



LAKEWOOD CITY COUNCIL STUDY SESSION AGENDA

Monday, March 8, 2021
City of Lakewood
7:00 P.M.

Residents can virtually attend City Council meetings by watching them live on the city's YouTube channel:

<https://www.youtube.com/user/cityoflakewoodwa>

Those who do not have access to YouTube can call in to listen by telephone via Zoom: Dial +1(253) 215- 8782 and enter participant ID: 868 7263 2373

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CALL TO ORDER

ITEMS FOR DISCUSSION:

- (3) 1. South Sound Housing Affordability Partnership Update. – *Mr. John Howell, Cedar River Group*
- (34) 2. Annual Housing Report. – (Memorandum)
- (65) 3. 2020 Business Retention and Expansion Report. – (Memorandum)
- (78) 4. Review Lakewood Station District Subarea Plan. – (Memorandum)

ITEMS TENTATIVELY SCHEDULED FOR THE MARCH 15, 2021 REGULAR CITY COUNCIL MEETING:

- 1. 28th and 29th District Legislators Mid-Legislative Session Update.
- 2. Sound Transit Update. – *Ms. Katie Drewel, Government and Community Relations Officer*
- 3. Authorizing award of a contract for the construction of the JBLM North Access Improvement project. (Motion – Consent Agenda)
- 4. Authorizing the execution of a collective bargaining agreement with the Lakewood Police Independent Guild. – (Motion – Consent Agenda)
- 5. Reappointing Sylvia Allen and Michael Lacadie to serve on the Parks and Recreation Advisory Board through September 19, 2023 and appointing Fred Ramey to serve on the Park and Recreation Advisory Board through September 19, 2022. – (Motion – Consent Agenda)

Persons requesting special accommodations or language interpreters should contact the City Clerk, 253-983-7705, as soon as possible in advance of the Council meeting so that an attempt to provide the special accommodations can be made.

6. Appointing Christine Manetti to serve on the Landmarks and Heritage Advisory Board through December 31, 2023. – (Motion – Consent Agenda)
7. Appointing Sylviann Johnson to serve on the Arts Commission through October 16, 2023. – (Motion – Consent Agenda)


REPORTS BY THE CITY MANAGER

CITY COUNCIL COMMENTS

ADJOURNMENT

Persons requesting special accommodations or language interpreters should contact the City Clerk, 253-983-7705, as soon as possible in advance of the Council meeting so that an attempt to provide the special accommodations can be made.



TO: City Council
FROM: Tiffany Speir, Long Range & Strategic Planning Manager
THROUGH: John Caulfield, City Manager 
DATE: March 8, 2021
SUBJECT: South Sound Housing Action Partnership (SSHAP)
ATTACHMENTS: Draft Intergovernmental Agreement

BACKGROUND

On November 23 and December 14, 2020, the City Council discussed Lakewood's potential involvement the South Sound Housing Affordability Partners (SSHAP.) This evening, consultants (John Howell, Cedar River Group and Marty Kooistra, Sapwood Advisors) who have been facilitating the development of SSHAP's formal structure will be presenting information about the current status of SSHAP to the Council and will be available to answer questions and can assist the Council in deciding whether the City should formally join SSHAP.

DISCUSSION

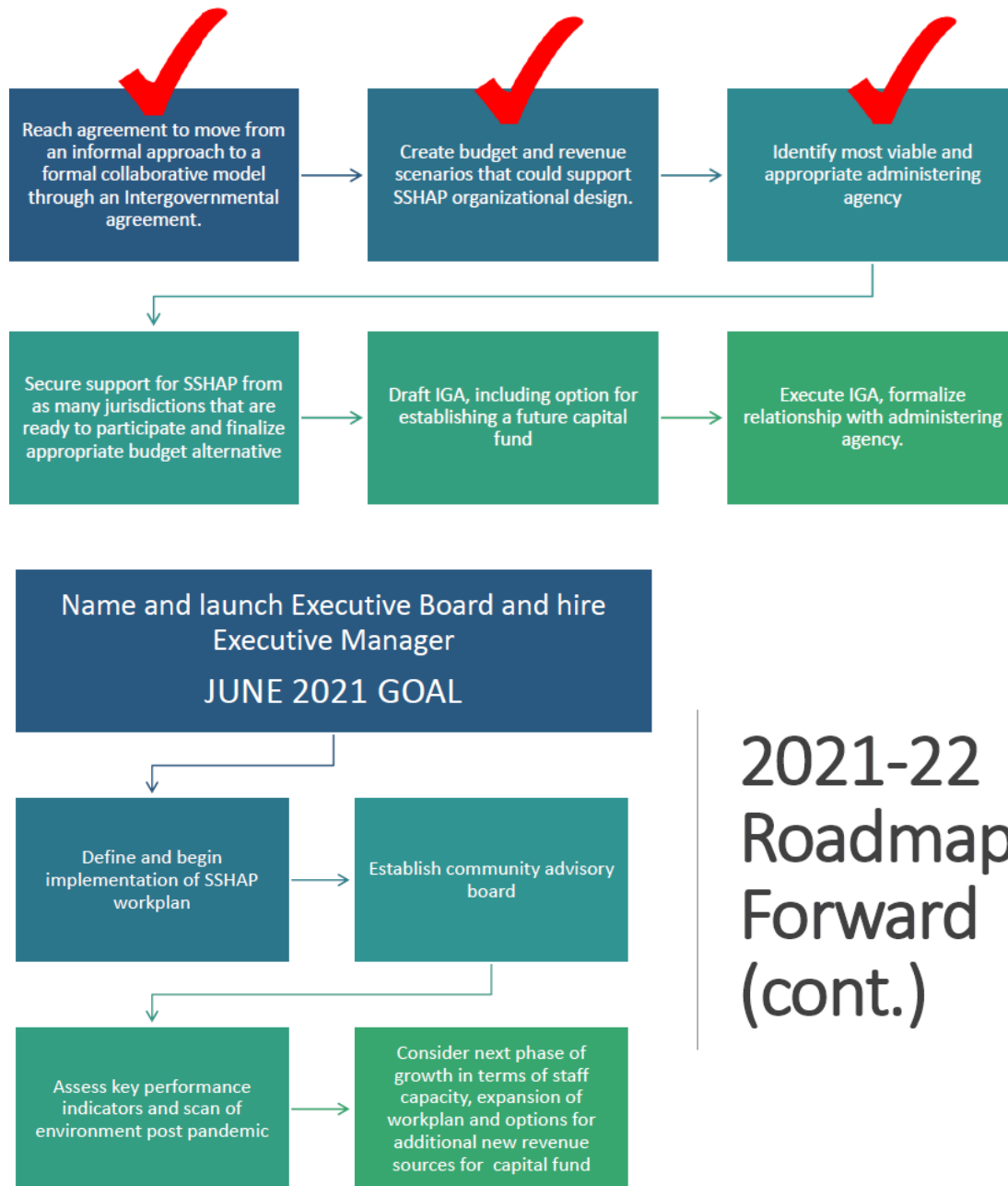
SSHAP's Steering Committee has approved a draft Intergovernmental Agreement (IGA) as of March 3 (attached hereto but subject to further edits by SSHAP); an invitation email to join SSHAP will be circulated to the Council in the near future by the SSHAP Steering Committee. Included below are several summaries that will be discussed further by the presenters on March 8.

Why Participate? Three Key Points

A SSHAP steering committee member recently summarized one perspective as to the value SSHAP's work will offer members:

- *Provide universal support for policy and program development across participating member governments*
- *Make unique staffing support available for each participating government seeking assistance related to housing affordability/attainability work*
- *Design and support demonstration projects that yield additional affordable/attainable housing that might also be replicated*

The Roadmap Forward



Next Steps

The Council should discuss the City of Lakewood's decision to participate in SSHAP, provide financial support for SSHAP, and consider policy and financial support for a possible future capital fund.

**Intergovernmental Agreement for SSHA³P
South Sound Housing Affordability Partners**

(Effective Date: **Date of Execution**)

This Intergovernmental Agreement ("Agreement") is entered into by and between the Cities of **??**, Pierce County ~~(each municipal corporations and political subdivisions of the State of Washington)~~, and the Puyallup Tribe of Indians, ~~a federally-recognized Indian tribe (the Tribe)~~, ~~each municipal corporations and political subdivisions of the State of Washington~~ ~~(i)Individually each member of SSHA³P is,~~ a "Party" and collectively, the "Parties"~~).~~ This Agreement relates to the creation and operation of a joint undertaking among the Parties hereto to be known as the South Sound Housing Affordability Partners ("~~SSHAP~~SSHA³P"). This Agreement is made pursuant to the Intergovernmental Cooperation Act, chapter 39.34 RCW, and has been authorized by the legislative body of each government.

WHEREAS, the recent increases in the cost to purchase or rent housing in Pierce County has resulted in more than one-third of all households in the county ~~considered cost-burdened~~, paying more than 30% of their income for housing costs, ~~which makes them considered cost-burdened~~; and

WHEREAS, in the past decade increases in Pierce County median home sales prices (108%) and rental rates (78%) have dramatically outpaced the increases in median household incomes (10%); and

WHEREAS, the recent global pandemic has placed new pressures on the housing market, with the economic downturn resulting in many households unable to afford rent or mortgage payments, anticipated increases in the number of evictions and foreclosures (including among those small rental property owners who have not been receiving rental payments), and at the same time increased demand for purchasing homes due to historically low interest rates and the large increase in the number of those now working remotely; and

WHEREAS, the Parties have a common goal to ensure the availability of housing that meets the needs of residents and workers at all income levels in Pierce County; and

WHEREAS, the Parties share a common goal to eliminate housing inequities for all races, ethnicities and other vulnerable or

marginalized communities and geographic locations in Pierce County; and

WHEREAS, the Parties wish to provide a sound base of housing policies and programs in Pierce County and to complement the efforts of local governments and existing public and private organizations to address housing needs in Pierce County; and

WHEREAS, the Parties wish to act cooperatively to formulate policies that create access to affordable/attainable housing policies and strategies that address housing stability, ensure an ample housing supply that remains affordable for all income levels, provide incentives for affordable/attainable housing for lower and middle income households, foster efforts to preserve and provide access to affordable/attainable housing by combining public funding with private-sector resources, ~~to~~ and support implementation of the goals of the Washington State (the "State") Growth Management Act, related countywide planning policies, and other local policies and programs relating to providing access to affordable and attainable housing, and to do so efficiently and expeditiously; and

WHEREAS, the Parties have determined that the most efficient and effective way for the Parties to address access to affordable and attainable housing needs in Pierce County is through cooperative action and pooling their resources to create a larger scale of activities than any one Party could accomplish on their own, achieve economies of scale, and leverage other public and private resources; and

WHEREAS, the intent of this cooperative undertaking is not to duplicate efforts of non-profit corporations and other entities already providing affordable/attainable-housing-related services; and

WHEREAS, a cooperative work plan with a primary focus on the production and preservation of affordable/attainable housing, is needed because the lack of access to affordable/attainable housing is one of the key contributors to homelessness;

NOW, THEREFORE, in consideration of the mutual promises, benefits and covenants contained in this Agreement and other valuable consideration, the sufficiency of which is acknowledged, the Parties agree to the above Recitals and the following terms and conditions:

1. DEFINITIONS. The following terms used in this Agreement are defined as follows:

a. *Administering Agency* - One or more of the Parties that will provide administrative support services on behalf of ~~SSHAPSSHA~~^{3P}. The role of the Administering Agency will be to serve as the fiscal agent for ~~SSHAPSSHA~~^{3P}, in accordance with the requirements of chapter 39.34 RCW, and provide space and administrative support for the ~~SSHAPSSHA~~^{3P} staff. These roles could be provided by one Party or the roles could be split and provided by two Parties.

b. *Advisory Board* - A board consisting of 15 to 20 community members and/or key stakeholders appointed by the Executive Board to provide advice and recommendations to the Executive Board on policy needs related to housing stability, program design and development, land and/or funding resource allocation for enhancing access to affordable/attainable housing projects, and other immediate affordable/attainable housing needs, and to provide public education and community outreach support.

~~c.~~ *Area of Activity* - The area in Pierce County where ~~SSHAPSSHA~~^{3P} is expected to conduct its work, and where future expansion of ~~SSHAPSSHA~~^{3P} membership could occur, as further described in Exhibit A.

d. *Executive Board* - The governing board for ~~SSHAPSSHA~~^{3P} comprised of members as provided herein, which will act on behalf of all Parties and as may be in the best interest of ~~SSHAPSSHA~~^{3P} in order to carry out the purposes of this Agreement.

~~e.~~ *~~SSHAPSSHA~~^{3P} Fund* - A special fund established by the Administering Agency, as authorized by RCW 39.34.030, to be known as the "Operating Fund of the ~~SSHAPSSHA~~^{3P} Executive Board". Within the ~~SSHAPSSHA~~^{3P} Fund may be established various accounts and subaccounts including but not limited to a "~~SSHAPSSHA~~^{3P} Operating Account" and a "Housing Capital Funds Account".

i. *~~SSHAPSSHA~~^{3P} Operating Account* - An account created by the Administering Agency for the receipt of contributions from the Parties and other private or public entities, for the purpose of paying for the operations of and supporting the ~~SSHAPSSHA~~^{3P} annual budget.

ii. *Housing Capital Funds Account* - An account established by the Administering Agency within the ~~SSHAPSSHA~~^{3P} Fund for the purpose of administering the voluntary contributions of

Parties, or other public or private entities, to affordable/attainable housing projects and programs, to be known as the ~~SSHAPSSHA~~^{3P} Housing Capital Funds Account. The amounts in the Housing Capital Funds Account will be held and disbursed by the Administering Agency.

iii. *Individual Account(s)* - One or more subaccounts established within the Housing Capital Funds Account for each Party to this Agreement that chooses to contribute to the Housing Capital Funds Account. Contributions to an Individual Account from a Party may be released only upon, and in accordance with, the written direction of that Party.

fe. ~~SSHAPSSHA~~^{3P} Executive Manager - The managing lead staff for ~~SSHAPSSHA~~^{3P}, reporting to the Executive Board, responsible for carrying out the ~~SSHAPSSHA~~^{3P} annual work plan and other terms of this Agreement.

gf. ~~SSHAPSSHA~~^{3P} Staff - The full-time and part-time staff hired or assigned with the responsibility for carrying out the ~~SSHAPSSHA~~^{3P} work plan, under the direction of the ~~SSHAPSSHA~~^{3P} Executive Manager.

