



# A G E N D A

## PLANNING COMMISSION

Connie Coleman-Lacadie • Don Daniels  
Nancy Hudson-Echols • Ryan Pearson  
James Guerrero • Paul Wagemann  
Christopher Webber

**Regular Meeting**  
**Wednesday, February 5, 2020**  
**City Hall Council Chambers at 6:30 PM**  
6000 Main Street SW, Lakewood, Washington

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Minutes from October 16, 2019**
- 4. Agenda Updates**
- 5. Public Comments**  
(Each person will be allowed 3 minutes to speak, to a total of 15 minutes per topic. Groups with a designated speaker may have a total of 10 minutes to speak.)
- 6. Unfinished Business**
  - None
- 7. Public Hearings**
  - None
- 8. New Business**
  - Election of 2020 Chair and Vice-Chair
  - Review of Planning Commission 2020 Work Plan
  - 2019 Annual Housing Report
  - Introduction to Lakewood Station District Subarea Planning Process
- 9. Report from Council Liaison**
- 10. Reports from Commission Members & Staff**
  - Written Communications
  - Future Agenda Topics
  - Area-Wide Planning / Land Use Updates - VISION 2050 Status Report
  - Other

**Enclosures**

1. Draft Meeting Minutes from October 16, 2019
2. Staff Report on 2020 Work Plan
3. Staff Report on 2019 Annual Housing Report
4. Staff Report on Lakewood Station District Subarea Planning Process

**Members Only**

Please email [kdevereaux@cityoflakewood.us](mailto:kdevereaux@cityoflakewood.us) or call Karen Devereaux at 253.983.7767 no later than Tuesday at noon, February 4, 2020 if you are unable to attend. Thank you.



**PLANNING COMMISSION  
REGULAR MEETING MINUTES  
October 16, 2019  
City Hall Council Chambers  
6000 Main Street SW  
Lakewood, WA 98499**

**Call to Order**

Mr. Don Daniels, Chair, called the meeting to order at 6:30 p.m.

**Roll Call**

Planning Commission Members Present: Don Daniels, Chair; Connie Coleman-Lacadie, Vice-Chair; Ryan Pearson, James Guerrero and Nancy Hudson-Echols

Planning Commission Members Excused: Christopher Webber

Commission Members Absent: Paul Wagemann (arrived late to meeting, no vote on minutes)

Staff Present: David Bugher, Assistant City Manager, CEDD; Tiffany Speir, Special Projects Planning Manager; and Karen Devereaux, Administrative Assistant

Council Liaison: Councilmember Mr. Michael Brandstetter

**Approval of Minutes**

**The minutes of the meeting held on October 2, 2019 were approved as written by voice vote, M/S/C Coleman-Lacadie/Guerrero. The motion passed unanimously, 5-0.**

**Agenda Updates**

None

**Public Comments**

Mr. Glen Spieth, Lakewood business owner, shared that the Lakewood Colonial Center has been vandalized and graffiti is everywhere. Mr. Spieth noted that the structure has 11 external doors that lead to many floors and security has become a real problem for the building and many of the businesses currently leasing within the structure.

**Public Hearings**

**Title 18A Update**

Mr. Gregory Busch, Wireless Policy Group on behalf of AT&T, thanked staff and commissioners for their time and energy spent updating the code. Mr. Busch expressed appreciation for the changes made in response to his comments through the public hearing process. It was noted that AT&T looks forward to providing wireless service under the new code.

Mr. Tim Puryear, on behalf of Northwest Building, owner of Lakewood Industrial Park, thanked commissioners for efforts on the code update.

Commission Chair Daniels closed the public hearing.

**Unfinished Business**

**Action on Proposed 2020 Comprehensive Plan Amendment Docket**

Through a PowerPoint presentation Ms. Tiffany Speir reviewed the docket list (consisting of one

Comprehensive Plan text amendment, one privately-initiated map amendment and 6 City-initiated map amendments) and legislative timeline.

The docket is scheduled to move to Council on 11/25/2019 for their consideration. Council will conduct their public hearing and action will be taken on 12/02/2019. Between December 2019 and next spring 2020 staff will conduct substantive review on the chosen applications then the recommendations will be brought before the commission to consider.

Mr. James Guerrero, Commissioner, is the architect of record for one of the project applications being considered and has recused himself from the dais during discussion and vote.

**The Resolution 2019-05 of the City of Lakewood Planning Commission recommending approval of the docket of 2020 Potential Land Use and Text Amendments to the Lakewood Comprehensive Plan, including the Future Land -Use and Zoning Maps of the City was approved as written by voice vote, M/S/C Wagemann/Pearson. The Resolution 2019-05 passed unanimously, 5-0.**

*Discussion and Action on Lakewood Municipal Development Code (Title 18A) Update*

Ms. Tiffany Speir reiterated a review of the responses to various requests for amendment to the draft by commissioners, citizen public hearing comments, the City Attorney and other staff. Commissioners were provided a second and third staff report electronically for their review. The draft Resolution 2019-06 was reviewed. Ms. Speir and Mr. Bugher answered all questions by commissioners during the discussion.

**Ms. Nancy Hudson-Echols made the motion to approve the Resolution 2019-06 of the City of Lakewood Planning Commission recommending the approval of amendments to the Lakewood Municipal Code (LMC) Titles 3, 12, and 17; Approval of the Repeal and Replacement of LMC Title 18A; and approval of related technical amendments to LMC Titles 1, 3, 12, 14, 17 and 18B. Mr. Ryan Pearson seconded this motion.**

**During the discussion, Mr. James Guerrero offered an amendment to the motion to 1) correct scrivener errors in the parking dimensions table and 2) amend the allowed landscaping slope ratio from 1:3 to 1:2. Mr. Paul Wagemann seconded the proposed amendment. After discussion, the amendment to Resolution 2019-06 passed unanimously, 6-0.**

**The amended Resolution 2019-06 was approved by voice vote and passed unanimously, 6-0.**

**New Business**

None

**Report from Council Liaison**

Councilmember Mr. Mike Brandstetter updated commissioners on the following topics:

The Shoreline Management Program document was returned from Department of Ecology and the City has satisfied all of the requirements as a policy and regulatory document. A few editing suggestions were made by ECY and would be considered for action by the Council on October 21. The Planning Commission would continue to play a role in monitoring the restoration piece of the program.

The Council has taken up the zoning amendment for parcels near the Western State Hospital and previous Ft. Steilacoom Golf Course of rezoning from Open Space and Recreation 2 (OSR2) to OSR1. Council is in the midst of public hearing process and will soon take final action. Mr. Brandstetter noted they have not received any input of disagreement in that rezone.

During their September retreat, Council members discussed the priority of completing sidewalks and updating the non-motorized plan to increase connectivity along the major arterials and achieve a balance between the pedestrian and vehicular movement throughout the City.

There are a number of dangerous building abatements in various stages of moving through hearing examiner decisions. Some of these are long standing concerns the Council is looking to settle.

#### Other

Mr. David Bugher provided an update and confirmed 22 abatements are underway.

Karwan Village Mobile Home Park abatement on 84<sup>th</sup> St is currently going through the appeal process which expires on October 30<sup>th</sup> at which time the property owner will be contacted and compliance with the hearing examiners decision will be enforced. The Tacoma-Pierce County Health Department may become involved as some of the units have been declared unsafe due to failed septic.

The Rental Housing Safety program runs into abatements like these that cause social services related issues. The City has made contact with a group that is willing to assist with these issues that the City is unable to provide.

Staff continues to evaluate the Deja Vu Showgirls business license revocation. More information will be provided as this will move forward.

A very difficult subdivision, Thornewood PDD, will come before the hearing examiner on Thursday, October 17, 2019.

Staff is working on the consolidated plan for the CDBG Home documents and timelines we cover.

#### **Reports from Commission Members and Staff**

##### City Council Actions

None

##### Written Communications

None

##### Future Agenda Topics

Due to the completion of the Resolution 2019-05 2020 Comprehensive Plan Amendment docket and Resolution 2019-06 Title 18A Update being voted for recommendation and moved forward for Council consideration, no further meetings would be scheduled for the Planning Commission for the remainder of this year. The next meeting would be held in January 2020.

The commissioners would vote for Chair and Vice-Chair positions in January 2020.

#### Area-Wide Planning / Land Use Updates

The Annual Housing Report will be presented at the January 2020 meeting.

**Next Regular Meeting: February 5, 2020 at 6:30 p.m. in Council Chambers**

**Meeting Adjourned** at 7:41 p.m.

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Don Daniels, Chair  
Planning Commission      02/05/2020

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Karen Devereaux, Recording Secretary  
Planning Commission      02/05/2020



**TO:** Lakewood Planning Commission

**FROM:** David Bugher, Assistant City Manager for Development Services

**DATE:** February 5, 2020

**SUBJECT:** Election of Chair and Vice-Chair

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## **I. Background**

The Planning Commission Bylaws, Section 1, states that the Chair and Vice-Chair shall be elected each year for a one-year term at the first regular meeting of each calendar year.

