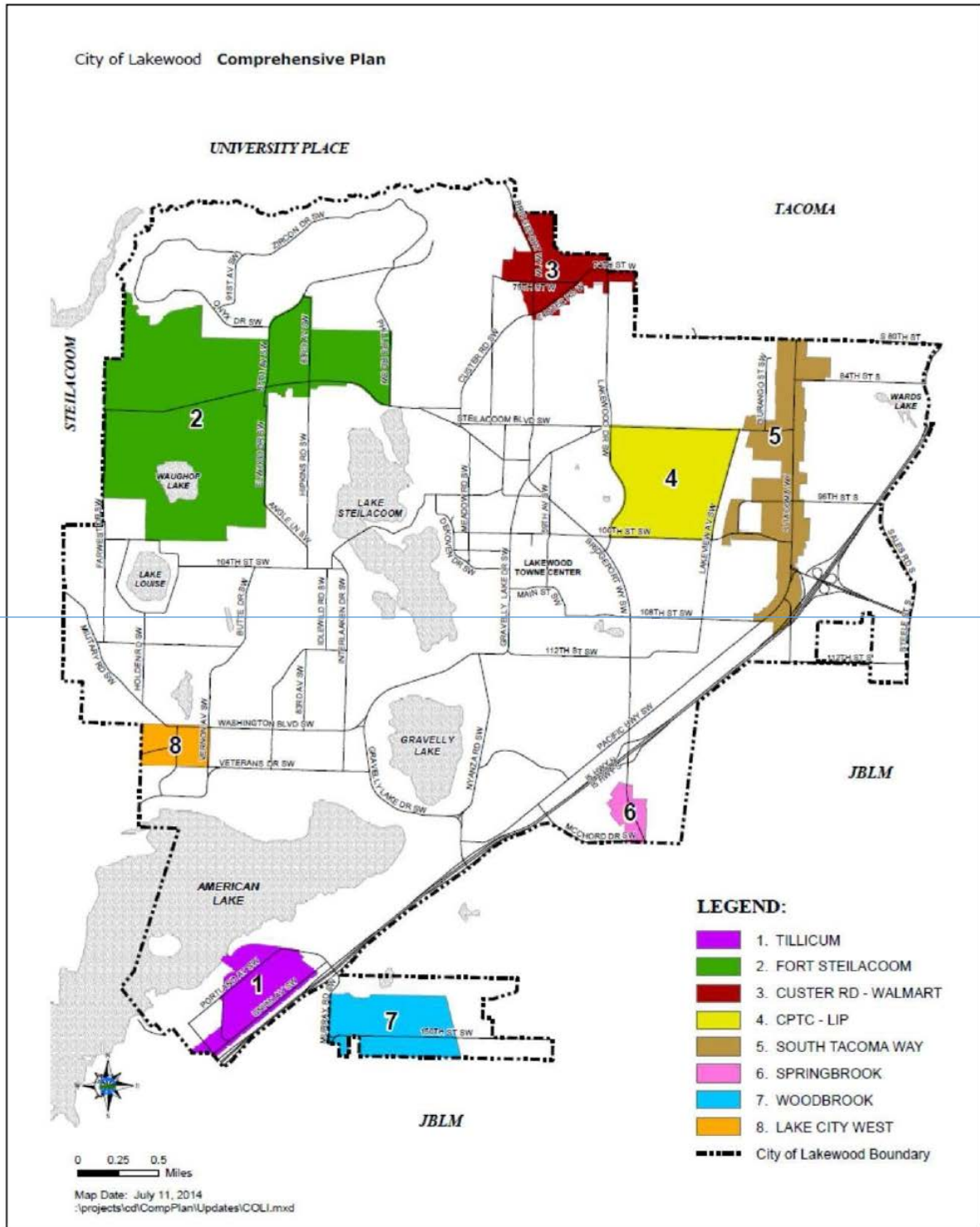
0 350 700 Feet

Map Date: May 11, 2022

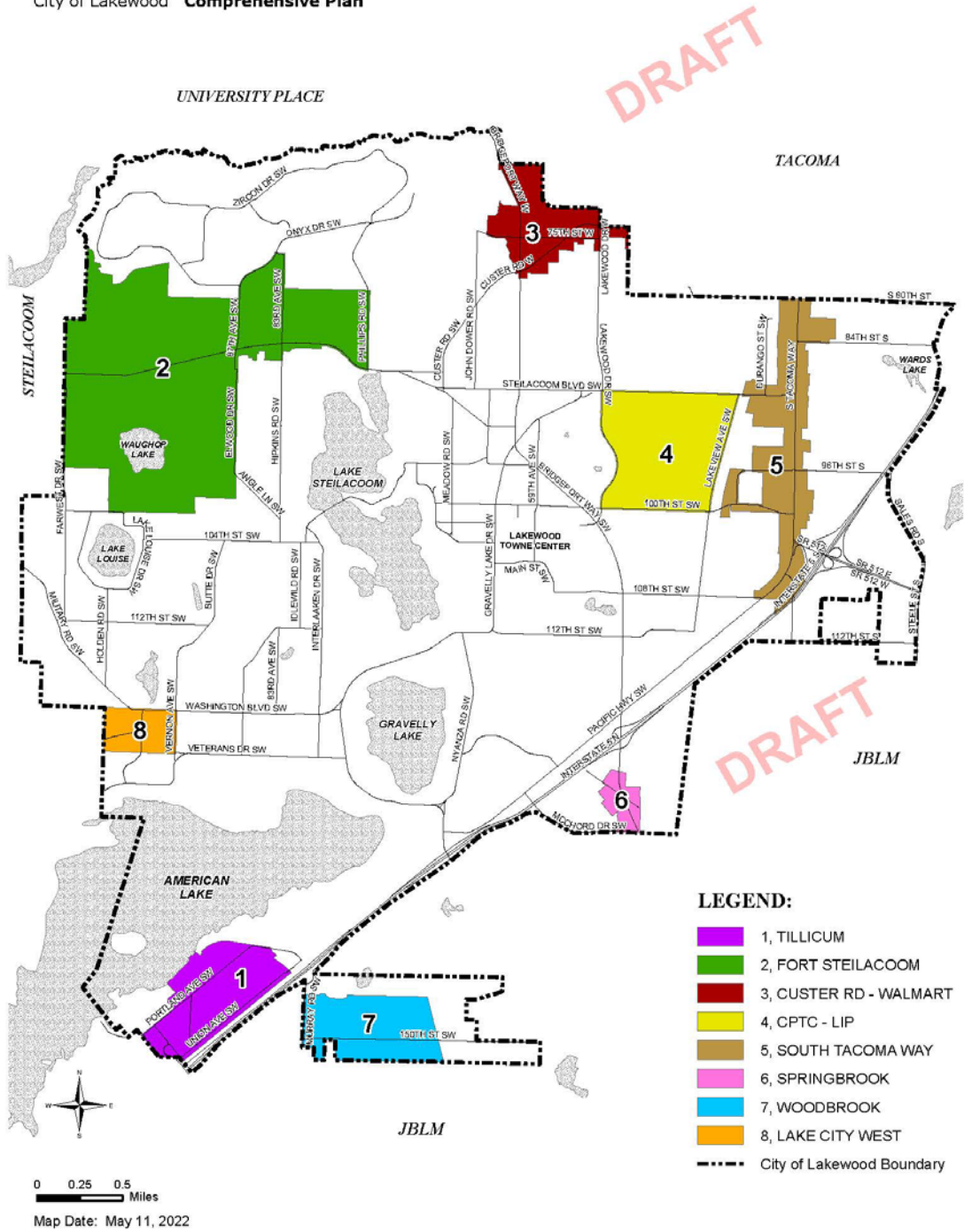
LEGEND:

-  1, TILlicUM
-  City of Lakewood Boundary

Remove the current Comprehensive Plan Figure 2.3, shown below:



Insert a new Comprehensive Plan Figure 2.3 as shown below:



D. Comprehensive Plan Text Amendments

Proposed amendments to the Comprehensive Plan text and maps related to the Tillicum area are included below in redline/strikeout. Any other references to Tillicum would remain unchanged.

2.5.1 Tillicum

The community of Tillicum, Figure 2.4, is ~~was~~ designated as a CoLI ~~in 2014~~ based on its characteristics as a compact, walkable community with its own unique identity and character. The area is located just outside the main gates of both Joint Base Lewis-McChord (JBLM) and Camp Murray National Guard Base (“Camp Murray”). The area is geographically isolated from the rest of Lakewood ~~because of inadequate street connections. T~~; the only practical access to the area is provided by I-5. This center provides a sense of place and serves as a gathering point for both neighborhood residents and the larger region with regard to the resources it provides for Camp Murray, JBLM, and access to American Lake.

The Tillicum area includes ~~many of the design~~ the following features ~~for as~~ a Center of Local Importance (CoLI) ~~as described in CWPP UGA-50, including:~~

- Civic services including the Tillicum Community Center, Tillicum Elementary School, a fire station, JBLM and Camp Murray, the Tillicum Youth and Family Center, and several veterans service providers;
- Commercial properties along Union Ave. SW that serve highway traffic from I-5, personnel from JBLM and Camp Murray, and local residents;
- Recreational facilities including Harry Todd Park, Bills Boathouse Marina, the Commencement Bay Rowing Club, and a WDFW boat launch facility that attracts boaters from around the region;
- Historic resources including Thornewood Castle. Much of the area was developed between 1908 and the 1940s. The street pattern around Harry Todd Park reflects the alignment of a trolley line that served the area in the early 1900’s;
- Approximately 62 acres partially developed with, and zoned for, multi-family residential uses; ~~and~~
- ~~The Tillicum area’s is subject to~~ specific treatment in the Comprehensive Plan (Section 3.10, Goal LU-52, LU-53 and Policies LU-53.1 through LU-53.4); and
- ~~Additionally, the~~ The City’s adopted ~~the~~ Tillicum Neighborhood Plan, a subarea plan per RCW 36.70A.080(2) in June 2011, that was reviewed and

updated through an Addendum in 2022.

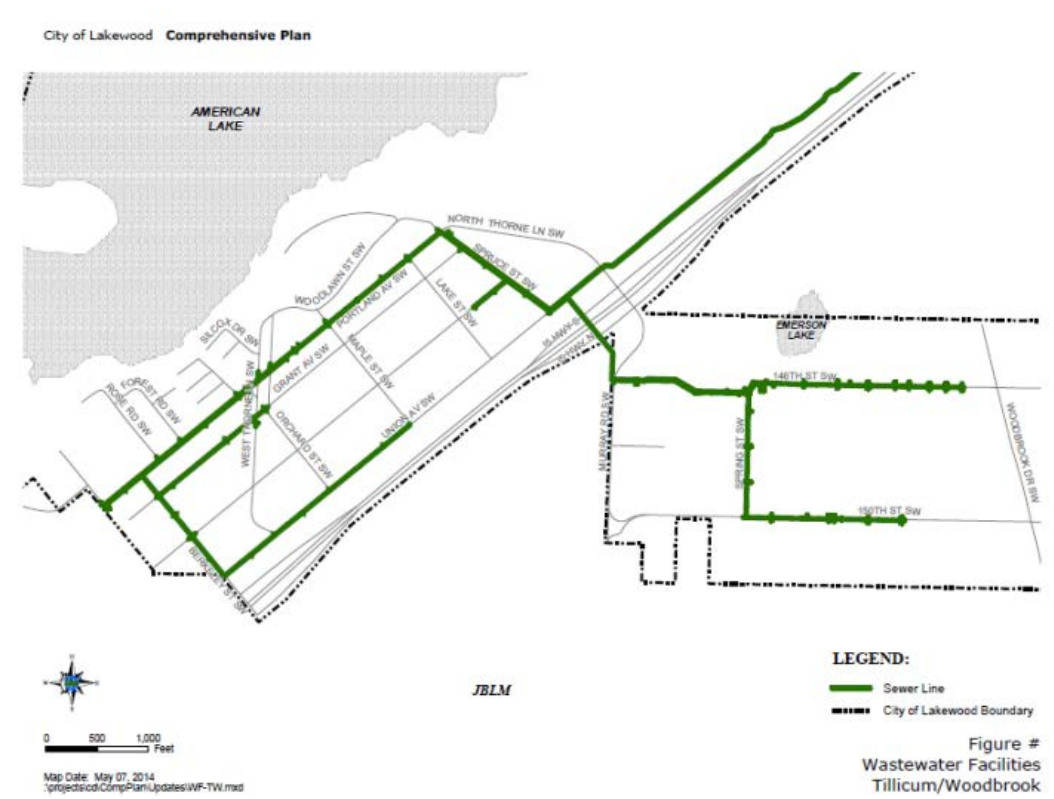
The Comprehensive Plan describes the sewer expansion into Tillicum that began in 2009 and includes two Land Use Goals related specifically to Tillicum:

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 lacked 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.

Figure 3.13 (2014)



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.

GOAL LU-51: Minimize the impacts of geographic isolation of the Tillicum, Springbrook, and Woodbrook areas and focus capital improvements there to upgrade the public environment.

Policies:

LU-51.1: Provide for commercial and service uses for the daily needs of the residents within the neighborhoods.

LU-51.2: Support the expansion of recreation and open space.

LU-51.3: Provide pedestrian and bicycle paths within the neighborhoods and which connect to other neighborhoods.

GOAL LU-52: Improve the quality of life for residents of Tillicum.

Policies:

LU-52.1: Enhance the physical environment of Tillicum through improvements to sidewalks, pedestrian-oriented lighting, street trees, and other pedestrian amenities.

LU-52.2: Promote integration of Tillicum with the American Lake shoreline through improved physical connections, protected view corridors, trails, and additional designated parks and open space.

LU-52.3: Identify additional opportunities to provide public access to American Lake within Tillicum.

LU-52.4: Seek a method of providing alternate connection between Tillicum and the northern part of the City besides I-5.

LU-52.5: Implement, and as necessary, update, the Tillicum Community Neighborhood Plan.

Section 4.5 of the Comprehensive Plan describes Tillicum in more detail:

4.5.2 Tillicum

The Tillicum neighborhood functions as a separate small village within Lakewood. Accessible only by freeway ramps at the north and south end of the area, it has its own commercial sector; moderately dense residential development; and an elementary school, library, and park. Tillicum is a very walkable neighborhood with a tight street grid and relatively low speed traffic. Harry Todd Park is one of the largest City-owned parks, and Tillicum is one of the few neighborhoods in the city with public waterfront access.

