



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 19, 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 February 5, 2020**
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**
 - Discussion re 2020 Comprehensive Plan and Zoning Map Amendment Cycle Docket Items
9. **Report from Council Liaison**
10. **Reports from Commission Members & Staff**
 - Written Communications
 - Future Agenda Topics
 - Area-Wide Planning / Land Use Updates - Buildable Lands Report Status Report
 - Other

Enclosures

1. Draft Meeting Minutes from February 5, 2020
2. Staff Report on 2020 Comprehensive Plan and Zoning Map Amendment Cycle Docket Items
3. Staff Report on Buildable Lands Status

Members Only

Please email kdevereaux@cityoflakewood.us or call Karen Devereaux at 253.983.7767 no later than Tuesday at noon, February 18, 2020 if you are unable to attend. Thank you.



**PLANNING COMMISSION
REGULAR MEETING MINUTES
February 5, 2020
City Hall Council Chambers
6000 Main Street SW
Lakewood, WA 98499**

Call to Order

Ms. Connie Coleman-Lacadie, Presiding Officer, called the meeting to order at 6:30 p.m.

Roll Call

Planning Commission Members Present: Connie Coleman-Lacadie, Ryan Pearson, Nancy Hudson-Echols, Paul Wagemann, and James Guerrero

Planning Commission Members Excused: Christopher Webber and Don Daniels

Commission Members Absent: None

Staff Present: Dave Bugher, Assistant City Manager for Development Services; Tiffany Speir, Long Range & Strategic Planning Manager; and Karen Devereaux, Administrative Assistant

Council Liaison: Councilmember Mr. Paul Bocchi (not present)

Approval of Minutes

The minutes of the meeting held on October 16, 2019 were approved as written by voice vote M/S/C Guerrero/Wagemann. The motion passed unanimously, 5-0.

Agenda Updates

None

Public Comments

None

Public Hearings

None

Unfinished Business

None

New Business

Election of 2020 Chair and Vice-Chair

Presiding officer, Ms. Connie Coleman-Lacadie opened the floor for nominations.

Ms. Nancy Hudson-Echols nominated Mr. Don Daniels for Chair. There were no other nominations. A voice vote was taken with Mr. Don Daniels winning unanimously, 5-0.

Ms. Nancy Hudson-Echols nominated Ms. Connie Coleman-Lacadie for Vice-Chair. A voice vote was taken and Ms. Connie Coleman-Lacadie won unanimously, 5-0.

Review of Planning Commission 2020 Work Plan

Ms. Tiffany Speir explained that commissioners will carry out the work plan as authorized by 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.

The Council approved work plan was reviewed highlighting assignments for several projects; Update of the Quasi-Judicial Process, Periodic Review of Shoreline Master Program, 2020 Comprehensive Plan Amendments and 2030 Statutory Update, 6-Year Transportation Improvement Program, Annual Development Regulation Amendment Package (Title 18A), 2021 Buildable Lands Report, Periodic Review of Lakewood Station District Subarea Plan Status, Downtown Subarea Plan, Planned Action and Hybrid Form-Based Code Biennial Review, as well as the 2021 Comprehensive Plan Docket .

2019 Annual Housing Report

Mr. David Bugher provided Commissioners with a detailed overview of housing development based on data from 2019 activities.

The report discussed changes in the City's housing trends, the affordability of renting or owning a home, a quick overview of the City's Multi-Family Tax Exemption Program, short platting activity, Lakewood poverty levels, and the projected growth and future housing trends.

Mr. Bugher explained the report is important for implementing policies and programs aimed to meet local housing needs, maintain affordability as much as possible, and encourage housing diversity and community inclusion.

Lakewood Station District Subarea Planning Process (LSDS) Introduction

Ms. Tiffany Speir explained that in November 2019 the State Department of Commerce awarded Lakewood a grant to prepare a Lakewood Station District Subarea (LSDS) Plan, a SEPA-based planned action, and a hybrid form-based code to implement the LSDS Plan.

Ms. Speir informed the commissioners that the Lakewood Station area is intended to become a new high-density employment and residential district catalyzed by station area development opportunities. A significant high density, multi-unit residential presence in the center of this area will be encouraged along with health care services and shopping within walking distance of the Lakewood commuter rail station. There will be a special emphasis placed on design to enhance pedestrian environment and create a diverse new urban neighborhood with open space opportunities.

The Lakewood Station District is a transit-oriented development cluster surrounding the Lakewood Station, which is targeted for major urban growth and will act as the multi-modal commuter hub of Lakewood and the southern terminus of Sound Transit's commuter rail service.

City Council will consider 3 options to the district boundaries on Monday, February 10. Council is expected to authorize a contract for consultant services on February 18.

A stakeholders retreat is scheduled for February 28 to explore vision and provide issues/priorities to consultants. Consultants will provide regular status report throughout the year of development. The Planning Commission will hold a public hearing in November 2020 and final Council action will occur in April 2021.

Report from Council Liaison

None

Reports from Commission Members and Staff

City Council Actions

None

Written Communications

None

Future Agenda Topics

None

Area-Wide Planning / Land Use Updates

VISION 2050 Status Report was presented by Ms. Tiffany Speir. Puget Sound Regional Council 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 to VISION 2050 (V2050).

Ms. Speir explained Lakewood is considered one of the regions "Core Cities" – a key hub for the regions long-range multimodal transportation system and major civic, cultural, and employment centers. The Regional Growth Strategy envisions a major role for these cities in accommodating growth. V2050 was recommended for approval by the PSRC's Growth Management Policy Board in December 2019. The Executive Board will review and provide a recommendation by March 2020, and final adoption is expected by PRSC'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 on the Central Puget Sound, and 2) that Lakewood will be required to comply with its growth and transportation planning.

Ms. Speir covered the specific topics of fundamental issue updates, priority policy issues being addressed, and proposed regional geographies. Ms. Speir will continue to provide updates for commissioners as information is made available.

Next Regular Meeting: February 19, 2020 at 6:30 p.m. in Council Chambers

Meeting Adjourned at 7:46 p.m.

Don Daniels, Chair
Planning Commission 02/19/2020

Karen Devereaux, Recording Secretary
Planning Commission 02/19/2020



TO: Planning Commission

FROM: Tiffany Speir, Long Range & Strategic Planning Manager

DATE: February 19, 2020

SUBJECT: 2020 Comprehensive Plan Amendments

BACKGROUND

On December 2, 2019, the City Council approved a docket of possible Comprehensive Plan and Zoning Map amendments to be considered in 2020. This memorandum includes analysis and discussion of each amendment for the Planning Commission to review as it determines what to recommend to the Council for action.

2020 Comprehensive Plan amendment cycle proposed schedule (dates are tentative):

Planning Commission discussion = 2/19	City Council Study Session = 4/27
Planning Commission Public Hearing = 3/4	City Council Public Hearing = 5/18
Planning Commission Action = 4/1	City Council Action = 6/1

DISCUSSION

Comprehensive Plan amendments shall only be granted if the City Council determines that the request is consistent with the following standards and criteria:

- A. The proposed amendment is **consistent** with the **Comprehensive Plan**;
- B. The proposed amendment and subsequent development of the site would be **compatible** with **development** in the vicinity;
- C. The proposed amendment will **not unduly burden the transportation system** in the vicinity of the property with significant adverse impacts which cannot be mitigated;
- D. The proposed amendment will **not unduly burden the public services and facilities** serving the property with significant adverse impacts which cannot be mitigated;
- E. The proposed amendment will **not adversely affect the public health, safety and general welfare** of the citizens of the City;

F. The entire range of permitted uses in the requested zoning classification is **more appropriate** than the entire range of permitted uses in the existing zoning classification, regardless of any representations made by the petitioner as to the intended use of subject property;

G. **Circumstances have changed substantially** since the establishment of the current zoning map or zoning district to warrant the proposed amendment; and

H. The **negative impacts** of the proposed change on the surrounding neighborhood and area are **largely outweighed by the advantages** to the City and community in general, other than those to the individual petitioner.

The table below summarizes the thirteen (13) proposed 2020 Comprehensive Plan amendments (20CPAs) and includes the CEDD’s recommendation for each. There are five (5) text amendments and eight (8) (one (1) privately-initiated and seven (7) city-initiated) map amendments. Detailed analysis of each amendment and maps follow the table and start on page 7.

SUMMARY TABLE OF 2020 COMPREHENSIVE PLAN & ZONING MAP AMENDMENTS

Project Title	Description	CEDD Recommendation
CPA-ZOA-2020-01 (Planned Development Districts (PDDs))	1. Amend Comprehensive Plan language at Sections 1.4.2, 2.3.1, 2.3.6, 3.2, 3.2.5, 3.2.8, 3.2.10, and Goal LU-4 to update references to Planned Development Districts. 2. Amend Comprehensive Plan Table 2.3.14 (Application of Designations and Population Densities) density ranges for the Residential Estate and Single-Family Residential Designations for consistency with LMC 18A.40.580 related to Planned Development Districts (PDDs.) See full CPA/ZOA-2020-01 language following this table. See also CPA/ZOA-2020-10 re new PDD policy language.	Approval
CPA/ZOA-2020-02 (Custer & Bridgeport A) Privately initiated	1. Amend the Comprehensive Plan land-use map to designate the subject property Multi-Family (MF); and 2. Amend the zoning map to zone the subject property Multi-Family 2 (MF2). <u>Location:</u> 7811 & 7815 Custer Rd. West <u>Assessor’s Tax Parcel Nos.:</u> 6940000020, 6940000010, 0220263023	Approval
CPA/ZOA-2020-03 (Custer & Bridgeport B) City initiated	1. Scrivener correction to amend the Comprehensive Plan land-use map to designate the subject property Multi-Family (MF); and 2. No change to zoning is required. <u>Location:</u> 8008 to 8248 Bridgeport Way SW <u>Assessor’s Tax Parcel Nos.:</u> 0220352151	Approval

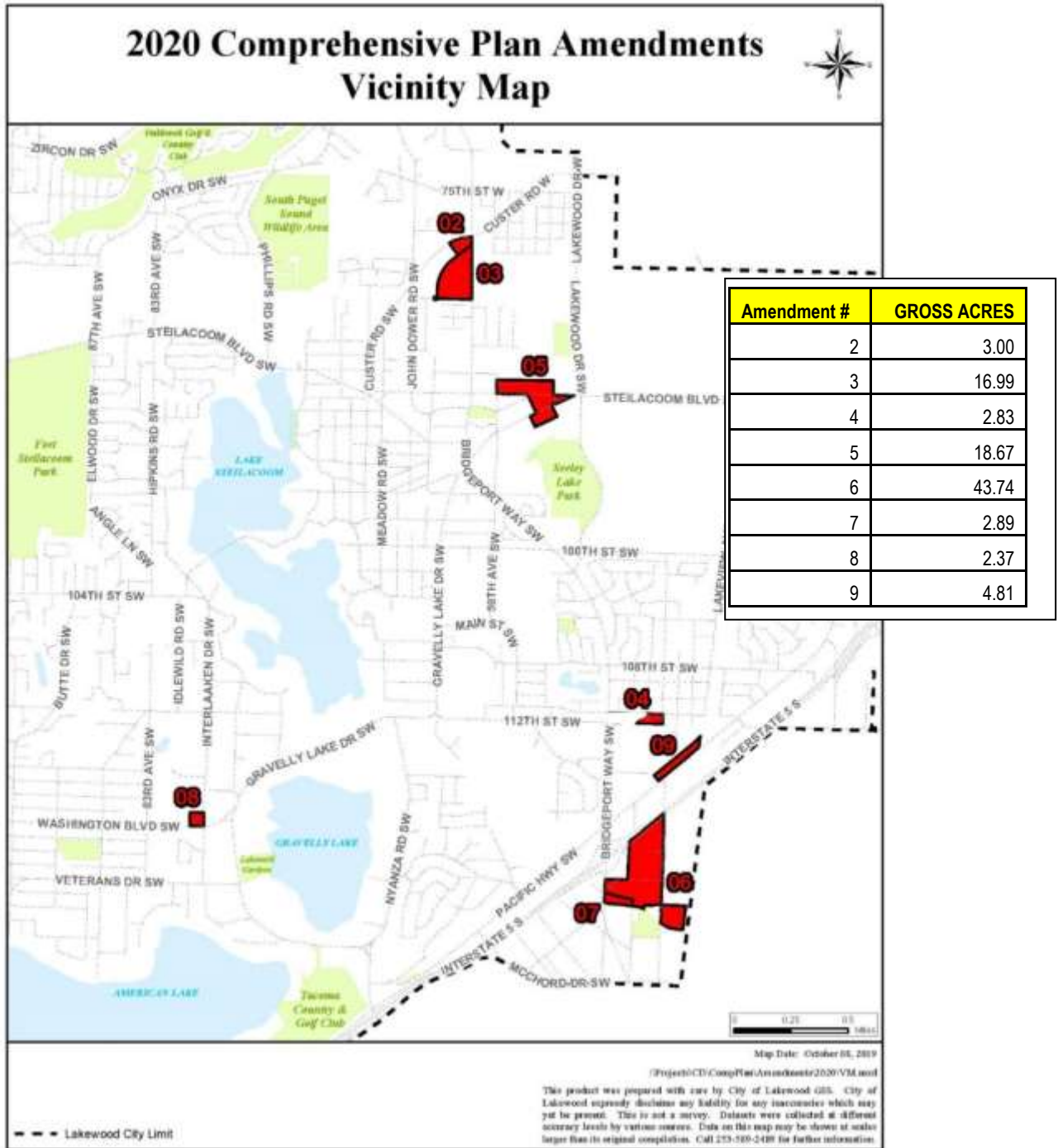
Project Title	Description	CEDD Recommendation
<p>CPA/ZOA-2020-04 (111th & Bridgeport Way West)</p> <p>City initiated</p>	<p>1. Amend the Comprehensive Plan land-use map to designate the subject property Multi-Family (MF); and</p> <p>2. Amend the zoning map to zone the subject property Multi-Family 3 (MF3).</p> <p><u>Location:</u> 4808 - 4812 112TH ST SW, 4718 111TH ST SW, and 11102 & 11106 47TH AV SW</p> <p><u>Assessor's Tax Parcel Nos.:</u> 5080000396, 5080000420, 5080000431, 5080000432</p>	<p>Approval</p>
<p>CPA/ZOA-2020-05 (59th Ave. W & Steilacoom Blvd.)</p> <p>City initiated</p>	<p>1. Amend the Comprehensive Plan land-use map to designate the subject property High Density Multi-Family (HD); and</p> <p>2. Amend the zoning map to zone the subject property Multi-Family 1 (MF1).</p> <p><u>Location:</u> 8801 59TH Av SW, 5515 Steilacoom Blvd SW, 5503 to 5495 Steilacoom Blvd SW, 5495 Steilacoom Blvd SW UNIT A, XXX Steilacoom Blvd SW, 5485 Steilacoom Blvd SW, 5475 Steilacoom Blvd SW, 5473 A to 5473 D Steilacoom Blvd SW, 5471 Steilacoom Blvd SW, 5469 Steilacoom Blvd SW, 5453 Steilacoom Blvd, 5449 Steilacoom Blvd SW, 5437 Steilacoom Blvd SW, 5433 to 5435 Steilacoom Blvd SW, 8920 Gravelly Lk Dr SW, 8933 Gravelly Lk Dr, 8931 Gravelly Lk Dr, 8919 Gravelly Lk Dr, 8911 Gravelly Lk Dr SW, 5408 Steilacoom Blvd SW, 5404 Steilacoom Blvd SW</p> <p><u>Assessor's Tax Parcel Nos.:</u> 0220354099, 0220354098, 0220354008, 0220354013, 0220354074, 0220354073, 0220354012, 0220354055, 0220354054, 0220354006, 0220354017, 0220354009, 0220354018, 0220354015, 0220354016, 5130001551, 5130001880, 5130001870, 5130001913, 5130001912, 0220354091, 0220354046 & 5130001914</p>	<p>Approval</p>
<p>CPA/ZOA-2020-06 (Springbrook Neighborhood)</p> <p>City initiated</p>	<p>1. Amend the Comprehensive Plan land-use map to designate the subject property in the Springbrook Neighbourhood area per the outcome of the 2019 Lakewood/FEMA flood plain mapping update effort; and</p> <p>2. Amend the zoning map to zone the subject property per the outcome of the 2019 Lakewood/FEMA flood plain mapping update effort.</p> <p>3. Remove the Lakewood Station District boundary located within Springbrook.</p> <p><u>Location:</u> 4901 123rd St SW, XXX 123rd St SW, XXX 47th Av SW, 4800 to 4815 122nd St SW, 4804 121st St SW, 4801 121st St SW, 4715 to 4717 121st SW, 12018 TO 12020 47th Av SW, 4710 120th St SW, XXX 120th St SW, XXX 47th Av SW, XXX 123rd St SW, 12315 Bridgeport Wy W, 4828 123rd St SW, 4828 123rd St SW, 4702 to 4731 124th SW, XXX 47th Av SW, 12511</p>	<p>Continue CPA/ZOA-2020-06 to the 2021 CPA cycle to allow for completion of FEMA analysis and updates to City's mapped floodplain.</p> <p>The total package of Lakewood's flood study reevaluation was sent to FEMA on January 29, 2020. This starts the FEMA review process for establishing the new floodplain along Clover Creek in the Springbrook neighborhood and across I-5 towards City Hall. This is the final step in the flood study reevaluation initiated in 2019.</p> <p>While the outcome is not what was initially expected, lower flood elevations and a reduced floodplain, it does reveal a significant number of</p>