## **II. Process for Making Nominations**

1. The presiding officer opens the floor for nominations.
2. A Commissioner makes a nomination for a specific office.
3. Nominations do not require a second (and it is not out of order for members to second a nomination to signal their endorsement).
4. A Commissioner can nominate himself/herself.
5. A Commissioner should not offer more than one nomination until all other Commissioners have had the opportunity to make nominations.
6. The presiding officer can continue presiding, even if he/she is one of the nominees for the office.
7. A Commissioner can decline the nomination during the nomination process.
8. After each nomination, the presiding officer repeats the name of the nominee to the Commission and public.
9. Nominations are taken for successive offices in the order they are listed in the bylaws (Chair and Vice-Chair).
10. Motions to close nominations are unnecessary because the nomination process simply continues until no one wishes to make further nominations.

**City of Lakewood  
Planning Commission  
2019 Summary & 2020 Work Plan**

**Members:**

Dan Daniels  
Nancy Hudson-Echols  
Ryan Pearson  
Connie Coleman-Lacadie

James Guerrero  
John Paul Wagemann  
Christopher Webber

**Council Liaison:**

Councilmember Paul Bocchi

**City Staff Support:**

Dave Bugher, Assistant City Manager for Development Services  
Tiffany Speir, Long Range / Strategic Planning Manager  
Karen Devereaux, Administrative Assistant

**Overview:**

Carry out the work plan as authorized by the City Council to conduct research, make recommendations or perform other work in furtherance of the goals and objectives of the City. Specifically, the Planning Commission provides citizen review and recommendations on the community's comprehensive plan and local land use regulations.

**Meeting Schedule:**

First and third Wednesdays, 6:30 PM.

**2019 Accomplishments:**

- Review of Annual Housing Report
- Review and recommendation of Updated Quasi-Judicial Process
- Review and recommendation of Periodic Review of Shoreline Master Program and Adoption of Restoration Plan
- Review and recommendation re 2019 Comprehensive Plan Zoning Map and Text Amendments
- Review and recommendation of 2020 Comprehensive Plan Amendment Docket List
- Review and recommendation of updated Sign Code
- Review and recommendation of historical residential densities in City of Lakewood
- Review and recommendation of 6 year Transportation Plan
- Review and recommendation on new LMC Title 18A (Land Use & Development Code) and related amendments to Titles 1, 3, 12, 14, 17, and 18B
- Review and recommendation of area-wide rezone of 5 parcels from OSR2 to OSR 1 (former Ft. Steilacoom Golf Course)
- Review updates from VISION 2040 to VISION 2050



**2020 Work Plan:**

Due to expected participation at public hearings that may affect the schedule for Planning Commission action, the dates below are tentative.

*Scheduled 2020 Projects (all dates subject to change)*

<b>Work to be accomplished</b>	<b>Estimated start date</b>	<b>Estimated completion date</b>
Election of new officers.	Feb 5, 2020	Feb 5, 2020
Receipt of 2019 Annual Housing Report.	Feb 5, 2020	Feb 5, 2020
Review of 2020 Comprehensive Plan amendments.	Feb 19, 2020	May 1, 2020
Periodic review of Comprehensive Plan revamp in anticipation of 2023 statutory update.	Mar 4, 2020	Dec 2, 2020
Review of 6-year transportation improvement plan (TIP).	Apr 15, 2020	May 6, 2020
Review of annual development regulation amendment package (18A clean up, more).	May 20, 2020	Aug 19, 2020
Review of 2021 Buildable Lands Report status.	Jun 3, 2020	Aug 5, 2019
Periodic Review of Lakewood Station District Subarea Plan status.	Jun 3, 2020	Dec 2, 2020
Review of Downtown Subarea Plan, Planned Action and Hybrid Form-Based Code biennial review.	Jul 1, 2020	Aug 5, 2020
Review of 2021 Comprehensive Plan docket.	Sep 2, 2020	Oct 7, 2020

**2020 Land Use and Development Code “parking lot” Amendments:**

The “parking lot” describes potential land use and development code amendments that could be added by the City Council to the Commission Work Plan followed by City Council consideration during the 2021-2022 biennium.

These three “parking lot” items were raised during the 18A update for potential review and consideration:

- Temporary Transitory Accommodations<sup>1</sup>;
- Nonconforming uses/structures; and
- Design Review for Commercial Zoning Districts (*minus the subarea plan areas*).

<sup>1</sup> Temporary Transitory Accommodations refers to local zoning regulations that would allow religious organizations to offer on-site temporary shelters, while protecting the public’s health and safety. Any regulations would also have to comply with RCW 35A.21.360.

# CITY OF LAKEWOOD ANNUAL HOUSING REPORT – 2019

PLANNING COMMISSION: FEBRUARY 5, 2020



# WHAT IS THIS?

- Each year, the Community and Economic Development Department publishes a report on housing development based on data from the previous year.
- The 2019 Lakewood Annual Housing Report is a snapshot of the City's housing development activities.
- This report discusses changes in the City's housing trends, the affordability of renting or owning a home, and the projected growth and future housing trends.

# WHY IS THIS IMPORTANT?

- Assists the City Council, advisory boards, and community members to understand the dynamics of local housing market, track production and diversity of housing, and assess the affordability of housing.
- Important for implementing policies and programs aimed to meet local housing needs, maintain affordability as much as possible, and encouraging housing diversity and community inclusion.

# WHAT IS IN THIS REPORT?

- Review of Lakewood population & housing growth targets.
- Actual population & housing inventory in Lakewood.
- ‘Reality check’ on population and growth targets.
- Housing – permitted construction, 2019.
- Availability of lots/land, 2019.
- Cost of renting and/or owning a home in Lakewood, 2019.
- Housing trends in Lakewood.



# WHERE'S THE STARTING POINT?

Pierce County Ordinance (2017-24s) modifying the Adopted Growth Management Act population, housing unit, and employment targets for Select Cities and Towns for the Year 2030

**Effective:** July 10, 2017

## **Lakewood Population & Housing**

**Estimated 2008 Population: 58,780**

- 2030 Total Population Allocation: 72,000
- 2008 – 2030 Population Growth: 13,220

**Estimated 2008 Housing Units (OFM): 25,904**

- 2030 Total Housing Unit Allocation: 34,284
- 2008 – 2030 Housing Unit Growth: 8,380



## HOW ORD. 2017-24S TRANSLATES INTO LAKEWOOD'S PROJECTED GROWTH TARGETS



Year	Population (Assumes a 1% growth rate annually)	New Population Per Year	Housing Units (Assumes 2.27 person per household unit)	New Housing Units Per Year
2008	58,780		25,904	
2009	59,368	588	26,153	249
2010	59,961	594	26,415	262
2011	60,561	600	26,679	264
2012	61,167	606	26,946	267
2013	61,778	612	27,215	269
2014	62,396	618	27,487	272
2015	63,020	624	27,762	275
2016	63,650	630	28,040	278
2017	64,287	637	28,320	280
2018	64,930	643	28,603	283
2019	65,579	649	28,889	286
2020	66,235	656	29,178	289
2021	66,897	662	29,470	292
2022	67,566	669	29,765	295
2023	68,242	676	30,062	298
2024	68,924	682	30,363	301
2025	69,613	689	30,667	304
2026	70,310	696	30,973	307
2027	71,013	703	31,283	310
2028	71,723	710	31,596	313
2029	72,440	717	31,912	316
2030	73,164	724	32,231	319
<b>Totals</b>		<b>14,384</b>		<b>6,327</b>

# ACTUAL POPULATION GROWTH: 2010 THROUGH 2019

City	Census 2010	Est. 2011	Est. 2012	Est. 2013	Est. 2014	Est. 2015	Est. 2016	Est. 2017	Est. 20181	Est. 2019
Lakewood	58,163	58,190	58,260	58,310	58,360	58,400	58,800	59,280	59,350	59,670

State of Washington Population Trends  
Forecasting & Research Division  
Office of Financial Management  
August 2019





# HOUSING UNITS BY STRUCTURE TYPE

## APRIL 1, 2010 & APRIL 1, 2019

	April 1, 2010 – Structure Type				Estimated April 1, 2019 – Structure Type			
City	Total	1 Unit	2+ Units	MH/TR/ Spec	Total	1 Unit	2+ Units	MH/TR/ Spec
Lakewood	<b>26,548</b>	13,488	11,600	1,460	<b>26,835</b>	13,613	11,722	1,450

State of Washington Population Trends  
Forecasting & Research Division  
Office of Financial Management  
August 2019

“Nothing happens until something moves.”  
*Albert Einstein*

# WHY HAS LAKEWOOD NOT MET ITS GROWTH TARGETS?

- The adopted targets were & remain unrealistic.
- There are no 'greenfields' in Lakewood. The last 'greenfields' were developed in the early and mid-90s with large apartment complexes.
- Land assembly frictions.
- Public frictions (zoning, development fees, utility coordination, & building codes).
- Lakewood's SF homeowners are overwhelmingly opposed to higher densities.
- To date, residential development has been restricted to infill lots.
- Infill economics are challenging. Projects must be more profitable (either through lower costs or higher returns) to make them competitive with the 'greenfield' proposals.
- Infill lots have underlying problems with infrastructure &/or environmental issues.