In public meetings discussing alternative plans for the city, Tillicum emerged as a neighborhood viewed as having significant potential for residential growth ~~over the next 20 years~~. With a traditional street grid, significant public open space and lake access, and strong regional transportation connections, there is a major opportunity for Tillicum to evolve into a more urban, pedestrian and bicycle-oriented community. This is further enhanced by the recent expansion of I-5 and new interchanges at Thorne Lane and Berkeley as well as the potential for a Sound Transit stop in Tillicum. ~~long range potential for a commuter rail station and new highway connection to the east.~~

Because of recent extension of sewer service to the area, the development of multi-family housing in Tillicum is now possible. In addition to sewer development, there are other actions the City can take in support of the development of multi-family housing in Tillicum, including:

- ~~development~~ continued improvements to ~~of a long range plan for Harry Todd Park and implementation of specific improvements to expansion of~~ sewer capacity access;
- development of a pedestrian connection between the park and commercial district along Maple Street, with sidewalks, curb ramps, crosswalks, lighting, and other improvements;
- consideration of incentivizing multi-family and mixed use development along Union Ave.
- review of land zoning and regulations near the ~~improvements at the new Thorne Lane and Berkeley Ave.~~ I-5 interchanges to create attractive, welcoming gateways; and
- a pedestrian/bikeway easement north along the railroad or through the country club to other

portions of Lakewood.

~~The proposal by Amtrak to locate high-speed passenger rail service through the area (the Point Defiance Bypass project) will result in significant modifications to the freeway interchanges in Tillicum. These modifications should be designed in conjunction with improvements to I-5 to address congestion.~~In the 2010's, construction on two major changes to transportation systems near and adjacent to Tillicum began. In July 2015, the Washington State Legislature approved funding for the I-5 Mounts Road to Thorne Lane Interchange - Corridor Improvements project as part of the Connecting Washington transportation revenue package. This overall project was broken down into four separate construction projects, two of which were completed by 2022. The I-5 interchanges at Berkeley Street and Thorne Lane were replaced to make room for new HOV lanes. The new interchanges removed a potential conflict between passenger trains and vehicles and people who walk or ride. This work also raised the elevation of I-5 at Berkeley Street by 14 feet, eliminating the expense of maintaining water pumps in a location where I-5 sat below the water table.

In 2023, a third phase of construction will rebuild the I-5 and Steilacoom-DuPont Road interchange to complete widening of I-5. This will extend the HOV lane near 41st Division Drive in both directions into the DuPont area. WSDOT's overarching goal is to complete the HOV system between DuPont and the new HOV lanes that are nearly complete in Tacoma.

In 2024, a separate project off I-5 will build a new non-motorized path from Gravelly Lake Drive to Thorne Lane in Lakewood as the fourth phase of the overall work. The Gravelly-Thorne Connector will run parallel to but separate from I-5, providing access to Lakewood's Tillicum neighborhood for people who walk and ride. Until the Gravelly-Thorne Connector is complete, bicyclists going south on I-5 from Gravelly Lake Drive will use the shoulder on the exit to Berkeley Street to access local shared use paths.

A future shared-use path for bicyclists and pedestrians that would run parallel to roads open to the public between Lakewood and DuPont is being evaluated by stakeholders.

The 1999 urban design framework plan for Tillicum is shown in Figure 4.4. Some of the specific urban design actions identified at the time which could be undertaken in Tillicum include:

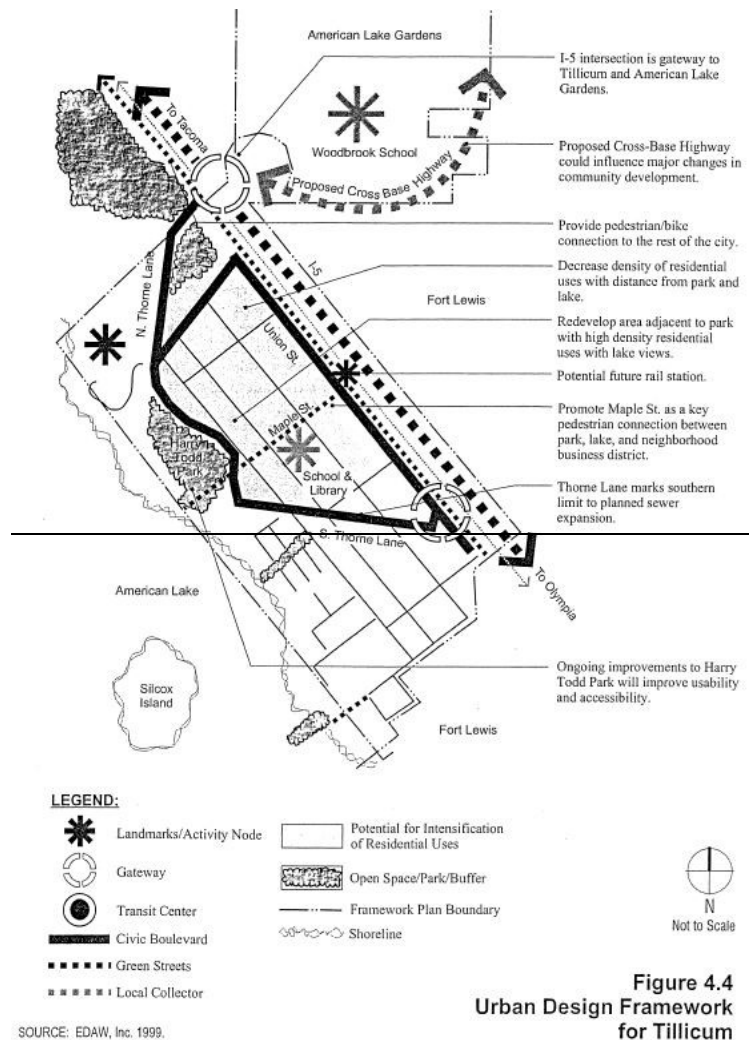
Landmark/Activity Nodes: The northern entrance into Tillicum, as well as the only entrance into Woodbrook, is at the Thorne Lane overpass and I-5. It would be improved as a civic gateway, with landscaping, road improvements, signage, and other elements as needed. This interchange may be significantly redesigned in conjunction with the Point Defiance Bypass and I-5 congestion management projects.

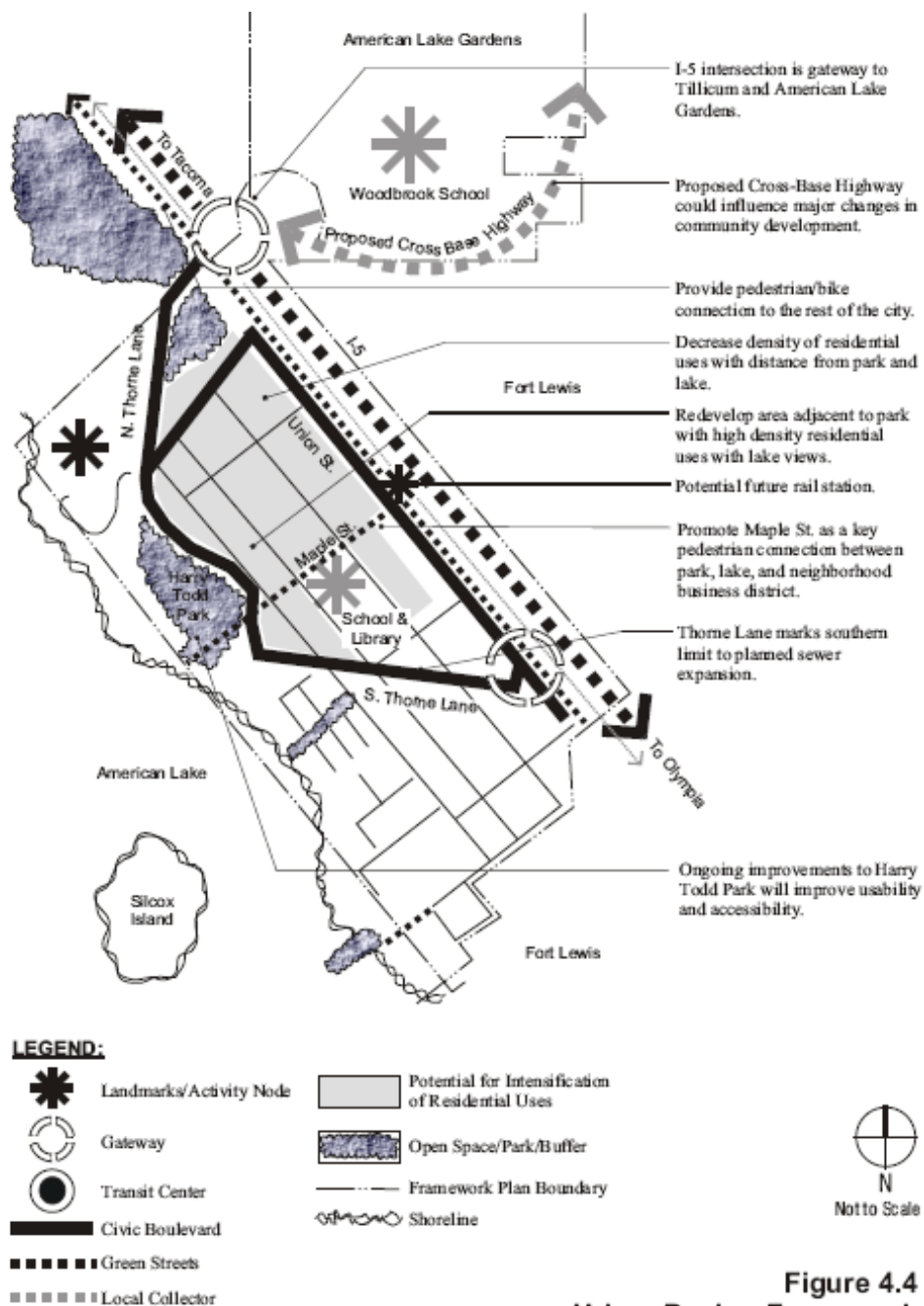
Civic Boulevards: As the main entrance road into Tillicum and the perimeter road embracing multi-family development, Thorne Lane would be improved as a civic boulevard. Development intensification in Tillicum would occur east of Thorne Lane, with W. Thorne Lane marking the initial southern boundary of the sewer extension to keep costs in check. Potential improvements of Union Street in support of commercial functions would include such elements as pedestrian improvements, parking, landscaping, lighting, and other functional items. Long-

range planning would also identify site requirements for the planned future commuter rail stop and propose a strategy to fulfill this need .

Green Streets: Maple Street would be improved as a green street to provide a pedestrian-oriented connection between American Lake and Harry Todd Park at one end, and the commercial district/future rail station at the other. In between, it would also serve the school and the library. It would serve as a natural spine, gathering pedestrian traffic from the surrounding blocks of multi-family housing and providing safe access to recreation, shopping, and public transportation.

Open Space: Harry Todd Park would be improved by upgrading existing recreation facilities and constructing additional day use facilities such as picnic shelters and restrooms. A local connection between Tillicum and the Ponders Corner area could be built along an easement granted by various landowners, principally the Tacoma Country and Golf Club and Sound Transit/Burlington Northern Railroad.





SOURCE: EDAW, Inc. 1999.

As the City of Lakewood conducts its 2024 Comprehensive Plan periodic update process, the Tillicum urban design framework and actions will be reviewed and updated to reflect what has been accomplished in Tillicum since the 2011 Neighborhood Plan was adopted as well as to reflect current housing policy and growth planning best practices.

GOAL UD-10: Promote the evolution of Tillicum into a vital higher density pedestrian-oriented neighborhood through application of urban design principles.

Policies:

UD-10.1: Identify opportunities for additional public/semi-public green space in Tillicum.

UD-10.2: Provide opportunities for pedestrian and bicycle connections from Tillicum to other portions of Lakewood.

UD-10.3: Improve identified civic boulevards, gateways, and green streets within Tillicum to provide a unifying and distinctive character.

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

- 1) the Downtown Subarea;
- 2) the South Tacoma Way & Pacific Highway Corridors;
- 3) Springbrook;
- 4) Tillicum/Woodbrook;
- 5) 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-5.5: Continue existing programs to expand sewers throughout Tillicum and Woodbrook.

ED-5.7: Expand housing ownership opportunities.

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

ED-5.11: Remove blighted buildings from residential neighborhoods.

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

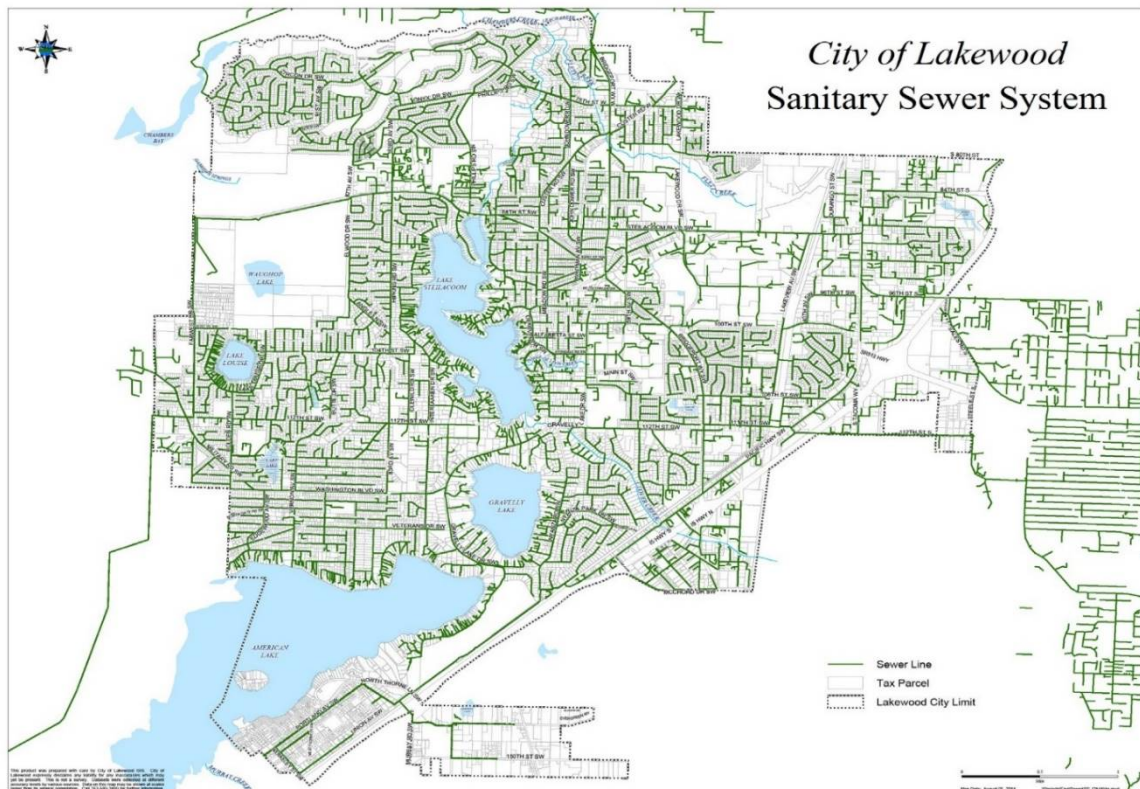
7.1 Sanitary Sewers

Sewer service in the City of Lakewood is almost entirely provided by Pierce County Public Works and Utilities. Sewer service was recently expanded to serve the Tillicum and Woodbrook communities. The Town of Steilacoom provides sewer service to Western State Hospital. Steilacoom has indicated that its facilities serving the Western State Hospital currently have additional growth capacity. The City of Tacoma provides sewer service to the Flett subdivision, and to commercial and residential users located in northeast Lakewood (80th

Street and 84th Streets). Figure 7.2 describes the locations of all major sewer trunk lines within Lakewood.