~~g. Area of Activity - The area in Pierce County where ~~SSHAPSSHA~~^{3P} is expected to conduct its work, and where future expansion of ~~SSHAPSSHA~~^{3P} membership could occur, as further described in Exhibit A.~~

2. PURPOSE. All Parties to this Agreement have responsibility for local and regional planning for the provision of housing affordable to residents that work and/or live in Pierce County. The Parties agree to act cooperatively to formulate housing policies ~~affordable/attainable housing policies~~ that address access to affordable/attainable housing, housing stability and to foster efforts to preserve and create affordable/attainable housing by combining public funding or other resources with private-sector resources. In order to accomplish the purposes of this Agreement, the Parties agree to create a joint and cooperative undertaking responsible for administering the activities described herein. The cooperative undertaking among the Parties will be called the South Sound Housing Affordability Partners ("~~SSHAPSSHA~~^{3P}"). The Parties further intend that this Agreement serve as a framework for all participating municipalities within the broader ~~SSHAPSSHA~~^{3P} Area of Activity to do the aforementioned work. The Parties encourage other cities and tribes and other public and private entities in Pierce County within the ~~SSHAPSSHA~~^{3P} Area of Activity to join the Parties in this endeavor.

Commented [J1]: Is this also true for the Tribe?

3. STRUCTURE; CREATION OF JOINT BOARD. By executing this Agreement, the Parties hereto create a joint board pursuant to RCW 39.34.030(4) to govern SSHAPSSHA³P. The joint board created by this Agreement will be called the "Executive Board" and will be composed of members as provided for in Section 5.a of this Agreement. The Joint Board created in this Agreement is not a separate legal or administrative entity within the meaning of RCW 39.34.030(3). The Executive Board will act on behalf of all Parties and as may be in the best interest of SSHAPSSHA³P in order to carry out the purposes of this Agreement. The Executive Board is not authorized to own assets or have employees.

4. RESPONSIBILITIES AND AUTHORITY. In order to carry out the purposes of SSHAPSSHA³P and this Agreement, the Executive Board will have the responsibility and authority to:

a. Create and implement an annual work plan approved by the Executive Board to guide the work of SSHAPSSHA³P Staff. The work plan will include activities that may benefit multiple participating jurisdictions or individual jurisdictions. The work plan activities will be consistent with the purpose described in this Agreement.

b. ~~Provide recommendations to the Parties~~Make decisions regarding the allocation of public and private funding deposited into the SSHAPSSHA³P Housing Capital Funds Account for the purpose of enhancing access to affordable/attainable housing purposes.

c. Direct the Administering Agency to enter into agreements with third parties for the use and application of public and private funds contributed by individual Parties to the SSHAPSSHA³P Fund, including the Housing Capital Funds Account established in Section 14, under terms and conditions as may be agreed by the individual contributing Parties, as further described in Section 14. At least annually, report to the Parties on the geographic distribution of all housing capital funds as recommended by the SSHAPSSHA³P Executive Board.

d. Guide the SSHAPSSHA³P Staff in the performance of the following duties:

i. Provide recommendations to the Parties regarding local and regional policies to improve access to affordable/attainable housing ~~policies~~.
SSHAPSSHA³P Staff may assist the Parties in

developing strategies and programs to achieve State Growth Management Act housing goals, growth targets, local Comprehensive Plan Housing Element goals, and local housing strategy plans, as appropriate.

- ii. SSHAPSSHA³P Staff may provide technical assistance as requested to any Party considering adoption of land use incentives or requirements, or programs to enhance access to affordable/ attainable housing programs. SSHAPSSHA³P Staff may research model programs, develop draft legislation, prepare briefing materials and make presentations to planning commissions and councils on request by a Party. SSHAPSSHA³P Staff may assist Parties in developing strategies and programs to implement county-wide affordable/attainable housing policies to meet State Growth Management Act objectives, growth targets, local Comprehensive Plan Housing Element goals, and local housing strategy plans for an equitable and rational distribution of low- and moderate-income housing.
- iii. Facilitate cooperation between the private and public sector with regard to the provision of and access to affordable/attainable housing. SSHAPSSHA³P Staff may communicate directly with private developers, financial institutions, non-profit corporations and other public entities to assist in the implementation of affordable/attainable housing projects. SSHAPSSHA³P Staff may work directly with any Party to provide technical assistance with regard to the public funding of affordable/attainable housing projects and the implementation of affordable/attainable housing regulatory agreements for private developments.
- iv. SSHAPSSHA³P Staff may also identify public and private sites that are available for affordable/attainable housing and develop housing alternatives for such sites.
- v. After the Housing Capital Fund is created, develop standard regulatory agreements acceptable to private and public financial institutions to facilitate the availability of funding for private

and public projects containing affordable/attainable housing, and other documents and procedures as appropriate.

- vi. Provide other technical advice to any Party upon request and to enter into agreements to provide technical assistance to other public entities on a reimbursable basis.
- vii. Provide support and educational activities and to monitor legislative and regulatory activities and proposed policy changes related to enhancing access to affordable/attainable housing at the county, state and federal levels. Ensure that the Parties to this Agreement have a strong Pierce County voice in federal, state and regional decision making regarding affordable/attainable housing programs, policy and funding.
- viii. After the Housing Capital Fund is created, develop and carry out procedures for monitoring of affordable/attainable units and to administer direct service housing programs on behalf of any Party. Such direct service housing programs may include but are not limited to relocation assistance programs, rent voucher and/or deposit loan programs.
- ix. Work directly with other public and private entities for the development of affordable/attainable housing policies and encourage the provision and preservation of affordable/attainable housing.
- x. Work with the Advisory Board appointed under this Agreement and Pierce County agencies and organizations working on regional housing stability and access to housing—~~affordable~~leility and ~~attainable~~leility housing, identify trends and promising practices, and mobilize those agencies and organizations to support Pierce County positions in regional, state and federal decision-making forums.
- xi. Support public and private fundraising efforts of public and private entities (including non-profit corporations) to raise funds to carry out the

purposes of this Agreement. Enter into agreements with those entities for the use of such funds in order to carry out the purposes of this Agreement.

- xii. As directed by the Executive Board, accept public and private funding, invest those funds in accordance with State law, and take other appropriate and necessary action to carry out the purposes of this Agreement.

5. EXECUTIVE BOARD.

a. Membership. ~~SSHAPSSHA³P~~ will be governed by an Executive Board composed of individuals who have authority to make decisions on the Board on behalf of their governments.

- For cities/towns: Members will either be Mayors or, as designated by the Mayor, Council members or a City Manager/Administrator.
- For tribes: Members will be the Tribal Council Chair or a member of the Tribal Council as designated by the Chair.
- For the county: Members will ~~either~~ be the County Executive, ~~or and the a~~ County Council Chair (or their designee). ~~member as designated by the Executive.~~

Each Party will have one ~~member~~-vote on the Executive Board.

Municipalities, local governments, tribes and public agencies within the Area of Activity may become Parties to this Agreement with representation on the Executive Board described in this Section 5, upon satisfaction of the requirements of Section 20.

The Executive Board will administer this cooperative undertaking under the terms of this Agreement and under any procedures adopted by the Executive Board.

b. Officers. The Chair and Vice Chair of the Executive Board will be elected by the members of the Board from the Board membership. The Chair, or in their absence the Vice Chair, will preside over all meetings of the Executive Board; and will, in the absence of an Executive Manager provided for in Section 6 of this Agreement, process issues, organize meetings and provide for administrative support as required by the Executive Board. The Chair will serve a one-year term, but may be reelected by the Executive Board for one additional term.

c. Alternate Member. Each member of the Executive Board may designate one alternate member who will serve in the place of the member on the Executive Board during the member's absence from a meeting. Notice of the designation will be provided to the Chair of the Executive Board. An alternate member may only vote on behalf of the Party if the Chair has received written notice of the alternate's appointment. It is not intended that alternates will serve on the Board in an ongoing capacity.

d. Powers. It is intended that the Executive Board will serve as a decision-making body for SSHAPSSHA³P. The Executive Board will have the power to (1) develop and approve an annual budget and annual work plan for SSHAPSSHA³P and oversee the management of the SSHAPSSHA³P Fund; (2) adopt procedures for the administration of SSHAPSSHA³P (including securing any necessary legal counsel as needed) and for the conduct of meetings; (3) make recommendations to the Parties concerning planning, policy, programs and the funding of projects to enhance access to affordable/attainable housing-projects; (4) establish policies for the expenditure of SSHAPSSHA³P budgeted items; (5) work with the designated Administering Agency (see Section 6) to carry out the terms of this Agreement; (6) establish a special fund with the Administering Agency as authorized by RCW 39.34.030, to be known as the "Operating Fund of the SSHAPSSHA³P Executive Board" ("SSHAPSSHA³P Fund") within which Fund may be established various accounts and subaccounts including but not limited to a "SSHAPSSHA³P Operating Account"(into which will be deposited funding for the SSHAPSSHA³P operating budget) and a "Housing Capital Funds Account"; (7) hold regular meetings on those dates and at those places as the Executive Board may designate; (8) direct the Administering Agency to enter into contracts and agreements for the provision of personnel and other necessary services to SSHAPSSHA³P, including accounting and legal services and the purchase of insurance, and authorize the Administering Agency to execute such other contracts, agreements or other legal documents necessary with public and private entities for SSHAPSSHA³P to carry out its purposes; (9) establish the responsibilities for the SSHAPSSHA³P Executive Manager, direct and oversee the Administering Agency in the hiring process and performance review for that position and direct and oversee the activities of the SSHAPSSHA³P Executive Manager; (10) create a recruitment process and appoint members of the Advisory Board; (11) assist with incorporating and/or work with a non-profit corporation to accept grants, donations and other funds on behalf of SSHAPSSHA³P and direct the Administering Agency to enter into contracts or other agreements with such agency for the use of those funds to carry out the purposes of this Agreement; and (12) take

whatever other action is necessary to carry out the purposes of this Agreement.

6. ADMINISTRATION AND OVERSIGHT. The Executive Board will have final decision-making authority on behalf of ~~SSHAPSSHA~~^{3P} over all legislative and administrative matters within the scope of this Agreement. The Executive Board may delegate responsibility for general oversight of the operations of ~~SSHAPSSHA~~^{3P} to an Executive Manager. The ~~SSHAPSSHA~~^{3P} Executive Manager will submit quarterly budget performance and progress reports on the status of the work program elements to the Executive Board and annually to the legislative body of each Party. The reports and their contents will be in a form acceptable to the Executive Board.

Pierce County will be the ~~SSHAPSSHA~~^{3P} Administering Agency ~~to~~ serve as the fiscal agent (in accordance with the requirements of chapter 39.34 RCW) and provide administrative support services. To change the Administering Agency, the Executive Board will, by two-thirds supermajority vote, designate one or more of the Parties to serve as the Administering Agency. Each Party that serves in the capacity of Administering Agency hereby agrees to comply with the terms of this Agreement applicable to the Administering Agency in order to permit ~~SSHA~~^{3PSSHAP} to carry out its purposes. ~~SSHA~~^{3PSSHAP} will be staffed with personnel funded by the Parties and/or independent contractors contracting with the Administering Agency on behalf of ~~SSHAPSSHA~~^{3P}.

Any Party providing personnel to ~~SSHAPSSHA~~^{3P} will remain solely responsible for the continued payment of all compensation and benefits to those personnel as well as for any worker's compensation claims. All Parties will cooperate fully in assisting ~~SSHAPSSHA~~^{3P} to provide the services authorized in this Agreement.

7. MEETINGS OF EXECUTIVE BOARD.

a. Frequency. The Executive Board will meet as often as it deems necessary, but not less often than quarterly.

b. Quorum. A quorum at any meeting of the Executive Board will consist of the Board members (or alternates) who represent a simple majority of the Board's membership. Executive Board members (or alternates) may participate in any meeting by phone and/or video conferencing for all purposes, including but not limited to voting and establishing a quorum.

c. Action. No action may be taken except at a meeting where a quorum exists. Action by the Executive Board requires an

affirmative vote by a majority of the Board's membership, provided however, that a supermajority (two-thirds of Board members) will be required to change the Administering Agency, or to modify the proposed contribution methodology for dues and assessments (see Section 15). Official action by the Executive Board may be conducted by motion, resolution, declaration, or such means as determined to be necessary by the Executive Board in their procedures for conducting meetings (referred to in 5.d above), provided however, changing the Administering Agency or Agencies shall be completed by resolution. All official action of the Executive Board shall be recorded in its official minutes. Each Executive Board member, or his or her alternate, will have one vote on any proposed action; except that shared member voting shall be in accordance with the Executive Board's approval under Section 5 (a). Proxy voting will not be allowed. To the extent applicable to meetings of the Executive Board, the Executive Board will comply with applicable requirements of the Washington State Open Public Meetings Act (chapter 42.30 RCW).