# 2019 NEW HOUSING CONSTRUCTION

Type	No. of building permits issued	No. of residential units
SFR's	25	25
Duplexes	0	0
Triplexes	0	0
Mf	1	10
<b>Totals</b>	<b>26</b>	<b>35</b>



# QUICK REVIEW OF THE CITY'S MULTIFAMILY TAX EXEMPTION (MFTE) PROGRAM

Purpose under state law -

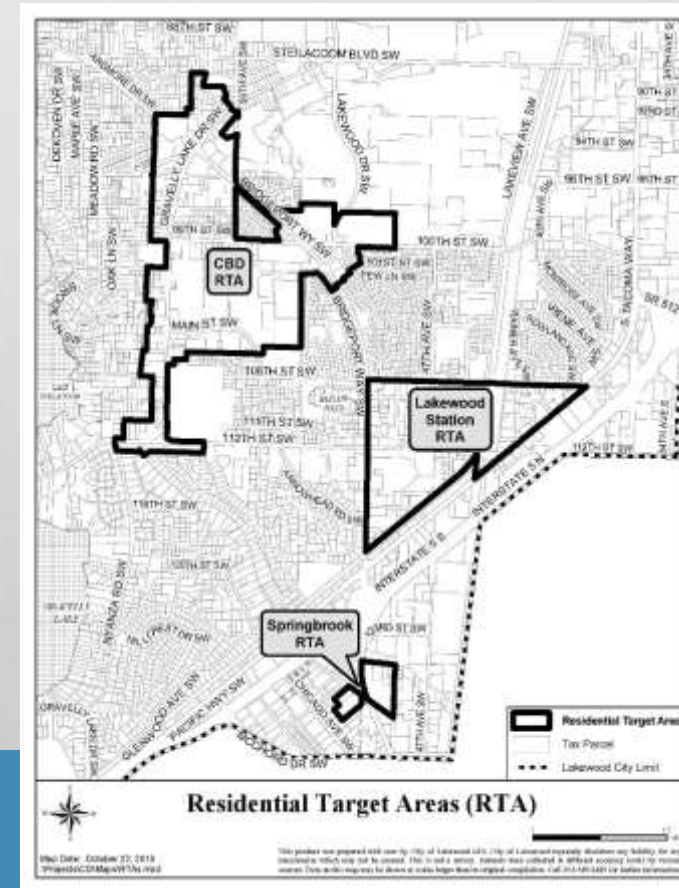
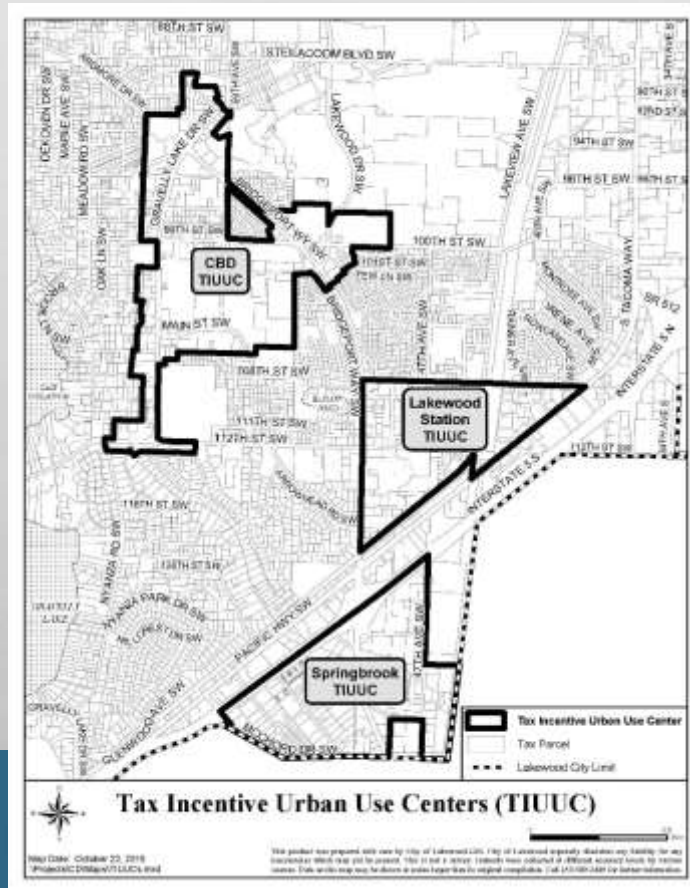
- Encourage increased residential opportunities in cities planning under GMA where there is insufficient housing opportunities, including affordable housing.
- Stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multifamily housing in urban centers having insufficient housing.

(RCW 84.14.007)



# QUICK REVIEW OF THE CITY'S MULTIFAMILY TAX EXEMPTION (MFTE) PROGRAM

- LAKEWOOD'S MFTE IS IMPLEMENTED ONLY WITHIN RESIDENTIAL TARGET AREAS (RTAS), WHICH ARE LOCATED WITHIN TAX INCENTIVE URBAN USE CENTERS (TIUUCS).



# 2019/20 MFTE UPDATE: FINAL CERTIFICATES ISSUED & PENDING MFTE'S PROJECTS

Name	Location	Final Certificate Issued	Pending	No. of units	Market Rate	Affordable Units
Rainier Terrace	4110 108 <sup>th</sup> St SW	Y	N/A	11	11	0
Springbrook SPE, LLC	12535 Bridgeport Way	Y	N/A	208	208	0
Two Ironmen, LLC	5903 Lake Grove St SW	N	Y	30	24	6
<b>Totals</b>				<b>249</b>	<b>243</b>	<b>6</b>

# OVERALL MFTE PROGRAM FINDINGS

- Program has been in effect since 2006.
- A total 5 projects & 482 units have been approved.
- All 5 projects possessed difficult site constraints.
- 1 project was a greenfield, the remaining 4 projects were infill.
- Units are almost entirely market-rate.

# 2019 PLATTING ACTIVITY

Type	No.	No. of lots
Short plats, applications pending	6	18
Short plats approved, but not finalized	21	67
Short plats finalized	13	47
Short plats denied	0	0
Preliminary plats, applications pending	0	0
Preliminary plats approved, but not finalized	1	16
Preliminary plats finalized	1	15
Preliminary plats denied	1	-21
Totals	43	142





# CHANGING SUBJECTS – HOUSING AFFORDABILITY (OUT-OF-DATE)

Owner-occupied housing unit rate, 2014-2018	44.4%
Median value of owner-occupied housing units, 2014-2018	\$248,200
Median selected monthly owner costs – with a mortgage, 2014-2018	\$1,735
Median gross rent, 2014-2018	\$971
City of Lakewood, United States Census Bureau	

# LAKEWOOD INCOME (ACS 2018 5-YEAR)

## MEDIAN HOUSEHOLD INCOME

\$50,175

## PER CAPITA INCOME

\$28,115

Household Income	
Less than \$10,000	1,889
\$10,000 to \$14,999	1,083
\$15,000 to \$19,999	1,176
\$20,000 to \$24,999	1,500
\$25,000 to \$29,999	1,430
\$30,000 to \$34,999	1,559
\$35,000 to \$39,999	1,233
\$40,000 to \$44,999	1,274
\$45,000 to \$49,999	1,058
\$50,000 to \$59,999	2,320
\$60,000 to \$74,999	2,611
\$75,000 to \$99,999	2,893
\$100,000 to \$124,999	1,681
\$125,000 to \$149,999	1,250
\$150,000 to \$199,999	917
\$200,000 or more	646

# LAKEWOOD POVERTY LEVELS

- 17.4% of Lakewood's population lives below the poverty line (10,383).
- 27.6% of children living in poverty.
- 7.3% of seniors living in poverty.
- Lakewood's poverty level is double the rate in the Seattle-Tacoma-Bellevue, WA Area (9.6%).
- About 1.5 times the rate in Washington State (11.5%).