Project Title	Description	CEDD Recommendation
	<p>47TH Av SW, 12517 47TH Av SW</p> <p><u>Assessor's Tax Parcel Nos.:</u> 0219127015, 0219123105, 0219123017, 0219127013, 0219127012, 0219123005, 0219123000, 0219123064, 0219123024, 0219122033, 0219122028, 0219123108, 0219123109, 0219123084, 0219123025, 0219123081, 0219123116, 0219123113, 0219123114</p>	<p>parcels at risk of flooding during the 100-yr flood (1% flood) not previously identified. With flood insurance those property owners will have the stability of insurance to cover any damages resulting from the 100-yr flood when it comes.</p> <p>Once this analysis is approved by FEMA (estimate 6-9 months), it will be a part of the City's flood regulations as the mapped floodplain.</p>
<p>CPA/ZOA-2020-07 (Bridgeport Way & 123rd)</p> <p>City initiated</p>	<p>1. Amend the Comprehensive Plan land-use map to designate the subject property Industrial (I); and</p> <p>2. Amend the zoning map to zone the subject property to Industrial Business Park (IBP)</p> <p><u>Location:</u> 12413 Bridgeport Way SW</p> <p><u>Assessor's Tax Parcel No.:</u> 0219123054</p>	<p>Combine with CPA/ZOA 2020-06 and take action altogether on Springbrook parcels in 2021 Comprehensive Plan amendment cycle</p>
<p>CPA/ZOA-2020-08 (Washington Blvd. & Interlaaken Blvd.)</p> <p>City initiated</p>	<p>1. Amend the Comprehensive Plan land-use map to designate the subject property Mixed Residential (MR); and</p> <p>2. Amend the zoning map to zone the subject property Mixed Residential 2 (MR2).</p> <p><u>Location:</u> 7907 Washington Blvd SW</p> <p><u>Assessor's Tax Parcel Nos.:</u> 0219102072</p>	<p>Approval</p>
<p>CPA/ZOA-2020-09 (Lakewood Transit Station)</p> <p>City initiated</p>	<p>1. Amend the Comprehensive Plan land-use map to designate the subject property Public & Semi-Public Institutional (INST); and</p> <p>2. Amend the zoning map to zone the subject property Public Institutional (PI).</p> <p><u>Location:</u> XXX Pacific Hwy SW, 11402, 11424 & 11602 Pacific Hwy SW</p> <p><u>Assessor's Tax Parcel Nos.:</u> 0219122165, 0219122166</p>	<p>Approval</p>
<p>CPA/ZOA-2020-10 (PDD Policy)</p> <p>City initiated</p>	<p>Amend the Land Use Policy Chapter of the Comprehensive Plan, adding a new policy:</p> <p><u>LU-2.43: Encourage Planned Development District development with higher residential densities provided this type of development incorporates innovative site design, conservation of natural land features, protection of critical area buffers, the use of low-impact development techniques, conservation of energy, and efficient use of open space.</u></p>	<p>Approval</p>
<p>CPA/ZOA-</p>	<p>Delete a freight mobility policy from the Comprehensive Plan</p>	<p>Approval</p>

Project Title	Description	CEDD Recommendation
<p>2020-11 (Rail Policy A)</p> <p>City initiated</p>	<p>Transportation Chapter:</p> <p>T-18.4: Examine the potential of unused or underutilized rail lines in Lakewood for freight rail.</p>	
<p>CPA/ZOA- 2020-12 (Rail Policy B)</p> <p>City initiated</p>	<p>Revise an existing freight mobility policy in the Comprehensive Plan Transportation Chapter:</p> <p>T-18.6: Promote the continued operation of existing rail lines to serve the transportation needs of Lakewood businesses <u>and Joint Base Lewis McChord.</u></p>	<p>Approval</p>
<p>CPA/ZOA- 2020-13 (Rail Policy C)</p> <p>City initiated</p>	<p>Amend the Transportation Chapter of the Comprehensive Plan, adding a new policy:</p> <p><u>T-18.10: The City discourages increased freight traffic along this corridor that is above and beyond the activity already in place and does not have a destination within Lakewood or Joint Base Lewis-McChord. With the opening of the Point Defiance Bypass project in support of Amtrak passenger rail coupled with increasing demands on freight rail, there is concern that the Point Defiance Bypass project could eventually lead to increased freight traffic in addition to new passenger rail.</u></p>	<p>Approval</p>

VICINITY MAP

Included below is a vicinity map with all of the proposed Zoning Map amendments and their respective sizes in gross acres; individual maps for proposed amendments 2020-02 through 2020-09 are included with CEDD’s analysis for each amendment on the following pages.



ANALYSIS OF AMENDMENTS

CPA-ZOA-2020-01 (PDD Densities):

1. Amend Comprehensive Plan language at Sections 1.4.2, 2.3.1, 2.3.6, 3.2, 3.2.5, 3.2.8, 3.2.10, and Goal LU-4 to update references to Planned Development Districts.
2. Amend Comprehensive Plan Table 2.3.14 (Application of Designations and Population Densities) density ranges for the Residential Estate and Single-Family Residential Designations for consistency with LMC 18A.40.580 related to Planned Development Districts (PDDs.)

1.4.2 Protecting the Social, Economic, and Natural Environments

While much of the emphasis of this plan is to transform the city, preserving and enhancing its best attributes are also underlying directives. From a broad perspective, Lakewood’s environment consists of viable neighborhoods, healthy economic activity, and functioning natural systems. This plan recognizes that to be sustainable, the inter-relationships between these elements must be recognized.

1)• Preserve existing neighborhoods.

One of Lakewood’s greatest strengths is its established residential neighborhoods. This plan protects these valuable assets through careful management of growth, provision of adequate services, and stewardship of the physical environment. [This protection will be balanced with redevelopment that improves infrastructure as well as provides additional housing stock.](#)

* * *

•2.3.1 Residential Estate

The Residential Estate designation provides for large single-family lots in specific areas where a historic pattern of large residential lots and extensive tree coverage exists. Although retaining these larger sized properties reduces the amount of developable land in the face of growth, it preserves the historic identity these “residential estates” contribute to the community by providing a range of housing options, preserving significant tree stands, and instilling visual open space into the urban environment. Most importantly, the Residential Estate designation is used to lower densities around lakes and creek corridors in order to prevent additional effects from development upon the lakes, creek habitat and Lakewood Water District wellheads.

[Consistent with Planned Development District \(PDD\) standards, PDD projects within the Residential Estate designation will be required to provide environmental protection and provide transportation improvements designed handle increased traffic due to higher development densities.](#)

Maintenance of these lower land-use densities in certain areas west of the lakes also helps maintain reduced traffic volumes as well as reducing additional traffic safety conflicts in the east-west arterial corridors. These roads are among the most stressed transportation routes in the City, with expansion opportunities highly constrained due to the lakes.

* * *

• **2.3.6 Downtown**

Downtown is the primary retail, office, social, urban residential, and government center of the City. The complementary, interactive mixture of uses and urban design provides for a regional intensity and viability with a local character. The regional focus and vitality of the district are evident in the urban intensity and composition of the uses in the district. Local character is reflected in the district’s design, people-orientation, and connectivity, which foster a sense of community. [The CBD Downtown](#) is intended to attract significant numbers of additional office and retail jobs as well as new high-density housing. The plan anticipates that the properties within [the CBD Downtown](#) will be developed into commercial and residential mixed uses.

• **2.3.14 Application of Designations and Population Densities**

Lakewood’s plan provides for the following densities under its Comprehensive Plan future land-use designations:

Land-Use Designation	Major Housing Types Envisioned	Density ¹		Acres
		Low	High	
Residential Districts:				
Residential Estate	Larger single-family homes	1	<u>24</u>	1044.97
Single-Family Residential	Single-family homes	4	<u>96</u>	4,080.77
Mixed Residential	Smaller multi-unit housing	8	14	344.07
Multi-Family Residential	Moderate multi-unit housing	12	22	313.59
High Density Multi-Family	Larger apartment complexes	22	40	442.82
Mixed Use Districts:				
Downtown	High-density urban housing	30	80-100	318.69
Neighborhood Business District	Multi-family above commercial	12	40	287.30
Arterial Corridor	Live/work units	6	6	18.85
Air Corridor 2	Single-family homes	2	2	235.77
Non-Residential Districts:				
Corridor Commercial	N/A	--	--	471.48
Industrial	N/A	--	--	752.48
Public/Semi-Public	N/A	--	--	807.18

Land-Use Designation	Major Housing Types Envisioned	Density ¹		Acres
		Low	High	
Institutional				
Air Corridor 1	N/A	--	--	376.18
Open Space & Recreation	N/A	--	--	1945.26
Military Lands	N/A	--	--	24.95
Total designated area	N/A			11464.36
Excluded: Water & ROW	N/A	--	--	1172.14
TOTAL:				12636.5

¹ As expressed in the Comprehensive Plan for new development; existing densities are unlikely to match and may already exceed maximums in some cases.

* * *

3.2 Residential Lands and Housing

Housing is a central issue in every community, and it plays a major role in Lakewood’s comprehensive plan. The community’s housing needs must be balanced with maintaining the established quality of certain neighborhoods and with achieving a variety of other goals related to transportation, utilities, and the environment. There are a number of considerations related to housing in Lakewood:

Impact of Military Bases: Historically, the market demand for affordable housing for military personnel stationed at Joint Base Lewis McChord (JBLM) has had a major impact on Lakewood, and appears to be a major factor in understanding the presence of a large number of apartments in the city. Many of the retired homeowners now living in the community were once stationed at JBLM.

Lakefront Property: The opportunity to build higher valued homes in a desirable setting on the shores of the City’s lakes has provided Lakewood with its share of higher-income families, and some of its oldest, most established neighborhoods. [As Lakewood’s population grows, redevelopment in these areas via Planned Development Districts \(PDDs\) may occur.](#)

* * *

3.2.5 Background on Lakewood’s Population and Housing Capacity

GMA requires jurisdictions to show zoned land capacity for their targeted number of new housing units. This capacity includes land that is available for new development, redevelopment, or infill development.

In 1996, Lakewood’s incorporation population was established by OFM to be 62,786. With the adoption of Lakewood’s Comprehensive Plan in 2000, a residential land capacity analysis was prepared based on the residential densities

established in the Official Land Use Map and implementing land use and development regulations. The 20-year capacity analysis provided for a population growth of 17,500, and 7,107 new residential uses. Thus, Lakewood's planning horizon could accommodate 75,711 people and a total of 32,503 housing units.

However, through the 2000 Census, Lakewood was found to have lost population between its incorporation and the 2000 Census. The federal Census Bureau and OFM had overestimated Lakewood's initial population. As is done yearly for the purpose of allocating of certain state revenues, this estimate is adjusted for each jurisdiction in the state based OFM forecasts. Although Lakewood's yearly OFM estimate had grown considerably by 2000, following the 2000 Census and adjustments after the City requested review, Lakewood's 2000 population was established at 58,293 – considerably lower than the incorporation population. The background information upon which Lakewood's initial Comprehensive Plan was based had assumed a higher population than was later established via the Census.

In the last major update to the City's comprehensive plan, Lakewood's April 1, 2004 OFM population was estimated to be 59,010. Capacity analysis of the City's initial Comprehensive Plan designations adopted in 2000 determined the plan to have a build-out capacity of 17,500 new residents. The most significant change to this number came as an outcome of the 2003 amendments to the comprehensive plan, which resulted in 3,962 in lost population capacity due to the redesignations/rezoning. That resulted in an adjusted build-out population of 13,538, or a total population of 72,548 by the year 2020.

In November 2007, OFM published ~~at the latest~~ series of GMA population projections, and thereafter, the Puget Sound Regional Council (PSRC) adopted VISION 2040 in May 2008. A review process of population allocations was initiated by the Pierce County Growth Management Coordinating Committee (GMCC), and the Pierce County Regional Council (PCRC). Recommendations on changes to population, housing, and employment targets were submitted to the Pierce County Council.