The area immediately north of Pierce College and north of 101st Street SW, as well as the area along Clover Creek near Cochise Lane, remain unsewered. Since the adoption of the City's Comprehensive Plan in 2000, sewer trunk lines have been installed in Tillicum and Woodbrook.

Figure 7.2 (2014)



GOAL U-8: Ensure that new growth is served by sewers, and pursue a citywide system to eliminate current service deficits.

Policies:

U-8.1: Ensure that public sewage treatment and collection systems are installed and available for use coincident with new development.

U-8.2: Continue current efforts to extend sewers throughout all of Woodbrook and Tillicum.

U-8.3: Encourage extension of sewer service to Woodbrook and portions of Tillicum slated for density increases or changes in use consistent with the adopted Comprehensive Plan Future Land Use Map (see Policy LU-62.5).

Land-Use Implementation Strategies

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.

Transportation Implementation Strategies

- 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.~~

E. Development Regulation Text Amendments

18A.10.140 Establishment of subareas.

Per RCW 36.70A.080(2), in order to plan for and regulate the use of land and structures in a manner which recognizes that residential neighborhoods and business areas within Lakewood vary one from another in desired character, subareas may be established as optional elements of the comprehensive plan and implementing zoning regulations may be adopted as a title of the Lakewood Municipal Code (LMC.)

Subarea plans are implemented in part through the adoption of use, development, performance, or procedural regulations specific to the subarea or to a portion or portions of the subarea. Regulations which are specific to a subarea or portions of a subarea are located in the title of the LMC concerning the subarea.

The following subareas and subarea plans are established:

| Name | Symbol | Code Title |
|--|---------------|---------------------|
| Downtown Subarea Plan | DSAP | 18B |
| Lakewood Station District Subarea Plan | LSDSP | 18C |
| <u>Tillicum Subarea Plan</u> | <u>TSP</u> | <u>18D reserved</u> |

2022-04 Review Comprehensive Plan Zoning and Policies and Municipal Code related to Adult Family Homes (AFHs) to determine whether to allow AFHs in Air Corridor 1 (AC1) and Air Corridor 2 (AC2) zones.

Amend portions of LMC 18A.40.130 (D) and (E) as follows (the remainder of LMC 18A.40.130 would remain unchanged):

18A.40.130 Air installation compatible use zones (AICUZ) and uses.

* * *

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

| Land Use Categories | APZ-I | APZ-II | CZ | Density |
|--|---------------------|---------------------|----------|--|
| Existing Uses | | | | |
| Continuation of <u>conforming</u> uses <u>and structures</u> already legally existing within the zone at the time of adoption of this chapter. Maintenance, and repair, <u>and lateration/addition</u> of existing <u>conforming</u> structures shall be permitted. | P | P | – | N/A |
| Alteration or modification of nonconforming existing uses and structures. <u>(Subject to LMC 18A.40.130 (E.) (4.); & LMC Chapter 18A.20, Article II, Nonconforming Uses & Structures.)</u> | <u>Director/HEC</u> | <u>Director/HEC</u> | – | N/A |
| <u>Adult family home: Alteration or modification of existing residential structure for use as an adult family home. Not subject to intensity of use criteria, LMC 18A.40.130 (E.) (1.); and subject to the Washington State Building Codes, as amended.</u> | <u>P</u> | <u>P</u> | <u>–</u> | <u>N/A</u> |
| Agriculture and Natural Resources | | | | |
| Agriculture | – | – | – | N/A |
| Agriculture, clear zone | – | – | P | N/A |
| Agriculture, home | P | P | – | N/A |
| Natural resource extraction/recovery | C | C | – | Maximum FAR of 0.28 in APZ-I, no activity which produces smoke, glare, or involves explosives. |
| Research, scientific (small scale) | C | P | – | Office use only. Maximum FAR of 0.22 in APZ-I and APZ-II. |
| Undeveloped land | P | P | P | N/A |
| Residential Uses | | | | |
| Accessory caretaker's unit | – | – | – | N/A |
| Accessory dwelling unit | – | – | – | N/A |
| Cottage housing | – | – | – | N/A |
| Cohousing (dormitories, fraternities and | – | – | – | N/A |

| Land Use Categories | APZ-I | APZ-II | CZ | Density |
|---|-------|--------|----|--|
| sororities) | | | | |
| Detached single-family <u>structure(s)</u> on lot less than 20,000 square feet | – | – | – | N/A |
| Detached single-family <u>structure(s)</u> on lot greater than 20,000 square feet | – | P | – | N/A |
| Two-family residential <u>structure(s)</u> , attached or detached dwelling units | – | – | – | N/A |
| Three-family residential <u>structure(s)</u> , attached or detached dwelling units | – | – | – | N/A |
| Multifamily <u>structure(s)</u> , 4 or more residential units | – | – | – | N/A |
| Mixed use | – | – | – | N/A |
| Home occupation | P | P | – | N/A |
| Mobile home parks | – | – | – | N/A |
| Mobile and/or manufactured homes, in mobile/manufactured home parks | – | – | – | N/A |
| Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling | – | P | – | N/A |
| Child care facility | – | – | – | N/A |
| Child day care center | – | – | – | N/A |
| Family day care provider | – | – | – | N/A |
| Special Needs Housing (Essential Public Facilities) | | | | |
| Type 1 group home | – | – | – | N/A |
| Type 2 group home | – | – | – | N/A |
| Type 3 group home | – | – | – | N/A |
| Type 4 group home | – | – | – | N/A |
| Type 5 group home | – | – | – | N/A |
| Assisted living facilities | – | – | – | N/A |
| Continuing care retirement community | – | – | – | N/A |
| Hospice care center | – | – | – | N/A |
| Enhanced services facility | – | – | – | N/A |
| Nursing home | – | – | – | N/A |
| Commercial and Industrial Uses | | | | |
| Building and landscape materials sales | P | P | – | Maximum FAR of 0.28 in APZ I and 0.56 in APZ II. |
| Building contractor, light | P | P | – | Maximum FAR of 0.28 in APZ I and 0.56 in APZ II. |
| Building contractor, heavy | C | – | – | Maximum FAR of 0.11 in APZ I and 0.22 in APZ II. |
| Business support service | P | – | – | Maximum FAR of 0.22 in APZ I. |
| Catering service | P | P | – | Maximum FAR of 0.22 in APZ II. |

| Land Use Categories | APZ-I | APZ-II | CZ | Density |
|---|--------------|---------------|-----------|---|
| Construction/heavy equipment sales and rental | C | C | – | Maximum FAR of 0.11 in APZ I; and 0.22 in APZ II. |
| Equipment rental | P | P | – | Maximum FAR of 0.11 in APZ I; and 0.22 in APZ II. |
| Furniture, furnishings, appliance/equipment store | – | C | – | Maximum FAR of 0.28 in APZ II. |
| Handcraft industries, small-scale manufacturing | P | P | – | Maximum FAR of 0.28 APZ I; Maximum FAR of 0.56 in APZ II. |
| Kennel, animal boarding | P | P | – | Maximum FAR of 0.11 APZ I; Maximum FAR of 0.22 in APZ II. |
| Laundry, dry cleaning plant | P | – | – | Maximum FAR of 0.22 in APZ II. |
| Live/work and work/live units | P | P | – | N/A |
| Maintenance service, client site services | P | P | – | Maximum FAR of 0.22 in APZ II. |
| Military installations | P | P | P | N/A |
| Mobile home, RV, and boat sales | C | C | – | Maximum FAR of 0.14 in APZ I and 0.28 in APZ II. |
| Office, business services | P | P | – | Maximum FAR of 0.22 in APZ II. |
| Office, professional | P | – | – | Maximum FAR of 0.22 in APZ II. |
| Places of assembly | – | – | – | N/A |
| Personal services | P | – | – | Office uses only. Maximum FAR of 0.11 in APZ II. |
| Small craft distillery | – | P | – | Maximum FAR 0.56 in APZ II. |
| Storage, personal storage facility | P | P | – | Maximum FAR of 1.0 in APZ I; 2.0 in APZ II. |
| Vehicle services, minor maintenance/repair | P | P | – | Maximum FAR of 0.11 APZ I; 0.22 in APZ II. |
| Vehicle storage | C | C | – | Maximum FAR of 0.28 in APZ I and 0.56 in APZ II. |
| Warehouse retail | P | – | – | Maximum FAR of 0.16 in APZ II. |
| Warehouse | P | P | – | Maximum FAR of 1.0 in APZ I; 2.0 in APZ II. |
| Wholesaling and distribution | P | P | – | Maximum FAR Of 0.28 in APZ I and 0.56 in APZ II. |
| Wildlife preserve or sanctuary | P | P | – | N/A |
| Eating and Drinking Establishments | | | | |
| Bar/tavern | – | – | – | N/A |
| Brewery, brew pub | – | – | – | N/A |
| Mobile food vending facility | P | P | – | N/A |
| Night club | – | – | – | N/A |
| Restaurant, café, coffee shop, counter ordering | – | – | – | N/A |
| Restaurant, café, coffee shop, drive-through services | – | – | – | N/A |

| Land Use Categories | APZ-I | APZ-II | CZ | Density |
|---|--------------|---------------|-----------|----------------|
| Restaurant, café, coffee shop, table service | – | – | – | N/A |
| Restaurant, café, coffee shop, outdoor dining | – | – | – | N/A |
| Restaurant, café, coffee shop, serving alcohol | – | – | – | N/A |
| Tasting room | – | – | – | N/A |
| Lodging | | | | |
| Bed and breakfast guest houses | – | – | – | N/A |
| Hostels | – | – | – | N/A |
| Hotels and motels | – | – | – | N/A |
| Recreational vehicle parks | – | – | – | N/A |
| Transportation | | | | |
| Parking facilities (surface) | P | P | – | N/A |
| Parking facilities (structured) | – | – | – | N/A |
| Streets with pedestrian and bicycle facilities | P | P | – | N/A |
| Transit park and ride lots | P | P | – | N/A |
| Transit shelter | P | P | – | N/A |
| Utilities | | | | |
| Above-ground electrical distribution lines, pipes, and support poles, transformers, and related facilities, not including substations | P | P | – | N/A |
| Underground electrical distribution lines, pipes, and support poles, transformers, and related facilities, not including substations | P | P | P | N/A |
| Electrical distribution substations | P | P | – | N/A |
| Electrical transmission lines of 115 kV or less and support poles | P | P | – | N/A |
| Electric vehicle battery charging stations | P | P | – | N/A |
| Above-ground natural gas conveyance facilities | – | – | – | N/A |
| Underground natural gas conveyance facilities | P | P | P | N/A |
| Potable water conveyance facilities | P | P | – | N/A |
| Potable water storage facilities | C | P | – | N/A |
| Storm water collection and conveyance facilities | P | P | P | N/A |
| Storm water detention/retention facilities | P | P | C | N/A |
| Telecommunications earth receiving stations (satellite dishes) | P | P | – | N/A |
| Telecommunications lines, pipes, support | P | P | – | N/A |

| Land Use Categories | APZ-I | APZ-II | CZ | Density |
|---|-------|--------|----|---------|
| poles and related facilities, not including earth receiving stations, personal wireless service, transmission/receiving/relay facilities, or switching facilities | | | | |
| Telecommunications switching facilities | P | P | – | N/A |
| Telecommunications transmission/receiving/relay facilities | | P | – | N/A |
| Waste water conveyance facilities | P | P | P | N/A |
| Wireless communication facilities (WCFs) | P | P | – | N/A |
| Essential Public Facilities | | | | |
| Airport (American Lake Seaplane Base) | – | – | – | N/A |
| Community and technical colleges, colleges and universities | – | – | – | N/A |
| Correctional facilities | – | – | – | N/A |
| Electrical transmission lines of higher voltage than 115 kV, in existing corridors of such transmission lines | – | C | – | N/A |
| Electrical transmission lines of higher voltage than 115 kV, in new corridors | – | – | – | N/A |
| Group home | – | – | – | N/A |
| In-patient facility including but not limited to substance abuse facility | – | C | – | N/A |
| Intercity high-speed ground transportation | – | – | – | N/A |
| Intercity passenger rail service | – | – | – | N/A |
| Interstate Highway 5 (I-5) | P | – | – | N/A |
| Mental health facility | – | – | – | N/A |
| Military installation | P | P | P | N/A |
| Minimum security institution | – | – | – | N/A |
| Secure community transition facility (SCTFs) | – | – | – | N/A |
| Solid waste transfer station | – | – | – | N/A |
| Sound Transit facility | – | – | – | N/A |
| Sound Transit railroad right-of-way | – | – | – | N/A |
| Transit bus, train, or other high capacity vehicle bases | – | – | – | N/A |
| Washington State Highway 512 | P | – | – | N/A |
| Work/training release facility | – | – | – | N/A |

Director: Community & Economic Development Director

HE: Hearing Examiner

P: Permitted Use C: Conditional Use “–”: Not Allowed N/A: Not Applicable

Numbers in parentheses reference use specific development and operating conditions under subsection (E) of this section.