# THE CURRENT COST OF RENTING: WELLSTONE APARTMENTS

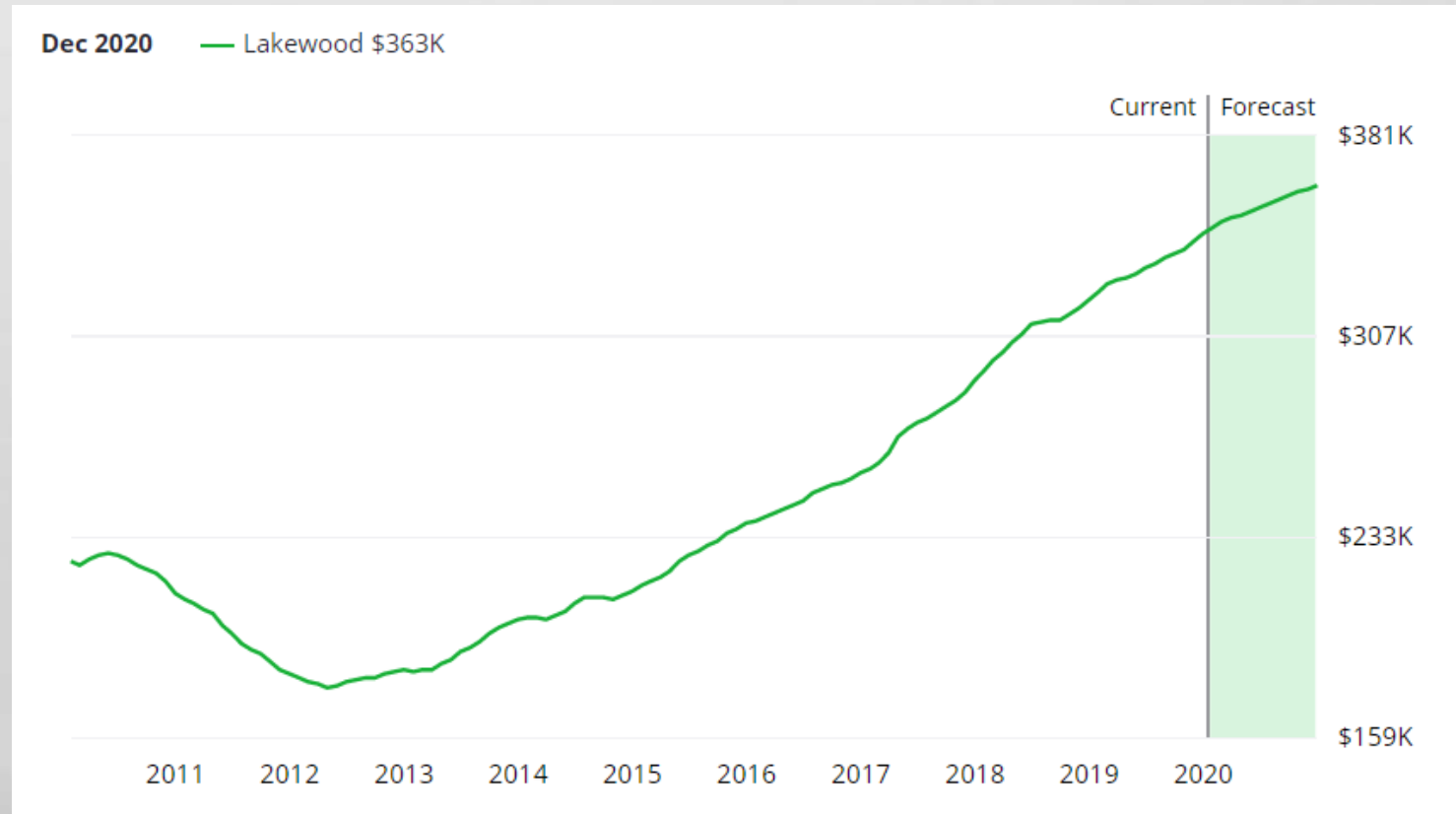
Unit Type	Area (SF)	Per Unit/Month
Studio	600	\$1,430
Open 1 bedroom	600	\$1,550
1 bedroom/1 bath	775	\$1,775
1 bedroom/1bath/1 den	800	\$1,735
2 bedroom/2 bath	1,100	\$1,955

***And don't forget the additional monthly fees!***

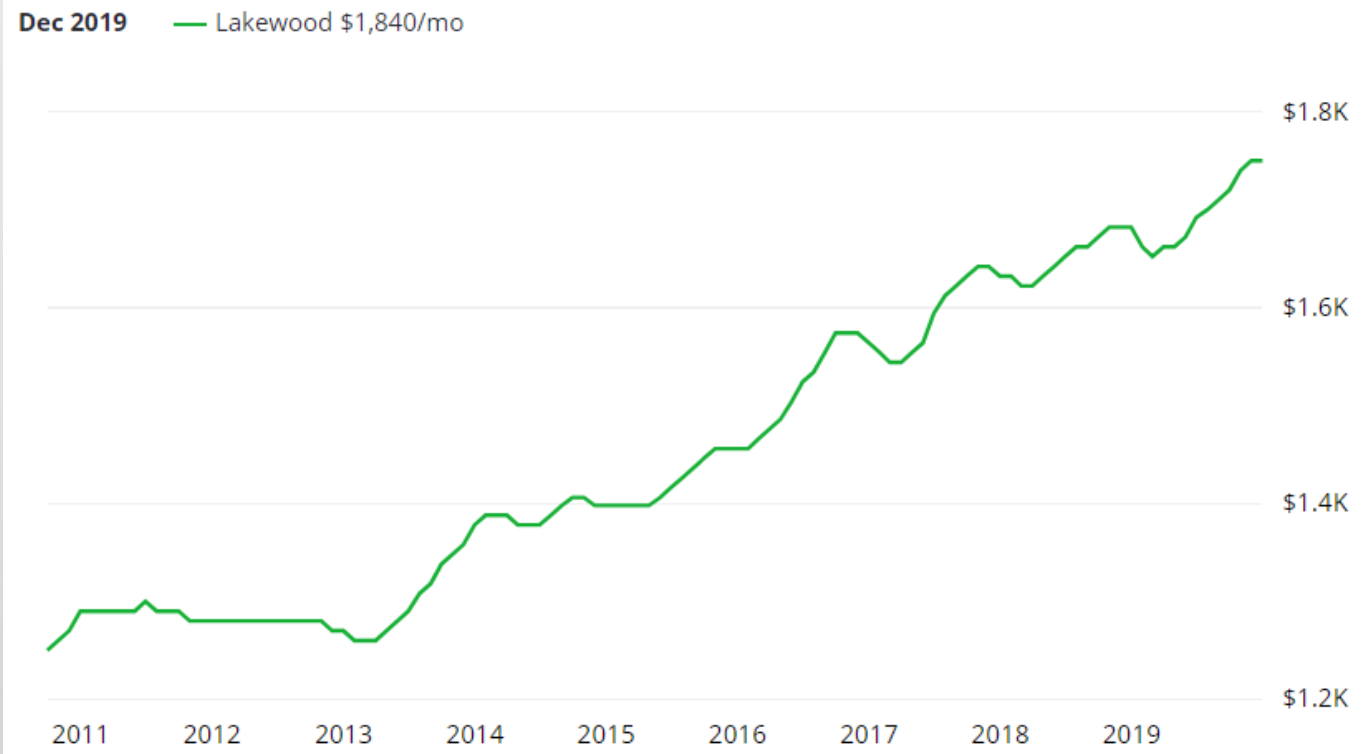
Carport, \$55  
Garage, \$250  
Pet rent, \$45  
Top floor premium, \$25

# ZILLOW LAKEWOOD MARKET OVERVIEW: HOME VALUE INDEX

The median home value in Lakewood is **\$344,970**. Lakewood home values have gone up 7.4% over the past year and Zillow predicts they will rise **5.2%** within the next year. The median rent price in Lakewood is **\$1,595** which is lower than the Seattle-Tacoma-Bellevue Metro median which is **\$2,290**.



# ZILLOW LAKEWOOD MARKET OVERVIEW: SFR RENTALS





# LAKEWOOD APARTMENT RENT RANGES



Data provided by Rent Cafe

Average monthly apartment rent:	\$1,207
Year-to-year change:	6%
Average apartment size:	801 sq. ft.