The Pierce County Council ~~has since~~ adopted Ordinance No. ~~2011-36s~~2017-24s, ~~revising establishing~~ target and employment growth ~~for all Pierce County cities~~. Lakewood's 2030 population was ~~adjusted down to set at~~ 72,000, ~~with corresponding reductions in housing and employment projections~~. However, the City ~~did has~~ not materially changed its residential density patterns since adoption of the City's first Comprehensive Plan in 2000.

[With the adoption of VISION 2050 in May 2020 and subsequent updates to the Countywide Planning Policies and Lakewood's housing and population targets by Pierce County, Lakewood will need to plan for additional housing growth and use tools and techniques such as Planned Development Districts to increase density.](#)

▪ **3.2.8 Housing for All Economic Segments**

4. B. Upper Income Housing

The level of new upper income housing construction was nominal between 2001 and 2010. Structures were single family detached structures. Most of the upper income housing was constructed around the City’s lakes on infill properties designated residential estate. As the region becomes more densely populated and the convenience and amenities of urban neighborhoods become increasingly desirable, upper income households could be found in a greater variety of neighborhoods and housing types. Apartment, townhouse, and condominium units may account for a growing share of high-end housing. [Planned Development Districts \(PDDs\) are a tool to provide single-family housing in areas with historically lower densities that can ensure better quality design themes and infrastructure improvements.](#)

* * *

▪ **3.2.10 Housing Goals, Objectives, & Policies**

* * *

GOAL LU-2: Ensure that housing exists for all economic segments of Lakewood’s population.

Objective: Increase housing opportunities for upper income households.

Policies:

LU-2.1: Target ten (10) percent of new housing units annually through 2030 to be affordable to upper income households that earn over 120 percent of county median income.

~~LU 2.2: Provide opportunities for large and medium lot single family development.~~

~~LU 2.3: Utilize low density, single family areas designations to provide opportunities for upper income development.~~

~~LU 2.4: Encourage larger lots on parcels with physical amenity features of the land such as views, significant vegetation, or steep slopes.~~

~~LU 2.5: Encourage construction of upper income homes on larger existing parcels.~~

LU-2.6: Encourage the construction of luxury condominium adjacent to the lakes.

LU-2.7: Support site plans and subdivisions incorporating amenity features such as private recreation facilities, e.g., pools, tennis courts, and private parks to serve luxury developments.

LU-2.8: Increase public awareness of upper income housing opportunities in Lakewood.

Objective: Encourage the private sector to provide market rate housing for the widest potential range of income groups including middle income households.

Policies:

LU-2.9: Target sixty five (65) percent of new housing units annually through 2030 to be affordable to middle income households that earn 80 to 120 percent of county median income.

LU-2.10: Encourage home ownership opportunities affordable to moderate income households.

LU-2.11: Encourage the construction of townhouse, condominium, and rental units affordable to moderate income households in [residential and mixed-use developments and redevelopments](#).

LU-2.12 Continue to provide technical assistance for redevelopment of land in Lake City, Lakeview, Springbrook, Tillicum, and lands located in the City's tax incentive urban use centers and senior overlay.

LU-2.13: Market Lakewood to housing developers.

LU-2.14: Maintain an updated inventory of land available for housing development.

LU-2.15: Pursue public-private partnerships to provide for moderate-income housing.

LU-2.16: Disperse middle-income housing in all areas of the City [that have vacant land](#).

LU-2.17: Ensure that a sufficient amount of land in [all multi-family and mixed-use areas of](#) the City is zoned to allow attached housing and innovative housing types.

Objective: Provide a fair share of low-and very-low income housing in the future.

Policies:

* * *

LU-2.37: Reduce existing housing need, defined as the number of existing households that earn 80 percent of county median income, and are paying more than 30 percent of their income for housing, or live in inadequate housing by increasing housing supply for all economic segments of the community.

- ☐ Create opportunities for higher income households to vacate existing lower cost units, by creating [larger houses on larger lots a variety of market rate detached and attached housing types](#) ; and
- ☐ Prioritize applications to the City for housing rehabilitation grants to homeowners earning 80 percent of county median income or below based on the greatest degree of existing need. With the exception of emergencies, priority should be given to households occupying conventional housing.

Objective: Provide a variety of housing types and revised regulatory measures which increase housing affordability.

Policies:

LU-2.38: Support projects including [planned development districts](#), subdivisions and site plans incorporating innovative lot and housing types, clustered detached houses, clustered semi-attached houses and a variety of lots and housing types within a site.

* * *

GOAL LU-4: Maintain, protect, and enhance the quality of life of Lakewood's residents.

Objective: Preserve and protect the existing housing stock.

Policies:

LU-4.1: Preserve existing housing stock where residential uses conform to zoning requirements.

LU-4.2: High-density housing projects, with the exception of senior housing, will not be permitted in existing single-family residential neighborhoods. More moderate densities such as [planned development districts and cottage housing](#) will be considered.

LU-4.3: Target code enforcement to correct health and safety violations.

LU-4.4: Continue Lakewood's active enforcement of codes aimed at improving property maintenance and building standards in residential neighborhoods to bolster neighborhood quality and the overall quality of life.

LU-4.5: Continue targeted efforts such as the crime-free rental housing program and seek out a variety of funding sources for this and other such outreach programs.

LU-4.6: Develop programs to provide financial assistance to low-income residents to assist them in maintaining their homes.

LU-4.7: Where public actions such as targeted crime reduction programs result in the unexpected displacement of people from their housing, coordinate the availability of social services to assist them in finding other shelter.

LU-4.8: Subject to funding availability, conduct periodic surveys of housing conditions and fund programs, including housing rehabilitation, to ensure that older neighborhoods are not allowed to deteriorate.

LU-4.9: Identify areas in the City for priority funding for rehabilitation by non-profit housing sponsors.

LU-4.10: Continue City funding of housing rehabilitation and repair.

* * *

Objective: Develop and maintain livable neighborhoods with a desirable quality of life.

Policies:

LU-4.15: Promote high quality residential living environments in all types of neighborhoods.

LU-4.16: Promote community identity, pride, and involvement in neighborhoods.

LU-4.17: Continue to support the City's neighborhood program to encourage neighborhood involvement, address local conditions, and provide neighborhood enhancements.

LU-4.18: Protect the character of existing single-family neighborhoods by promoting high quality of development, [including through planned development districts \(PDDs.\)](#)

Housing Capacity Analysis: Planned Development Districts (PDDs) are tools by which the quality and density of housing developments can be increased. They are governed by LMC Chapter 18A.30 Part IV. The amendments to the Comprehensive Plan will not result in an increase or decrease in planned housing capacity; individual PDD projects may affect capacity as they are approved and constructed.

A. Consistency with the Comprehensive Plan: This application amends the Comprehensive Plan to reflect the continued and increased use of PDDs that allow for higher density and higher quality residential developments in Lakewood.

B. Compatibility with development in the vicinity: Not applicable.

C. Transportation impacts and mitigation: Not applicable.

D. Public Service impacts and mitigation: Not applicable.

E. Public health, safety and general welfare impacts: Not applicable.

F. Range of permitted uses: The application would allow higher residential density PDDs, if individual projects are approved, in the Residential Estate and Single Family land use designations.

G. Change in circumstances: Housing shortages in Lakewood and the region continue to artificially inflate housing prices faster than incomes are increasing. PDDs are a tool by which more housing units at varying prices can be developed within the city's boundaries for current and future residents.

H. Advantages vs. negative impacts: The advantages to allowing a higher potential density in PDDs in the Residential Estate and Single Family land use designations include providing for opportunity to house more residents within Lakewood's boundaries while at the same time providing the City authority to require more amenities than required outright in the standard development code.

CEDD Recommendation: Approval.

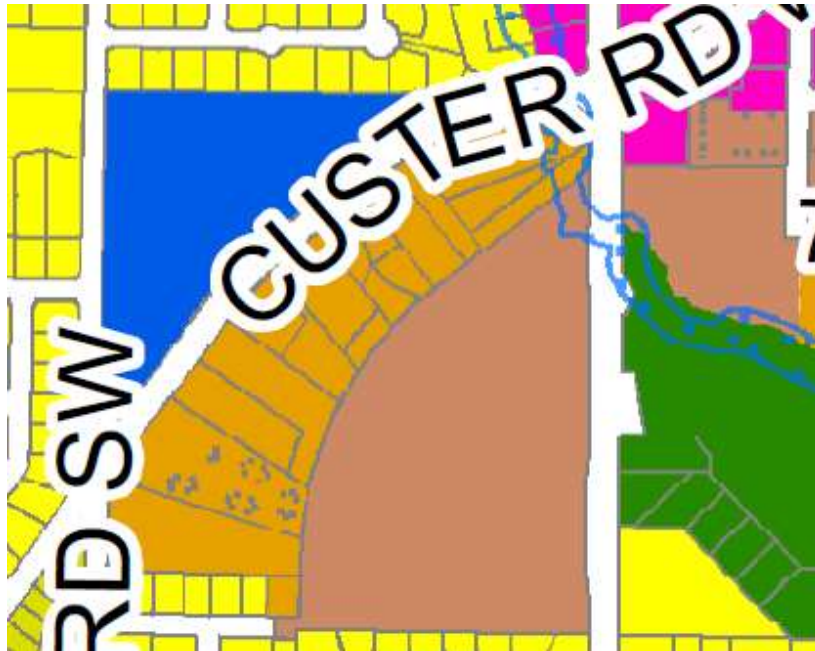
CPA/ZOA 2020-02 (Custer & Bridgeport A)

1. Amend the Comprehensive Plan land-use map to redesignate the subject property from Mixed Residential (MR) to High Density Multi-Family (HD); and
2. Amend the zoning map to rezone the subject property from Mixed Residential 2 (MR2) to Multi-Family 3 (MF3).

Location: 7811 & 7815 Custer Rd. West

Assessor's Tax Parcel Nos.: 6940000020, 6940000010, 0220263023





CEDD ANALYSIS OF 2020-02

Housing Capacity Analysis: This application requested rezoning three parcels totaling 2.27 acres from MR2 to MF3, resulting in an increase in potential density from 14.6 du/a to 35 du/a. The net resulting change in housing capacity is minimal.

A. Consistency with the Comprehensive Plan: Existing Comprehensive Plan guidance indicates mixed residential with an off-street trail connecting to open space and parcels zoned Neighborhood Business District. The application adds nine (9) apartment units to improve development feasibility while retaining mature tree stands, restoring a large portion of the creek buffer and potentially including a segment of planned off-street trail. Maximum MF3 density is not being sought by the applicant.

B. Compatibility with development in the vicinity: Surrounding development is urban in nature and within the MR2, PI, MF2 and Arterial Commercial. The parcel immediately south is zoned MF2.

C. Transportation impacts and mitigation: No significant transportation impacts are anticipated on the parcels along Bridgeport Way. Impacts of the proposed zoning change have been reviewed by the applicant’s traffic engineer. The City would conduct a site development plan review and address, at a minimum: whether a driveway on Bridgeport Way would be allowed; the placement of any driveway on Custer as far away as possible

from the Bridgeport/Custer intersection; and whether any left turn movements out of the property would be allowed.

D. Public Service impacts and mitigation: Changes to any impacts to public service would be minimal. The proposed application would allow for about 18 more people to live on the parcels than could under current zoning.

E. Public health, safety and general welfare impacts: Changes to any impacts to public health safety and general welfare would be minimal. The proposed application would allow for about 18 more people to live on the parcels than could under current zoning.

F. Range of permitted uses: Both the current and proposed zoning allow for multifamily residential development.

G. Change in circumstances: Not applicable other than the continued pressure for affordable housing in Lakewood and the region.

H. Advantages vs. negative impacts: Per the application, development on the site would increase from 30 to 39 units; this would provide more housing within walking distance to shopping, bus service, educational and employment opportunities. The planned off-street trail could ultimately help connect a more dynamic, safe and inviting neighborhood.

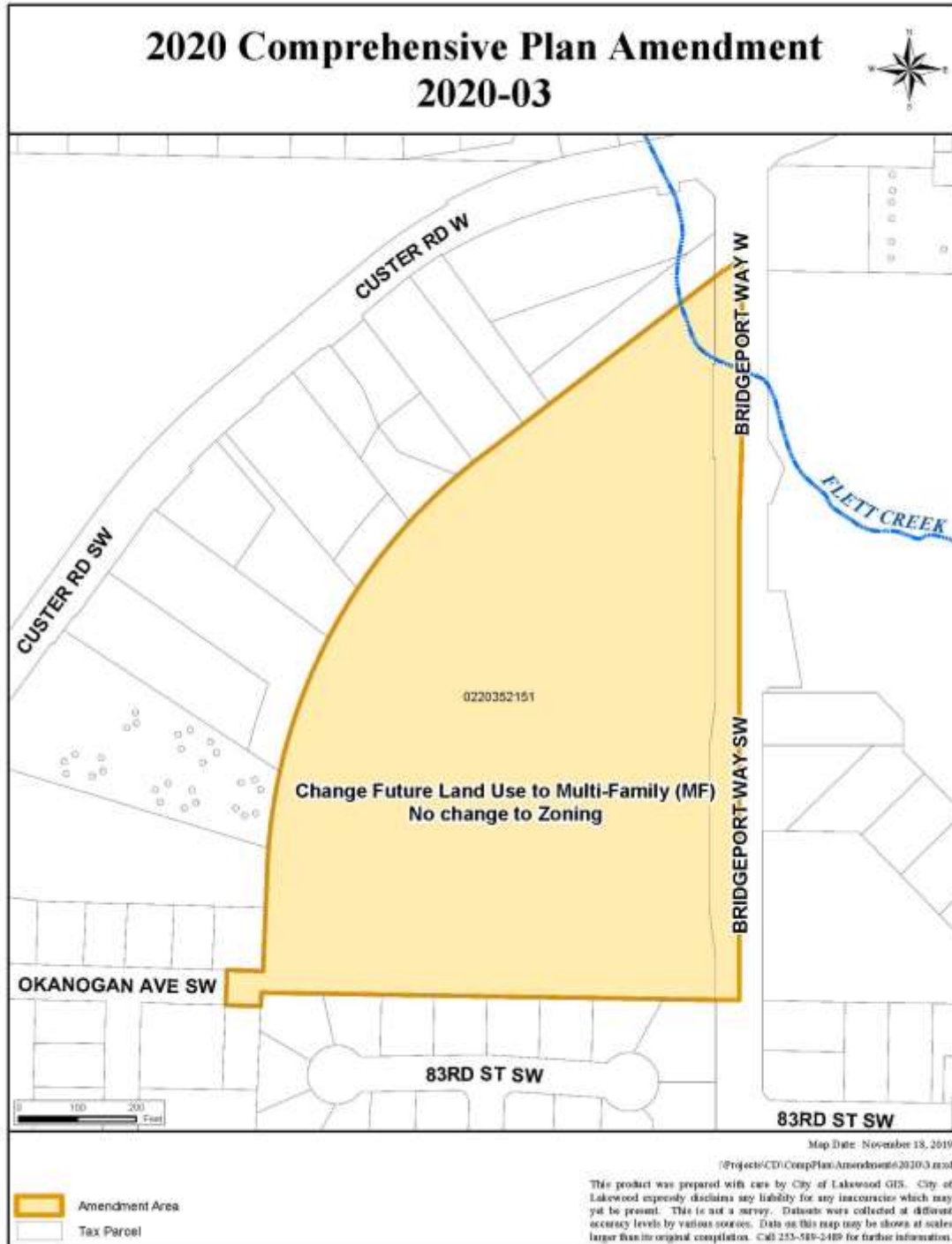
CEDD Recommendation: Approval of redesignating the parcels to Multi-Family (MF) and rezoning to Multifamily 2 (MF2) versus HD/MF3 as the more appropriate designation and zone.