E. *Operating and Development Conditions.*

1. In addition to the other requirements of the chapter, the intensity of use criteria are applicable to all new land uses in the CZ, APZ-I, and APZ-II zoning districts and shall be used to determine compatibility of proposed uses with aircraft operations hazards. The applicant shall bear the burden of proof to demonstrate compliance of a proposed development with the following intensities of uses:

a. Within the CZ zoning district, the total number of people on a site at any time shall not exceed one (1) person per four thousand three hundred fifty-six (4,356) square feet of gross site area, or ten (10) persons per acre.

b. Within the APZ-I zoning district, the total number of people on a site at any time shall not exceed one (1) person per one thousand seven hundred forty-two (1,742) square feet of gross site area, or twenty-five (25) persons per acre.

c. Within the APZ-II zoning district, the total number of people on a site at any time shall not exceed one (1) person per eight hundred seventy-one (871) square feet of gross site area, or fifty (50) persons per acre.

2. In addition to other requirements of the code, the following performance criteria shall be used to determine the compatibility of a use, project design, mitigation measures and/or any other requirements of the code with respect to aircraft operation hazards in the CZ, APZ-I and APZ-II zoning districts. The applicant shall bear the burden of proof to demonstrate compliance of a proposed development with the following performance criteria:

a. Any new use which involves release of airborne substances, such as steam, dust, and smoke, that may interfere with aircraft operations is prohibited.

b. Any new use which emits light or direct or indirect reflections that may interfere with a pilot's vision is prohibited.

c. Any new use that creates an undue hazard to the general health, safety and welfare of the community in the event of an aircraft accident in these zoning districts is prohibited.

d. Facilities which emit electrical currents shall be installed in a manner that does not interfere with communication systems or navigational equipment.

e. Any new use which attracts concentrations of birds or waterfowl, such as mixed solid waste landfill disposal facilities, waste transfer facilities, feeding stations, and the growth of certain vegetation, is prohibited.

f. Structures are prohibited within one hundred (100) feet of the aircraft approach-departure or transitional surfaces.

3. *Noise Attenuation.* Provisions for noise mitigation shall apply to all buildings or structures constructed or placed in use for human occupancy on sites within the Clear Zone (CZ), Accident Potential Zone One (APZ-I), and Accident Potential Zone Two (APZ-II) zoning districts, which are located within the sixty-five (65) Ldn Noise Contour or higher, as shown in the Final Air Installation Compatible Use Zone (AICUZ) Study Update, Joint Base Lewis-McChord, May 2015, and on file with the Community and Economic Development Department.

a. *Noise Insulation Required.* Those portions of new structures where the public is received or offices are located must be constructed with sound insulation or other means to achieve a day/night interior noise level (Ldn) of no greater than forty-five (45) dB. A remodeling project where the total cost of improvements is twenty-five (25) percent or more of the valuation of the existing building is ~~also~~ subject to these standards.

b. *Sound Isolation Construction.* A building will generally be considered acceptable by the Building Official if it incorporates the applicable features described in LMC Title 15. Alternate materials and methods of construction may be permitted, if such alternates are demonstrated to the satisfaction of the Building Official to be equivalent to those described.

c. *Acoustical Analysis and Design Report.* The applicant may elect to have a qualified architect or engineer examine the noise levels and needed building sound isolation requirements for a specific site. The analysis and design report signed by and prepared under the supervision of a qualified architect or engineer shall be submitted with the application for building permit. The report shall show the topographical relationship of the aircraft noise sources and the building site, identification of noise sources and their characteristics, predicated noise spectra at the exterior of the proposed building structure, basis for the predication (measured or obtained from published data), and effectiveness of the proposed construction showing that the prescribed interior day-night sound level is met.

d. *Exemptions.*

i. Additions under five hundred (500) square feet that are not used for sleeping rooms;

ii. A remodeling project where the total cost of improvements is less than twenty-five (25) percent ~~or more of the valuation~~ of the existing building valuation ~~is also subject to these standards;~~

iii. The noise standards in subsection ~~(B)~~(E)(3) of this section shall not apply to the construction of buildings or structures in the Air Installation Compatible Use Zone (AICUZ) Study for McChord Field with less than sixty-five (65) dB DNL.

e. *Noise Disclosure Statement.* Prior to the issuance of a building permit for new construction or remodeling where the total cost of improvements is twenty-five (25) percent or more of the valuation of the existing building, the property owner shall sign a noise disclosure statement and record the statement with the title of the property. The noise disclosure statement acknowledges that the property is located

within the sixty-five (65) Ldn contour, as indicated on Noise Contour Map for McChord AFB as shown in the AICUZ study, and that noise attenuation is required of any new construction or remodeled structure where it meets the threshold.

4. *Nonconforming Buildings and Structures.*

a. Any residential use group building, and any assembly, business, educational, institutional or mercantile use group building or structure or portion thereof, which lawfully existed on the date of adoption of this section and which is not in conformity, shall be deemed nonconforming and subject to LMC, Chapter 18A.20 Article II, Nonconforming Uses & Structures.

i. Exceptions to residential use group buildings. A one-time addition/expansion of nor more than two-hundred (200) square feet of conditioned space shall be permitted.

b. Any extension, enlargement, relocation, reconstruction or substantial alteration of a nonconforming residential use group building, and any assembly, business, educational, institutional or mercantile use group building or structure or portion thereof, shall be subject to the acoustical performance standards as set forth in LMC Title [15](#) unless otherwise modified by the Building Official pursuant to applicable provisions of the Washington State Building Code.

2022-05 Update text of the Comprehensive Plan to reflect the adoption of VISION 2050 and renaming Centers of Local Importance per the 2018 Regional Centers Framework and the 2019 Countywide Planning Policies.

Replace Comprehensive Plan text and maps as shown below. The remainder of the Plan remains unchanged.

1.6.7.1 Compliance with Vision 2040 and VISION 2050

The Lakewood Comprehensive Plan supports a sustainable approach to growth and future development. The Plan incorporates a systems approach to planning and decision-making that addresses protection of the natural environment. The plan commits to maintaining and restoring ecosystems, through steps to conserve key habitats, clean up polluted waterways, and reduce greenhouse gas emissions. The plan includes provisions that ensure that a healthy environment remains available for future generations in Lakewood.

Lakewood's Comprehensive Plan has been updated based on residential and employment targets that align with Vision 2040. The Plan will be updated no later than during the 2024 periodic update to reflect the 2044 growth targets adopted by the Pierce County Council. ~~Through the targeting process the City has identified the number of housing units in the city for the year 2031.~~ We have also established an affordable housing goal for this planning period. (See Policies LU-2.20 and LU-2.21).

The Comprehensive Plan addresses each of the policy areas outlined in VISION 2040 and will be updated no later than during the 2024 periodic update to reflect VISION 2050 and countywide planning policies. Lakewood has policies that address habitat protection, water conservation, air quality, and climate change. The City's land-use codes incorporate environmentally friendly development techniques, such as low-impact landscaping. The plan calls for more compact urban development and includes design guidelines for mixed-use and transit-oriented development. There are directives to prioritize funding and investments to our regional growth center. The housing (sub)element commits to expanding housing production at all income levels to meet the diverse needs of both current and future residents. The plan includes an economic development element that supports creating jobs, investing in all people, creating great communities, and maintaining a high quality of life. The transportation element advances cleaner and more sustainable mobility, with provisions for complete streets, green streets, context-sensitive design, and a programs and strategies that advance alternatives to driving alone. The City coordinates its transportation planning with neighboring jurisdictions, including our level-of-service standards and concurrency provisions. The City is committed to resource conservation in the provision of public services.

The Comprehensive Plan also addresses local implementation actions in VISION 2040 and VISION 2050, including identification of underused lands, mode-split goals for the City's designated center, and housing targets.

* * *

2015 Update

* * *

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. COLIs ~~centers of Local Importance~~ ~~a~~ were designated in order to focus development and funding to areas that are important to the local community. Residential COLIs were intended to promote compact, pedestrian oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options. In 2014, COLIs ~~may~~ could also be used to identify established industrial areas. The COLIs ~~centers of Local Importance~~ originally 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 2019, per Pierce County Resolution 2019-070s, the Pierce County Countywide Planning Policies (CPPs) were updated to reflect the Regional Centers Framework that incorporated new policies regarding CoLIs. Lakewood ratified these changes per City Resolution 2020-03. CPP C-29 states in part that “CoLIs may only be located in a town or city without a Countywide or Regional Center located in Pierce County.” Lakewood has a Regional Growth Center coterminous with the Downtown Subarea.

As a result of Policy C-29, in 2022, the City of Lakewood redesignated its eight centers originally named CoLIs as “Centers of Municipal Importance”, or “CoMIs”. These CoMIs are not intended to be designated in the future as Countywide or Regional Centers, but instead reflect City of Lakewood focus areas for preservation, resource investment and/or economic development. Maps of the CoMIs were updated in Section 2.5 of this Comprehensive Plan as well.

* * *

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 has been designated as an urban center under the CWPP and, by extension, is a recognized regional growth center under VISION 2040 and VISION 2050.

* * *

2.5 Centers of Local Importance and Centers of Municipal Importance

Centers of Local Importance (CoLIs) are designated for the purpose of identifying local centers and activity nodes that are consistent with VISION 2040's Multi-county Planning Policies. Such areas promote compact, pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options, or are in an established industrial area. CoLIs are designated by the local government with jurisdiction. Approval by Pierce County, the Pierce County Regional Committee (PCRC), or other state or regional organization is not required. In 2014, Lakewood ~~has designated~~ adopted eight CoLIs. These are illustrated in Figure 2.3.

In 2018, Puget Sound Regional Council (PSRC) adopted a new Regional Centers Framework. Local Centers are discussed as follows at Section 7 of the Framework:

VISION 2040 calls for central places in all jurisdictions to support a centers-based approach to development in the region. These places range from neighborhood centers to active crossroads in communities of all sizes. These centers play an important role in the region and help define our community character, provide local gathering places, serve as community hubs, and are often appropriate places for additional growth and focal points for services.

The Regional Centers Framework recognizes the importance of these places, but does not envision a regional or county designation for all types of local centers. The designation criteria outlined in this document may provide a path to regional or county designation for locations that continue to grow and change over time.

In 2019, per Pierce County Resolution 2019-070s, the Pierce County Countywide Planning Policies (CPPs) were updated to reflect the Regional Centers Framework that incorporated new policies regarding CoLIs. Lakewood ratified these changes per City Resolution 2020-03. County Planning Policy C-29 states in part that "CoLIs may only be located in a town or city without a Countywide or Regional Center located in Pierce County." Lakewood has a Regional Growth Center coterminous with the Downtown Subarea.

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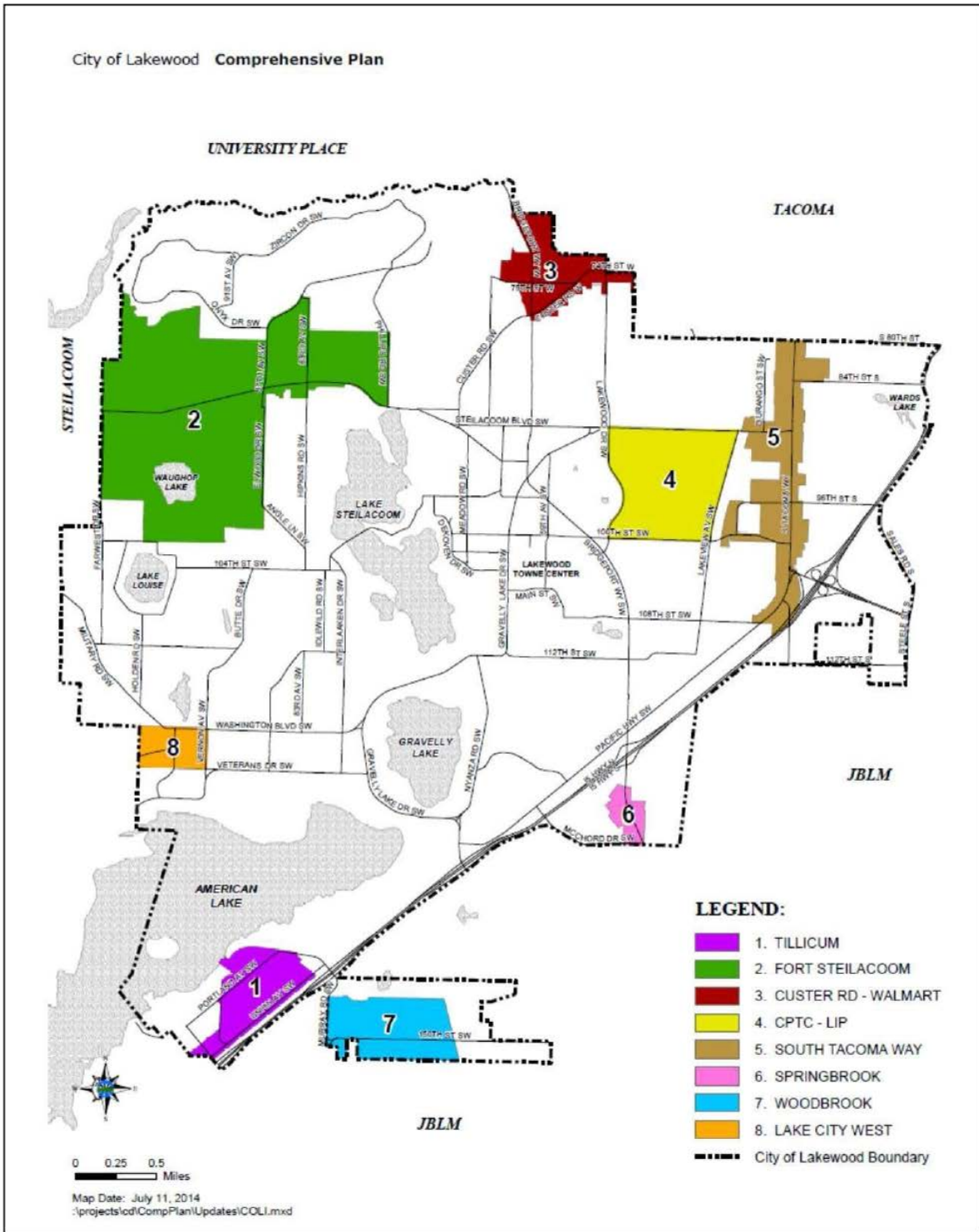


Figure 2.3

City-Wide Centers of Municipal Importance (CoMIs)