8. ADVISORY BOARD.

a. Purpose and Role. The Executive Board will create an Advisory Board to provide advice and recommendations on the work of ~~SSHAPSSHA~~^{3P}. Specific objectives shall be to advise the Executive Board regarding: assessment of affordable/attainable housing needs for different populations in Pierce County; the development of policies and/or funding resources to meet those needs; the priorities for allocation of future ~~SSHAPSSHA~~^{3P} capital resources to create or preserve access to affordable/attainable housing; input on program design and development related to housing affordability and stability; suggested approaches to federal, state and regional legislative advocacy; and providing support for public education and community outreach activities. The Advisory Board will be created before the end of the first year of ~~SSHAPSSHA~~^{3P} operations (with the start of the year defined as the hiring of the ~~SSHAPSSHA~~^{3P} Executive Manager).

b. Membership. The Advisory Board will consist of not more than twenty (20) and not less than fifteen (15) community members and/or key stakeholders. The Executive Board will appoint members to the Advisory Board. Appointed members must have knowledge and understanding of affordable/attainable housing and be committed to the furtherance of improving access to affordable/attainable housing for all in Pierce County. Membership should reflect a geographic diversity of Pierce County cities, ~~and~~ towns, tribes and unincorporated areas. Membership will reflect one-third consumers of affordable/attainable housing (rental and

~~ownership housing), one-third developers, designers, planners of affordable/attainable housing, and one-third advocates and advisors who work on land use and housing issues. expertise from non-profit and for-profit affordable/attainable housing developers; and representatives from target populations served.~~

c. Terms. Appointments will be for a three-year term with service limited to a total of two consecutive terms. When the Advisory Board is created, the initial terms of members shall be staggered as follows:

- One-third shall be appointed for a one-year term
- One-third shall be appointed for a two-year term
- One-third shall be appointed for a three-year term

d. Recruitment and Termination. The Executive Board will adopt procedures for the recruiting, convening and administration of the Advisory Board. A member may be removed from the Advisory Board by the Executive Board with or without cause on a majority vote of membership of the Executive Board.

e. Officers. When the Advisory Board has been duly created, the members shall elect a Chair and Vice Chair, who will be responsible for working with the ~~SSHAP~~^{SSHA}^{3P} Executive Manager to set agendas and facilitate meetings.

f. Conflict of Interest. No member of the Advisory Board may vote on a Board recommendation if the result would financially benefit an agency or organization of which the Member is a decision-making officer, or is in a position of authority or responsibility. It is the responsibility of each Board Member to declare potential conflicts of interest. The Chair shall be responsible for mediating differences of opinion on these matters as they may arise.

9. MEETINGS OF ADVISORY BOARD.

a. Frequency. The Advisory Board will meet as often as it deems necessary, but not less often than quarterly.

b. Quorum. A quorum at any meeting of the Advisory Board will consist of the Board members who represent a simple majority of the Board's membership. Advisory Board members may participate in any meeting by phone and/or video conferencing for all purposes, including but not limited to voting and establishing a quorum.

c. Action. No action may be taken except at a meeting where a quorum exists. Action by the Advisory Board requires an affirmative vote by a majority of those members attending a Board meeting where a quorum exists. Official action by the Advisory Board may be conducted by motion, resolution, declaration, or other means as determined to be necessary by the Advisory Board. Proxy voting is not allowed. To the extent applicable to meetings of the Advisory Board, the Advisory Board will comply with applicable requirements of the Washington State Open Public Meetings Act (chapter 42.30 RCW).

10. AGREEMENT DURATION. This Agreement will be in full force and effect for a period commencing as provided in Section 34, and ending December 31, 2023. This Agreement will automatically renew for successive two-year terms, unless sooner terminated under the provisions of this Agreement.

11. TERMINATION OF AGREEMENT. This Agreement may be terminated at any time by affirmative vote of a majority of the legislative bodies of the Parties to this Agreement.

Upon termination of this Agreement, all property acquired during the life of the Agreement will be disposed of in the following manner:

a. all property contributed without charge by any Party will revert to the contributing Party;

b. all property purchased on behalf of SSHAPSSHA³P after the effective date of this Agreement will be distributed to the Parties based on each Party's pro rata contribution to the overall budget at the time the property was purchased;

c. except as provided in Subsection d. below, all unexpended or reserve funds will be distributed to the Parties based on each Party's pro rata contribution to the overall budget in effect at the time the Agreement is terminated;

d. all uncommitted monies in the Housing Capital Funds Account will be distributed to the Parties by remitting the total uncommitted amounts remaining in each Party's Individual Account (as described in Section 14) to that Party; and

e. each Party that has funded a project through the Housing Capital Funds Account will be substituted for the Administering Agency with regard to all project financing documents, and the Administering Agency will be released from further obligations with respect thereto.

12. WITHDRAWAL. If a Party wishes to withdraw from participation in this Agreement, it may do so after the initial term if it first gives six months advance written notice to the Executive Board of its intention to withdraw, which notice will be due on or before June 30, 2022. If notice of an intent to withdraw is timely received, withdrawal will be effective as of 11:59 p.m. on December 31, 2023. The initial members of ~~SSHAPSSHA~~^{3P} agree they will participate for at least through the first full term ~~two years~~ of the collaboration.

After December 31, 2023, an opportunity is provided once per year for a Party to withdraw from this Agreement. Under this provision, advance written notice must be provided to the Executive Board on or before June 30, of its intention to withdraw from participation in the Agreement, effective as of 11:59 p.m. on December 31st of that current year.

Any Party withdrawing from this Agreement will remain legally and financially responsible for any obligation incurred by the Party pursuant to the terms of this Agreement, including but not limited to any project financing documents executed by the Administering Agency on behalf of that Party, during the time the withdrawing Party was a member of ~~SSHAPSSHA~~^{3P}. A notice of withdrawal may be revoked by the Party that submitted the notice only by approval of a majority of the Executive Board to accept the revocation. Any Party that provides written notice of its intent to withdraw may continue to vote on all matters before the Executive Board prior to the effective date of its withdrawal, except the budget and work plan for the following year.

13. BUDGET. The fiscal year for ~~SSHAPSSHA~~^{3P} will be January 1 to December 31 of any year. The first year budget and anticipated second year budget for ~~SSHAPSSHA~~^{3P} are attached to this Agreement as Exhibit B and incorporated herein by this reference. Approval of this Agreement by the legislative body of each Party includes approval of the ~~first two years of~~ ~~SSHAPSSHA~~^{3P} budgets through the first full term of the agreement. For subsequent years, on or before July 1st of each year, a recommended operating budget for ~~SSHAPSSHA~~^{3P} for the ~~next following~~ budget year will be prepared, reviewed and recommended by the Executive Board and transmitted to each Party. The recommended operating budget will contain an itemization of all categories of budgeted expenses and will contain an itemization of the amount of each Party's contribution, including in-kind services, toward that budget. Contributions to the ~~SSHAPSSHA~~^{3P} annual budget may also come from

Commented [J2]: Can all governments approve the budgets for the first full term?

other public or private entities. The Executive Board will approve acceptance of those contributions.

a. No recommended budget will become effective until approved by the legislative body of each Party and adopted by the Executive Board, except for SSHAPSSHA³P's first two years full term (2021, and 2022 and 2023). Once the legislative body of each Party has approved its contribution to SSHAPSSHA³P, either separately or through its budget process, and the SSHAPSSHA³P budget has been adopted by the Executive Board, each Party will be obligated to make whatever contribution(s) is budgeted for that Party. If a Party does not approve the budget in a timely manner, the Executive Board may adopt the annual budget and work plan with a two-thirds majority vote.

Commented [J3]: Same question as above, can governments approve budgets for the first full term?

b. Each Party's contribution(s) will be transmitted to SSHAPSSHA³P on an annual basis no later than the end of the first quarter of each calendar year, unless otherwise provided in the budget document. Each Party will specify the amount of its contribution to be deposited by the Administering Agency into the SSHAPSSHA³P Operating Account, as well as the amount, *if any*, to be deposited into the Party's Individual Account within the SSHAPSSHA³P Housing Capital Funds Account established by Section 14.

c. If any Party is delinquent by more than three months in the payment of its approved operating budget contribution to the SSHAPSSHA³P Operating Account, that Party will not be entitled to vote on matters before the Executive Board until the delinquency has been paid. A Party's decision not to contribute funds to its Individual Account, or its delinquency in funding the same will not affect that Party's voting rights on the Executive Board.

14. HOUSING CAPITAL FUNDS ACCOUNT ESTABLISHED; PROCEDURES FOR ADMINISTERING HOUSING CAPITAL FUNDS ACCOUNT CONTRIBUTIONS. If authorized by resolution of the Executive Board, the Administering Agency may establish and maintain an account within the SSHAPSSHA³P Fund for the purpose of administering the contributions of Parties, or other public or private entities, to affordable/attainable housing projects and programs, to be known as the SSHAPSSHA³P Housing Capital Funds Account. The amounts in the Housing Capital Funds Account will be held and disbursed by the Administering Agency as described in this Agreement.

Commented [J4]: Need to review the proposed structure for setting up financial accounts with Pierce County fiscal agency staff.

a. Within the Housing Capital Funds Account, a sub-account will be established for each Party to this Agreement that chooses to contribute to the Housing Capital Funds Account. Such

sub-accounts are collectively referred to as the "Individual Accounts." Contributions to an Individual Account from a Party may be released only upon, and in accordance with, the written direction of that Party.

b. A subaccount will be established within each Individual Account for each project or program funded in whole or part by a Party from its Individual Account. Such sub-accounts are referred to as "Project Accounts."

c. The Administering Agency will maintain records sufficient to separately track the deposits, withdrawals and interest earnings, within each Individual Account and each Project Account, and will provide quarterly reports to all Parties as to the status of funds in each Individual Account and Project Account. The Administering Agency's responsibilities under this Section may be delegated to the ~~SSHAP~~SSHA³P Executive Manager to the extent consistent with applicable law and as the Administering Agency and Executive Board may agree.

d. Funds transmitted to ~~SSHAP~~SSHA³P for deposit in the Housing Capital Funds Account will be held by the Administering Agency on behalf of ~~SSHAP~~SSHA³P until directed for application ~~to a specific project or program~~ by the contributing Party (as described in 14.a. above). Uncommitted funds in an Individual Account will be remitted to the contributing Party within 45 days of receipt of written request from the Party signed by its chief executive officer, or upon the Party's withdrawal from ~~SSHAP~~SSHA³P in accordance with the terms of Section 12, or on the dissolution of ~~SSHAP~~SSHA³P per Section 11.

e. Funds held by the Administering Agency on behalf of ~~SSHAP~~SSHA³P will be subject to laws applicable to public funds, including but not limited to limitations on investments for public funds as provided in State law and the State constitutional limitations on the gifting of public funds. Investment earnings will be credited to each Individual Account and Subaccount on a pro rata basis.

f. The Executive Board will develop standard forms of approvals and agreements to be used in the application of funds contributed to the Housing Capital Funds Account (collectively referred to as "project financing documents"), consistent with the following goals and procedures:

- i. ~~The SSHA³P Executive Board will~~ Each Party choosing to participate in funding a project or program

~~through the Housing Capital Funds Account will by action of its legislative body~~ authorize the application of ~~a~~ specified amounts of ~~its~~ Individual Account monies to ~~such~~ projects or programs consistent with the purpose of the SSHAP Capital Fund, and will authorize and direct the ~~SSHAPSSHAP Executive Board, the SSHAPSSHAP~~ Executive Manager, and the Administering Agency to take such actions as necessary to accomplish this. ~~Prior to T~~the Executive Board action they will ~~recommend-notify to~~ the individual ~~legislative bodies~~ parties whose funds will be used for such projects or programs of the various terms to accompany their authorizations, and ~~the legislative body authorizations~~ will at a minimum include terms related to:

1. amount of funds allocated;
2. project description, including minimum affordability requirements, if any;
3. nature of the funding commitment (loan, grant, or other);
4. in the event the funding commitment is provided as a loan, the general repayment terms including but not limited to the term of the loan and applicable, interest rate(s); and
5. a general description of the security interests, if any, to be recorded in favor of the Party.

- ii. For each individual housing project or program to be funded through the Housing Capital Funds Account, the developer, owner or administrator of such project or program (generally referred to as the "developer"), will enter into the necessary set of agreements (project financing documents) with the Administering Agency. The project financing documents will specify that the Administering Agency is acting as administering agency on behalf of each Party that is providing Housing Capital Funds Account funding to the project or program pursuant to this Agreement and RCW 39.34.030(4), and will identify each participating funding Party. The project financing documents will be consistent with general forms of agreement approved by the Executive Board and the terms and conditions approved by the legislative bodies of the funding Parties. To the extent permitted by law, the project financing agreements will incorporate all

terms and conditions relative to the use and (if applicable) repayment of such funds, and provide for transfer of the Housing Capital Funds Account monies from the funding Parties to the developer.

- iii. Funding contributions to, and repayments (if any) from, specific projects and programs will be recorded by the Administering Agency, including recording of monies deposited and withdrawn from each Party's Individual Account and Project Accounts. Repayments (if any) under any project financing agreement will be applied *pro rata* to the funding Parties' Individual Accounts based on the ratio of funding contributed to the project by each Party, unless the funding Parties otherwise agree.
- iv. Unless the Parties funding a project or program through the Housing Capital Funds Account otherwise agree, a default, termination or other action against a developer or other third party may be declared only after securing approval in writing of the chief executive officers of funding Parties which together have contributed not less than 51% of the total ~~SSHAP~~SSHA³P member funding to the project. The Administering Agency will provide reasonable notice and information regarding the status of projects as necessary to each funding Party's chief executive officer to allow them to make a timely decision in this regard. Funding Parties not consenting to such default, termination or other action will be bound by the decision of the majority. All funding Parties will be obligated on a *pro rata* basis (based on their contributions to the project) to pay to the Administering Agency its reasonable costs and expenses incurred as a result of declaring a default, terminating an agreement or taking other action against a developer or other third party. Any funds recovered through such enforcement proceedings will be allocated to the funding Parties Individual Accounts *pro rata* based on their respective funding contributions to a project.
- v. The Executive Board may from time to time authorize the Administering Agency to administer housing project agreements entered into before the effective date of this Agreement, upon terms

consistent with this Agreement and subject to the consent of the Administering Agency and the Parties to such agreements.