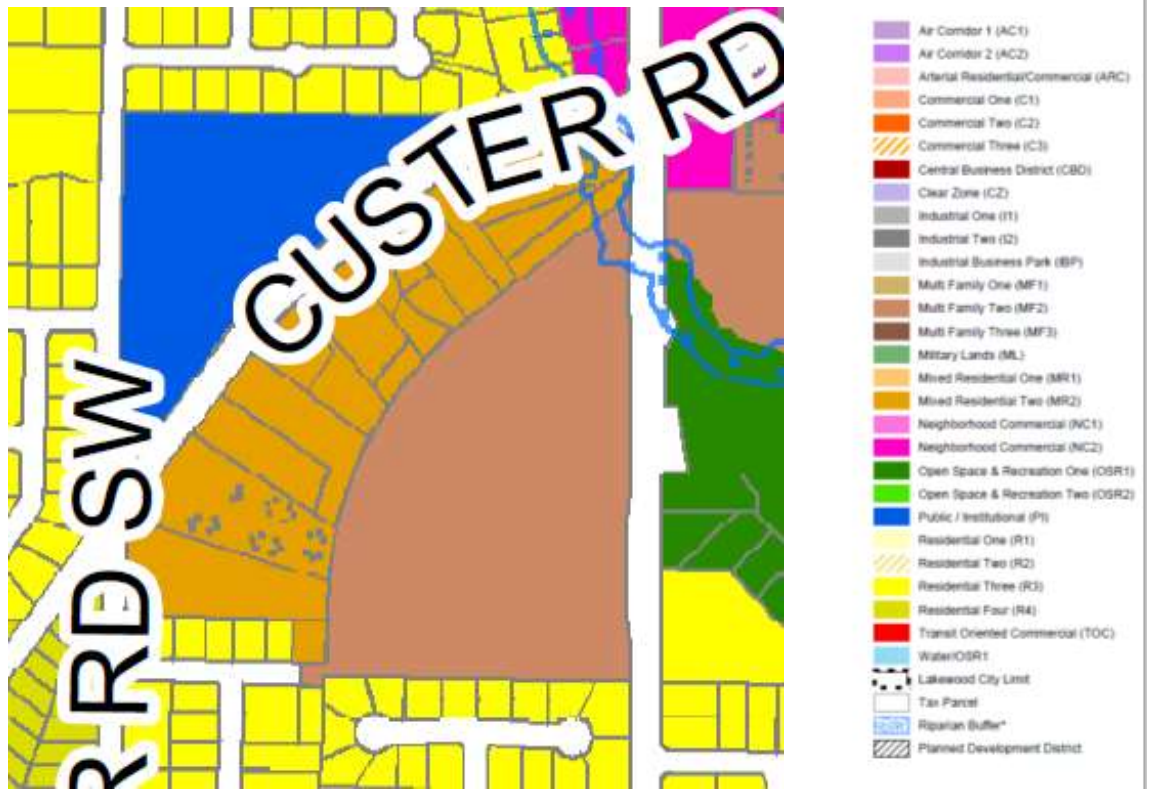
CPA/ZOA-2020-03 (Custer & Bridgeport B)

1. Scrivener correction to amend the Comprehensive Plan land-use map to designate the subject property Multi-Family (MF); and
2. No change to zoning is required.

Location: 8008 to 8248 Bridgeport Way SW

Assessor's Tax Parcel Nos.: 0220352151





CEDD ANALYSIS OF 2020-03

Housing Capacity Analysis: Not applicable

A. Consistency with the Comprehensive Plan: Not applicable

B. Compatibility with development in the vicinity: Not applicable

C. Transportation impacts and mitigation: Not applicable

D. Public Service impacts and mitigation: Not applicable

E. Public health, safety and general welfare impacts: Not applicable

F. Range of permitted uses: Not applicable

G. Change in circumstances: Not applicable

H. Advantages vs. negative impacts: Not applicable

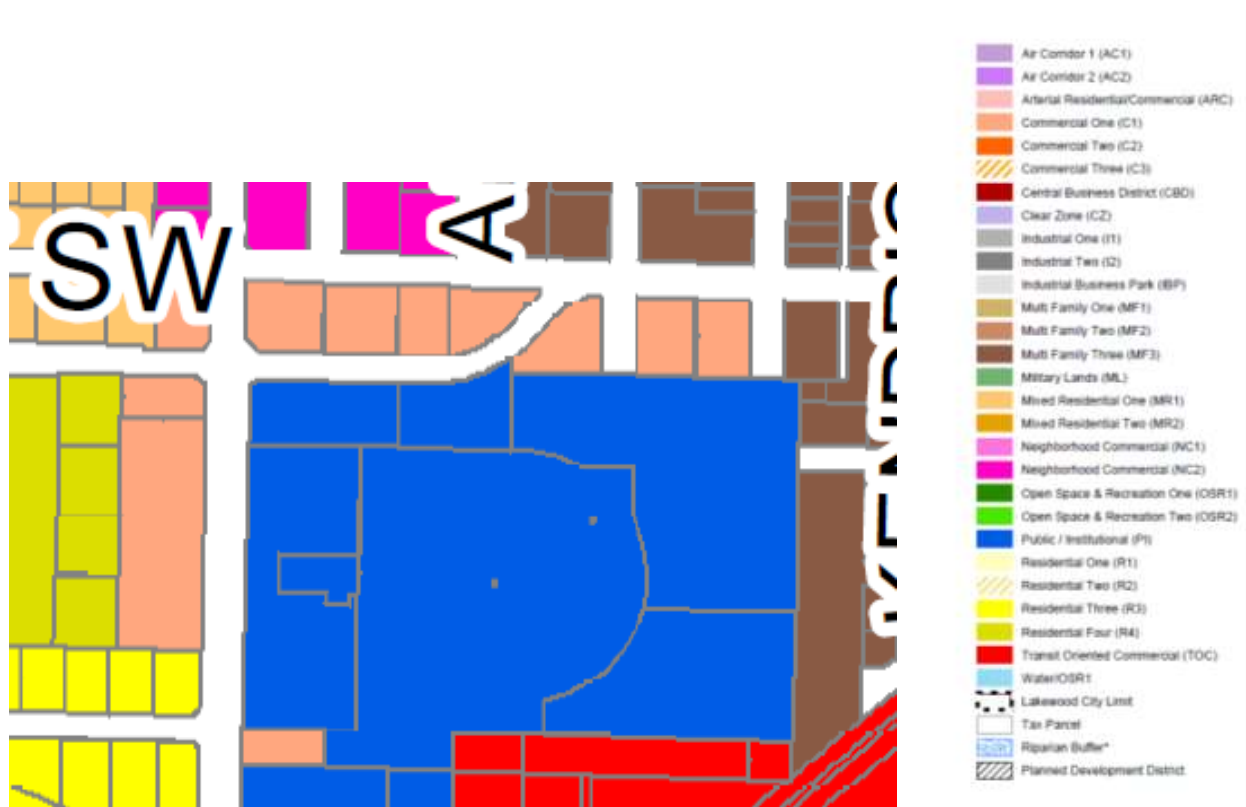
CEDD Recommendation: Approval

CPA/ZOA-2020-04 (111th & Bridgeport Way West)

1. Amend the Comprehensive Plan land-use map to redesignate the subject property from Corridor Commercial (CC) to Multi-Family (MF); and
2. Amend the zoning map to rezone the subject property from Commercial 1 (C1) to Multi-Family 3 (MF3).

Location: 4808 - 4812 112th St SW, 4718 111th ST SW, and 11102 & 11106 47th AV SW
Assessor's Tax Parcel Nos.: 5080000396, 5080000420, 5080000431, 5080000432





CEDD ANALYSIS OF 2020-04

Housing Capacity Analysis: Proposed uses and their associated densities within commercial zoning districts, and the applicable community design standards shall be used to establish the minimum lot size for a project. Live/Work and Work/Live units are the only residential permitted uses within the C1 zone. The difference between live/work and work/live units is that the “work” component of a live/work unit is secondary to its residential use, and may include only commercial activities and pursuits that are compatible with the character of a quiet residential environment, while the work component of a work/live unit is the primary use, to which the residential component is secondary.

The rezoning of four (4) parcels from Commercial 1 (C1) to Multifamily 3 (MF3) would provide opportunity for additional multifamily units at a density of up to 54 units per acre should a development project be approved in the future, an increase in housing capacity. The application encompasses a total of 1.62 acres.

A. Consistency with the Comprehensive Plan: The parcels in question are immediately adjacent to MF3 zoned areas to the north and east and to Public Institutional (PI) immediately to the south.

B. Compatibility with development in the vicinity: The rezone would allow additional multifamily housing units adjacent to multifamily units, or in full compatibility.

C. Transportation impacts and mitigation: No significant impacts are anticipated per the rezone; any development projects would be required to design ingress and egress per City code and also mitigate impacts to the area road network.

D. Public Service impacts and mitigation: No significant impacts are anticipated on public services.

E. Public health, safety and general welfare impacts: No significant impacts are anticipated on public health, safety and general welfare.

F. Range of permitted uses: The rezone would change the permitted uses from those in the C1 zone, which promotes employment, services, retail, and business uses serving and linking neighborhoods to Lakewood's major transportation networks to uses allowed in MF3, which integrates urban, high-density, multi-story housing in close proximity to a principal or minor arterial with commercial/ residential districts.

G. Change in circumstances: The need for affordable housing in the City and the region continues to grow. The parcels have not developed with commercial uses.

H. Advantages vs. negative impacts: The application provides for additional acreage for needed multifamily housing units.

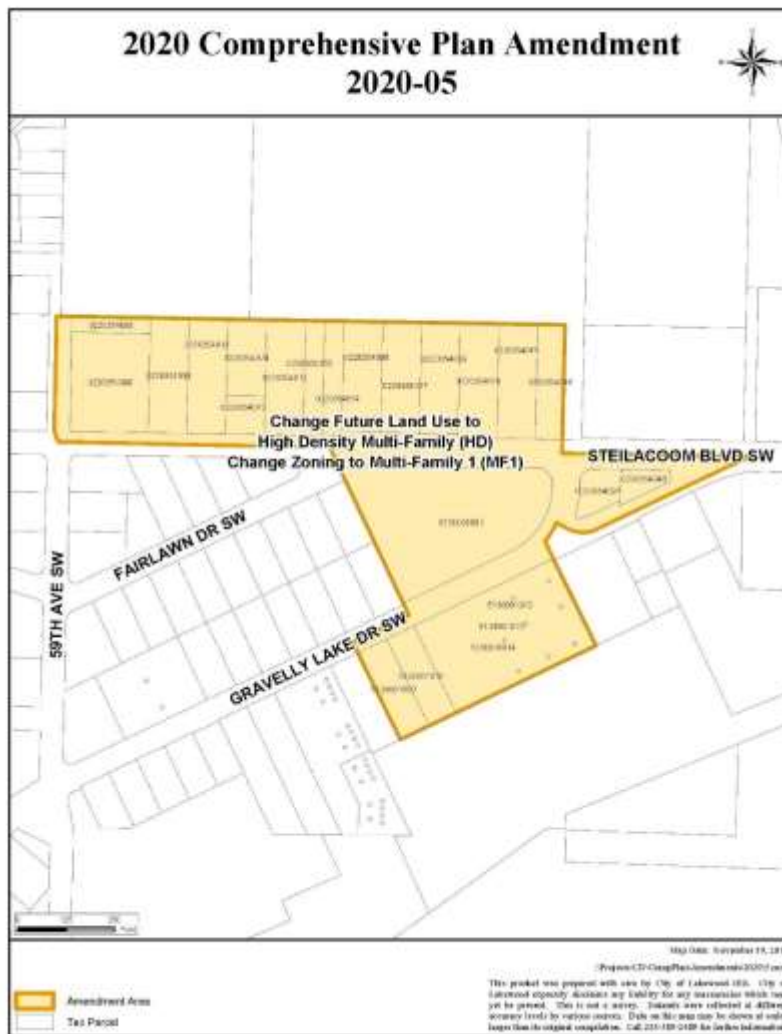
CEDD Recommendation: Approval.

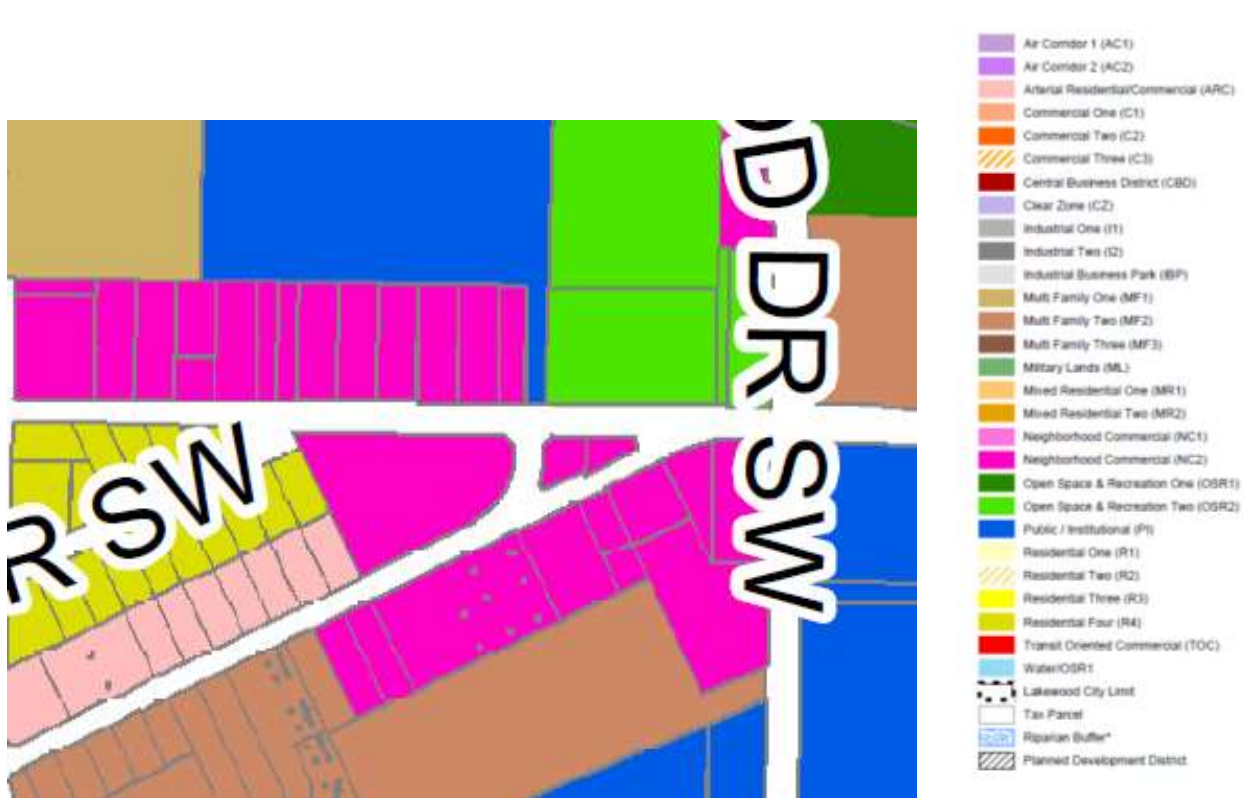
CPA/ZOA-2020-05 (59th Ave. W & Steilacoom Blvd.)