# HOW LAKEWOOD COMPARES TO OTHER COMMUNITIES



City	Average Rent	Year-to-year change
Lakewood	\$1,207	6%
Puyallup	\$1,530	7%
Tacoma	\$1,350	6%
Spanaway	\$1,080	-5%
University Place	\$1,231	6%
Gig Harbor	\$1,551	4%
Lacey	\$1,258	3%
Olympia	\$1,250	4%



Data provided by Rent Cafe



# RENT AFFORDABILITY CALCULATOR

Monthly gross income	Monthly debts (credit card debt, loans, etc.)	Monthly savings	Utilities	Rent you can afford (30% of gross income )	Number Lakewood rentals available (Jan. 22, 2020)
<b>\$2,436</b> <b>(\$29,232)</b>	<b>\$100</b>	<b>\$100</b>	<b>\$180</b>	<b>\$730</b>	<b>0</b>
\$3,750 (\$45,000)	\$100	\$100	\$180	\$1,125	10
\$4,181 (\$50,172)	\$100	\$100	\$180	\$1,254	16
\$4,976 (\$59,711)	\$100	\$100	\$180	\$1,492	22
\$5,834 (\$70,000)	\$100	\$100	\$180	\$1,750	22

Data provided by Rent Cafe

# HOUSING TRENDS

- Lakewood home prices will continue to rise.
- Lakewood apartment vacancy rates will remain at or below 3 percent.
- Apartment rents will increase.
- Rents are relatively high throughout Pierce County, but significantly less expensive than King County. The least expensive community in Pierce County is Spanaway.
- New single family housing construction will remain limited given the community's built-out nature.
- The Downtown Subarea Plan provides an efficient means to increase housing supply through densification and economies of scale.

# HOUSING TRENDS

- The housing cost burden is rising.
- The cost of housing may push more families into poverty and potentially homelessness.
- The rental housing program helps reduce gentrification by preserving existing housing.
- Expect roommate arrangements in apartment complexes.
- Some level of overcrowding is occurring.
- Multi generational housing is going to become the new norm.
- The State's new energy conservation codes will increase housing costs.
- CEDD is experiencing an increase in the illegal conversion of single family residences into multifamily housing.
- Micro-units (Micro-units have been built in Tacoma, but not Lakewood. Rents are under \$700/month.)
- Mobile home park housing remains a challenging subject, although with proactive measures initiated through CSRT, there has been some improvement.

# BEWARE OF THE ALLIGATOR!



ANY  
QUESTIONS  
?





TO: Planning Commission

FROM: Tiffany Speir, Long Range & Strategic Planning Manager

DATE: February 5, 2020

SUBJECT: Introduction to Lakewood Station District Subarea Plan

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### **BACKGROUND**

Lakewood has recognized the need for, and memorialized initial design for, a subarea plan in the Lakeview Neighborhood / Lakewood Station District since adopting its first Comprehensive Plan in 2000; in fact, the Plan's Land Use Policy 25.5 and Urban Design Policy 9.5 both direct the preparation of a sub-area plan for the Lakewood Station District, and a preliminary design vision for the subarea was created (see map above.) In 2012, Sounder Train service was extended to the Lakewood Station, located along Pacific Highway South near I-5.

Over time, and in addition to the Comprehensive Plan policies mentioned above, the City has continued to prioritize the Lakewood Station District as an important area for economic development, housing diversification, and transportation demand management.

Lakewood's Comprehensive Plan has a number of goals, objectives and policies related to the Lakewood Station District, and the City's 2018-2020 Strategic Plan prioritizes affordable and mixed income housing, maximizing public transit, and public involvement in land use planning.

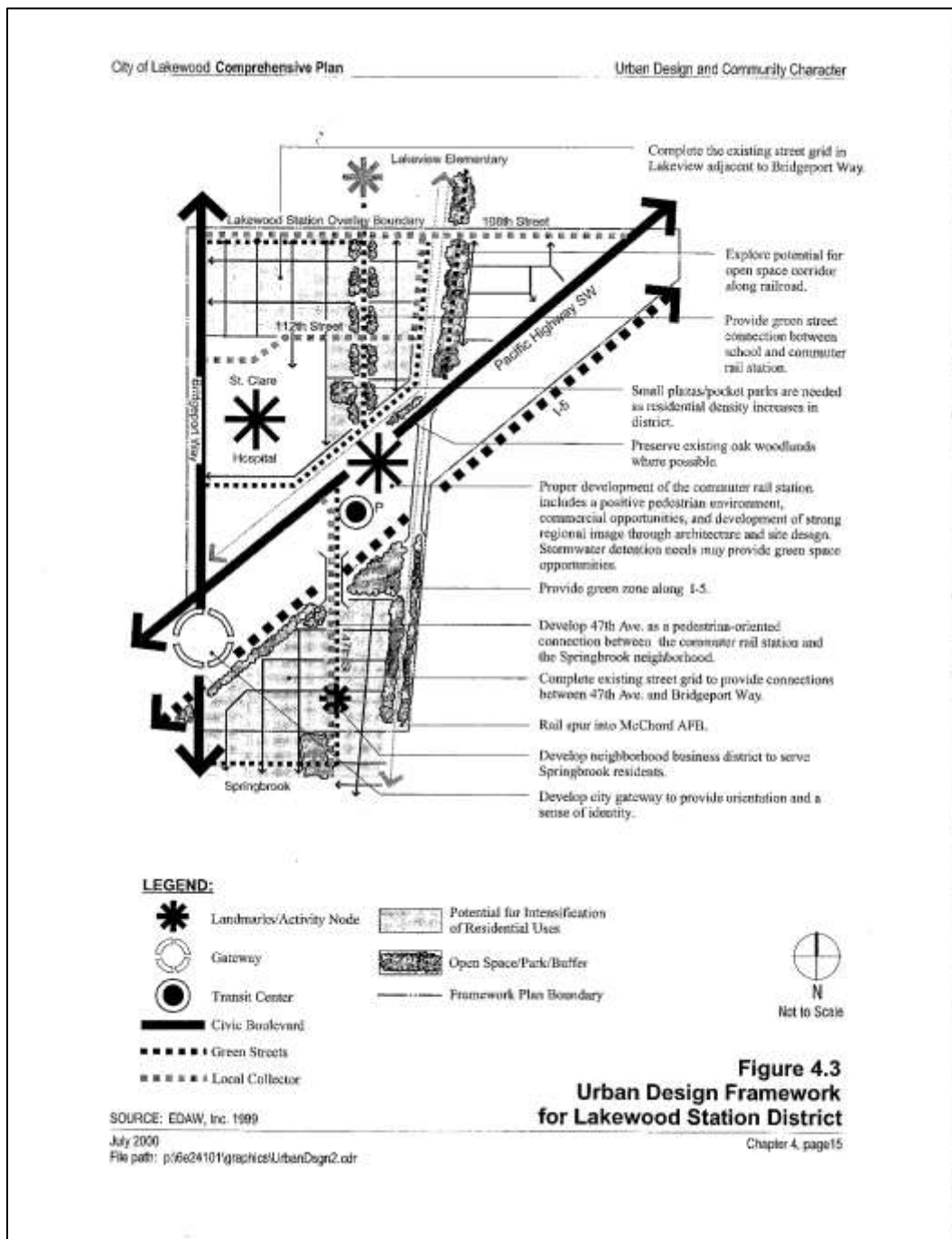
In November, 2019, the State Department of Commerce awarded the City of Lakewood, WA a grant under ESB 1923 to: prepare a subarea plan for the Lakewood Station District per RCW 43.21C.420; prepare a planned action per RCW 43.21C.440 (1)(b)(ii); and prepare a hybrid form-based code to implement the Lakewood Station District Subarea Plan (LSDS). The effort will conclude by mid-2021.

The City Council is expected to authorize a contract for consultant services on February 18. CEDD and the consultants will provide regular status report to the Planning Commission throughout this year about development of the LSDS materials. It is currently anticipated that the Commission will hold a public hearing in November 2020 and final Council action will occur in April 2021.

There will be a retreat for LSDS stakeholders on February 14 to conduct an initial discussion about the LSDS; the Planning Commission is welcome to attend.

## LSDS BOUNDARIES AND POLICIES

Shown below are the 2000 Lakewood Station District subarea boundaries (included and identified within the current Comprehensive Plan at Section 4.5.2.) If these boundaries are amended to extend east to the SR 512 interchange and south to I-5, the Lakewood Station District could include several existing low-income neighborhoods ready for redevelopment at higher densities along a high capacity transit corridor and within ½ mile of the Lakewood Station as well as the proposed Lakewood Landing development site.



Included below is a map of the current LDS boundaries in relation to the Downtown Subarea. Also included is a map showing potential LDS boundaries that will be reviewed by the City Council on February 10.





### **INCREASING RESIDENTIAL BUILDING CAPACITY**

Per Pierce County Ordinance 2017-24ss, Lakewood's 2030 Population Target is 72,000. As of 2018, the US Census estimated Lakewood's population at 60,538, showing a 5.2% increase between April 1, 2010 and July 1, 2018. Lakewood therefore is planning for an additional 11,462 residents by 2030; this is a 16% increase over a 12 year period, a significantly higher rate than that seen between 2010 and 2018.

Based in part on existing, pre-incorporation development patterns in Lakewood as well as the presence of the Pierce Transit station within the Downtown and the proximity to the Sound Transit station, the City identified the 2018 Downtown Subarea as a key location for higher residential densities and population growth. The Downtown subarea is targeted for locating 2,257 residential units over a 20+ year period (i.e., by 2038.) This equates to locating 20% of the City's overall 2030 population target in the Downtown.