15. DUES, ASSESSMENTS AND BUDGET AMENDMENTS. Contributions to the ~~SSHAPSSHA~~^{3P} Operating fund will be based on groupings of like-sized cities (based on population), or whatever contribution methodology is approved by a two-thirds majority of the Executive Board. Funding for the activities of ~~SSHAPSSHA~~^{3P} will be provided solely through the budgetary process. Unless otherwise specified in this Agreement, no dues, charges or assessments will be imposed or required of the Parties except upon unanimous vote of the membership of the Executive Board and ratification by the legislative body of each Party subject to the dues, charges or assessments. An approved budget (the overall revenues and expenditures) will not be modified until approved by the legislative body of each Party and finally adopted by the Executive Board. If a Party agrees to totally fund an additional task to the work program, not currently approved in the budget, the task may be added to the work plan and the budget amended to reflect the funding of the total cost of such task by the requesting Party, upon approval by a majority of the membership of the Executive Board without approval by the individual Parties. Notwithstanding the foregoing, contributions by a Party to its Individual Account within the Housing Capital Funds Account will be solely within the discretion of that Party and are not considered "dues or assessments."

16. PUBLIC RECORDS REQUESTS. Records of ~~SSHAPSSHA~~^{3P} will be held by the Administering Agency, in addition to any records the Parties themselves may retain concerning their participation in ~~SSHAPSSHA~~^{3P}. These records may include meeting agendas, meeting summaries, reports, plans, budgets, and other documents.

When a Party receives a request for records that may be held by the Administering Agency, the Party will refer the request to its own Executive Board member. The Party's Executive Board member will then work with the Administering Agency to gather all responsive records. The Party receiving the request should work with its own public records staff (if any) to describe the request with sufficient specificity to allow the Administrative Agency to identify and provide the records being sought. If any clarification of the request is required, the Party receiving the request will obtain that clarification from the requester. All communication with the requester will be by the Party to whom the request was submitted.

In consultation with the Administering Agency, it will be the responsibility of the Party to whom the request for records was made to estimate the time it will need to produce responsive records, determine which records are responsive to the request, and address any redactions permitted by law. The Party that receives the request will bear the responsibility of complying with the Public Records Act in relation to its public records.

Nothing in this Section is intended to require a Party to collect or produce records that are not prepared, owned, used, or retained by that Party as contemplated by the Public Records Act.

17. INDEMNIFICATION AND HOLD HARMLESS.

a. Each Party will indemnify, defend and hold other Parties (including without limitation the Party serving as, and acting in its capacity as, ~~SSHAP~~^{SSHAP}'s Administering Agency), their officers, officials, agents and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of that Party's wrongful acts or omissions in connection with the performance of its obligations under this Agreement, except to the extent the injuries or damages are caused by another Party. If there is any recovery under this Section, the Party responsible for any wrongful acts or omissions will pay any judgment or lien arising from the acts or omissions, including all costs and other Parties' reasonable attorney's fees. If more than one Party is held to be at fault, the obligation to indemnify and to pay costs and attorney's fees, will be only to the extent of the percentage of fault allocated to each respective Party by a final judgment of the court.

b. If a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of a Party (including without limitation the Party serving as, and acting in its capacity as, ~~SSHAP~~^{SSHAP}'s Administering Agency), its officers, officials, employees, and volunteers, the Party's liability hereunder will be only to the extent of the Party's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Party's waiver of immunity under Industrial Insurance Title 51 RCW, solely for the purpose of this indemnification. This waiver has been mutually negotiated by the Parties. The provisions of this Section will survive the expiration or termination of this Agreement.

c. Each Party (including without limitation the Party serving as, and acting in its capacity as, ~~SSHAPSSHA~~^{3P}'s Administering Agency) will give the other Parties proper notice of any claim or suit coming within the purview of these indemnities.

18. INSURANCE. The Executive Board, ~~SSHAPSSHA~~^{3P} Executive Manager and the Administering Agency will take such steps as are reasonably practicable to minimize the liability of the Parties associated with their participation in this Agreement, including but not limited to the utilization of sound business practice. The Executive Board will determine which, if any, insurance policies may be reasonably practicably acquired to cover the operations of ~~SSHAPSSHA~~^{3P} and the activities of the Parties pursuant to this Agreement (which may include general liability, errors and omissions, fiduciary, crime and fidelity insurance), and will direct the acquisition of same.

19. AMENDMENTS. Any amendments to this Agreement must be in writing. This Agreement may be amended upon approval of at least two-thirds of the legislative bodies of all Parties to this Agreement, evidenced by the authorized signatures of those Parties as of the effective date of the amendment. However, any amendment to this Agreement affecting the terms and conditions of membership on the Executive Board, powers of the Executive Board, voting rights of Executive Board members, Party contribution responsibilities, hold harmless and indemnification requirements, provisions regarding duration, termination or withdrawal, or the conditions of this Section will require consent of the legislative authorities of all Parties. This Section will not be construed to require amendment of this Agreement for the addition of a new Party contemplated under Section 20 or for any related revision to Executive Board membership authorized in Section 5(a) or Advisory Board membership in Section 8(b). The Executive Board will review this Agreement, no less than every five years, to determine if any amendments or modifications are needed.

20. ADDITIONAL PARTIES. Municipalities, local governments, tribes, and public agencies within the ~~SSHAPSSHA~~^{3P} Area of Activity may, on execution of the Agreement and approval of the budget and work plan by its legislative body, become a Party to this Agreement on affirmative vote of at least fifty percent ~~a simple majority of the membership~~ of the Executive Board. The Executive Board will determine by a vote of at least fifty percent ~~majority~~ of its membership what, if any, funding obligations the additional Party will commit to as a condition of becoming a Party to this Agreement.

21. SEVERABILITY. The invalidity of any clause, sentence, paragraph, subdivision, section or portion of this Agreement, will not affect the validity of the remaining provisions of the Agreement.

22. CONFLICT RESOLUTION. Whenever any dispute arises between the Parties or between a Party or Parties, the Executive Board, or the Administering Agency (referred to collectively in this Section as the "Parties") under this Agreement which is not resolved by routine meetings or communications, the parties agree to seek resolution of such dispute in good faith by meeting, as soon as feasible. The meeting will include the Chair of the Executive Board, the ~~SSHAP~~SSHA³P Executive Manager, and the representative(s) of the Parties involved in the dispute. If the parties do not come to an agreement on the dispute, any party may pursue mediation through a process to be mutually agreed to in good faith between the parties within 30 days, which may include binding or nonbinding decisions or recommendations. The mediator(s) will be individuals skilled in the legal and business aspects of the subject matter of this Agreement. The parties to the dispute will share equally the costs of mediation and assume their own costs.

23. SURVIVABILITY. Notwithstanding any provision in this Agreement to the contrary, the provisions of Section 10 (Agreement Duration), Section 11 (Termination of Agreement), Section 12 (Withdrawal), Section 16 (Public Records Requests), and Section 17 (Indemnification and Hold Harmless) will remain operative and in full force and effect, regardless of the withdrawal or termination of any Party or the termination of this Agreement.

24. WAIVER. No term or provision of this Agreement will be deemed waived and no breach excused unless that waiver or consent is in writing and signed by the Party claimed to have waived or consented.

25. SUBSEQUENT BREACH. Waiver of any default will not be deemed a waiver of any subsequent default. Waiver of breach of any provision of this Agreement will not be deemed to be a waiver of any other or subsequent breach and will not be construed to be a modification of the terms of the Agreement unless stated to be such through written approval of all Parties.

26. NOTICE. Any notice to the Executive Board will be in writing and will be addressed to the Chair of the Executive Board and to the ~~SSHAP~~SSHA³P Executive Manager. In the absence of a ~~SSHAP~~SSHA³P Executive Manager, notice will be given to the chief executive officer of the Administering Agency. Any notice to an

Officer or Party will be sent, to the address specified by the chief executive officer of the Party.

27. ASSIGNMENT. No Party may sell, transfer or assign any of its rights or benefits under this Agreement without Executive Board approval.

28. APPLICABLE LAW AND VENUE. This Agreement and any rights, remedies, or obligations provided for in this Agreement will be governed, construed, and enforced in accordance with the substantive and procedural laws of the State. The Parties agree that the venue for any legal action under this Agreement is in the County in which a project is located, provided that the venue for any legal action against Pierce County may be filed in accordance with RCW 36.01.050.

29. RETAINED RESPONSIBILITY AND AUTHORITY. Parties retain the responsibility and authority for managing and maintaining their own internal systems and programs related to affordable/attainable housing activities.

30. INDEPENDENT CONTRACTORS. Each Party to this Agreement is an independent contractor with respect to the subject matter of this Agreement. No joint venture or partnership is formed as a result of this Agreement.

Nothing in this Agreement will make any employee of one Party an employee of another party for any purpose, including, but not limited to, for withholding of taxes, payment of benefits, worker's compensation pursuant to Title 51 RCW, or any other rights or privileges accorded by virtue of their employment. No Party assumes any responsibility for the payment of any compensation, fees, wages, benefits or taxes to or on behalf of any other Party's employees. No employees or agents of one Party will be deemed, or represent themselves to be, employees of another Party.

31. NO THIRD PARTY BENEFICIARIES. This Agreement is for the benefit of the Parties only, and no third party will have any rights under this agreement.

32. NONDISCRIMINATION. The Parties will comply with the nondiscrimination requirements of applicable federal, state and local statutes and regulations.

33. COUNTERPARTS. This Agreement may be signed in counterparts and, if so signed, will be deemed one integrated Agreement.

34. FILING AND EFFECTIVE DATE; PRIOR AGREEMENTS. This Agreement will become effective (Date of Execution), subject to its approval by the legislative bodies of all jurisdictions who are members of ~~SSHAP~~SSHA³P as of (Date of Execution), and, pursuant to RCW 39.34.040, upon recording this Agreement or posting this Agreement on a Party's web site or other electronically retrievable public source. Although this Agreement may be approved and signed by a Party after the Agreement's effective date, all acts consistent with the authority of this Agreement that occur on or after , (Date of Execution), are hereby ratified and affirmed, and the terms of this Agreement will be deemed to have applied.

(Signature Page Follows)

Commented [35]: Need to determine the effective date.

Commented [36]: Consistent with effective date

Commented [37]: Consistent with effective date

____ Approved and executed this _____ day of _____, 2019.

Name of Party: _____ Approved as to form

By: _____ City Attorney
Its: _____

Exhibit A - ~~SSHAP~~SSHA³P Area of Activity (Map)



Commented [J8]: Need to delete the SKHHP map.



NOTE: ~~Above is example of SKHHP Area of Activity Map for South King County~~Per Steering Committee recommendation Area of Activity should be the entire county.IGA will include clearer map.

EXHIBIT B - ~~SSHAP~~SSHA³P Budgets for First Two Years

NOTE: The following budgets are draft and won't be finalized until the number of member governments are identified. Also, the numbers may change depending the amount of outside revenue raised.

DRAFT SSHAP BUDGET (11.04.20)			
Members: Govts Providing 2020 Funding + 4 Addtl Cities (1.5 FTE)			
YEAR 1			
6 months of Operations 1 FTE			
Annual Expense Budget			
Full-time manager with salary/taxes/benefits		\$	154,000
Administrative & policy support with salary/taxes/benefits (3 months)		\$	-
Expenses - travel, phone, postage		\$	12,000
Space		\$	12,000
SubTotal		\$	178,000
10% Overhead/Administration Fee		\$	17,800
TOTAL		\$	195,800
Cost for 6 months of Operations:		\$	97,900
Revenue Budget			
Outside sources (Philanthropy, aligned organizations)		\$	7,500
Office Space (in-kind donation) [Pro-rated]		\$	6,000
Shared among participating governments (see below)		\$	84,400
TOTAL		\$	97,900
Shares for participating cities:			
	Population (OFM 2020 est)	% of Population	Option: Grouped by sized*
Auburn	9,980	1%	\$ 1,500
Bonney Lake	21,390	2%	\$ 3,000
Edgewood	12,070	1%	\$ 1,500
Fife	10,200	1%	\$ 1,500
Gig Harbor	11,240	1%	\$ 1,500
Lakewood	60,030	7%	\$ 7,000
Orting	8,635	1%	\$ 1,500
Puyallup	42,700	5%	\$ 5,000
Puyallup Tribe	6,000	1%	\$ 500
Steilacoom	6,505	1%	\$ 500
Sumner	10,360	1%	\$ 1,500
Tacoma	213,300	24%	\$ 18,500
University Place	33,310	4%	\$ 5,000
Unincorporated Pierce Co	426,200	49%	\$ 37,500
TOTAL	871,920		\$ 86,000
*Option Ranges			
	<7,500	\$	1,000
	7,501 - 15,000	\$	3,000
	15,001 - 30,000:	\$	6,000
	30,001 - 60,000:	\$	10,000
	60,001 - 100,000	\$	14,000
	100,001 - 250,000	\$	37,000
	250,001 - 500,000	\$	75,000

DRAFT BUDGET (11.04.20)			
YEAR 2			
Full Year of Operations 1.5 FTE			
Annual Expense Budget			
Full-time manager with salary/taxes/benefits/inflation for 2nd year		\$	159,390
Administrative & policy support with salary/taxes/benefits		\$	67,636
Expenses - travel, phone, postage		\$	12,000
Space		\$	12,000
SubTotal		\$	251,026
10% Overhead/Administration Fee		\$	25,103
TOTAL		\$	276,128
Revenue Budget			
Outside sources (Philanthropy, aligned organizations)		\$	15,000
Office Space (in-kind donation)		\$	12,000
Shared among participating cities (see below)		\$	249,128
TOTAL		\$	276,128
Shares for participating cities:			
	Population (OFM 2020 est)	% of Population	Option: Grouped by sized**
Auburn	9,980	1%	\$ 4,000
Bonney Lake	21,390	2%	\$ 7,000
Edgewood	12,070	1%	\$ 4,000
Fife	10,200	1%	\$ 4,000
Gig Harbor	11,240	1%	\$ 4,000
Lakewood	60,030	7%	\$ 18,000
Orting	8,635	1%	\$ 4,000
Puyallup	42,700	5%	\$ 11,000
Puyallup Tribe	6,000	1%	\$ 2,000
Steilacoom	6,505	1%	\$ 2,000
Sumner	10,360	1%	\$ 4,000
Tacoma	213,300	24%	\$ 58,000
University Place	33,310	4%	\$ 11,000
Unincorporated Pierce Co	426,200	49%	\$ 118,000
TOTAL	871,920		\$ 251,000
**Option Ranges			
	<7,500	\$	2,000
	7,501 - 15,000	\$	4,000
	15,001- 30,000:	\$	7,000
	30,001 - 60,000:	\$	11,000
	60,001 - 100,000	\$	18,000
	100,001 - 250,000	\$	58,000
	250,001 - 500,000	\$	118,000



To: Mayor and City Councilmembers

From: David Bugher, Assistant City Manager for Development Services

Through: John J. Caulfield, City Manager *John J. Caulfield*

Date: March 8, 2021

Subject: Annual Housing Report

Introduction: At the beginning of each calendar year, the community and economic development department prepares an annual housing report from the previous year. There is no requirement to produce this report, so why are we doing this extra work? This department spends a majority of its time on housing related issues, and more so this year than previous years. The report is produced as a means to monitor housing construction, and to track economic and regulatory trends. This year's report has information gathered from a variety of source documents. Topics covered:

- Housing and Urban Development (HUD) overview of current housing in the Tacoma-Lakewood area (November 2020);
- Rents in Lakewood and surrounding communities;
- Lakewood's housing production 2020;
- Recap of the City's CDBG/HOME housing programs;
- Summary report on the City's Rental Housing & Safety Program (RHSP);
- Recap of "The State of Affordable Housing in Pierce County, 2020";
- 2020 SSMCP Housing Report; and
- What to expect for the remainder of 2021.