1. Amend the Comprehensive Plan land-use map to designate the subject property from Neighbourhood Business District (NBD) to High Density Multi-Family (HD); and
2. Amend the zoning map to rezone the subject property from Neighbourhood Commercial 2 (NC2) to Multi-Family 1 (MF1).

Location: 8801 59th Av SW, 5515 Steilacoom Blvd SW, 5503 to 5495 Steilacoom Blvd SW, 5495 Steilacoom Blvd SW UNIT A, XXX Steilacoom Blvd SW, 5485 Steilacoom Blvd SW, 5475 Steilacoom Blvd SW, 5473 A to 5473 D Steilacoom Blvd SW, 5471 Steilacoom Blvd SW, 5469 Steilacoom Blvd SW, 5453 Steilacoom Blvd, 5449 Steilacoom Blvd SW, 5437 Steilacoom Blvd SW, 5433 to 5435 Steilacoom Blvd SW, 8920 Gravelly Lk Dr SW, 8933 Gravelly Lk Dr, 8931 Gravelly Lk Dr, 8919 Gravelly Lk Dr, 8911 Gravelly Lk Dr SW, 5408 Steilacoom Blvd SW, 5404 Steilacoom Blvd SW

Assessor's Tax Parcel Nos.: 0220354099, 0220354098, 0220354008, 0220354013, 0220354074, 0220354073, 0220354012, 0220354055, 0220354054, 0220354006, 0220354017, 0220354009, 0220354018, 0220354015, 0220354016, 5130001551, 5130001880, 5130001870, 5130001913, 5130001912, 0220354091, 0220354046 & 5130001914





CEDD ANALYSIS OF 2020-05

Housing Capacity Analysis: This application would rezone 23 parcels totaling 18.67 acres to MF1, which allows for up to 22 du. The current zoning (NC2) allows for up to 22 du as well, but also allows for a range of retail, office, and local commercial services. Planned housing capacity would therefore increase.

A. Consistency with the Comprehensive Plan: This rezone would place MF1 parcels adjacent to MF2 parcels to the south and Arterial Residential/Commercial (ARC) to the west. The MF1 zoning district provides for a variety of medium-density housing types and designs offering a wide choice of living accommodations for families of diverse composition and lifestyles. The MF2 zoning district provides for high-density housing types and designs, especially of a multiple-story design, that combine urban design elements to enhance the living environment. The ARC zoning district provides for continuance of residential uses, many of which are existing, along busy City streets while permitting the incorporation of low-intensity and low-impact commercial uses into these compact areas.

B. Compatibility with development in the vicinity: As discussed above, rezoning the parcels to MF1 would place medium density housing next to high density housing and low-intensity commercial uses. This would allow for a variety of housing choices within walking distance of commercial uses.

C. Transportation impacts and mitigation: The rezone from NC2 to MF1 is not anticipated to result in significantly different transportation impacts. Any development projects would be required to design ingress and egress per City code and also mitigate impacts to the area road network.

D. Public Service impacts and mitigation: No significant impacts are anticipated on public services.

E. Public health, safety and general welfare impacts: No significant impacts are anticipated on public health, safety and general welfare.

F. Range of permitted uses: The application would limit uses to residential on the rezoned parcels.

G. Change in circumstances: There continues to be a growing lack of affordable housing in Lakewood and in the region.

H. Advantages vs. negative impacts: The application provides for additional acreage for needed multifamily housing units in the City.

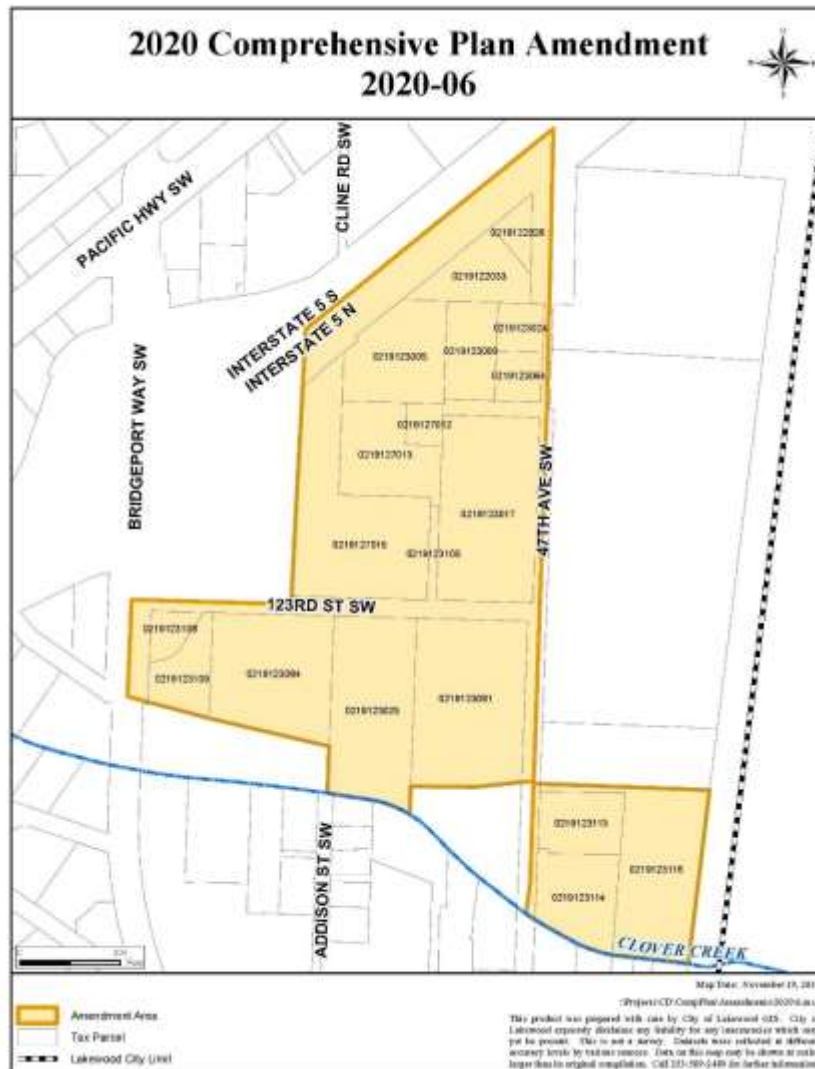
CEDD Recommendation: Approval.

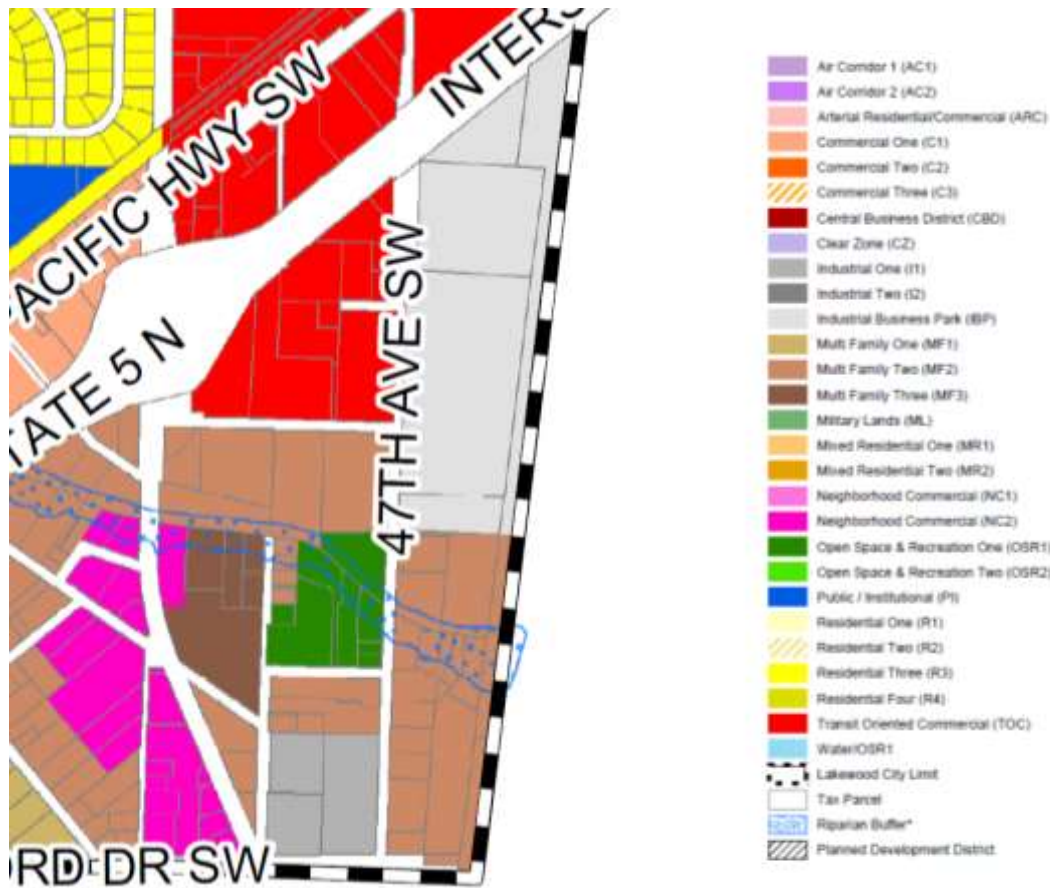
CPA/ZOA-2020-06 (Springbrook Neighborhood)

1. Amend the Comprehensive Plan land-use map to designate the subject property in the Springbrook Neighbourhood area per the outcome of the 2019 Lakewood/FEMA flood plain mapping update effort; and
2. Amend the zoning map to zone the subject property per the outcome of the 2019 Lakewood/FEMA flood plain mapping update effort; and
3. Remove the Lakewood Station District boundary located within Springbrook.

Location: 4901 123rd St SW, XXX 123rd St SW, XXX 47th Av SW, 4800 to 4815 122nd St SW, 4804 121st St SW, 4801 121st St SW, 4715 to 4717 121st SW, 12018 TO 12020 47th Av SW, 4710 120th St SW, XXX 120th St SW, XXX 47th Av SW, XXX 123rd St SW, 12315 Bridgeport Wy W, 4828 123rd St SW, 4828 123rd St SW, 4702 to 4731 124th SW, XXX 47th Av SW, 12511 47th Av SW, 12517 47th Av SW

Assessor's Tax Parcel Nos.: 0219127015, 0219123105, 0219123017, 0219127013, 0219127012, 0219123005, 0219123000, 0219123064, 0219123024, 0219122033, 0219122028, 0219123108, 0219123109, 0219123084, 0219123025, 0219123081, 0219123116, 0219123113, 0219123114





CEDD ANALYSIS OF 2020-06

Staff Analysis: Because of the complicated nature of this application, staff is providing the information below rather than working through the standard criteria.

Housing Capacity Analysis:

Per Pierce County Ordinance 2017-24, Lakewood has a 2030 population allocation of 72,000, or an increase of 13,200 people above its 2008 population estimate of 58,780. This translates into an increase of 8,380 housing units from the 2008 total of 25,904 to reach the City's assigned 2030 target of 34,284 units.

There are two ways of examining the housing capacity. The first is to calculate the impact on *existing development*. At build-out, the proposal could result in the net loss 334 existing residential units (333 multifamily units and one single family residence.)

The second way is to examine the impact on housing based on an examination of the *comprehensive plan land use map*. Under current land use designations, this section of Springbrook is scheduled for medium- and high-density mixed use development with ranges in density of between 35- and 54-units per acre. However, much of the area is located in an

existing floodplain. The floodplain poses constraints on maximum density. Based on a recent multifamily development project being proposed in Springbrook (“Cloverbrook”), which is located in the floodplain, it has been calculated that the maximum density cannot exceed 30-units per acre. Therefore, if this area were built-out under current land use designations, the maximum housing count would be 1,150 units. That also means that if the same area were designated industrial there would be a net loss of about 1,150 units, but again, this is a ‘high-side’ number.

Half of the properties in this area are in both the floodplain and the floodway. Development within the floodway is severely limited; housing would be prohibited. It is difficult to make a calculation of housing net loss in the floodway because the floodway meanders across a significant amount of land area and its boundaries cross many property lines. The most likely scenario is that housing net loss is about one-half of 1,150 units, or roughly 600 units.

The 2018 Downtown Subarea Plan plans for a 2,257 net housing unit increase within its boundaries. This is an increase of 1,807 units within the Downtown boundaries and thus the City.

Assuming theoretical development at the maximum density allowed under the current zoning, the Springbrook neighborhood has the housing capacity for 1,548 units; again, given environmental constraint, the current real-world estimated maximum capacity is 1,150 units. By rezoning the area to industrial, the city-wide net increase in housing units would still be at least 773; using the more likely 600 unit build-out for this area, the net citywide housing capacity increase taking the Downtown Subarea Plan increase of 1,807 units into account would be 1,207.

A map of the Springbrook area with a number of environmental layers applied is provided below.

Red	Special Flood Hazard Area (SFHA)
Light Orange	500 year flood zone
Thick Orange Lines	Topographic lines
Thick Yellow line	Creek(s)
Yellow	250’ creek buffer per FEMA BiOp
Purple with black outline (looks pink)	Oak grasses (potential oak woodlands)
Blue	Potential Wetlands



CEDD Recommendation: Move the CPA/ZOA-2020-06 application to the 2021 CPA cycle to allow for completion of FEMA analysis and updates to City’s mapped floodplain.

The total package of Lakewood’s flood study reevaluation was sent to FEMA on January 29, 2020. This starts the FEMA review process for establishing the new floodplain along Clover Creek in the Springbrook neighborhood and across I-5 towards City Hall. This is the final step in the flood study reevaluation initiated in 2019.