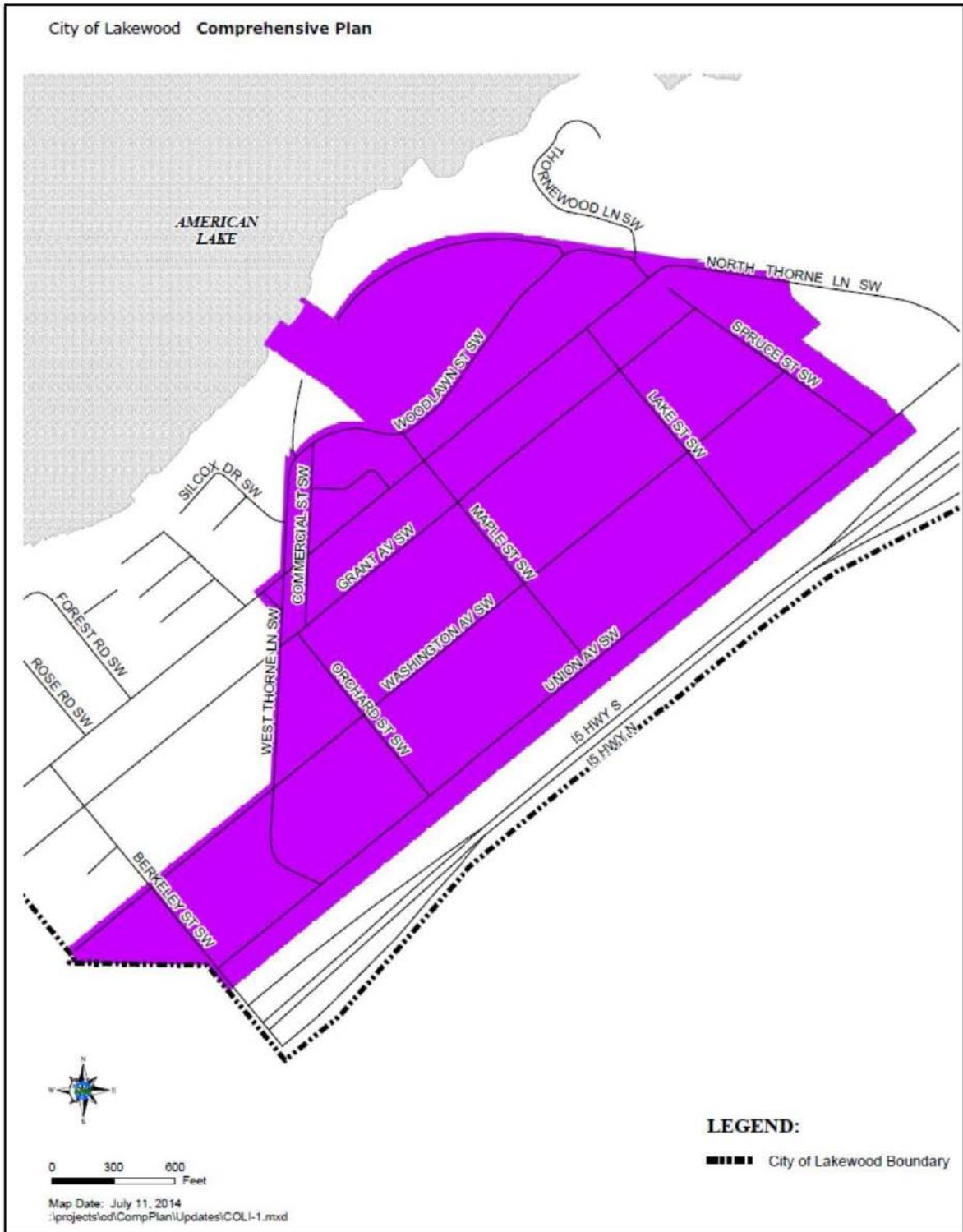


Figure 2.4

Tillicum Center of Local Municipal Importance

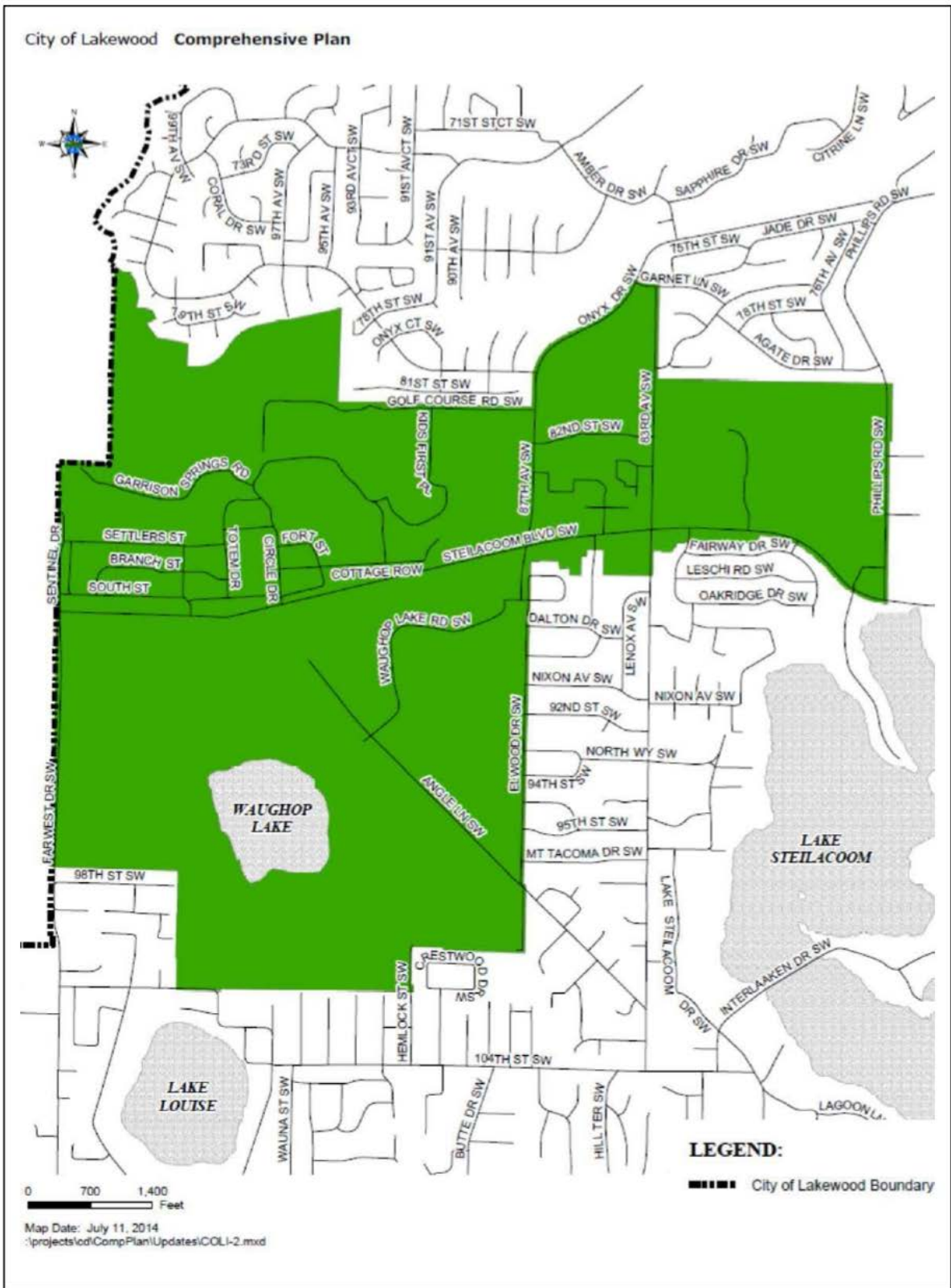


Figure 2.5

Fort Steilacoom Park Center of ~~Local~~ Municipal Importance

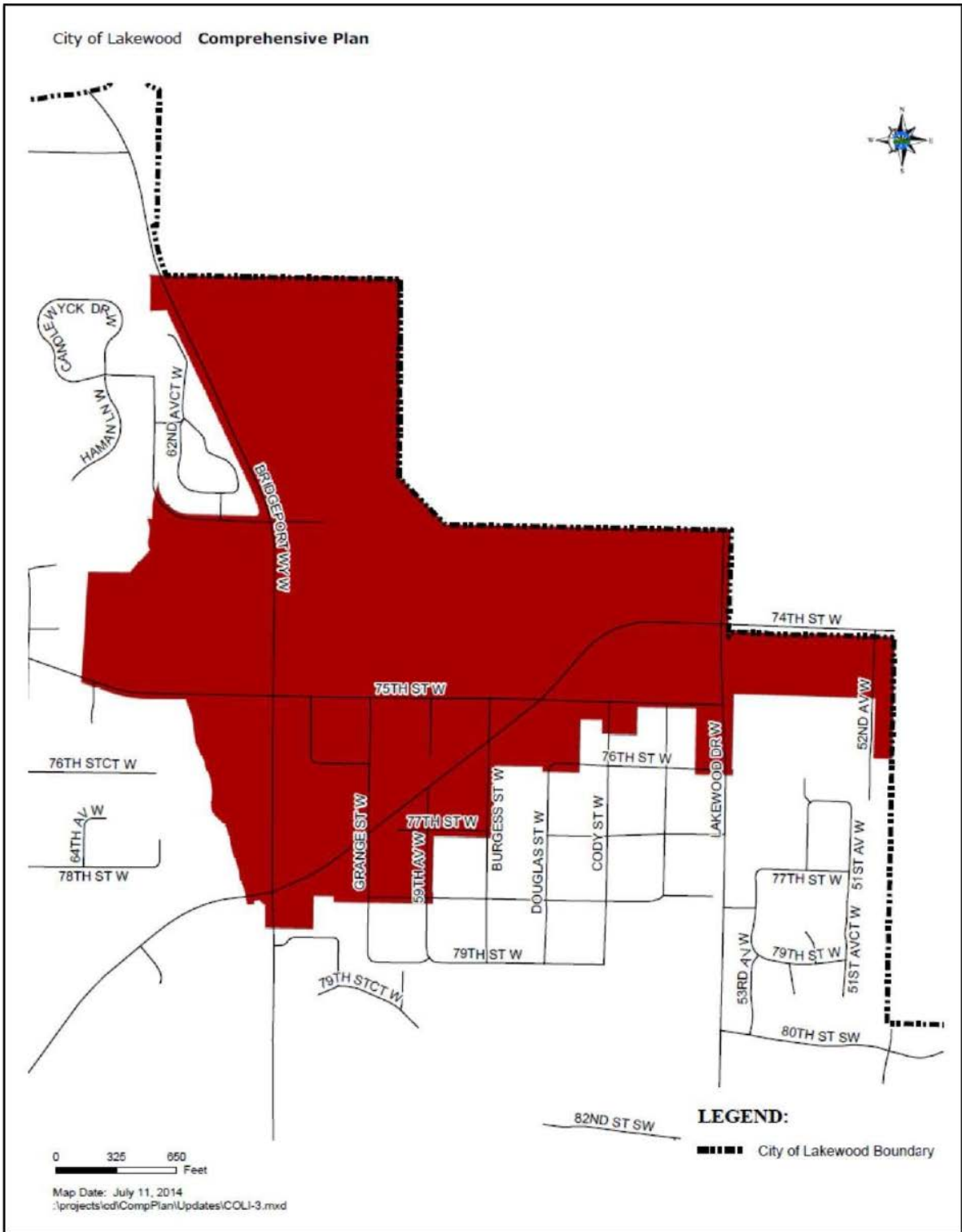


Figure 2.6

Custer Road/Walmart Center of Local Municipal
 Importance

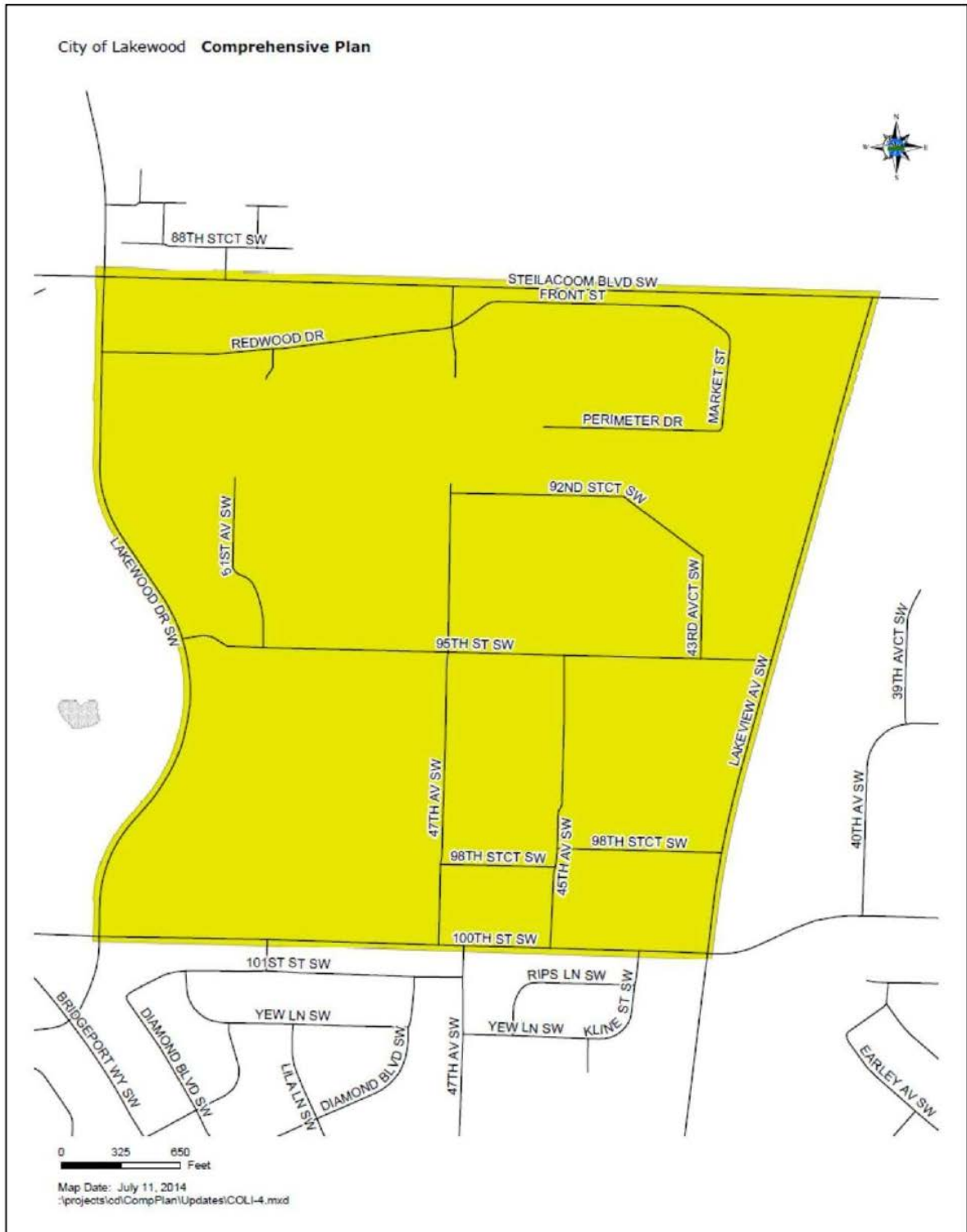


Figure 2.7

Clover Park Technical College / Lakewood Industrial Park Center

of ~~Local~~ **Municipal** Importance

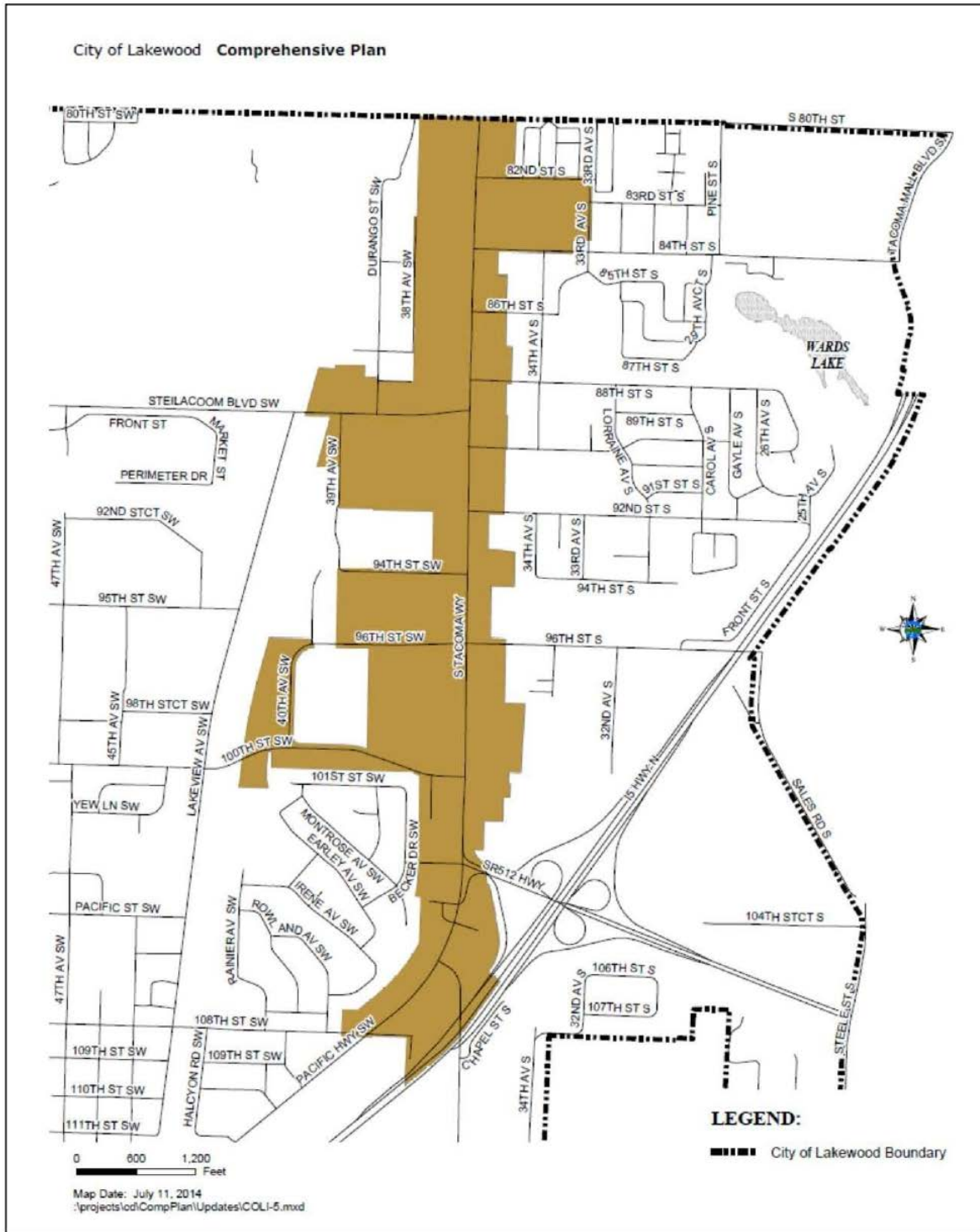


Figure 2.8

South Tacoma Way Center of Local Municipal Importance

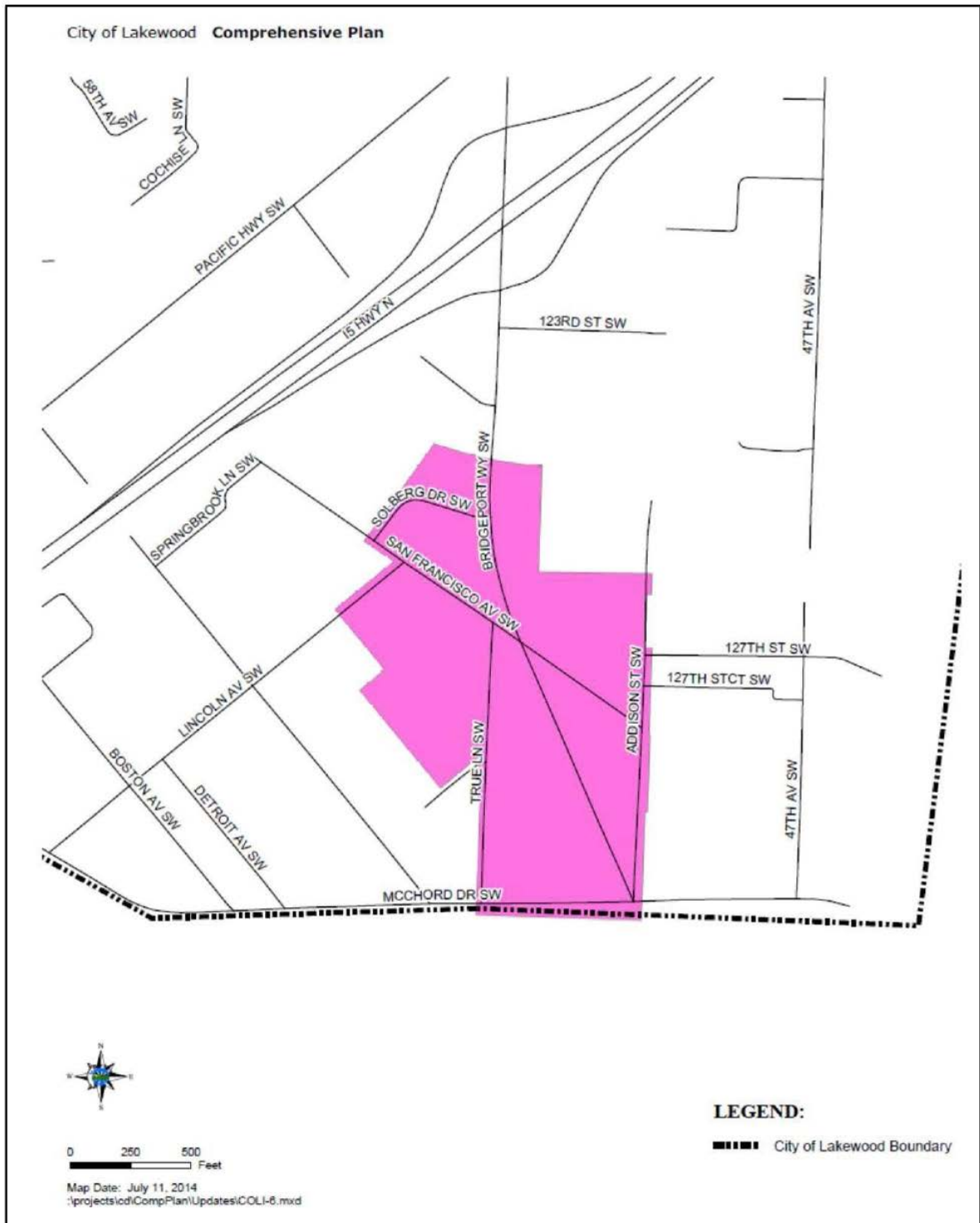


Figure 2.9

Springbrook Center of Local Municipal Importance

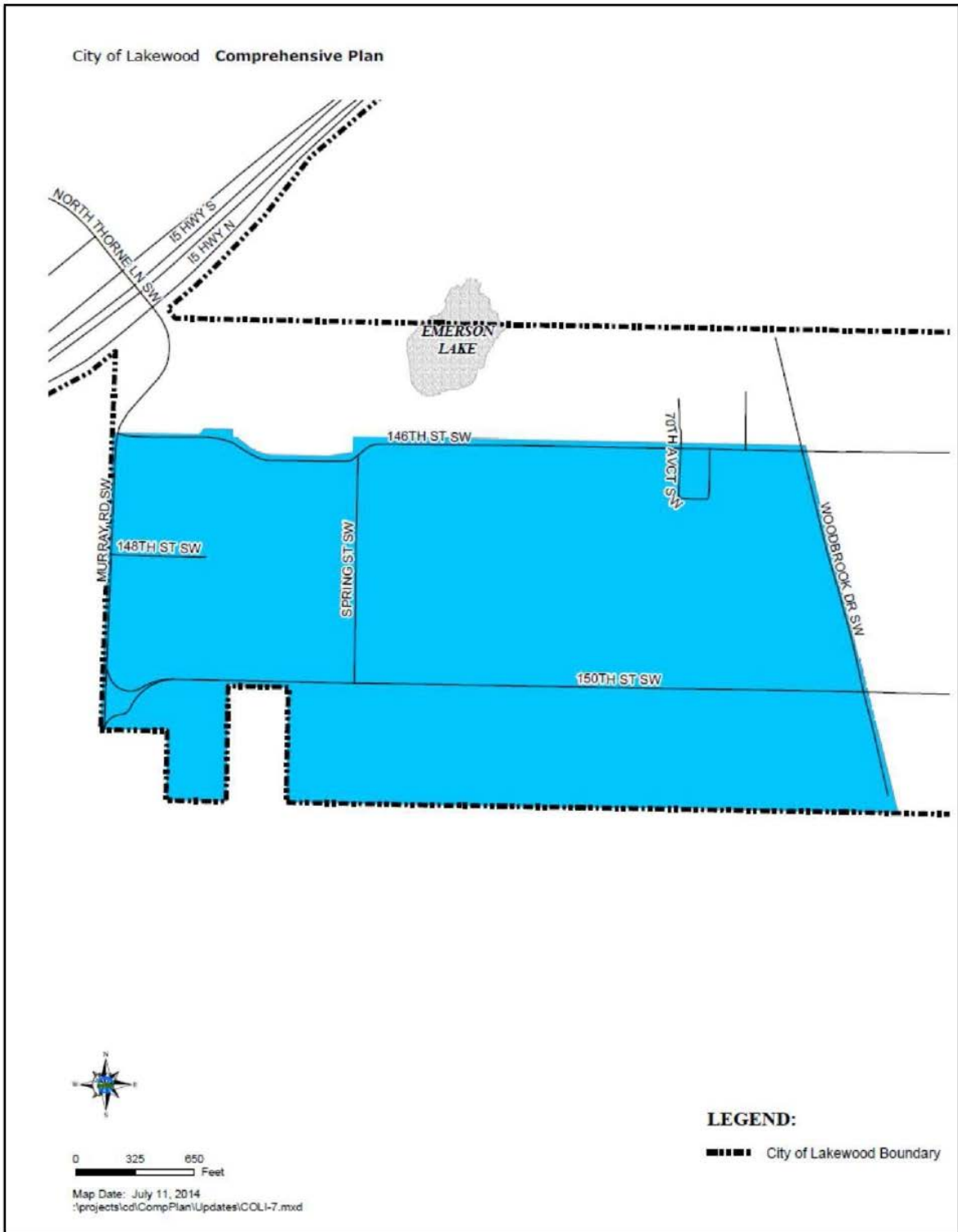


Figure 2.10

Woodbrook Center of Local ~~Local~~ Municipal Importance

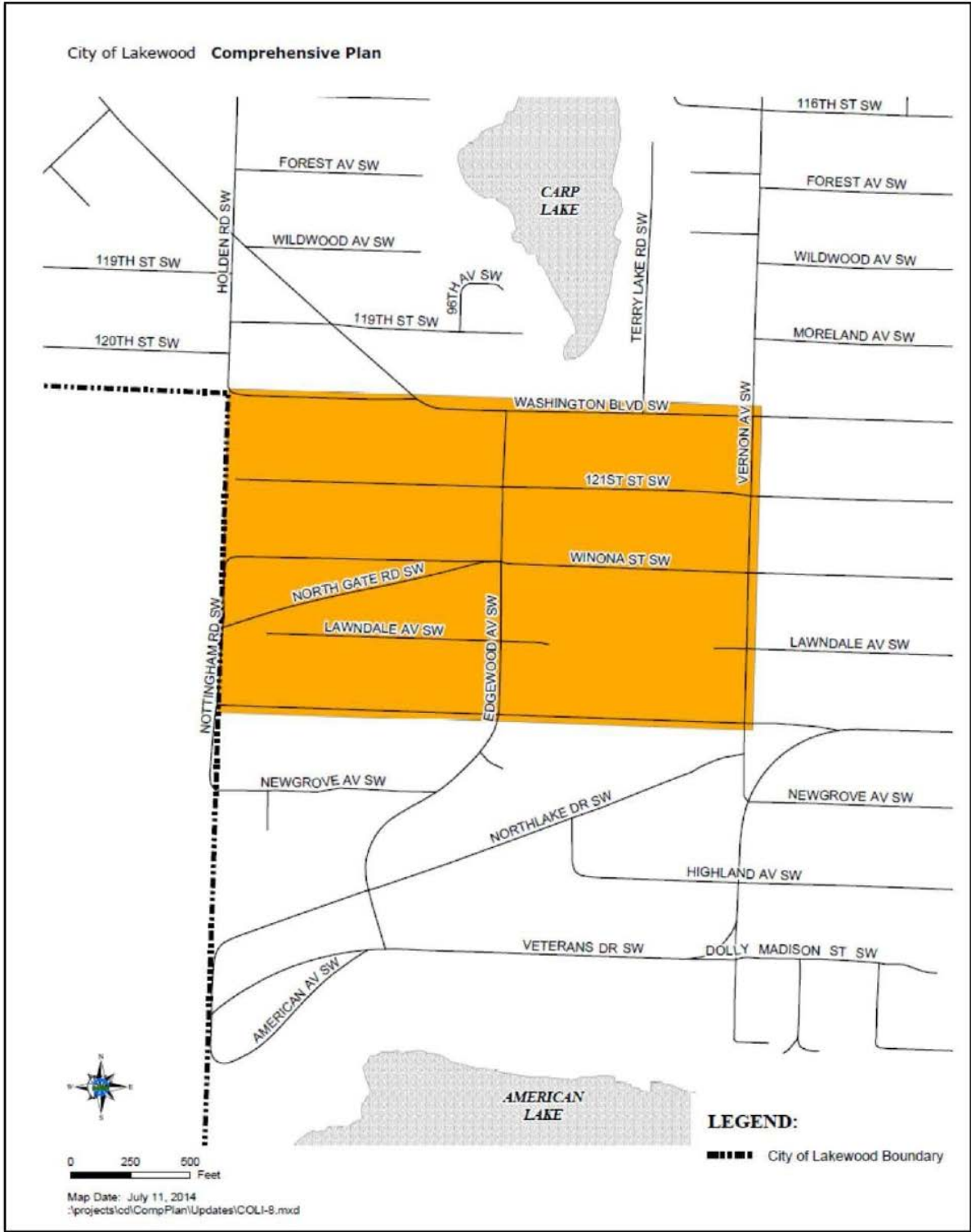


Figure 2.11

Lake City West Center of Local Municipal Importance

* * *

5.1 Introduction

The Growth Management Act (GMA) includes economic development as one of its basic goals, and it is a theme that runs throughout the Act. GMA considers the need to stimulate economic development throughout the state, but requires that these activities be balanced with the need to protect the physical environment. It encourages the efficient use of land, the availability of urban services, and the financing strategies necessary to pay for needed infrastructure. GMA mandates that communities perform long range planning, and then implement zoning and regulatory rules so that appropriate development can occur. It recognizes that while the public sector can shape and influence development, it is the private sector that generates economic growth.