HUD's overview of current housing in the Tacoma-Lakewood area:

Economic Conditions:

1. As of November 1, 2020, the population of the metropolitan area was estimated at 918,700, reflecting an average annual increase of 14,050, or 1.6 percent, since July 2015; nearly 70 percent of the increase was attributable to net in-migration. By comparison, from July 2010 to July 2015, population growth averaged 9,275 people, or 1.1 percent, a year, and 43 percent of the growth was because of net in-migration¹.

¹ Lakewood's historic growth rate has remained the same ever since incorporation. Average annual growth is around 0.5 percent per year.

2. The stronger rate of population growth in the metropolitan area since 2015 is largely because of increased net in-migration from King County, which is partly attributable to the disparity in housing costs; the average home sales price in Pierce County has been approximately 50 percent less than the average home sales price in King County since 2013. The most recent data available estimates a net flow of 7,600 people from King County to Pierce County in 2018, compared with 2,500, 4,600, and 3,850 in 2017, 2016, and 2015, respectively (U.S. Census County-to-County Migration Flows).

3. The interventions taken in mid-March to slow the spread of COVID-19, including a stay-at-home order (partially lifted in June 2020) and ongoing social distancing mandates, caused economic activity in the metropolitan area to slow dramatically. Before the pandemic, economic conditions in the metropolitan area were strong, with 9 years of consecutive nonfarm payroll growth averaging 6,200 jobs, or 2.1 percent, annually from 2011 through 2019. During the 12 months ending October 2020, which includes 4 full months before the pandemic, payrolls totaled 313,900, reflecting a decline of 12,000 jobs, or 3.7 percent.

4. The effects of the most recent stay-at-home order, issued mid-November, 2020, are not captured in this report.

5. Part of the relationship between the Tacoma-Lakewood metropolitan area and King County is illustrated by commuting patterns. According to the most recent data available (before the pandemic), 48.9 percent of employed Tacoma-Lakewood metropolitan area residents, or approximately 186,100 people, commute outside the county for work, of which approximately 72 percent commute to King County (Census Bureau, Bureau, On the Map, 2018 data).

Sales Market Conditions

1. Sales housing market conditions in the Tacoma-Lakewood metropolitan area are currently very tight, with an estimated sales vacancy rate of 0.9 percent, down from 2.6 percent in 2010. A limited supply of for-sale inventory, in conjunction with strong population and economic growth before the pandemic, resulted in increased demand for sales housing and contributed to the decline in the vacancy rate.

2. The prolonged shortage of inventory, coupled with increased demand from King County residents, has resulted in strong home sales (including new and existing homes) price growth in the Tacoma-Lakewood metropolitan area that averaged more than 9 percent, annually, from 2015 through 2019 (Zonda). During the 12 months ending October 2020, the average sales price in Pierce County was \$417,300, up 9 percent from a year ago. By comparison, the average sales price of a home in King County was \$770,500 during the 12 months ending October 2020, up 7 percent from a year ago.

3. Approximately 13,200 existing homes sold in the Tacoma-Lakewood metropolitan area during the 12 months ending October 2020, down 23 percent from a year ago.

4. In the Tacoma-Lakewood metropolitan area, 57 percent of homes sold during the 3 months ending October 2020 sold above the list price, compared with 43 percent a year ago, and the average days on the market declined from 18 to 6 (Redfin, a national real estate brokerage).

5. In September 2020, 3.3 percent of home loans in the Tacoma-Lakewood metropolitan area were seriously delinquent (90 or more days delinquent or in foreclosure) or had transitioned into real estate owned (REO) status; that rate was up from 0.9 percent in February 2020, before the pandemic and compared with a high of 10.0 percent during the aftermath of the Great Recession in 2012.

6. In 2020, the percentage of adults in the Seattle MSA living in households not current on rent or mortgage payments, where eviction or foreclosure in the next 2 months is either very likely or somewhat likely, increased from 20 percent during the week ending August 31 to 22.6 percent during the week ending November 9 (U.S. Census Household Pulse Survey).

Anecdotally, since this department provides rental housing assistance to Lakewood residents, we receive many comments from renters about their rental situation. Families are stressed, and as long as the stay-at-home orders drag on, their economic circumstances seem to be worsening. We spend a considerable amount of time listening, and consoling people. From a program administration perspective, inasmuch as we can, we have also attempted to lessen the degree of bureaucracy in our assistance programs, whether it be for rental housing or commercial businesses.

7. New home construction, as measured by the number of single family homes permitted, has been relatively flat since the housing market recovered in 2013, except for an uptick in 2017, averaging 2,525 new homes a year. Rising labor, land, and materials costs have suppressed growth in new home construction from keeping pace with increased demand caused by elevated net in-migration for several years and improved access to credit.

Apartment Market Conditions

1. Apartment market conditions in the Tacoma-Lakewood metropolitan area are currently tight, with a 2.9-percent vacancy rate during the third quarter of 2020, compared with 3.1 percent during the third quarter of 2019, whereas the average asking rent increased almost 2 percent, to \$1,162 (Reis, Inc.).

2. Despite increased apartment construction since 2014, the vacancy rate remained under 4.0 percent and rent growth averaged almost 6 percent, annually, through 2019. During the most recent quarter, rents averaged \$954, \$1,022, \$1,223, and \$1,544 for studios, one bedroom, two-bedroom, and three-bedroom units, respectively.

3. The largest decline in the vacancy rate, from 7.4 to 4.3 percent, was in the McChord Air Force Base market area, which includes areas closest to JBLM (Springbrook), and the average asking rent increased 3 percent, to \$943, the lowest asking rent among all seven market areas.

4. Apartment construction, as measured by the number of multifamily units permitted, has generally increased since 2014 because strong population growth and a limited supply of for-sale housing continue to encourage development. Construction activity moderated during the past 2 years, however, as builders wait to see how the market responds to the record level of multifamily units permitted in 2018. In addition, some builders reported postponing new developments in 2020 until the effects of the pandemic were better understood.

5. City staff has also received reports that financial institutions are less likely to provide apartment financing at least in the interim. This condition is expected to change as the pandemic lessens.

Rents

1. Using the Rent Café website, the City has collected information on rents within Lakewood and within the region. Figure 1 and Figure 2 provide information on Lakewood rent ranges and occupied housing units. Table 1 shows that Lakewood's rents are below national levels by \$176 per month.

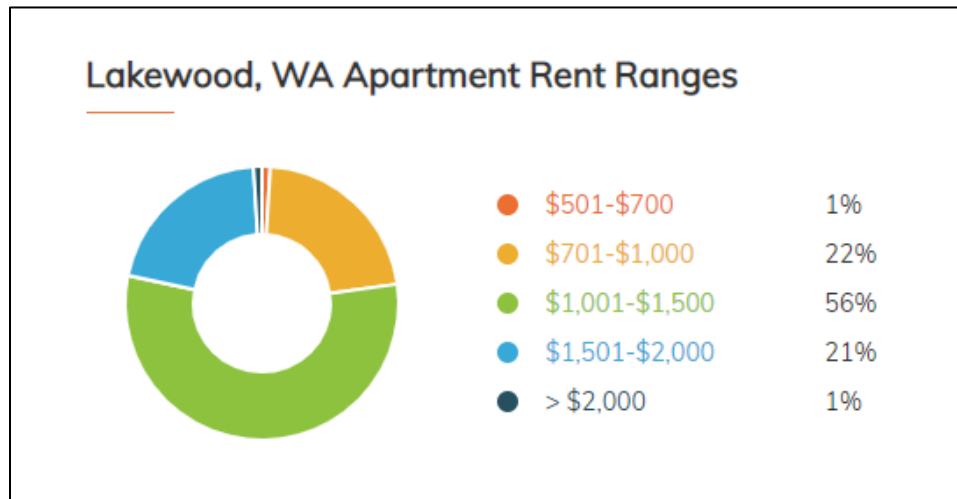


Figure 1

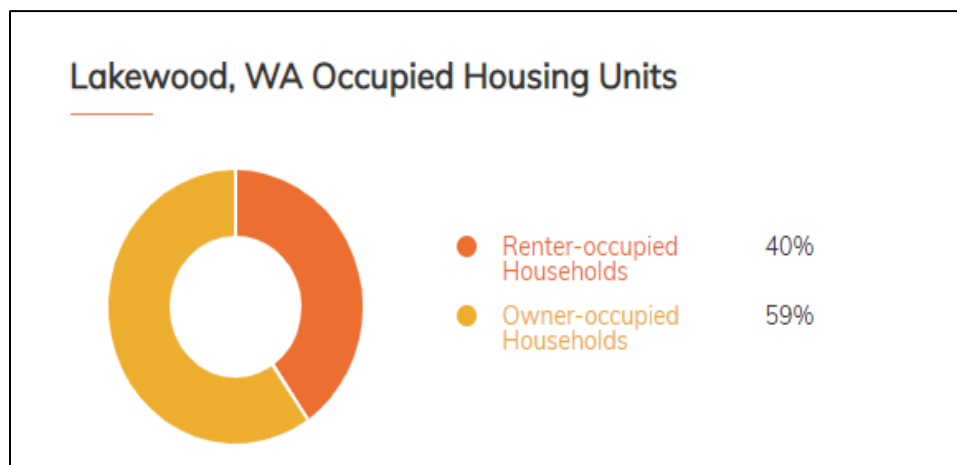


Figure 2

Table 1 Lakewood Rent Trends							
Descriptor	Jul 2018	Nov 2018	Mar 2019	Jul 2019	Nov 2019	Jul 2020	Feb 2021
Lakewood	\$1,084	\$1,143	\$1,150	\$1,167	\$1,207	\$1,245	\$1,286
National	\$1,418	\$1,428	\$1,432	\$1,468	\$1,475	\$1,464	\$1,462

- How Lakewood's rents compared to other cities and/or unincorporated areas, see Table 2.

Table 2 Apartment Rents by Community			
Location	Average Rent	Y-o-Y Change	Average Apartment Size (square feet)
Seattle	\$1,933	-10%	693
Federal Way	\$1,509	2%	872
Auburn	\$1,531	6%	865
Fife	\$1,442	6%	854
Tacoma	\$1,407	4%	833
Lakewood	\$1,285	6%	804
Lacey	\$1,339	6%	849
Parkland	\$1,324	3%	911
Spanaway	\$1,255	16%	684
Puyallup	\$1,594	4%	956

- Lakewood's average rents are the second lowest in the community comparison table. However, if Spanaway's rents continue to climb at a higher than average rate, by 2021, Lakewood may end up with the lowest and most affordable housing region-wide.
- Using the average median income per household number in Lakewood, \$50,175, based on current housing market conditions as of February 2021, what can a person afford to rent? Based on the date of this report, assuming rent at 30%, monthly debt at 14%, monthly expenses at 39 percent, and minimal savings, there are eight rentals available in Lakewood. Rent will vary, \$1,000 to \$1,525 per month.