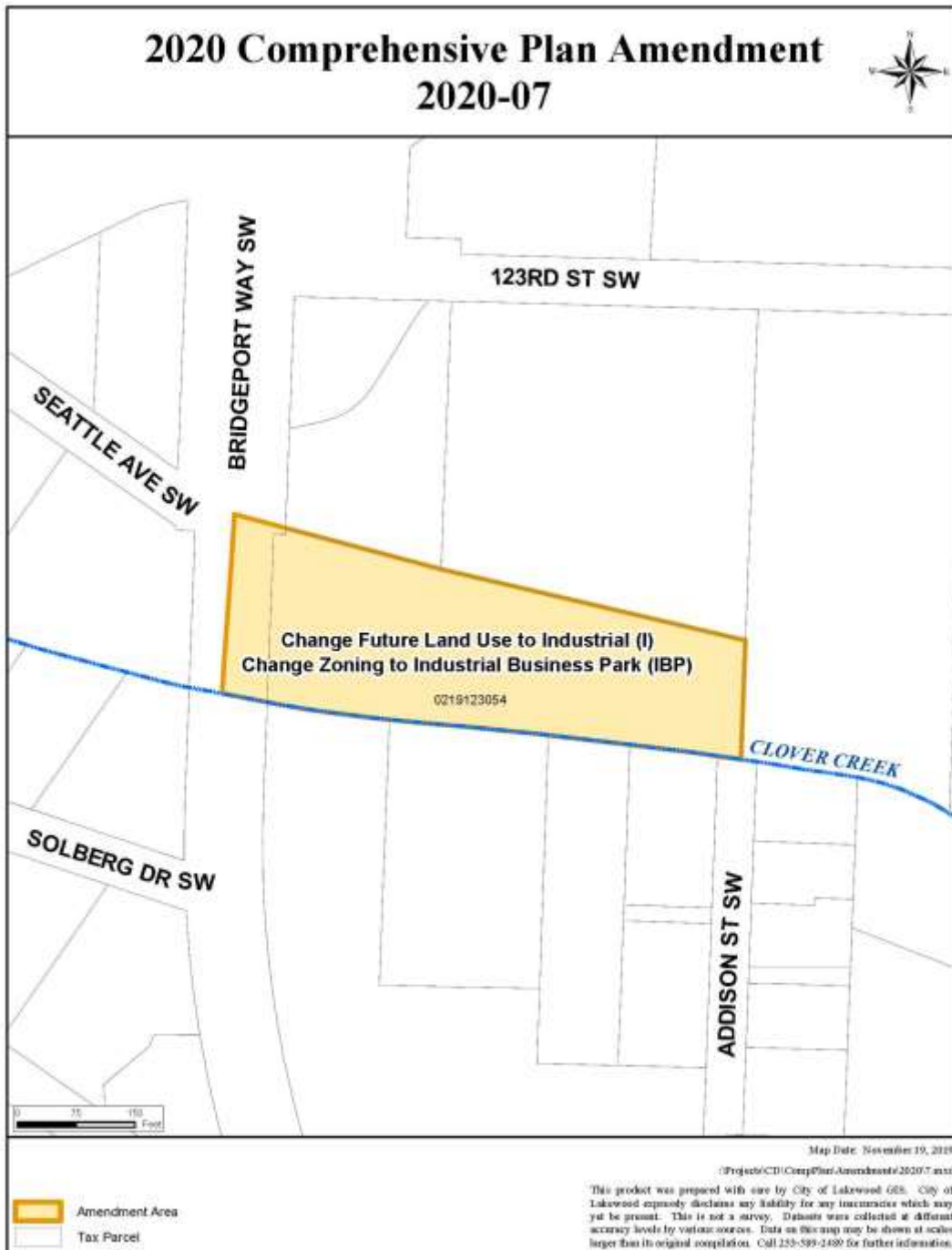
While the outcome is not what was initially expected, lower flood elevations and a reduced floodplain, it does reveal a significant number of parcels at risk of flooding during the 100-yr flood (1% flood) not previously identified. With flood insurance those property owners will have the stability of insurance to cover any damages resulting from the 100-yr flood when it comes.

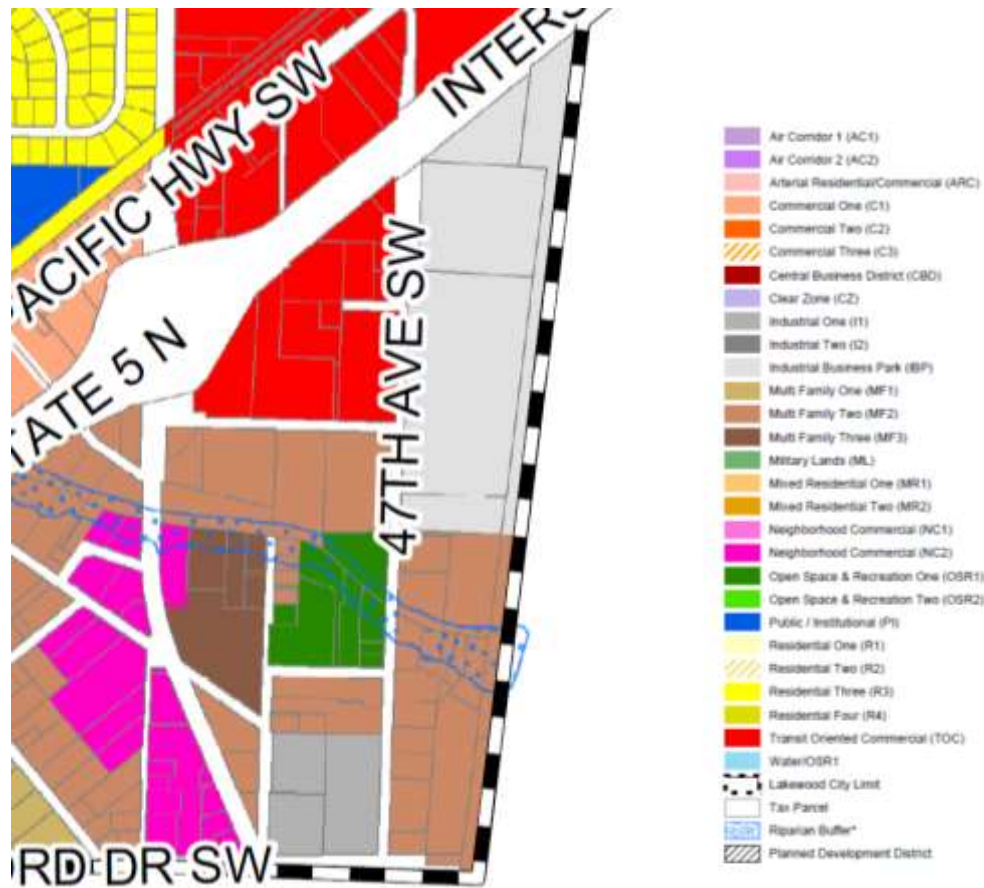
Once this analysis is approved by FEMA, it will be a part of the City’s flood regulations as the mapped floodplain.

CPA/ZOA-2020-07 (Bridgeport Way & 123rd)

1. Amend the Comprehensive Plan land-use map to redesignate the subject property from High Density Multifamily (HD) to Industrial (I); and
2. Amend the zoning map to rezone the subject property from MF2 to Industrial Business Park (IBP.)

Location: 12413 Bridgeport Way SW
Assessor's Tax Parcel No.: 0219123054





CEDD ANALYSIS OF 2020-07

Housing Capacity Analysis: This application would remove 2.62 acres of land from the MF2 zone, which allows up to 35 du/a. The City’s overall housing capacity would be reduced; however, this property includes a riparian buffer and would likely never develop at a 35 du/a density; the net effect on housing capacity would not be substantial.

A. Consistency with the Comprehensive Plan: This parcel is adjacent to MF3 and Neighborhood Commercial (NC) lands and is near Transit Oriented Commercial- (TOC-) lands. It is located in the Springbrook area, which is currently subject to an update of its FEMA flood maps requested by the City in part due to the Council’s desire to consider rezoning many parcels in the area Industrial.

B. Compatibility with development in the vicinity: Although adjacent to MF2 and MF3 parcels, this parcel is located near parcels currently zoned Industrial 1 (I1) and Industrial Business Park (IBP.)

C. Transportation impacts and mitigation: The rezone from MF2 to IBP is not anticipated to result in significantly different transportation impacts; IBP may produce fewer traffic trips than MF2 density development. Any development projects would be required to design ingress and egress per City code and also mitigate impacts to the area road network.

D. Public Service impacts and mitigation: No significant impacts are anticipated on public services.

E. Public health, safety and general welfare impacts: No significant impacts are anticipated on public health, safety and general welfare.

F. Range of permitted uses: The MF2 zone provides for high-density housing types and designs, especially of a multiple-story design, that combine urban design elements to enhance the living environment. Urban design elements stress pedestrian orientation and connections, security, transportation, and integration of housing.

The IBP zone provides for a coordination of uses and design to facilitate an active integration of employment, services, and business/light industrial uses. It does not allow residential uses.

G. Change in circumstances: There is a growing desire for industrially zoned properties in the Springbrook and Woodbrook areas of Lakewood given their proximity to I-5 and rail transport.

H. Advantages vs. negative impacts: Industrial uses on the parcel would better fit expressed interest by the Council in Industrial zoning in the Springbrook area.

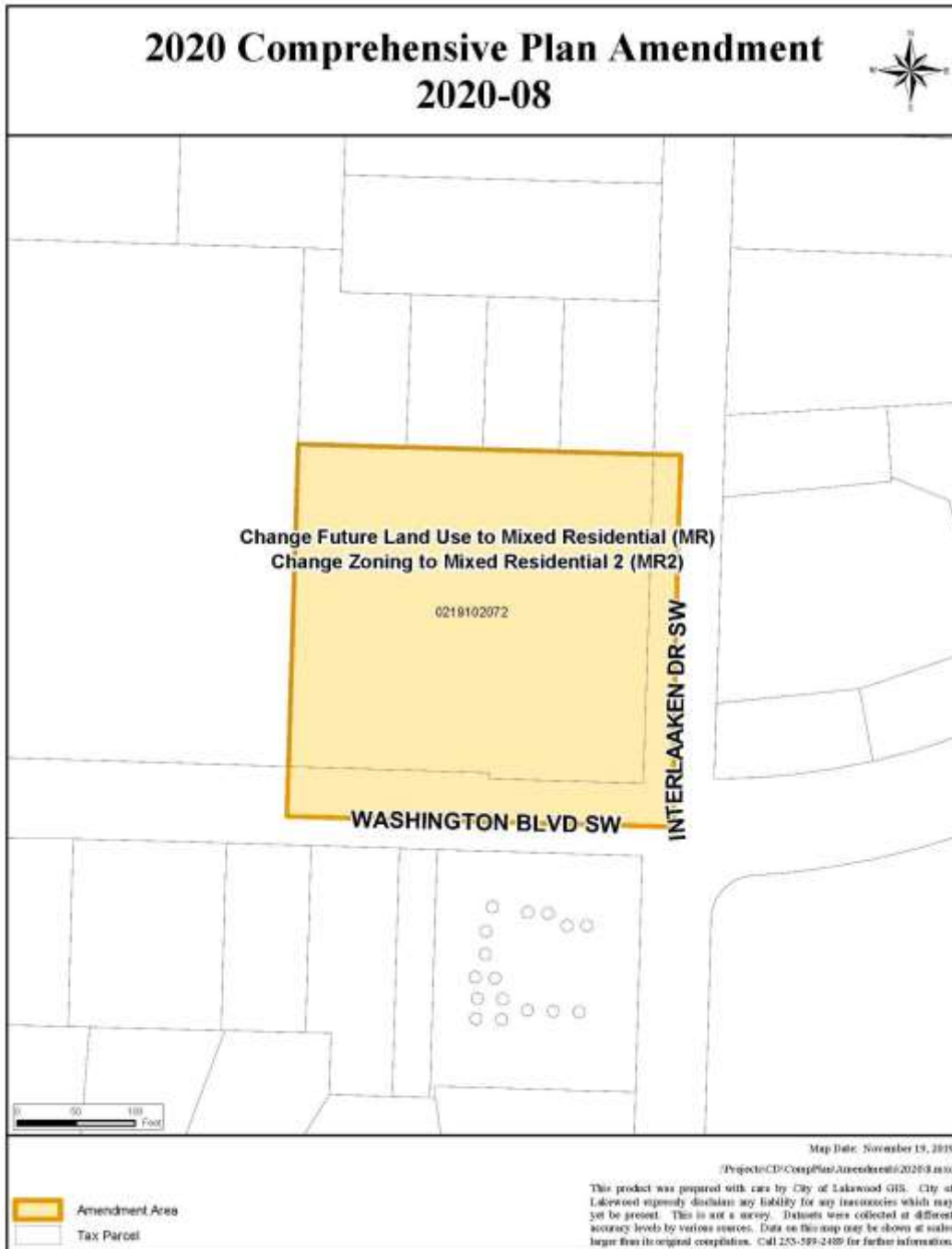
CEDD Recommendation: Combine this application with CPA-ZOA 2020-06 and take action on Springbrook parcels altogether in 2021 amendment cycle.

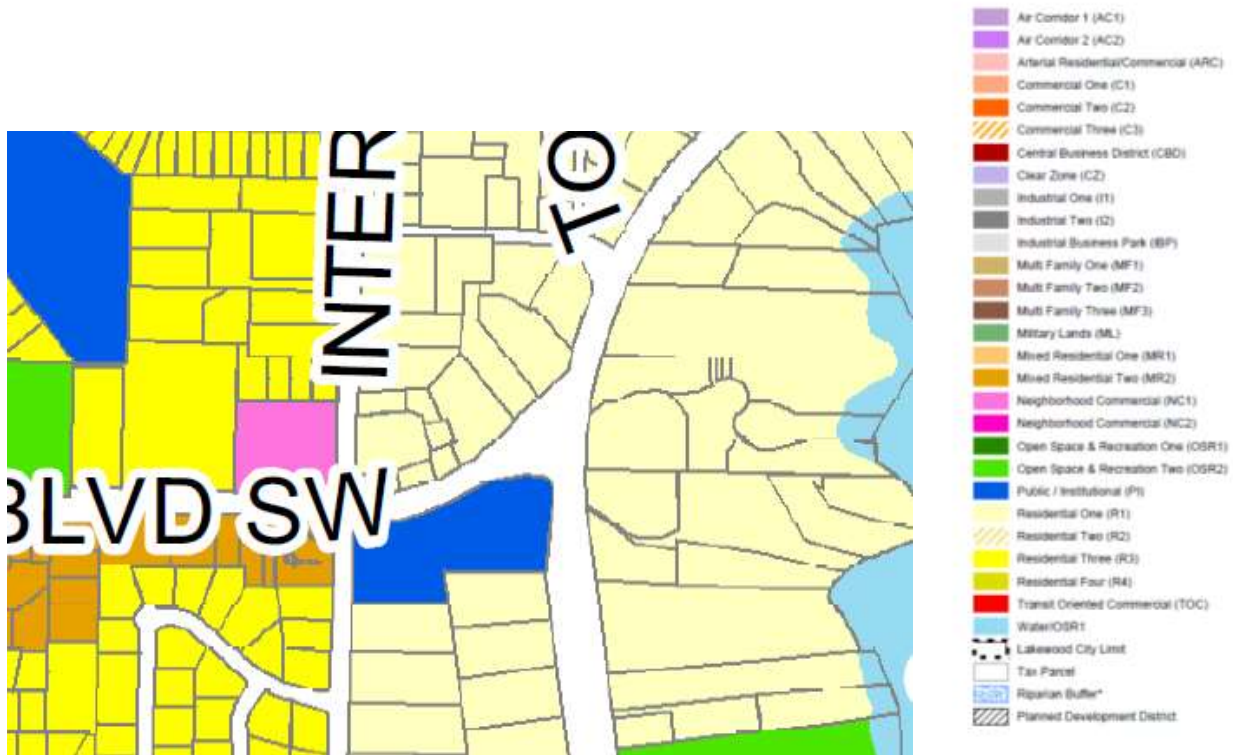
CPA/ZOA-2020-08 (Washington Blvd. & Interlaaken Blvd.)