When the 2000 Lakewood Station District subarea boundaries are amended to extend north to east to the SR 512 interchange and south to I-5, the Lakewood Station District has several existing low-income neighborhoods ready for redevelopment at higher densities along a high capacity transit corridor and within ½ mile of the Lakewood Station. A subarea plan incorporating residential densification would: maximize access to public transit; provide housing affordable to the City's current residents; help prevent current resident displacement as well as provide additional mixed income housing units for future targeted growth; and serve as an excellent complementary planning area to the Downtown. The Lakewood District also does not have the same environmental and infrastructure constraints (i.e., lakes and associated wetlands, and existing road widths and routes) as much of the western area of the City that makes residential redevelopment at higher densities unlikely there. As a result, higher residential densities are more practically feasible in the Lakewood Station District than in western Lakewood.

The residential zones within the potentially amended Lakewood Station District subarea boundaries include approximately: 255 acres of Residential 3 (R3); 16 acres of Residential 4 (R4); 90 acres of Mixed Residential 1 (MR1); 50 acres of Multi-Family 1 (MF1); and 60 acres of Multi-Family 3 (MF3.) Based on a 2019 citywide analysis of residential development, these zones are not built out to maximum capacity:

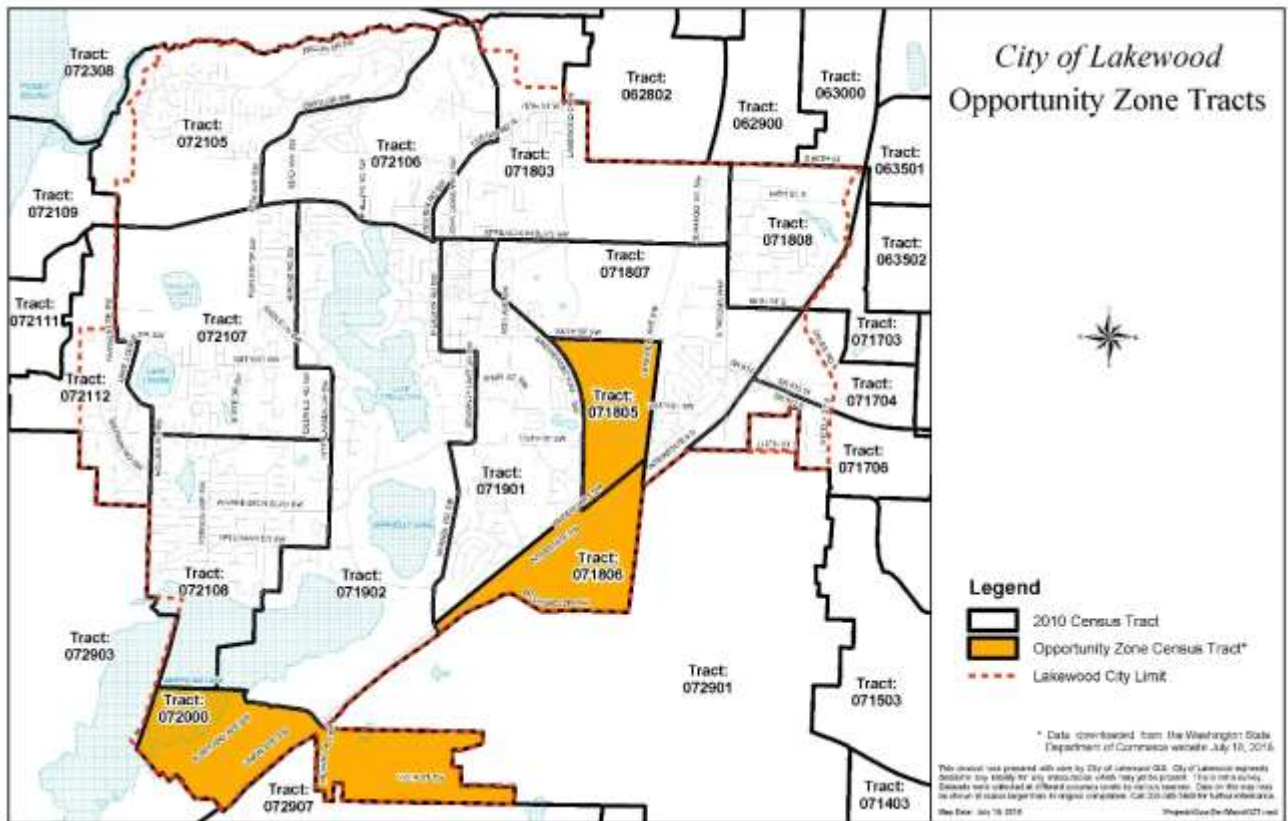
<b>Designation</b>	<b>Zone</b>	<b>Max Allowed DUs/Acre</b>	<b>Actual Density (DUs/Acre)</b>	<b>% of Max Density</b>
<b>Single Family</b>	<b>R3</b>	4.8	3.31	69%
	<b>R4</b>	6.4	4.37	68%
<b>Mixed Residential</b>	<b>MR1</b>	8.7	4.76	55%
	<b>MR2</b>	14.6	8.05	55%
<b>MultiFamily</b>	<b>MF1</b>	22	11.27	51%
<b>High Density Multi-Family</b>	<b>MF2</b>	35	11.47	33%
	<b>MF3</b>	54	17.17	33%

Focusing redevelopment and densification efforts in the subarea, even without rezoning properties, could result in a roughly estimated additional 3,514 units: 380 units in the R3 zone; 32 units in the R4 zone; 355 units in the MR1 zone; 537 units in the MF1 zone; and 2210 units in the MF 3 zone. The 3,514 units would comprise almost 31% of the 11,462 new units Lakewood is planning for by 2030. If areas were partially or fully rezoned to R4, MR2 and MF3 (which would be subject to legislative action), significantly more units could be achieved within the subarea.

## HOUSING AFFORDABILITY AND ECONOMIC OPPORTUNITY

Per the American Community Survey 2011-2015 five year estimates, U.S. Census Bureau, Pierce County had 52.6% cost-burdened households during that five year time period; Lakewood's specific percentage is undoubtedly higher. Per July 2018 U.S. Census data, the City of Lakewood has a higher percentage of households in poverty than Pierce County overall – 19.3% versus 10.2%. Lakewood has 45% owner-occupied housing versus 61.2% owner-occupied in Pierce County. Lakewood residents have a median household income of \$47,636 versus Pierce County's median household income of \$63,881.

Two existing economic tools coincide with and would buoy the benefits of developing a Lakewood Station District Subarea Plan (LSDS.) The LSDS boundaries overlap with the federally established Lakeview/Kendrick Street Opportunity Zone (Tract 071805):



In addition, Lakewood has established areas where Multi-Family Tax Exemptions (MFTE) are available, including the Lakewood Station residential target area (RTA):



### **STREAMLINE REGULATIONS**

The Lakewood District Subarea Plan (LSDS) Planned Action would eliminate SEPA review for projects within the LSDS boundaries. The estimated time and cost savings via a Planned action include:

- Avoided delays
  - DNS – up to 90 days
  - EIS – up to 12 months
- Avoided costly process and technical studies for applicants, e.g. transportation modeling
  - Consultant cost for a DNS/Checklist varies depending on technical reports required. DNS/Checklist ~\$10,000 plus \$15,000-25,000 for standard transportation report, plus more for other topics.
  - Consultant cost for an EIS is typically at least \$100,000 unless it's a supplemental EIS relying on other information
- Streamlined review - follow ordinance and clear bookends
- Avoid appeals under SEPA – rely on Planned Action EIS

The LSDS Hybrid Form-Based Code would also reduce the complexity of permit applications, focusing on building form and street layout versus land use types. A decision on a Form-Based Code Review Application shall be based on the standard criteria for Process I Permits in the Lakewood Municipal Code and the following:

1. Consistency with the vision and policies of the Lakewood Comprehensive Plan.
2. Consistency with the vision and objectives of the Lakewood Station District Subarea Plan (LSDS.)
3. Compliance with the standards of the LSDS.
4. Compliance with the LSDS Planned Action.

## **KEY POLICIES AND DIRECTIVES SUPPORTING SELECTED ACTIONS**

Included below are Comprehensive Plan excerpts as well as 2018-2020 City Strategic Plan excerpts that highlight the priority Lakewood has long placed on developing a subarea plan for the Lakewood Station District.

### **LAKEWOOD COMPREHENSIVE PLAN EXCERPTS**

#### **1.3.1 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.

- 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 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 in the center of this area will be encouraged. There will be special emphasis placed on design 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 to attract development. A new pedestrian bridge connection the Lakewood Station to the neighborhood to the north was completed in 2013.