Lakewood Housing Production 2020:

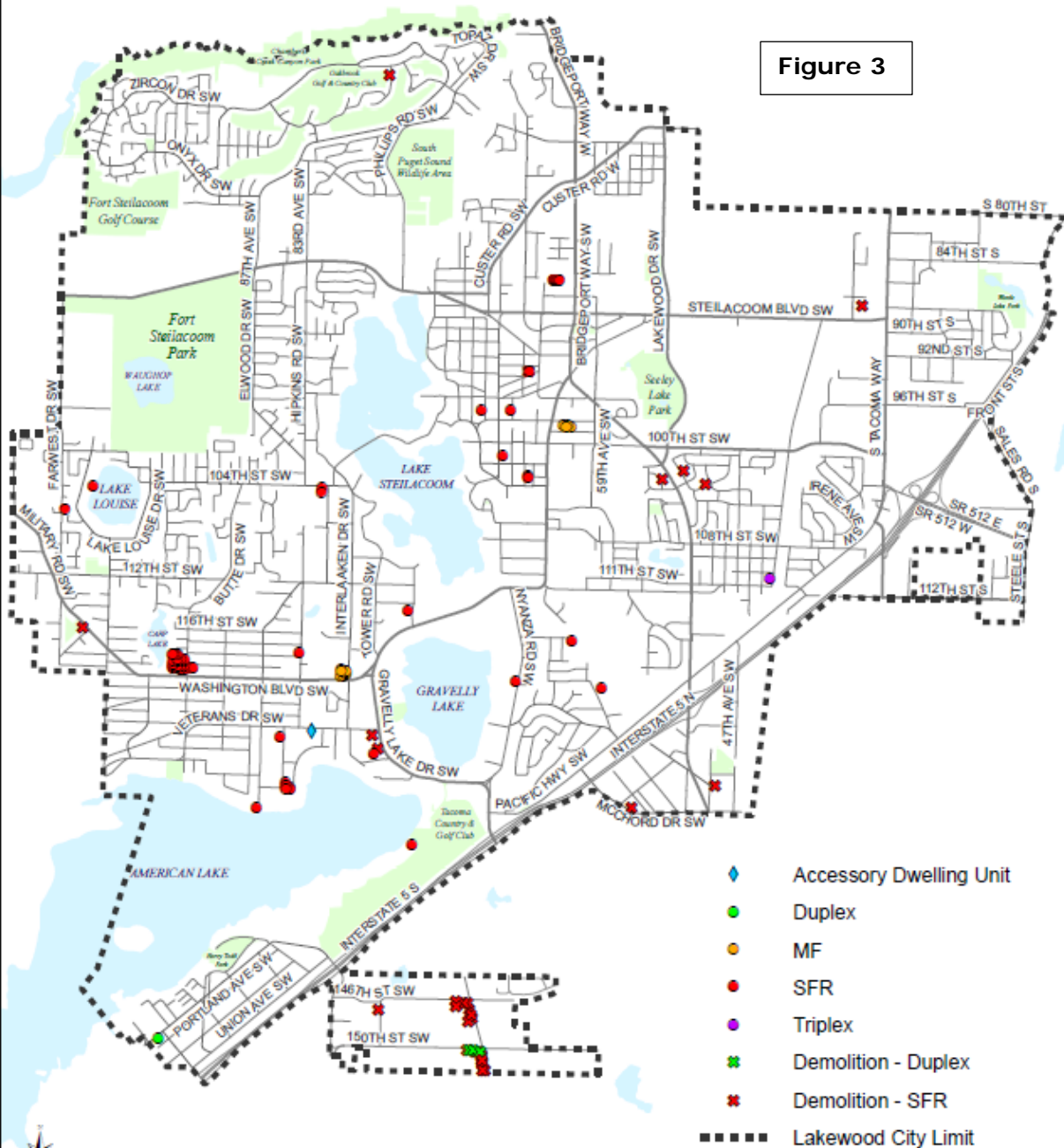
- The city produced a total of 161 new multifamily and single family units. Thirty-eight units were demolished providing a net gain of 123 dwelling units and 3 accessory dwelling units. Table 3 provides a breakdown.

Table 3 Lakewood Housing Production	
Type	Units
New single family	+ 54
New duplex	+ 2 (1 property)
New triplex	+ 3 (1 property)
New Multifamily	+ 102
Accessory dwelling unit (ADU)	+ 6
Sub-total	+ 167
Minus demolitions	
Single family	- 32
Triplex	- 6 (1 property)
Total	+ 129

City of Lakewood

2020 New Housing Construction & Demolitions

Figure 3



February 24, 2021

1:Projects\CD\Maps\NHCD_2020.mxd

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

2. Table 4 provides information on platting activity for 2020. The level of activity is similar from year-to-year.

Table 4 2020 Platting Activity		
Type	No.	No. of lots
Short plats, applications pending	4	9
Short plats approved, but not finalized	7	23
Short plats finalized	6	15
Short plats denied	2	4
Preliminary plats, applications pending		
Preliminary plats approved, but not finalized	2	35
Preliminary plats finalized	1	20
Preliminary plats denied		
Plat Alteration approved, but not finalized	1	8
Plat Alteration Pending	1	2
Totals	24	116

Rental Housing Safety Program (RHSP)

1. Table 5 provides rental housing information for the last three years ending 2020.

Table 5 Rental Housing Safety Program (RHSP)			
	2018	2019	2020
Registered Properties	2,219	1,873	1,765
Registered Units	11,328	11,765	10,487
Sub-total	13,547	13,638	12,252
SFR & duplex properties registered	1,776	1,441	1,325
Multifamily properties registered	443	432	440
Sub-total	2,219	1,873	1,765
SFR & duplex units registered	2,058	1,343	1,003
Multifamily units registered	9,270	10,422	9,484
Sub-total	11,328	11,765	10,487
Total number of initial property inspections	499	459	227
Total number of property re-inspections	221	321	297

Table 5 Rental Housing Safety Program (RHSP)			
	2018	2019	2020
Total number of initial unit inspections	1,777	1,294	554
Total number of unit re-inspections	1,463	791	901
Percentage passed on initial property inspection	16%	10%	15%
Percentage passed on second property inspection	92%	88%	36%

2. One of the major changes in the 2020 RHSP is the shift away from single family rentals. Because of the eviction moratorium, plus the heated housing market, given the opportunity, single family owners who had rentals, sold their properties.

3. RHSP operations were especially difficult this past year. With the ongoing pandemic, landlords and tenants were fearful of conducting inspections. A small number of tenants used the pandemic to purposely deny access, not out of fear of becoming ill, but for other reasons. As a result of these situations, plus the on-again, off-again stay-at-home orders issued by the governor, these events restricted our ability to administer the program. When inspections did take place, and repairs required, owners/landlords had a difficult time getting contractors and maintenance work completed because of supply chain problems, permitting issues, and a labor supply shortage. The city did receive several requests to forgo payment of RHSP registration fees.

4. On the positive side, the city did use the RHSP database to keep property owners/landlords informed of a variety of housing related issues in an ever-changing environment. The use of the database proved to be an invaluable tool when the city began disbursing coronavirus relief funds during the fall/winter time period. Because of COVID, since the number of inspections were down this year, we did use the time to produce mass mailings for property owners/landlords that had not registered, or had not corrected construction issues in past years; the results were surprisingly effective. For the upcoming year, where it is appropriate, we will be pursuing the use of photo-video inspections and reinspections.

HUD CDBG/HOME Program

1. Authorized under Title 1 of the Housing and Community Development Act of 1974, the Community Development Block Grant (CDBG) program is a grant to local jurisdictions to assist in the development of viable communities. To be eligible, cities must have population of at least 50,000 and counties a population of 200,000 (excluding metropolitan cities therein). Funds are to be expended to principally benefit low- and moderate-income individuals through the provision of: a) decent housing; b) a suitable living environment; and c) expanded economic opportunities.

2. Created by the National Affordability Housing Act of 1990, the HOME program's primary intent is to increase the supply of decent, affordable housing to low- and very low-income households. Eligible activities include: a) homeowner rehabilitation; b) homebuyer activities; c) rental housing, including capitalization of project reserves and buy down of debt; d) tenant-based rental assistance; e) new construction of low-income housing (rental/homeownership); f) property acquisition and project development, including on-site improvements; and g) project-related soft costs (architectural, engineering, financial counseling, affirmative marketing, and fair housing services)

3. Funds received must be committed to an eligible activity within 2 years and must be expended within 4 years. Lakewood qualifies for HOME funding through the consortium process as a member of the Tacoma-Lakewood HOME consortium.

4. Project in the pipeline for the federal government's FY 2020-2022 are listed in Tables 6, 7, and 8.

TABLE 6 FY 2020 (July 1, 2020 – June 30, 2021)	
CDBG	1. Major Home Repair- 10 single family households. Funded 2020; \$506,863.07. Completion 2021. 2. Emergency Assistance for displaced Residents- 10 individuals assisted. Funded 2020; \$45,000. Completion 2021-22.
HOME	1. Habitat- 15121 Boat St SW – Construct 9 new single family homes. Funded 2020; \$600,000. Completion in 2024. 2. Homeownership Center of Tacoma- 9006 Washington Blvd. SW. – Construct 2 new single family homes. Funded 2017; \$250,000. Completion in 2021. 3. TBRA- Assist approx. 100 households with rent assistance. Funded 2020; \$148,464. Completion 2021. 4. LASA- 5516 Fairlawn Dr. SW – Acquisition of one additional contiguous parcel and redevelopment. Funded 2020; \$396,296 (2060 County funds). 5. Housing Rehabilitation projects- 2 single family households. Funded \$120,000 program income. Completion 2021. 6. Down Payment Assistance- 1 single family household acquisition. Funded 2020 program income; \$10,000. Completion 2021.
CDBG-CV 1 & 3	1. Small Business Emergency Services Grant Program- Funded 2020; \$350,611 CDBG CV1. Completion 2021. 2. Emergency Payments for Rental/Mortgage Assistance- Assist 150+ households. Proposed funding 2021; \$456,726 CDBG-CV3 and \$145,305.73. Completion 2021. 3. Housing/Foreclosure Assistance- Assist 100+ households. Proposed funding 2021; \$100,000 CDBG-CV1. Completion 2021-22.
NSP1	1. NSP Abatement Fund- Demolish 3 dangerous structures. Funded \$75,000 program income. Completion 2021.
NSP3	1. Habitat- 15210 Portland Ave. SW– Construct 1 new single family home. Funded 2021; \$49,500. Completion 2024.

TABLE 7 FY 2021 (July 1, 2021 – June 30, 2022)	
CDBG	1. Major Home Repair - 10 single family households. Funding TBD 2021. Completion 2022. 2. Emergency Assistance for displaced Residents - 10 individuals assisted. Funded 2020; \$45,000. Completion 2021-22. 3. Oakbrook Neighborhood Sidewalk Improvements- Proposed infrastructure. Funding TBD 2021. 4. Housing/Foreclosure Assistance - Assist 100 households. Funding TBD 2021. 5. Fair Housing Counseling - Assist 50 individuals. Funding 2021 Administration. Completion 2022.
HOME	1. Habitat- 15121 Boat St. SW- Ongoing 2. Homeownership Center of Tacoma- 9006 Washington Blvd. SW- ongoing. 3. LASA- Gravelly Lake Dr. Service Center/5516 Fairlawn Dr. SW/and acquisition of one additional contiguous parcel- Redevelopment – Funding 2021 \$300,000 (additional funding includes 2060/conventional/ governmental funding). Acquisition 2021-22; Completion 2025-26. 4. Housing Rehabilitation projects - 2 single family households. Funded \$120,000 program income. Completion 2022.
CDBG-CV 1 & 3	1. Emergency Payments for Rental/Mortgage Assistance - ongoing 2. Housing/Foreclosure Assistance- Ongoing.
NSP1	1. NSP Abatement Fund - demolish 3 dangerous structures. Funded \$75,000 program income. Completion 2021.
NSP3	1. Habitat- 15210 Portland Ave. SW - ongoing.

TABLE 8 FY 2022 (July 1, 2022 – June 30, 2023)	
CDBG	1. Major Home Repair- 10 single family households. Funding TBD 2022. Completion 2022. 2. Fair Housing Counseling/Landlord-Tenant training - assist 50 individuals. Funding 2021 Administration. Completion 2022. 3. Emergency Assistance for displaced Residents- 10 individuals assisted. Funding TBD 2022. Completion 2022.
HOME	1. Habitat- 15121 Boat St. SW – ongoing 2. LASA- Gravelly Lake Dr. Service Center- Funding 2022 \$300,000 - ongoing 3. Housing Rehabilitation projects - 2 single family households. Funded \$120,000 program income. Completion 2023.
NSP1	1. NSP Abatement Fund - demolish 3 dangerous structures. Funded \$75,000 program income. Completion 2021.

2020 Local Rental & Mortgage Assistance

1. Lakewood provided rental assistance through CARES Act funds received from the State of Washington (State CDBG-CV2 allocation). A total of \$621,000 was allocated for rental assistance through partnership with Living Access Support Alliance (LASA). To qualify for

these funds, a household's total combined income could not exceed \$60,000/year (120% max AMI). All funds were expended with a total of 289 households being provided rental assistance.

2. Additionally, HOME funds in the amount of \$148,464 were allocated by Council as part of the 2020 Annual Action Plan to be used for an emergency tenant-based rental assistance (TBRA) program. The City opened the program on December 4, 2020 for one week only and received more than 100 applications totaling more than \$200,000 in back rent due. Contracts for this program have begun to be executed with all funds expended in mid-February.

3. The City Council approved the second set of amendments to the Annual Action Plan and CDBG/HOME programs under the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) on February 16, 2021. This action sets aside \$703,426.59 for rental/mortgage assistance to low- and moderate-income Lakewood residents adversely affected by the coronavirus. The goal is to begin disbursements April 1, 2021, if not sooner.

4. Since the last summer of 2021, the City will have disbursed \$1,472,890.59 in housing assistance using federal programs.

2020 Pierce County Housing Report

1. The Office of Community Partnerships, University of Washington at Tacoma, issued, "The State of Affordable Housing in Pierce County 2020." The report is difficult to summarize in this document, but it does serve to highlight the complex nature of providing affordable housing. The report contains some interesting insights. These have been excerpted for City Council review.

2. *Reasons why Housing Incentives are not Working:* a) not significant enough to be enticing; b) lack of dedicated funding for fee waivers; c) incentives do not offer enough value to for-profit housing developers, making affordable housing projects not feasible; d) lack of financial support at the local level means affordable housing developers have to rely on state and federal funding; e) absence of marketing and clear information materials, including technical assistance and capacity to support developers; f) inconsistent and complicated requirements in code language.

3. *Summary Assessment of Affordable Housing Environment and Potential Future Direction:*

- Affordable housing incentives are largely lacking in many Pierce County governments².
- Many of the funds used for affordable housing projects are pass-through monies from federal and state programs. Low-Income Housing Tax Credit (LIHTC) and HOME are two major sources of funding for affordable housing development in the region. Funds from HOME can be used to build, buy, and/or rehabilitate affordable housing

² Lakewood has a significant number of incentives. These incentives include an MFTE program, recently amended ADU regulations, two subarea plans, a senior housing overlay in the Downtown, a special needs housing chapter in Title 18A, active CDBG/HOME programs, and a codified housing incentives program, Title 18A, Chapter 18A.90. The incentives program allows for inclusionary density bonuses, modifications to development standards (lot coverage, parking reductions, and building height), and fee reductions up to 55 percent.

units for rent or homeownership or provide direct rental assistance to low-income people. Unlike LIHTC, which is financed through private funds (administered by the IRS, making it the largest affordable housing agency in the U.S.), HOME was designed to allow for design and implementation processes that are tailored to local needs and priorities. Furthermore, HOME allows for strengthening partnerships among various levels of government and the private sector in the development of affordable housing units. It also provides for technical assistance and capacity building of nonprofit housing groups. In Pierce County, the only cities that mentioned the use of this program are Lakewood and Tacoma. Pierce County relies on funds from the HOME program as well.