1. Amend the Comprehensive Plan land-use map to redesignate the subject property from Neighbourhood Business District (NBD) to Mixed Residential (MR); and
2. Amend the zoning map to rezone the subject property from Neighbourhood Commercial 1 (NC1) to Mixed Residential 2 (MR2).

Location: 7907 Washington Blvd SW

Assessor's Tax Parcel Nos.: 0219102072





CEDD ANALYSIS OF 2020-08

Housing Capacity Analysis: Rezoning this 1.82 acre parcel from NC1 to MF2 would provide for up to 35 du on the land, or up to 63 additional units of high density housing.

A. Consistency with the Comprehensive Plan: This parcel is adjacent to MR2 and R3 parcels and could provide additional affordable housing options within close proximity to retail and commercial uses within mixed use development.

B. Compatibility with development in the vicinity: This parcel is adjacent to MR2 and R3 parcels and could provide additional affordable housing options in close proximity to retail and commercial uses within mixed use development.

C. Transportation impacts and mitigation: The rezone from NC1 to MF2 is not anticipated to result in significantly different transportation impacts. Any development projects would be required to design ingress and egress per City code and also mitigate impacts to the area road network.

D. Public Service impacts and mitigation: No significant impacts are anticipated on public services.

E. Public health, safety and general welfare impacts: No significant impacts are anticipated on public health, safety and general welfare.

F. Range of permitted uses: The NC1 zone is intended to foster a sense of neighborhood identity and provide limited services within a neighborhood. The district provides for a small-scale mix of activities, including residential, retail, office, and local services, which serve the surrounding neighborhood.

The MF2 zone provides for high-density housing types and designs, especially of a multiple-story design, that combine urban design elements to enhance the living environment. Urban design elements stress pedestrian orientation and connections, security, transportation, and integration of housing.

G. Change in circumstances: This parcel is adjacent to MR2 and R3 parcels and could provide additional affordable housing options in close proximity to retail and commercial uses within mixed use development. The affordable housing shortage continues to worsen in Lakewood and the region.

H. Advantages vs. negative impacts: This parcel has not developed with NC1 uses; it would be better used for residential development.

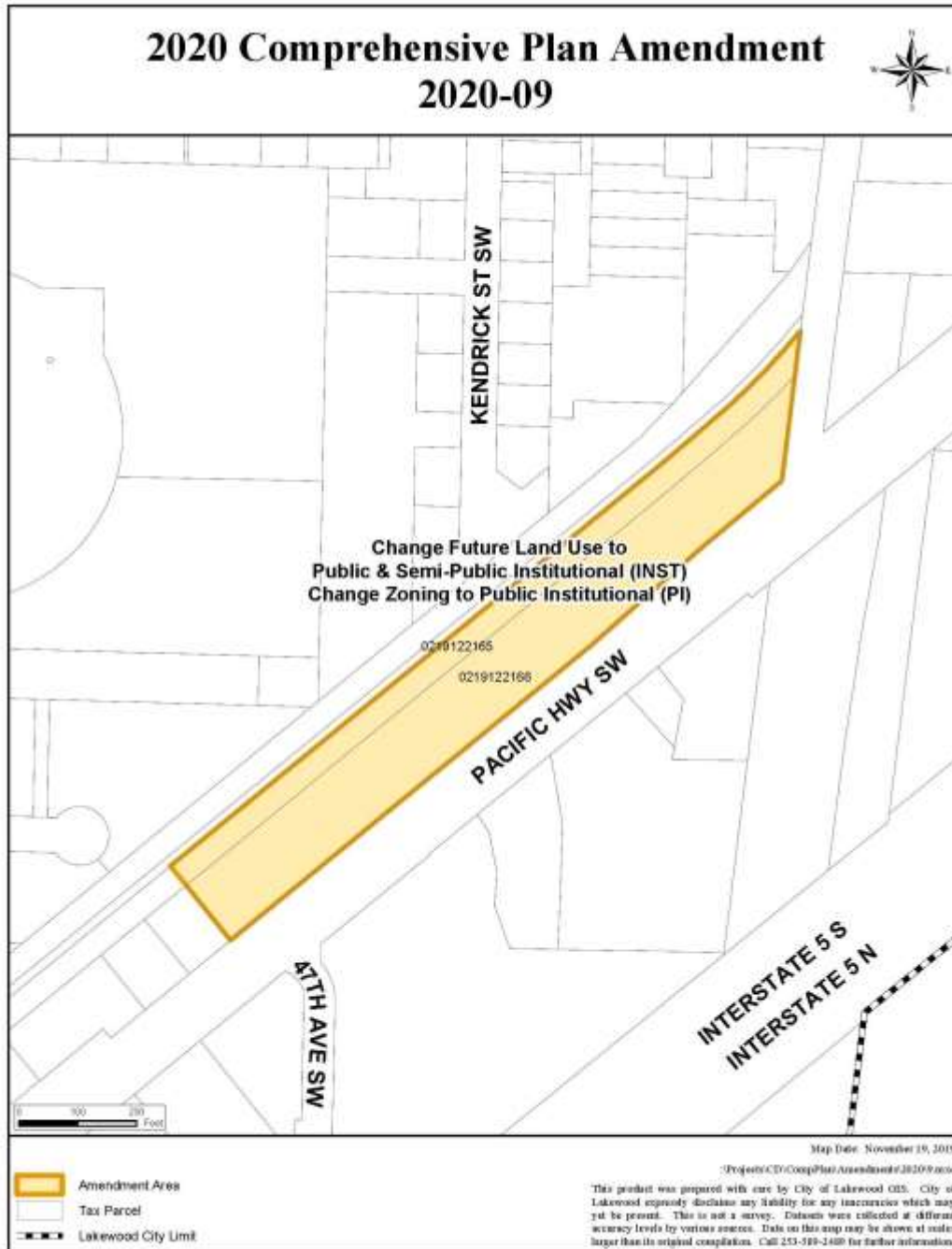
CEDD Recommendation: Approval

CPA/ZOA-2020-09 (Lakewood Transit Station)

1. Amend the Comprehensive Plan land-use map to redesignate the subject property from Corridor Commercial (CC) to Public & Semi-Public Institutional (INST); and
2. Amend the zoning map to rezone the subject property from Transit Oriented Commercial (TOC) to Public Institutional (PI).

Location: XXX Pacific Hwy SW, 11402, 11424 & 11602 Pacific Hwy SW

Assessor's Tax Parcel Nos.: 0219122165, 0219122166





CEDD ANALYSIS OF 2020-09

Housing Capacity Analysis: No change to Lakewood’s housing capacity.

A. Consistency with the Comprehensive Plan: This application is essentially a scrivener correction to zone the parcel on which the Sounder Station is located to Public Institutional (PI.)

B. Compatibility with development in the vicinity: Not applicable.

C. Transportation impacts and mitigation: Not applicable.

D. Public Service impacts and mitigation: Not applicable.

E. Public health, safety and general welfare impacts: Not applicable.

F. Range of permitted uses: Not applicable.

G. Change in circumstances: Not applicable.

H. Advantages vs. negative impacts: Not applicable.

CEDD Recommendation: Approval.

CPA/ZOA-2020-10 (Planned Development District (PDD) Policy)

Amend the Land Use Policy Chapter of the Comprehensive Plan, adding a new policy:

LU-2.43: Encourage Planned Development District development with higher residential densities provided this type of development incorporates innovative site design, conservation of natural land features, protection of critical area buffers, the use of low-impact development techniques, conservation of energy, and efficient use of open space.

CEDD ANALYSIS OF 2020-10

Housing Capacity Analysis: Encouraging PDDs is a technique by which to incorporate more affordable and “missing middle” housing units within the City’s established zones.

A. Consistency with the Comprehensive Plan: This application would amend Comprehensive Plan language to further support PDDs as a way to densify while also allowing the City to secure higher quality development.

B. Compatibility with development in the vicinity: Through PDDs, the City may permit a variety in type, design, and arrangement of structures and enable the coordination of project characteristics with features of a particular site in a manner consistent with the public health, safety and welfare. A planned development district (PDD) allows for innovations and special features in site development, including the location of structures, conservation of natural land features, protection of critical areas and critical area buffers, the use of low impact development techniques, conservation of energy, and efficient utilization of open space. Each PDD will be evaluated in part on compatibility with surrounding development as well as the criteria included in LMC Chapter 18A.30 Part IV.

C. Transportation impacts and mitigation: PDDs allow the City to analyze transportation impacts and require any needed mitigation.

D. Public Service impacts and mitigation: No significantly different impacts to public service are anticipated from PDD projects than from outright permitted developments in the City.

E. Public health, safety and general welfare impacts: No significantly different impacts to public service are anticipated from PDD projects than from outright permitted developments in the City.

F. Range of permitted uses: All zoning, site development, and subdivision requirements may be modified in a PDD except:

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

The permitted density in a PDD may be changed from 18A.60.030 and shall be the maximum number of dwelling units allowed per gross acre (DUA) as follows:

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

The minimum lot sizes in gross square feet (GSF) for the residential zoning districts subject to the planned development district overlay shall be as follows:

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

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

G. Change in circumstances: Shortages in housing units at all economic segments continue grow. PDDs allow for higher density and more units in the “missing middle” segment.

H. Advantages vs. negative impacts: Through PDDs, the City may permit a variety in type, design, and arrangement of structures and enable the coordination of project characteristics with features of a particular site in a manner consistent with the public health, safety and welfare. The end result can be higher quality and more development capacity/yield.

CEDD Recommendation: Approval

CPA/ZOA-2020-11 (Rail Policy A)

Delete a freight mobility policy from the Comprehensive Plan Transportation Chapter:

~~T 18.4: ——— Examine the potential of unused or underutilized rail lines in Lakewood for freight rail.~~

CEDD ANALYSIS OF 2020-11

Housing Capacity Analysis: Not applicable.

A. Consistency with the Comprehensive Plan: This amendment updates the Comprehensive Plan based on changes to rail use since T 18-4 was adopted.

B. Compatibility with development in the vicinity: Not applicable.

C. Transportation impacts and mitigation: Not applicable.

D. Public Service impacts and mitigation: Not applicable.

E. Public health, safety and general welfare impacts: Not applicable.

F. Range of permitted uses: Not applicable.

G. Change in circumstances: Not applicable.

H. Advantages vs. negative impacts: Not applicable.

CEDD Recommendation: Approval

CPA/ZOA-2020-12 (Rail Policy B)

Revise an existing freight mobility policy in the Comprehensive Plan Transportation Chapter:

T-18.6: Promote the continued operation of existing rail lines to serve the transportation needs of Lakewood businesses and Joint Base Lewis McChord.

CEDD ANALYSIS OF 2020-12

Housing Capacity Analysis: Not applicable.

A. Consistency with the Comprehensive Plan: This amendment recognizes that JBLM also utilizes rail lines that run through the City.

B. Compatibility with development in the vicinity: Not applicable.

C. Transportation impacts and mitigation: Not applicable.

D. Public Service impacts and mitigation: Not applicable.

E. Public health, safety and general welfare impacts: Not applicable.

F. Range of permitted uses: Not applicable.

G. Change in circumstances: Not applicable.

H. Advantages vs. negative impacts: Not applicable.

CEDD Recommendation: Approval

CPA/ZOA-2020-13 (Rail Policy C)

Amend the Transportation Chapter of the Comprehensive Plan, adding a new policy:

T-18.10: The City discourages increased freight traffic along this corridor that is above and beyond the activity already in place and does not have a destination within Lakewood or Joint Base Lewis-McChord. With the opening of the Point Defiance Bypass project in support of Amtrak passenger rail coupled with increasing demands on freight rail, there is concern that the Point Defiance Bypass project could eventually lead to increased freight traffic in addition to new passenger rail.

CEDD ANALYSIS OF 2020-13

Housing Capacity Analysis: Not applicable.

A. Consistency with the Comprehensive Plan: This application would amend the Comprehensive Plan to better reflect concerns the City has with public safety and rail traffic in Lakewood.

B. Compatibility with development in the vicinity: Not applicable.

C. Transportation impacts and mitigation: Not applicable.

D. Public Service impacts and mitigation: Not applicable.

E. Public health, safety and general welfare impacts: This application would amend the Comprehensive Plan to better reflect concerns the City has with public safety and rail traffic in Lakewood, especially following the Amtrak derailment in December, 2017.

F. Range of permitted uses: Not applicable.

G. Change in circumstances: Lakewood has long advocated for safer rail operations within its boundaries; the City's concerns were confirmed by the December, 2017 Amtrak derailment.

H. Advantages vs. negative impacts: The public safety advantages outweigh any negative impacts with adoption of the policy.

CEDD Recommendation: Approval.