At the regional level, Lakewood complies with the Multicounty Planning Policies (MPPs) adopted by the Puget Sound Regional Council (PSRC) as part of VISION 20540 and its successors. (e.g., ~~VISION 2050 will replace VISION 2040 in 2020.~~) The MPPs provide an integrated framework for addressing land use, economic development, transportation, other infrastructure, and environmental planning. These policies play three key roles: (1) give direction for implementing the Regional Growth Strategy, (2) create a common framework for planning at various levels (including countywide planning, local planning, transit agency planning, and others) within the four-county region, and (3) provide the policy structure for the Regional Council's functional plans.

2022-06 Update Comprehensive Plan Figures 3-5, 3-6, and 3-8 to reflect adoption of the Parks Legacy Plan; update 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.

Replace Comprehensive Plan figures as shown below. The remainder of the Plan would remain unchanged.

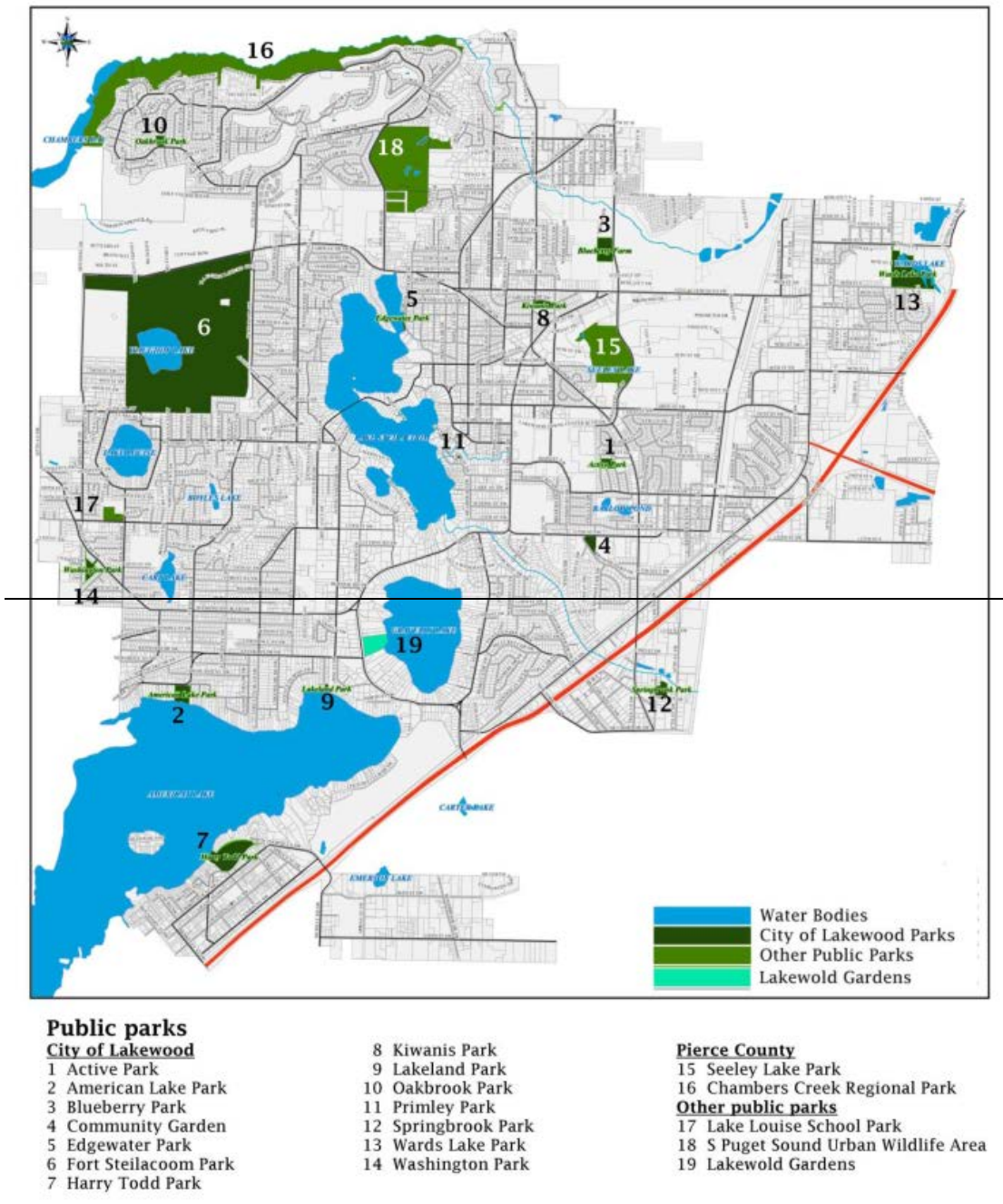




Figure 3.5 Public Open Spaces

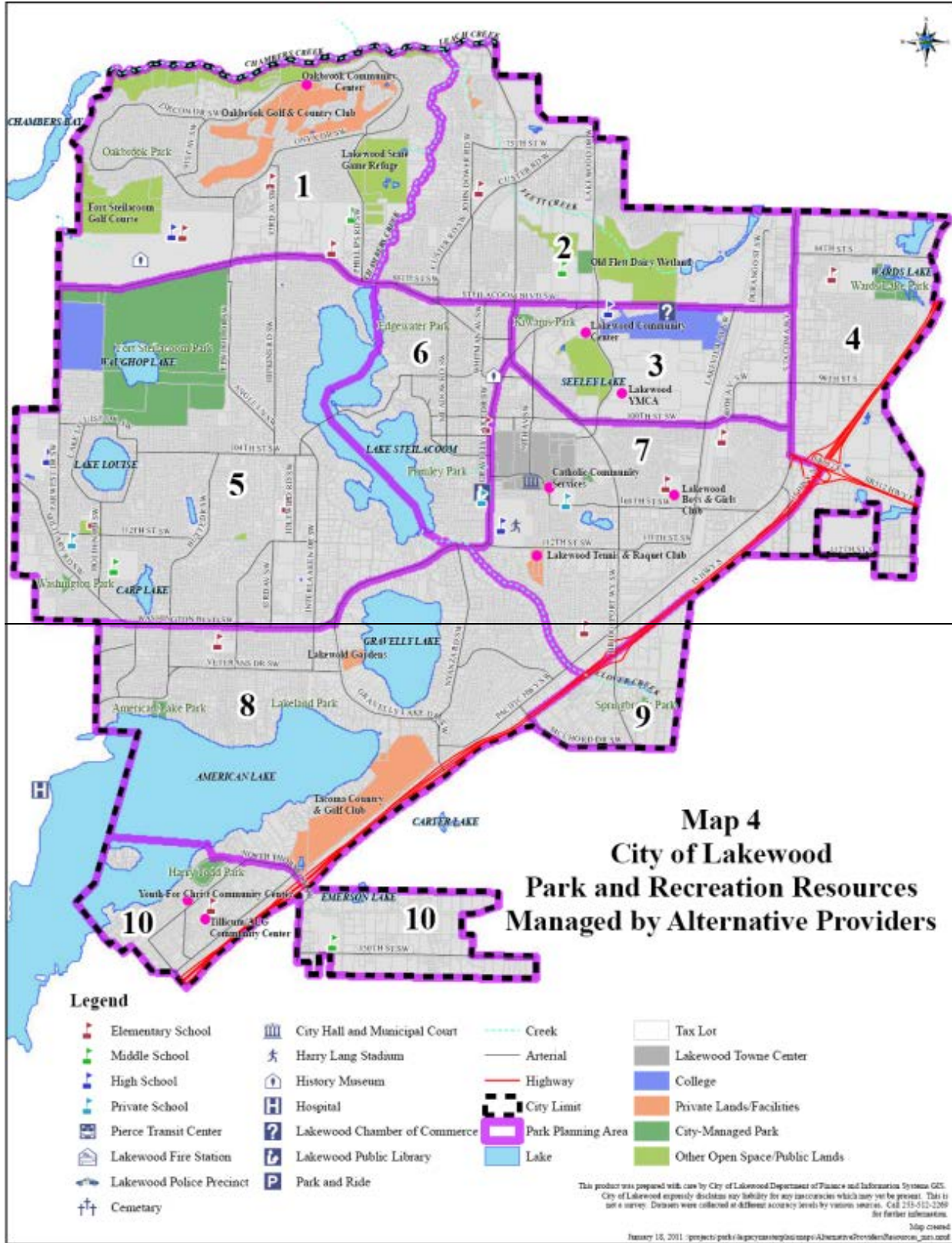
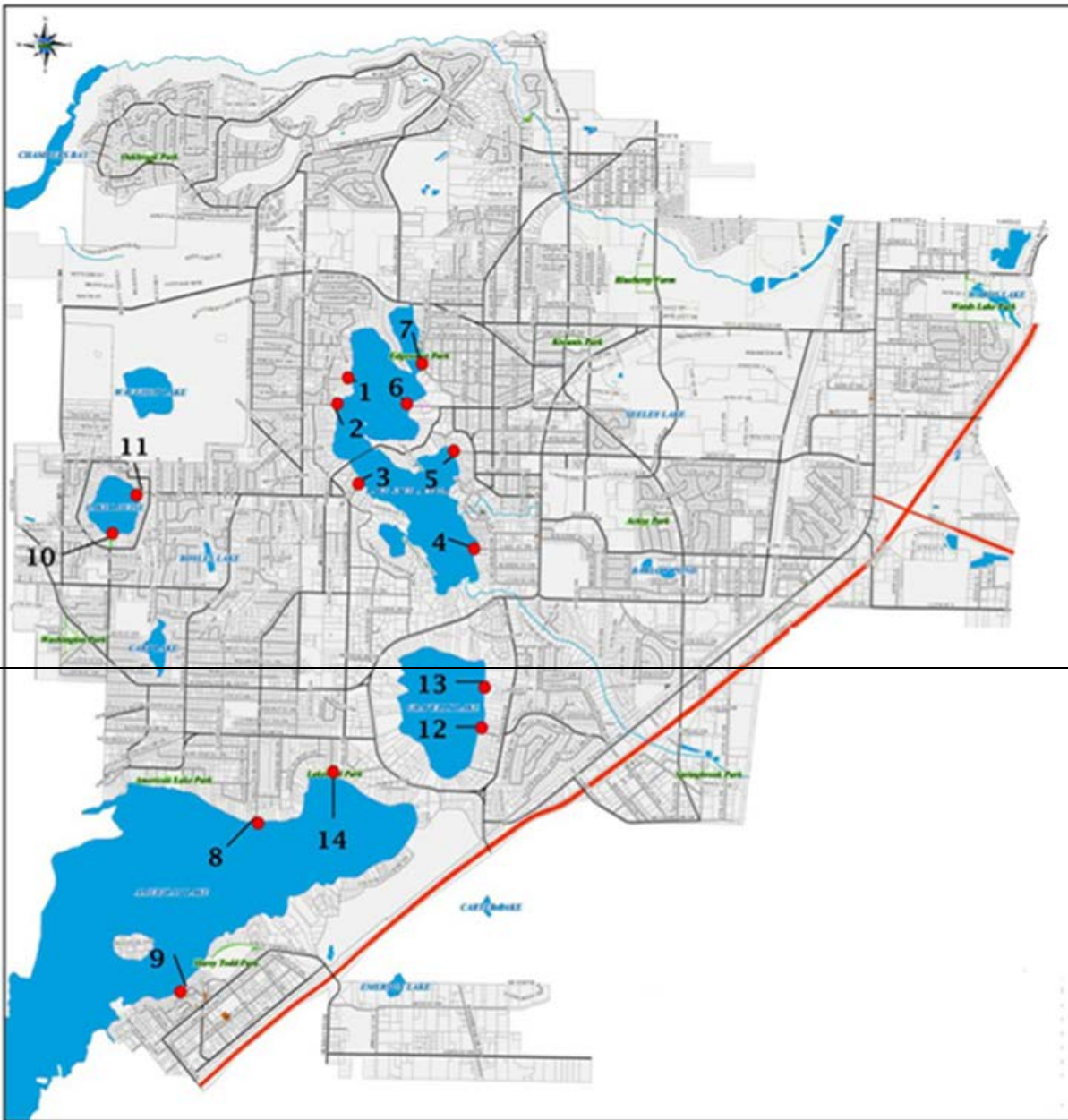




Figure 3.6 Park and Recreation Resource Managed by Alternative Providers



Street ends

Improve/develop

- 1 Westlake Avenue
- 3 Beach Lane
- 7 Edgewater/Foster
- 8 Lake City Boulevard
- 9 Wadsworth
- 10 104th/Melody Lane