- Among local incentives, two were discussed frequently: the multifamily tax exemption (MFTE); and accessory dwelling units (ADUs). While Pierce County and a few cities have reported the occasional use of the 8-year MFTE in a few projects, the 12-year MFTE, which has an affordable housing requirement, has rarely been used by any cities in the County. This relates to both land use limitations, which makes multifamily housing projects less suitable for a number of smaller low-density cities, and the inadequate financial resources it provides, particularly to for-profit developers. Pierce County governments need to consider current and future employment, population, and transit centers/corridors at the regional level and allow for a form-based approach to urban development. MFTE, density bonuses, and fee waivers will make more sense if developers can see the overall financial benefits of building more houses, while providing affordable housing units. These can be in selected geographies where a higher availability of jobs and access to transit allow for the development of multifamily developments, which include affordable housing units. This approach is highlighted by the Puget Sound Regional Council. They indicate that MFTEs are most effective in mixed-use urban centers where higher densities are possible, particularly in cities that have identified such centers in their planning under the Growth Management Act (RCW 36.70a).

The document suggested three steps to move forward: 1) increasing the supply of affordable housing (which, in part, means having the financial resources, taxes, fees, etc., for assisting in building enough units to support low- and middle-income families; 2) maintenance/preservation of affordable housing units, and 3) regional coordination of affordable housing policies.

National Best Practices were also listed. These have been placed in a table form below with commentary as to whether or not Lakewood has such programs in place.

Please see next page.

TABLE 9	
Best Practices	Does Lakewood have such programs?
Inclusionary zoning. ³	Yes, Lakewood has a voluntary inclusionary housing program.
Making use of public land for affordable housing.	No, the City does not at this time possess real property for such purposes. However, the City uses its dangerous building abatement program to remove dilapidated structures. The properties are then ripe for redevelopment. In many instances the program has resulted in the creation of new middle-market and affordable housing units.
Establishing commercial linkage (impact) fees to fund affordable housing development.	No such program exists (and it is not recommended).
Requiring mixed income housing developments near transit.	Yes, the City Council will soon begin the process to review and consider the Lakewood Station District Subarea Plan.
Revising and/or streamlining the development review and re-zoning processes.	The City completely re-wrote its development regulations; these were adopted by the City Council in December 2019. Additional revisions were adopted in 2020.
Incentive Zoning ⁴	Yes, the Downtown Subarea Plan, the proposed Lakewood Station District Subarea Plan, the NC1 & NC2 zoning districts, current inclusionary housing regulations, and the senior housing overlay zone.
Experimenting with new building types (also to include better coordination with the Building Code Council).	We have not received any requests, but the City would certainly entertain proposals that would assist in reducing construction costs, so long as it is not at the expense of building safety.
Reviewing and revising parking requirements.	Yes, parking requirements have been visited on numerous occasions with the re-write of 18A, the Downtown Plan, and with the Lakewood Station District Subarea Plan.
Promoting regional solutions.	City is an active participant at PSRC, PCRC, GMCC, and SSMCP. SSMCP published its own regional housing report in 2020.

³ As housing prices rise, developers and land owners are able to make greater profit for building commercial and residential developments. Inclusionary policies seek to “capture” a portion of the higher value by requiring that developers include affordable housing in developments that otherwise would not include it. In its simplest form, an inclusionary housing program might require developers to sell or rent 10 to 30 percent of new residential units to lower-income residents.

Local inclusionary housing programs can vary. Some of this variation is related to state policy: the legal authority for municipalities to implement an inclusionary housing policy depends on whether or not state law allows it. However, even within the same state, local jurisdictions adopt different programs in response to local conditions. Lakewood does have a voluntary inclusionary housing program in place.

⁴ Incentive zoning is a provision of a municipal zoning code that allows developers to create a higher density (usually expressed as housing units per acre) in return for providing some feature considered to be in the public interest. Usually, incentive zoning is expressed as density bonus.

TABLE 9	
Best Practices	Does Lakewood have such programs?
	City staff has an ongoing relationship with the City of Tacoma since Lakewood is in a HUD Consortium. City staff also participates in regular meetings with Pierce County Human services on the distribution of document recording fees.

2020 SSMCP Housing Report:

With the assistance of Department of Defense and Joint Base Lewis McChord, SSMCP published a housing report on JBLM off-installation housing. Key findings:

The region surrounding JBLM is experiencing a shortage of housing stock that creates financial and emotional stress for everyone seeking housing in the area.

Affordability is less of an issue for military households. Based on prevailing sales prices and rental rates and the BAH for military personnel, approximately 88% of the total housing stock in the market area is affordable. The key challenge faced by military personnel and their families is finding available housing within a 30-minute drive given the structural supply limitations.

Population is projected to grow significantly within the region between 2020 and 2040. Approximately 113,000 new housing units are needed in Pierce and Thurston counties to accommodate future growth by 2040. On average, housing production would have to be in the range of 5,600 units per year. Housing production in the Tacoma-Lakewood metro area, on average, is 2,525 units annually.

Joint Base Lewis-McChord (JBLM), the largest U.S. Army-led joint base in the country, has 38,300 active-duty military, National Guard, and Army Reserve members and 16,050 civilian personnel (Army Stationing and Installation Plan [ASIP] as of October 2019). In addition to the active duty military, 46,500 family members and 39,600 retirees live within a 40-mile radius of the base.

Strong need for more entry-level housing, and, specifically, increasing the supply “missing middle” housing. The report indicated that state intervention may be required.

Cities can do some things to ease barriers (e.g., zoning restrictions, permits, etc.), but cities have limited influence over housing prices.

Many of the communities surrounding JBLM lack any comprehensive planning goals or policies associated with JBLM even though many recognize the importance that JBLM has on the local economy and housing markets.

The SSMCP Housing Report included numerous recommendations that SSMCP is in the process of implementing. One of the more significant recommendations was to reactivate and significantly expand the Rental Partnership Program (RPP). The RPP is an agreement between the Housing Service Center (HSC) and community housing landlords and is designed to provide service members with suitable and affordable off-base housing and aid in defraying some of the costs incurred by relocation.

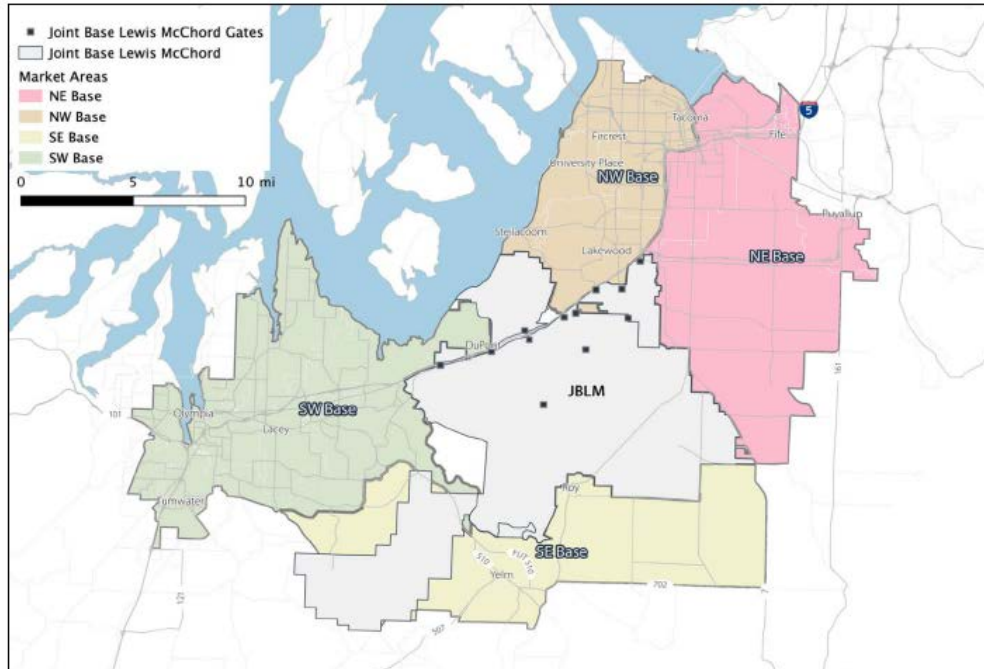


Figure 4
JBLM Market
Area

What to expect in 2021

- Adoption of the Lakewood Station District Subarea Plan (underway).
- Implementation of the 2021 CDBG/HOME Annual Action Plan (underway).
- Distribution of CDBG-CV rental assistance funds (beginning March 2021).
- Current housing construction rate to continue in 2021, although the city may experience a slightly higher rate in the number of multifamily units.
- As a result of the state's new energy codes, city is expecting a significant reduction in the number housing remodels and additions.
- Again, because of the state's new energy codes, increased review times for all housing (and commercial) plan review; for now, the building division will perform energy plan review, but may later in the year hire a third party to review/approve new energy compliance regulations.
- Continuation of the RHSP.
- Release of the Pierce County Buildable Lands Report (fall 2021).
- In response to PSRC's VISION 2050, Pierce County Council to establish population (and housing) allocations for all of Pierce County including cities (to be determined).
- Revisiting the City's infill policies.
- City may choose to formally join the South Sound Housing Affordability Partners (SSHAP)⁵

⁵ Recognizing the magnitude of housing issues across the region, Tacoma Mayor Victoria Woodards, County Executive Bruce Dammeier, and County Councilmember Connie Ladenburg invited elected leaders from across Pierce County to learn more about the local housing market and its impacts, including the Mayors of each city and town and leaders from the Puyallup Tribe. The group also chose to explore whether there were opportunities for establishing partnerships. Discussions focused on shared interests as well as the unique needs of each jurisdiction. These leaders committed to a four-meeting series in 2019.

- Last year's SSHAP goals/objectives: briefing government councils; confirming initial SSHAP participants; determining the SSHAP's structure and define desired outcomes; developing an interlocal agreement for circulation; and approving a work plan that defines the timing and sequence of SSHAP's launch and next steps.

-
- Participating leaders and UWT's Dr. Ali Modarres shared changes in the housing market and the impacts on seniors, young people, and working families as well as our economy and transportation systems;
 - A panel of private and non-profit housing developers shared how to effectively incentivize the creation of obtainable housing;
 - Representatives from local government coalitions shared how collaboration has strengthened their ability to create accessible housing at all income levels; and
 - The series culminated with a discussion of how governments across Pierce County might partner on this important issue.



City of Lakewood Annual Housing Report

Lakewood City Council

Community & Economic Development Department

March 8, 2021



Introduction

- Each year, CED publishes a report on housing activity in Lakewood.
- No requirement for this report (However, it serves as a good economic indicator for the upcoming year.)
- Opportunity for the Council to review its housing policies.
- Outlines what to expect into 2021.



Topics covered this year:

- Housing and Urban Development (HUD) overview of current housing in the Tacoma-Lakewood area (November 2020);
- Rents in Lakewood and surrounding communities;
- Lakewood's housing production 2020;
- Recap of the City's CDBG/HOME housing programs;
- Summary report on the City's Rental Housing & Safety Program (RHSP);
- Recap of "The State of Affordable Housing in Pierce County, 2020";
- 2020 SSMCP Housing Report; &
- What to expect for the remainder of 2021.



Economic conditions, part 1

- Stronger rate of population growth because of increased net in-migration from King County, which is partly attributable to the disparity in housing costs.
- Spread of COVID-19, including a stay-at-home orders & ongoing social distancing mandates, caused economic activity in the metropolitan area to slow dramatically.
- Prolonged shortage of inventory, coupled with increased demand from King County residents, has resulted in strong home sales.
- Rising delinquency rates in mortgages.
- New home construction, as measured by the number of single family homes permitted, has been relatively flat since the housing market recovered in 2013, except for an uptick in 2017, averaging 2,525 new homes a year.



Economic conditions part 2

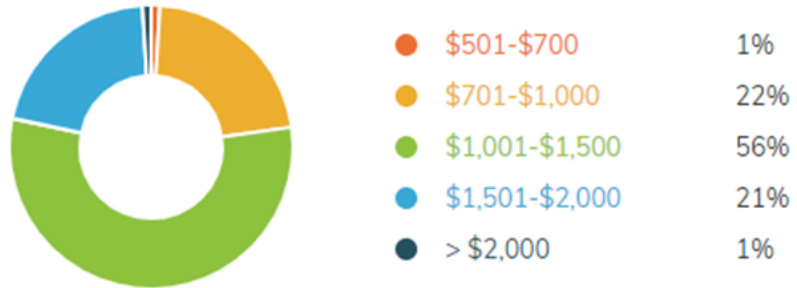
- Apartment market conditions in the Tacoma-Lakewood metropolitan area are currently tight, with a 2.9-percent vacancy rate during the third quarter of 2020.
- Vacancy rates remained under 4.0 percent and rent growth averaged almost 6 percent, annually, through 2019. Most recent quarter, rents averaged \$954, \$1,022, \$1,223, and \$1,544 for studios, one bedroom, two-bedroom, and three-bedroom units, respectively.
- City staff has also received reports that financial institutions are less likely to provide apartment financing at least in the interim. This condition is expected to change as the pandemic lessens.

The Puget Sound Region has a housing problem; what is Lakewood's role?