#### **1.6.7 Regional Planning Policies**

In addition to the GMA, this [Comprehensive P]lan is required to comply with VISION 2040, the multi-county policies, and Pierce County's County-Wide Planning Policies (CWPPs). This plan shares many of the VISION 2040 goals, especially expanding housing choice and increasing job opportunities for community residents. Urban scale neighborhood redevelopment proposed for the Lakewood Station district, 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 CWPPs issue areas. In particular, the Future Land-Use Map is based on the CWPPs’ land-use principles. This is reiterated in the corresponding goals and policies associated with the map, which comprise the land-use chapter.

## **2.3 Land Use Designations**

### **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** 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.

#### **2.3.16 Lakewood Station District**

The Lakewood Station District will act as the multi-modal commuter hub of Lakewood and the southern terminus of Sound Transit's commuter rail service. The Lakewood Station District is a transit-oriented development cluster surrounding the Lakewood Station preferred site, which is targeted for major urban growth. This District 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 high-density residential uses supported by direct regional transportation access.**

#### **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. **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.

#### **3.3.1 General Commercial Goals and Policies**

**GOAL LU-17:** Concentrate commercial development within appropriate commercial areas and clarify the different types of commercial lands.

Policies:

LU-17.3: Promote the **Lakewood Station district** as the primary location for medical-related and other businesses serving a regional market, as well as neighborhood serving businesses in support of higher density housing. Take advantage of the area's visual and physical access to Interstate 5.

#### **3.3.3 Commercial Corridors**

**GOAL LU-21:** Emphasize the geographic relationship of the commercial corridors to major road networks and the **Lakewood Station** to promote employment, services, retail,



and flex business/light industrial uses linked to the regional access to major transportation networks.

Policy:

LU-21.1: Provide for varying intensities and types of employment, services, retail, and business/light industrial uses along designated commercial corridors based on physical characteristics of the roadway network and adjoining land uses.

### **3.3.5 Lakewood Station District**

**GOAL LU-25:** Promote the Lakewood Station area 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 area as a multi-modal commuter hub.

LU-25.2: Foster the Lakewood Station area'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 area to capitalize on growth and visibility associated with the commuter rail station.

#### **LU-25.5: Prepare a sub-area plan for the Lakewood Station District.**

**GOAL LU-26:** Promote an interactive mixture of activities around the Lakewood Station that focus on the station's regional access.

Policy:

LU-26.1: Coordinate and promote the development of the area around the Lakewood Station to create a distinctive urban node that provides for a rich mixture of uses including regional offices, major institutions, high-density urban residences, neighborhood businesses, and open space.

**GOAL LU-27:** Develop an urban design framework to guide physical development of the Lakewood Station district.

Policies:

LU-27.1: As part of the Lakewood Station sub-area plan, develop design guides and a detailed urban design framework plan for the Lakewood Station District, coordinating public and private development opportunities.

LU-27.2: Create additional public and semi-public open space opportunities to serve residents, employees, commuters and visitors in the Lakewood Station district.

LU-27.3: Improve pedestrian and vehicular connections across the railroad tracks, Pacific Highway SW, and I-5.

#### 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, Urban Design Framework Plan.

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
- Lakewood Mall
- Lakewold 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.

Activity Nodes: Activity nodes are key destinations that attract human activity such as employment, shopping, civic functions, and public open spaces such as parks. These areas are usually memorable places in the minds of residents. No attempt was made to identify activity nodes in the framework plan, as they are widespread and varied in nature. However, among the most prominent are the three identified as urban design focus areas (the Central Business District, Lakewood Station, and Tillicum) which are shown on Figure 4.1, and discussed in depth in Section 4.5. Activity nodes should be distributed to provide residents with access to personal services and groceries within reasonable walking/biking distance in their own neighborhoods

##### 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;
- 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 land-use and urban design changes in the Lakewood Station area 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.

#### **4.6 Goals and Policies**

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

Policies:

UD-9.1: Provide for pedestrian and bicycle connectivity within the Lakewood Station district to the commuter rail station.

UD-9.2: Identify the opportunities for additional public/semi-public green space in the Lakewood Station district. (see Policy LU-25.3 regarding bonus densities).

UD-9.3: Improve identified civic boulevards, gateways, and green streets within the Lakewood Station district 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 a 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.

#### **5.3 Lakewood's Position in the Region**

##### **5.3.1 Lakewood's Regional Role**

Lakewood is situated along strong transportation networks. It is bordered by one of the largest military installations in the United States, just minutes away from Puget Sound and the [Port of Tacoma](#), and 35 miles from [SeaTac International Airport](#). The City is a major transportation hub for the lower Puget Sound Region with the Lakewood Station and Sounder commuter rail system directly connecting Lakewood to Seattle and Tacoma.

#### **5.6 Economic Goals and Policies**

The City of Lakewood will not wait for market forces alone to create the future, but will act to shape and accelerate the evolving market trends in the direction of its vision. The City will pursue the following goals and policies to implement economic development.

## **Focused Redevelopment Emphasis**

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

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

**GOAL T-13:** Develop and maintain collaborative working relationships with outside agencies to improve the transportation system.

### **Policies**

T-13.9: Explore local shuttle service between high density areas within the urban center such as the Lakewood Station district, Lakewood Towne Center, the Sound Transit commuter rail station, the Colonial Center, and other high-density developments with high transit ridership potential.

### **Land-Use Implementation Strategies**

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

## **2018-2020 CITY STRATEGIC PLAN**

The City Council's adopted 2018-2020 Strategic Plan reflects the continuing priority Lakewood has put on housing, transit, and public involvement in land use planning:

## **ECONOMIC DEVELOPMENT**

**GOAL: The City of Lakewood promotes and supports a dynamic and robust local economy.**

### **Objectives:**

**1.3 Enhance and diversify housing stock and improve multi-generational community assets.**

- Improve programs and policies to increase homeownership and diversify housing stock.
- Minimize nonconforming uses.
- Actively advance condominium regulation reform to expand homeownership opportunities.
- Continue to support youth and senior programming and expand community events.
- Support and preserve historical buildings and other local places of significance.



### **1.5 Promote and facilitate sustainable economic development.**

- Focus resources on business creation, retention, and expansion.
- Promote an entrepreneurial environment, encourage a balance of manufacturing, commercial, and retail businesses.
- **Continue to leverage existing assets such as** location, access, lakes, parks, civic engagement opportunities, **transit options**, and cultural amenities.
- Develop and implement an imaging campaign that confidently promotes recent accomplishments and community assets.
- Promote and deploy prudent business incentives to enhance economic development strategies.

## **TRANSPARENCY**

**GOAL: The City of Lakewood communicates its goals, successes, and challenges to the community.**

### Objectives:

#### **5.4 Strengthen connection with stakeholders, partners, and communities.**

- Craft and maintain accessible City online services, website, and social media platforms.
- **Focus on inclusive engagement: Conduct concentrated outreach for hard-to-reach and vulnerable populations.**
- **Support and collaboratively engage with neighborhood groups and associations.**
- Continue partnership with JBLM and Camp Murray to support access to information about workforce development, healthcare, and services on and off base.
- Strengthen City's relationship with local school districts and colleges.



TO: Planning Commission

FROM: Tiffany Speir, Long Range & Strategic Planning Manager

DATE: February 5, 2020

SUBJECT: VISION 2050 Status Update

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#### **BACKGROUND**

The Puget Sound Regional Council (PSRC) is the metropolitan planning organization (MPO) and regional transportation planning organization (RTPO) for all of the jurisdictions in Snohomish, King, Pierce, and Kitsap Counties.

An MPO is the agency designated by the United States Department of Transportation and the Governor that is responsible, in cooperation with the State, for ensuring that transportation planning is conducted through a "continuous, cooperative, and comprehensive (3-C) process." The process is stipulated in federal law. An RTPO is an agency authorized under state law to develop and adopt a regional transportation plan, and to certify that the transportation elements of local comprehensive plans conform to requirements of state law and are consistent with the regional transportation plan.

PSRC is currently charged with maintaining:

- "VISION 2040" (environmental framework, regional growth strategy and multi-county planning policies; last updated in 2008);
- Regional Economic Strategy (titled "Amazing Place"; last updated September 2017); and
- Regional Transportation Plan (last updated May 2018).