- 11 Holden
- 14 Lakeland Avenue

Leave as is

- 12 Hilltop Lane
- 13 Linwood Lane

Lease

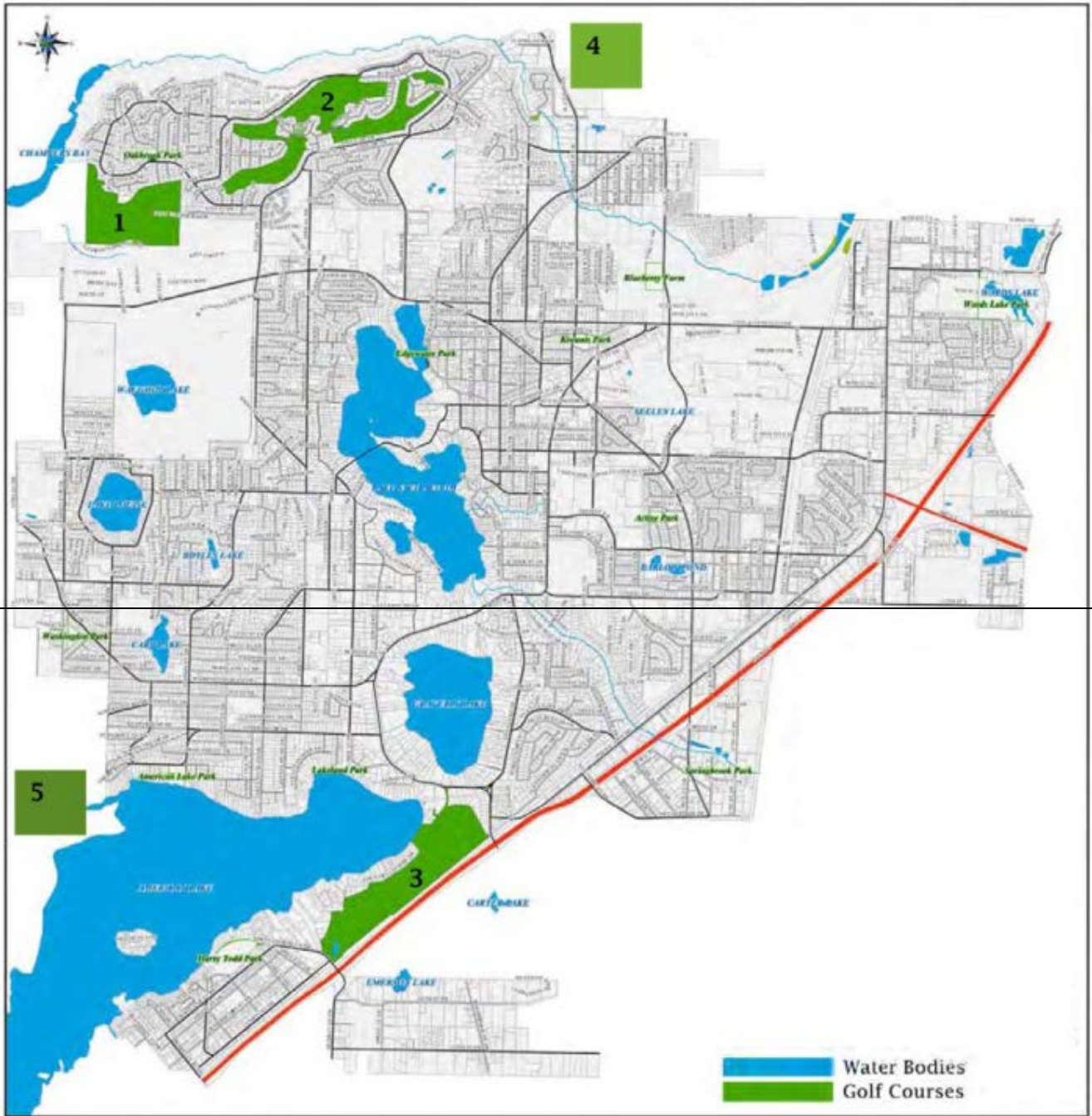
- 2 MtTacoma Drive
- 4 Lake Avenue

Vacate/sell

- 5 100th Street
- 6 Holly Hedge Drive



Figure 3-7 Street Ends



Golf Courses

1 Fort Steilacoom Golf Course
 2 Oakbrook Golf & Country Club

3 Tacoma Country & Golf Club
 4 Meadow Park Golf Course

5 VA Golf Course



Figure 3.8 Golf Courses

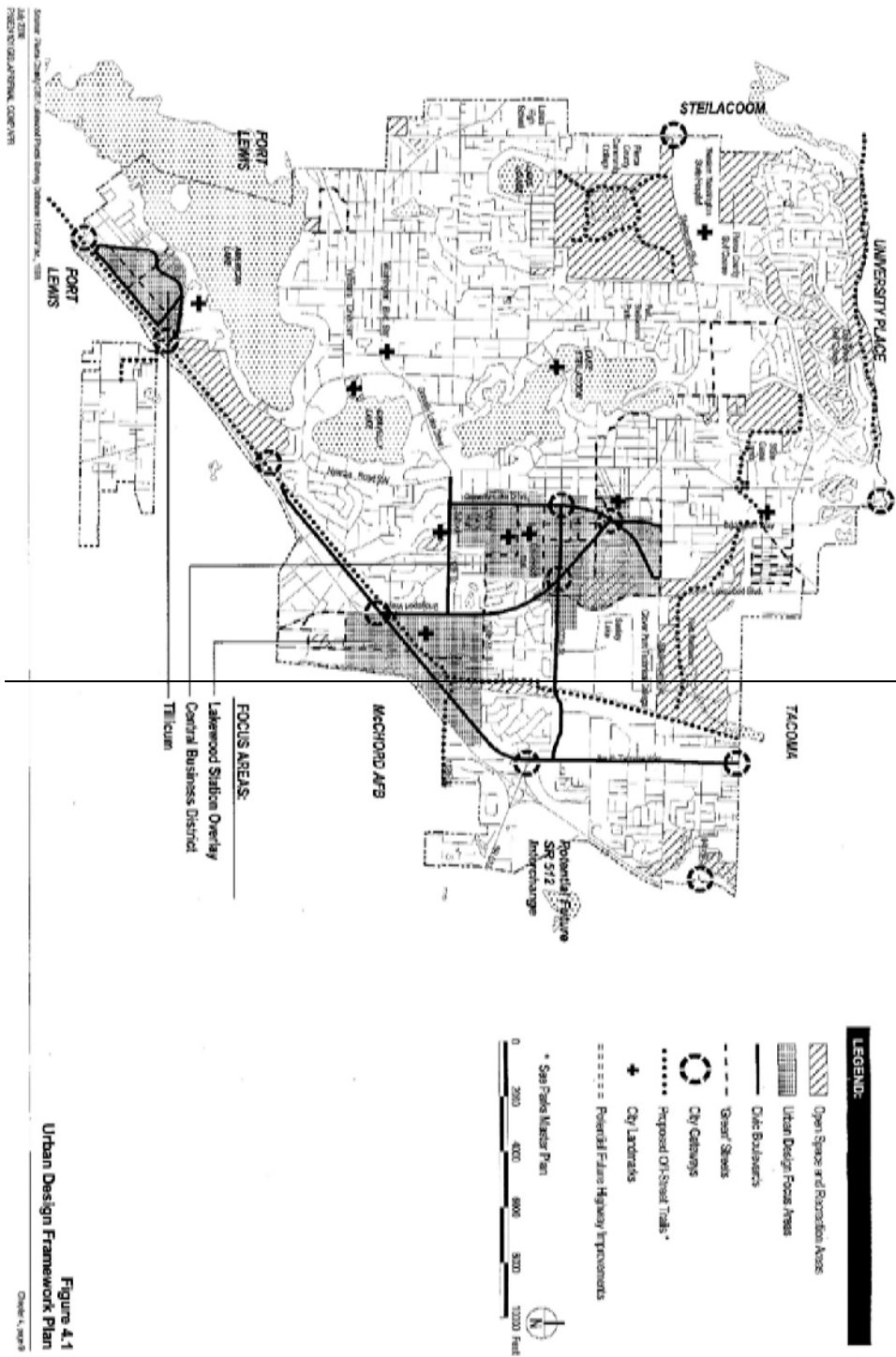


Figure 4.1
Urban Design Framework Plan

Chapter 4, page 9

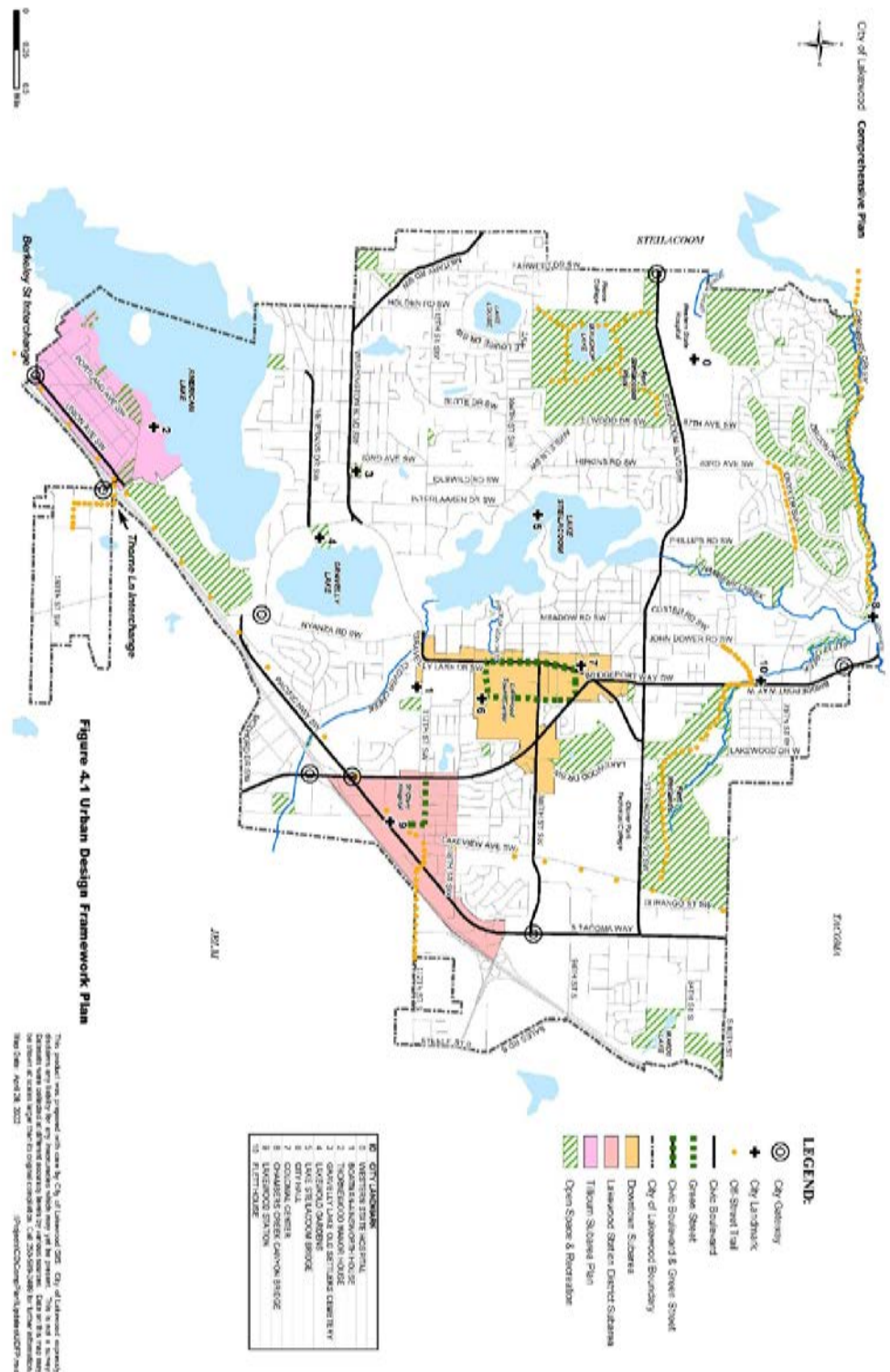


Figure 4.1 Urban Design Framework

2022-07 Parking requirements in LMC Chapters 18A.80.030 (Citywide) and in 18C.600.610 (Lakewood Station District Subarea Plan)

Proposed text amendments to the codes related to parking for multifamily use types Citywide (LMA 18A.30.030) and within the Lakewood Station District Subarea (LMC 18C.600.610) are included below. The remainder of LMC Chapter 18A.80 and 18C.600 would remain unchanged.

1. Amend 18A.80.030 Zoning district parking requirements. (CITY WIDE)

| RESIDENTIAL | | | | |
|-------------------------|-------------------|---|-----|--|
| Accessory dwelling unit | Per dwelling unit | 1 | N/A | None |
| Single-family | Per dwelling unit | 2 | N/A | None |
| Duplexes | Per dwelling unit | 2 | N/A | None |
| Multifamily structures | Per dwelling unit | <p><u>Studio- 1</u></p> <p><u>1 bedroom- 1.25</u></p> <p><u>2+ bedroom- 1.5</u></p> <p><u>(at least 10% of the total parking spaces must be set aside for unreserved guest parking)</u>^{1.5}</p> | N/A | 1 per 10 auto stalls. 2 minimum per building |

2. 18C.600.610 Parking. (LAKEWOOD STATION DISTRICT)

| Land Use | Vehicular Parking Requirement | Bicycle Parking Requirement |
|-------------|---|---|
| Residential | <p>Single-family: 2 per dwelling unit Accessory dwelling: 1 per dwelling unit; provided, that no additional parking is required when located within one-quarter mile of the Sounder Station. (RCW 36.70A.698)</p> <p>Senior citizen apartments: 1 per 3 dwelling units*</p> <p>Multifamily housing:</p> <p><u>Studio- 1</u></p> | Meet rates and standards of: Chapter 18A.80 LMC |

| Land Use | Vehicular Parking Requirement | Bicycle Parking Requirement |
|----------|--|-----------------------------|
| | <p><u>1+ bedroom- 1.25</u></p> <p><u>(at least 10% of the total parking spaces must be set aside for unreserved guest parking)</u> 1.25 spaces per dwelling unit*</p> <p><i>*See process in subsection (B) of this section to prepare parking study to reduce further near station.</i></p> | |