SUMMARY OF PUBLIC COMMENTS

Amendment No.	Public Comments
CPA/ZOA-2019-01– TEXT AMENDMENT (Planned Development Districts (PDDs))	
CPA/ZOA-2019-02– MAP AMENDMENT (Custer & Bridgeport A)	
CPA/ZOA-2019-03– MAP AMENDMENT (Custer & Bridgeport B)	
CPA/ZOA-2019-04– MAP AMENDMENT (111 th & Bridgeport Way West)	
CPA/ZOA-2019-05– MAP AMENDMENT (59 th Ave. W & Steilacoom Blvd.)	
CPA/ZOA-2019-06– MAP AMENDMENT (Springbrook Neighborhood)	
CPA/ZOA-2019-07– MAP AMENDMENT (Bridgeport Way & 123 rd)	
CPA/ZOA-2019-08– MAP AMENDMENT (Washington Blvd. & Interlaaken Blvd.)	
CPA/ZOA-2019-09– MAP AMENDMENT (Lakewood Transit Station)	
CPA/ZOA-2019-10– TEXT AMENDMENT (PDD Policy)	
CPA/ZOA-2020-11 - TEXT AMENDMENT (Rail Policy A)	
CPA/ZOA-2020-12 - TEXT AMENDMENT (Rail Policy B)	
CPA/ZOA-2020-13 - TEXT AMENDMENT (Rail Policy C)	

PLANNING COMMISSION RECOMMENDATIONS

Amendment No.	Planning Commission Recommendation
CPA/ZOA-2019-01– TEXT AMENDMENT (Planned Development Districts (PDDs))	
CPA/ZOA-2019-02– MAP AMENDMENT (Custer & Bridgeport A)	
CPA/ZOA-2019-03– MAP AMENDMENT (Custer & Bridgeport B)	
CPA/ZOA-2019-04– MAP AMENDMENT (111 th & Bridgeport Way West)	
CPA/ZOA-2019-05– MAP AMENDMENT (59 th Ave. W & Steilacoom Blvd.)	
CPA/ZOA-2019-06– MAP AMENDMENT (Springbrook Neighborhood)	
CPA/ZOA-2019-07– MAP AMENDMENT (Bridgeport Way & 123 rd)	
CPA/ZOA-2019-08– MAP AMENDMENT	

(Washington Blvd. & Interlaaken Blvd.)	
CPA/ZOA-2019-09– MAP AMENDMENT (Lakewood Transit Station)	
CPA/ZOA-2019-10– TEXT AMENDMENT (PDD Policy)	
CPA/ZOA-2020-11 - TEXT AMENDMENT (Rail Policy A)	
CPA/ZOA-2020-12 - TEXT AMENDMENT (Rail Policy B)	
CPA/ZOA-2020-13 - TEXT AMENDMENT (Rail Policy C)	



TO: Planning Commission
FROM: Tiffany Speir, Long Range & Strategic Planning Manager
DATE: February 19, 2020
SUBJECT: Buildable Lands Report Status

BACKGROUND

Included as a component of the Growth Management Act (GMA) in 1997, the Review and Evaluation Program under RCW 36.70A.215 is often referred to as the “Buildable Lands Program.” It requires that Clark, King, Kitsap, Pierce, Snohomish, Thurston and Whatcom (as of 2017) Counties and the cities within them complete a Buildable Lands Report (BLR) every eight years. The BLRs are a look back at actual development to determine if cities and counties have designated adequate amounts of residential, commercial, and industrial lands to meet the growth needs incorporated in their comprehensive plans. The most recent BLR was issued in 2014; the next is due in 2021.



Source: Department of Commerce *2018 Buildable Land Guidelines*

DISCUSSION

2014 Buildable Lands Report

The 2014 BLR concluded that Lakewood had sufficient housing capacity through 2030:



2010 Total Housing Units ¹	2030 Total Housing Units Needed ²	Additional Housing Needed (2010-2030)	Displaced Units	Total Housing Units Needed
26,548	34,284	7,736	1,829	9,565

¹2010 Census.

²Adopted by Pierce County Ordinance No. 2011-36s.

Zoning District	Adjusted Net Acres	Assumed Density	Unit Capacity	One Dwelling Unit per Vacant (Single Unit) Lot	Housing Capacity
R-1	47.97	1.45	70	3	73
R-2	132.76	2.2	292	12	304
R-3	376.08	4.8	1,805	43	1,848
R-4	71.28	6.4	456	5	461
MR-1	21.65	8.7	188	0	188
MR-2	60.65	14.6	885	3	888
MF-1	46.54	22	1,024	0	1,024
MF-2	67.44	35	2,360	0	2,360
MF-3	31.44	54	1,698	0	1,698
ARC	13.23	15	198	0	198
NC-1	1.70	22	37	0	37
NC-2	15.28	35	535	0	535
TOC	12.78	54	690	0	690
CBD	11.35	54	613	0	613
Total Housing Capacity					10,919

*Numbers are rounded and may not calculate correctly as shown.

The 2014 BLR concluded that Lakewood was 3,845 units short in employment capacity for 2030. Lakewood commissioned Berk & Associates to analyze the assumptions and data used for the 2014 BLR, and published corrected information in its own 2017 report.

Table 10 - City of Lakewood: Employment Needs					
2010 Total Employment Estimate¹	Adopted 2030 Total Employment Target²	Total Employment Growth (2010-2030)	Adjusted Employment Growth³	Displaced Employees	Additional Employment Needs
25,259	38,336	13,077	11,495	1,413	12,907

¹PSRC Land Use Targets 2010 Employment Estimate.

²Adopted by Ordinance No. 2011-36s.

³The total employment allocations are reduced by 12.1% to account for mobile workers and work-at-home employees for the commercial/industrial land needs analysis.

Table 11 - City of Lakewood: Employment Capacity				
Type	Zoning District	Net Acres	Employees per Acre	Employment Capacity
Commercial	NC-1	6.87	28.34	195
	NC-2	57.68	28.34	1,635
	TOC	29.22	28.34	828
	CBD	22.19	28.34	629
	C-1	17.10	28.34	485
	C-2	58.78	28.34	1,666
	IBP	68.73	28.34	1,948
	AC-1	12.66	28.34	359
Industrial	PI	28.39	28.34	805
	I-1	1.99	15	30
	I-2	32.34	15	485
Total Employment Capacity				9,062

*Numbers are rounded and may not calculate correctly as shown.

As shown in Exhibit 6 from the BERK 2017 Memorandum below, Lakewood’s “blended approach” assumes lower employment densities than the Pierce County BLR in most zones, but it anticipates much higher levels of employment in the Transit Oriented Commercial (TOC) and Central Business District (CBD) zones, reflecting the purpose of these zones as regional-serving commercial districts and the intensity of development allowed under current development regulations. The blended approach demonstrates that there is sufficient employment capacity to meet Lakewood’s 2030 and 2035 employment targets – there is a surplus of 2,528 jobs by 2030.

The 2018 Downtown Subarea Plan and Planned Action reinforces the City’s intent for higher employment density within the CBD zone, and includes planning for 58-69 activity units per acre with a total of 7,369 jobs within the subarea.

Exhibit 6. Lakewood Employment Capacity – Blended FAR and Employment Density Model

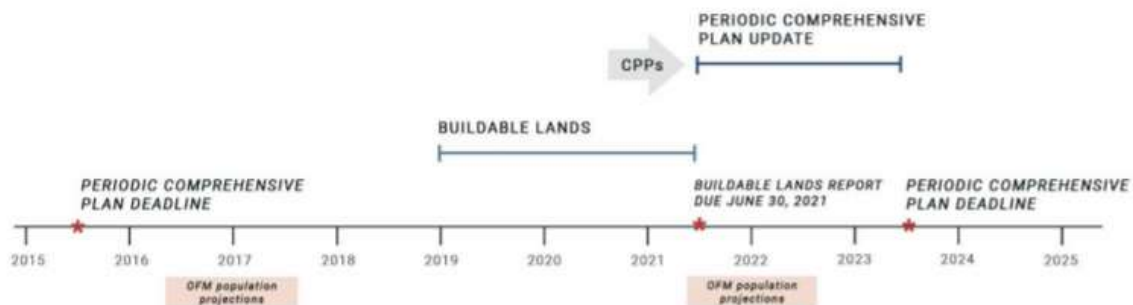
Zone	Net Commercial Acres	Employees per Acre	Corrected Baseline Capacity	Adjusted Employees per Acre	Employment Capacity: FAR and Employment Density Method
AC1	12.66	28.34	359	12.00	152
AC2	-	28.34	-	12.00	-
ARC	7.58	28.34	215	25.00	243
C1	16.08	28.34	456	25.00	485
C2	58.78	28.34	1,666	25.00	1,754
C3	-	28.34	-	25.00	-
CBD	22.19	28.34	629	FAR	6,927
I1	28.39	15.00	426	15.00	535
I2	1.99	15.00	30	15.00	39
IBP	94.81	28.34	2,687	15.00	1,565
NC1	6.87	28.34	195	25.00	206
NC2	57.68	28.34	1,635	25.00	1,803
PI	3.83	28.34	109	20.00	100
TOC	31.04	28.34	880	45.00	1,627
Total	341.88		9,284		15,436
2010 - 2030 Employment Need:					12,908
2010 - 2035 Employment Need:					15,428
2030 Surplus/Deficit			(3,624)		2,528
2035 Surplus/Deficit			(6,144)		8

Source: Pierce County, 2014; City of Lakewood, 2016; BERK Consulting, 2017

2021 Buildable Lands Report

The next Pierce County BLR is due on June 30, 2021 and its data and conclusions will be incorporated into the GMA-required 2023 periodic updates to local Comprehensive Plans.

Figure 4. Review & Evaluation Program Context Timeline – King, Pierce, and Snohomish Counties



Source: Department of Commerce 2018 Buildable Land Guidelines

Pierce County is the lead agency to draft Buildable Lands Reports (BLRs) for its cities and itself. The County is hiring a consultant to develop the 2021 BLR; the scope of the contract will entail coordination and analysis related to 3 components of the County's Buildable Lands Program: 1) coordinating and providing analytical support in the development of population, housing, and employment targets, 2) completing a consistency analysis for Pierce County and each city and town to determine if the adoption of "reasonable measures" is warranted, and 3) further analyze, with stakeholder input, previously identified public surplus lands for affordable housing opportunities.

To date, Lakewood has provided the County with requested housing construction and economic development data, and has staff serving on the Planning & Public Works Department's BLR task force supporting the project.

The BLR consultant is anticipated to be hired and working by April 2020, and the project's tasks are described below for reference:

Tasks	Description	End Date
	20201 Buildable Lands Report Development	
Task 1	Collect and analyze development data and establish assumptions	
Task 1.1	Collect and review annual development data for the cities, towns, and unincorporated county from January 1, 2013 through December 31, 2019	6/30/2020
Task 1.2	Collect pipeline data	6/30/2020
Task 1.3	Collect and review annual development data for the cities, towns, and unincorporated county from January 1, 2019 through December 31, 2020	6/30/2021
Task 1.4	Calculate and summarize observed development trends	6/30/2020
Task 1.5	Coordinate with cities and towns on development trend analysis and to establish assumptions based on trends	6/30/2020
Task 1.6	Establish unincorporated county assumptions	6/30/2020
Deliverable 1.1	Development data spreadsheets (1/1/13 to 12/31/19)	6/30/2020
Deliverable 1.2	Development data spreadsheets (1/1/19 to 12/31/20)	6/30/2021
Deliverable 1.3	Summary of development trends and assumptions in the Buildable Lands Report	6/30/2021
Task 2	Finalize and adopt updated Countywide Planning Policies and Buildable Lands Procedures	
Task 2.1	Develop final draft of updated Countywide Planning Policies and Buildable Lands Procedures documents	6/30/2020
Task 2.2	Legislative process to adopt CPPs	6/30/2021
Deliverable 2.1	Updated CPPs and Procedures document	6/30/2021
Task 3	Develop inventory and calculate capacity	
Task 3.1	Produce GIS housing inventory	6/30/2020
Task 3.2	Update/run GIS model for Buildable Lands inventory	6/30/2020
Task 3.3	Review/QC inventory results	6/30/2020
Task 3.4	Coordinate with cities and towns on inventory	6/30/2021
Task 3.5	Calculate capacity	6/30/2021
Task 3.6	Coordinate with cities and towns on results	6/30/2021
Deliverable 3.1	GIS shapefile with inventory	6/30/2021
Deliverable 3.2	Capacity calculation spreadsheets	6/30/2021
Deliverable 3.3	Capacity calculation tables and summaries in the Buildable Lands Report	6/30/2021

Tasks	Description	End Date
	2021 Buildable Lands Report Development	
Task 4	Establish and adopt population, housing, and employment targets	
Task 4.1	Further analyze results/trends from non-policy-adjusted growth forecast/projections	6/30/2020
Task 4.2	Participate in Vision 2050 update review	6/30/2020
Task 4.3	Establish the countywide and unincorporated county targets	6/30/2021
Task 4.4	Coordinate with cities and towns to establish their respective jurisdiction's targets	6/30/2021
Task 4.5	Legislative process to adopt targets	6/30/2021
Deliverable 4.1	Final report on non-policy adjusted growth forecast/projections	6/30/2020
Deliverable 4.2	Ordinance for Pierce County targets (appendix to CPPs)	6/30/2021
Task 5	Consistency analysis	
Task 5.1	Compare assumed capacity and targets and analyze/summarize potential need for reasonable measures	6/30/2021
Task 5.2	Compare observed trends with planned densities and analyze/summarize potential need for reasonable measures	6/30/2021
Task 5.3	Coordinate with cities and towns on results of consistency analysis and potential need for reasonable measures	6/30/2021
Deliverable 5.1	Consistency analysis summary in the Buildable Lands Report	6/30/2021
Task 6	Develop report	
Task 6.1	Compile information into the Buildable Lands Report and summarize results by jurisdiction	6/30/2021
Deliverable 6.1	Buildable Lands Report	6/30/2021
Task 7	Coordination with Growth Management Coordinating Committee and Buildable Lands Ad-Hoc Subcommittee	
Task 7.1	Meet with GMCC	6/30/2021
Task 7.2	Meet with GMCC Buildable Lands Ad-Hoc Subcommittee	6/30/2021
Deliverable 7.1	Meeting materials and presentations	6/30/2021
Task 8	Affordable housing	
Task 8.1	Identify strategies to reduce infrastructure cost for new housing	6/30/2020
Task 8.2	Develop model codes for cluster cottage housing and accessory dwelling units	6/30/2021
Task 8.3	Conduct site feasibility of targeted surplus public lands to determine affordable housing development potential	6/30/2020
Deliverable 8.1	Report on strategies to reduce infrastructure cost for new housing	6/30/2020
Deliverable 8.2	Draft model codes for cluster cottage housing and accessory dwelling units	6/30/2021
Deliverable 8.3	Report on site feasibility of targeted surplus public lands to determine affordable housing development potential	6/30/2020
Task 9	Project management	
Task 9.1	Administer and provide reports as necessary	6/30/2021
Task 9.2	Monitor fiscal status of grant and expenditures	6/30/2021
Task 9.3	Prepare consultant scope of work and administer contract with consultant	6/30/2020
Task 9.4	Regular check-ins with consultant	6/30/2021
Task 9.5	Monitor and update schedule	6/30/2021
Deliverable 9.1	Progress reports to Commerce	6/30/2021
Task 10	General Buildable Lands Tasks	
Task 10.1	Conduct work as needed to further the 2021 Buildable Lands Report, which may include Reasonable Measures monitoring, general stakeholder outreach, and mapping assistance.	6/30/2021