VISION 2040 includes regional goals and policies to:

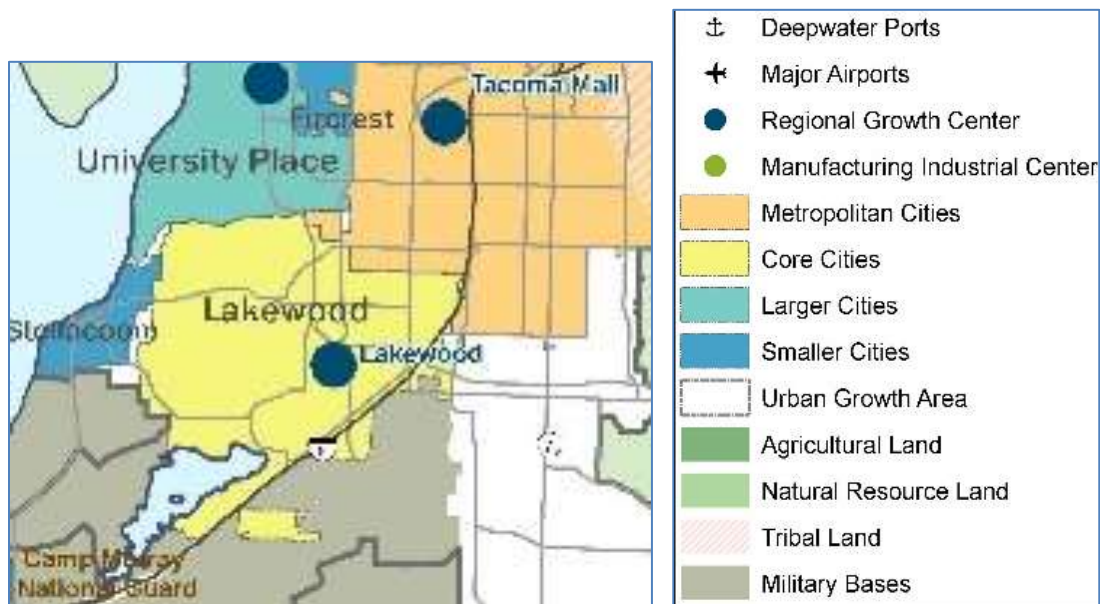
- Protect and restore the natural environment and reduce greenhouse gas emissions
- Plan for growth in cities and urban centers, while reducing sprawl
- Improve the balance of jobs and housing across the counties
- Create more vibrant and resilient urban centers
- Support health, well-being, and active living
- Provide affordable housing choices to meet the needs of all residents
- Improve mobility for people and goods

- Maintain and operate the transportation system safely and efficiently
- Encourage a strong, diverse economy
- Provide services like solid waste, energy, and water systems to support the region's growth

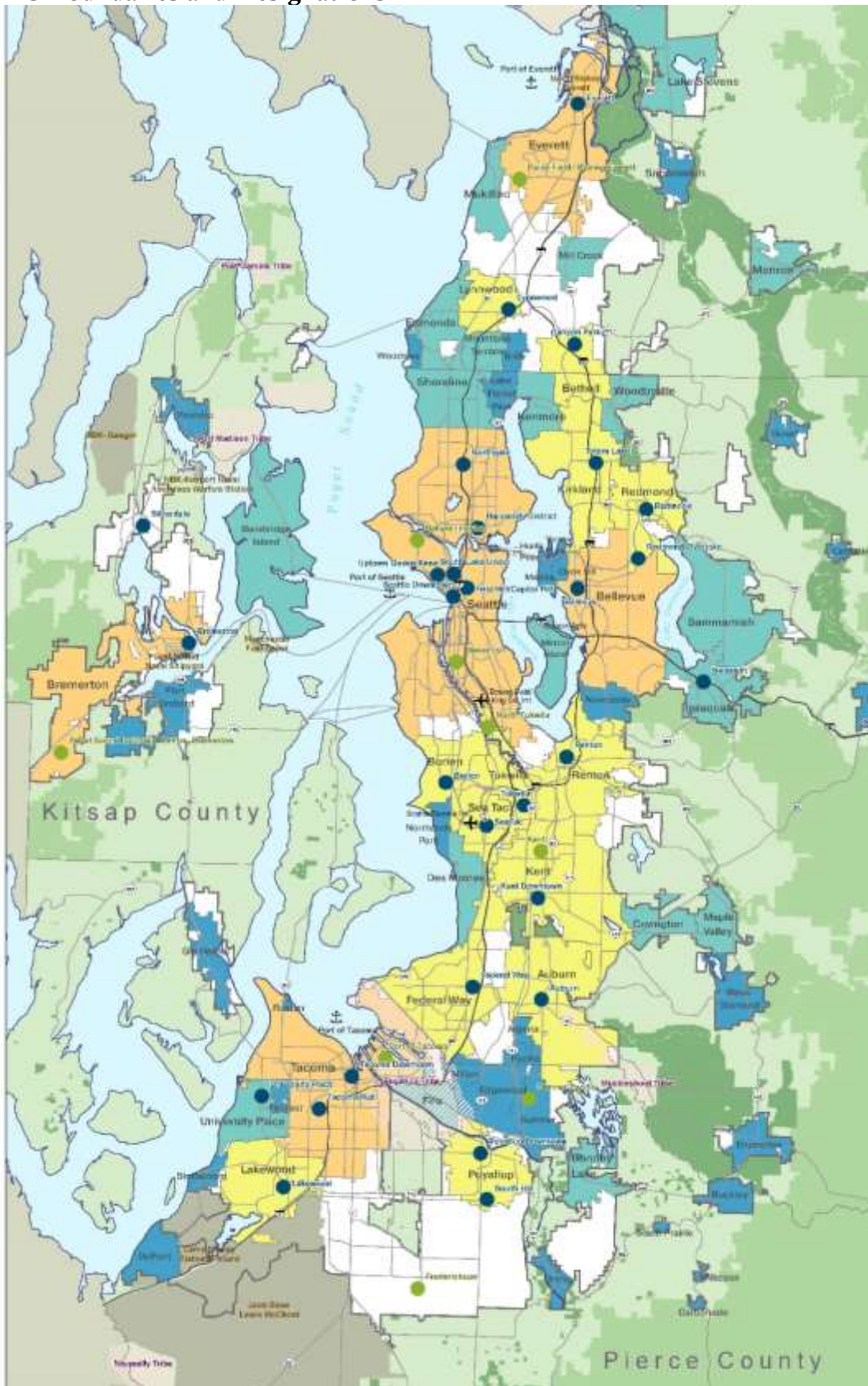
Lakewood is considered one of the region's "Core Cities" - key hubs for the region's long-range multimodal transportation system, and major civic, cultural, and employment centers within their counties. The Regional Growth Strategy envisions a major role for these cities in accommodating growth.

Lakewood also has a "**Regional Growth Center**" that has the same boundaries as the Downtown Subarea. Regional Growth Centers:

- are priority locations for accommodating growth;
- strengthen existing development patterns;
- promote housing opportunities close to employment;
- support development of an extensive multimodal transportation system which reduces dependency on automobiles;
- reduce congestion and improve air quality; and
- maximize the benefit of public investment in infrastructure and services.



## PSRC Boundaries and Designations



## **VISION 2050 DEVELOPMENT**

PSRC is conducting an update to VISION 2040, including reviewing and making changes to regional policies and planned growth patterns. This effort will extend the document's planning horizon out 10 years to 2050, and it will be renamed VISION 2050 (V2050.)

V2050 was recommended for approval by the PSRC's Growth Management Policy Board on December 2019. The Executive Board will review and provide a recommendation by March 2020, and final adoption is expected by the PSRC's General Assembly on May 28, 2020. Once V2050 is adopted, it will include policies and strategies that 1) will direct future residents and jobs to various parts of the central Puget Sound, and 2) that Lakewood will be required to comply with in its growth and transportation planning.

### **Fundamental issues in update from V2040 to V2050:**

- Extending the plan horizon to the year 2050;
- Policy updates per state statutory changes, including school siting;
- Updating outdated information;
- Include information from recent regional plans, including:
  - Regional Open Space Conservation Plan (6/18)
  - Regional Transportation Plan (5/18)
  - Regional Economic Strategy (9/17); and
- Updates to address board commitments, including implementation of the Regional Centers Framework Update (e.g., recognizing Military Installations as regional geography)

### **Priority policy issues also being addressed per '18 scoping process:**

- Focus on "social equity" and access to opportunity in all aspects of the plan.
  - Historically marginalized communities include Native and Indigenous peoples, communities of color, immigrants and refugees, people with low-income, and people with limited-English proficiency.
  - Some of these communities' challenges include unmet housing demand and supply, difficulty in accessing jobs, economic and cultural displacement, and inequitable access to opportunity for some residents.

### **Additional priority policy issues also being addressed per '18 scoping process:**

- Plan for how and where regional growth should occur.
- Address housing choice and affordability.
- Protect and restore the natural environment.
- Promote thriving communities and shared prosperity across the region.

### **Proposed Regional Geographies Proposal:**

- Reaffirm focus on jurisdictions with designated regional centers
- Differentiate current Small and Larger cities by existing and planned high- capacity transit
- Light rail, BRT, commuter rail, ferry & streetcar
- Identify unincorporated urban areas with high-quality transit service



- Recognize Major Military Installations as regional geographies