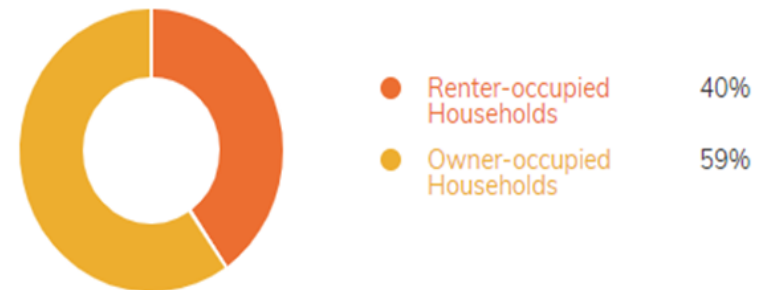
Things a city can control	Things the city cannot control
➤ Zoning (density, & development controls)	➤ Land values (& thus the net migration out of King County)
➤ Housing subsidies	➤ Access to credit
	➤ Rising labor, land, & materials costs
Challenges unique to Lakewood	
➤ Aging housing	➤ Utilities – Lakewood is not full-service
➤ Built-out	➤ City still playing “catch-up” on transportation improvements

Rents

Lakewood, WA Apartment Rent Ranges



Lakewood, WA Occupied Housing Units



Rents by community

Apartment Rents by Community (2 bedroom unit)

Location	Average Rent	Y-o-Y Change	Average Apartment Size (square feet)
Seattle	\$1,933	-10%	693
Puyallup	\$1,594	4%	956
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Lakewood Housing Production

Lakewood Housing Production	
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Platting activity

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RHSP

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Quick review
Lakewood's
housing
policies

Best Practices	Does Lakewood have such programs?
Mandatory inclusionary zoning.	Yes, Lakewood has a voluntary inclusionary housing program.
Making use of public land for affordable housing.	No, the City does not at this time possess real property for such purposes. However, the City uses its dangerous building abatement program to remove dilapidated structures. The properties are then ripe for redevelopment. In many instances the program has resulted in the creation of new middle-market and affordable housing units.
Establishing commercial linkage (impact) fees to fund affordable housing development.	No such program exists (and it is not recommended).

Quick review
Lakewood's
housing
policies, part
2

Best Practices	Does Lakewood have such programs?
Requiring mixed income housing developments near transit.	Yes, the City Council will soon begin the process to review and consider the Lakewood Station District Subarea Plan.
Revising and/or streamlining the development review and re-zoning processes.	The City completely re-wrote its development regulations; these were adopted by the City Council in December 2019. Additional revisions were adopted in 2020.
Incentive Zoning	Yes, the Downtown Subarea Plan, the proposed Lakewood Station District Subarea Plan, the NC1 & NC2 zoning districts, current inclusionary housing regulations, and the senior housing overlay zone.

Quick review Lakewood's housing policies, part 3

Best Practices	Does Lakewood have such programs?
Experimenting with new building types (also to include better coordination with the Building Code Council).	We have not received any requests, but the City would certainly entertain proposals that would assist in reducing construction costs, so long as it is not at the expense of building safety.
Reviewing and revising parking requirements.	Yes, parking requirements have been visited on numerous occasions with the re-write of 18A, the Downtown Plan, and with the Lakewood Station District Subarea Plan.
Promoting regional solutions.	<p>City is an active participant at PSRC, PCRC, GMCC, and SSMCP. SSMCP published its own regional housing report in 2020.</p> <p>Ongoing relationship with Tacoma since Lakewood is in a HUD Consortium. City also participates in regular meetings with Pierce County Human Services on the distribution of document recording fees.</p>




What's in store for 2021?

District Subarea Plan (underway).	CDBG/HOME Annual Action Plan (underway).
assistance funds (beginning March 2021).	to continue in 2021, but more MF units?
codes, expecting significant reduction in the number housing remodels and additions.	
Buildable Lands Report (fall 2021).	population (and housing) allocations for all of Pierce County including cities (to be determined).
	the South Sound Housing Affordability Partners (SSHAP)



To: Mayor and City Councilmembers

From: Becky Newton, Economic Development Manager
David Bugher, Assistance City Manager for Development Services

Through: John J. Caulfield, City Manager 

Meeting Date: March 8, 2021

Subject: 2020 Business Retention & Expansion (BRE) Report

Overview

City of Lakewood Economic Development Department ramped up its efforts on outreach to local businesses and collaboration with Puget Sound and State partners in 2021 due to the coronavirus epidemic and disruption in the market. It was a difficult year for all businesses, whether they were ramping up to meet unprecedented demand or struggling to keep their doors open, and to serve clients.

The impacts have been varied. While retail sales tax has flattened, there is still demand in the market for local goods and services. On the other hand shuttered events centers, hotels, restaurants, training facilities, health care, and other services are still experiencing massive changes and are trying to adjust. Mental health and workforce are critical issues, and state imposed regulations and restrictions have been challenging.

We anticipate that more businesses will close due to the restrictions and that economic recovery will be mixed. Some industries are expanding rapidly and/or anticipating an immediate recovery while others see more than a five-year recovery period ahead. True recovery for the local economy will not occur until we reach Phase 4 of the Safe Start Washington plan.

We look forward to discussing the contents of the attached report with City Council.

Attachment: 2021 BRE Report (PDF)



BUSINESS RETENTION & EXPANSION (BRE) REPORT



JANUARY, 2021



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Satisfaction with Local Services	8
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BR&E Program & Activities

What is the Lakewood Business Retention and Expansion (BR&E) Program?

BR&E is a core program of any economic development plan. Lakewood's program is designed to retain existing businesses in the community, to provide assistance, and to help businesses expand. Lakewood staff visits with and assists over 100 companies each year. The visits are fairly informal, providing an opportunity to get to know the business, and to learn more about the challenges they face on a daily basis, as well as what's really working for them. The City acts as a connection to resources, a partner for success, and an ambassador for prosperity. Often times we work in partnership with many other organizations to bring resources to each business as needed.

Lakewood has always worked with Pierce County and the Economic Development Board of Tacoma/Pierce County on outreach to business. In 2020, those partnerships were even more critical and we provided "wrap-around" services for multiple businesses that were facing extenuating circumstances or that were relocating and/or expanding.

Lakewood collaborated on weekly BR&E calls, webinars, and training events. These calls included Pierce County, other municipalities, workforce, transportation partners, financial institutions, and others. We've helped one another adapt to the continual disruption.

Pierce County headed up another county-wide working group to address important issues facing business and we came together to offer Personal Protective Equipment for our community.

Other groups we became more closely involved with included the Manufacturing Industrial Council, South Sound Alliance, Greater Seattle Partnership, Workforce Development Council, Washington Hospitality Association, Washington Economic Development Association, and the local Lakewood Chamber of Commerce.

The Economic Development Department played a critical role in the development and deployment of coronavirus relief fund programs for local businesses, and commercial landlords.

We maintained relationships with North Clear Zone businesses as a part of the effort to resolve encroachment on the base. Extensive work with the Department of the Army, our respective legal teams, South Sound Military & Community Partnership, and JBLM in 2020 has strengthened these partnerships and enabled us to move forward in purchasing critical parcels. We've worked diligently to retain businesses, and to help them relocate within Lakewood.

Industry Impacts

While many businesses have been devastated by the Impacts of COVID-19 and restrictions imposed by the state of Washington, the South Sound region has seen less of a shock than Seattle, other major metropolitan areas, and the nation as a whole for hardest hit retail, restaurants, accommodations, and food services. This is due to lower employment density, less exposed occupations, and, here in Lakewood, newer hotels. While economic recovery could take five years for some industries, permitting is up substantially for Lakewood, and expected to continue on an upward trend. Retail sales increased by 10% in 2019, and flattened to an estimated 2% increase in 2020.

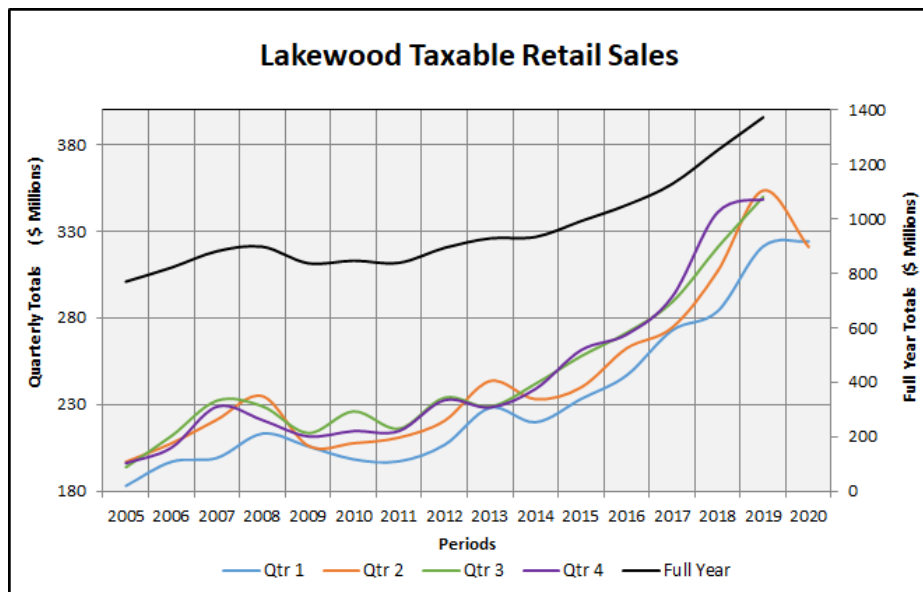
Small local businesses have seen significant struggle, particularly those undercapitalized and in competition with online services and products. Those that have adapted quickly, embraced technology, and pivoted to new ways of doing business have survived. More businesses will close in 2021 due to the pandemic. Getting to Phase 4 will be critical for recovery.

Hotel Data for January 10-16, 2021

	Occupancy (Y-O-Y)	ADR (Y-O-Y)	RevPAR (Y-O-Y)
Puyallup / Sumner+	63.6% (-13.1%)	\$85.11 (-12.3%)	\$54.11 (-23.8%)
Tacoma Mall / Hosmer+	46.6% (-14.4%)	\$69.17 (-3.9%)	\$32.26 (-17.8%)
Downtown Tacoma / Tacoma Dome+	37.3% (-41.3%)	\$112.64 (-13.3%)	\$41.99 (-49.1%)
DuPont / Lakewood+	62.8% (+2.0%)	\$93.00 (-6.2%)	\$58.37 (-4.3%)
Fife+	62.7% (-7.7%)	\$66.44 (-4.0%)	\$41.67 (-11.4%)

ADR = Average Daily Rate; RevPAR = Revenue Per Available Room

Source: Travel Tacoma Mt Rainier Tourism & Sports



Source: City of Lakewood

2020 Outreach and Local Jobs

2020 BRE Outreach			Employment by Industry	2012	2019
Outreach by Industry			All Jobs	29,714	34,948
Type	Number	Jobs	Health Care & Social Services	9,192	11,338
Construction	9	580	Educational Services	3,300	3,602
Manufacturing	7	244	Retail Trade	3,114	4,047
Wholesale Trade	3	120	Accommodation & Food Serv.	2,440	2,973
Retail Trade	21	1,984	Transportation & Warehousing	1,815	2,174
Transportation & Warehousing	18	780	Wholesale Trade	868	872
Information	5	89	Construction	1,024	1,626
Finance and Insurance	8	340	Manufacturing	903	1,047
Real Estate, Rental, Leasing	4	167	Prof., Scientific, Tech Services	842	929
Prof, Scientific, and Technical	3	278	Admin Support & Waste Mgmt	762	1,010
Management of Companies	1	1	Finance & Insurance	898	1,065
Admin, & Waste Management	2	380	Arts & Entertainment	984	1,132
Educational Services	6	76	Real Estate	599	794
Health Care & Social Assistance	11	2,760	Public Administration	654	501
Arts, Ent, and Recreation	3	340	Information	211	225
Accomm & Food Services	17	1,535	Utilities	60	63
Other Srvs (not Public Admin.)	9	230	Management of Companies	3	2
TOTALS	127	9,904	Ag, Forestry, Fishing & Hunting	52	45
Daytime Population	66,535		Other Services	1,993	1,503

Change = +5,194 or +17.48%

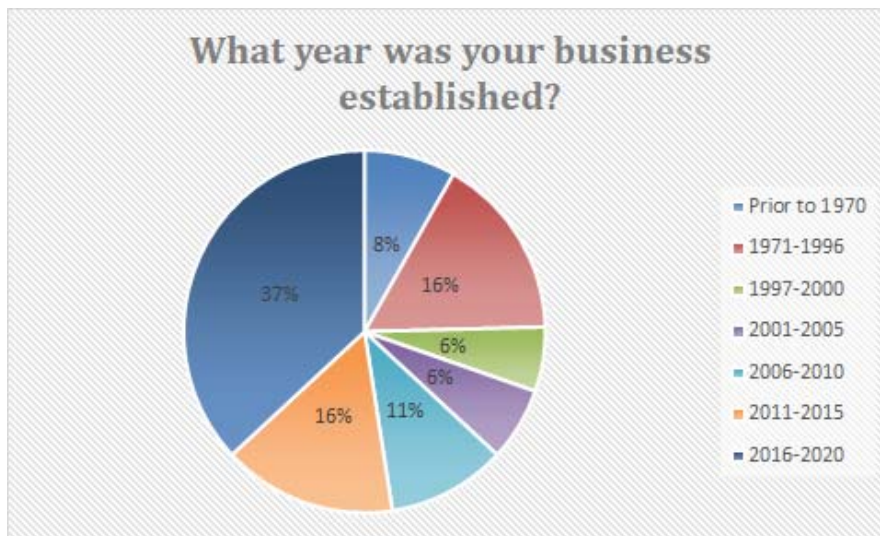
Key Business Activities and Experiences

Massive Layoffs and Furloughs; Lakewood Unemployment was 17.7% in April, and 8.3% in December
Looking for and forming new partnerships
Businesses implementing new policies and procedures
Rapid deployment of work-from-home technology
Rapid facility sanitation needs and scrambling for specialized PPE
Supply chain issues throughout the year, more significant March - May
New HR policies and labor union agreements
Expanding paid sick leave; safety training; massive free education online and free news
Some businesses increased wages (hazard pay) for front line workers
Renegotiation of leases for commercial tenants across the board
Applying for PPP, EIDL, and other grants
Managing customer expectations and revamping social media and marketing efforts
Reducing expenses and overhead
Taking care of employees on payroll and on unemployment
Pivot to manufacturing PPE and other products and services to replace losses
Cancelled trade shows, events, and non-essential travel
Some businesses ramping up to match increased demand
Some businesses temporarily shut down or reduced hours
Membership losses significant for gyms and other organizations
Online, technology, and some restaurants doing very well
High number of tenants not paying rent, both commercial and residential
Banks accommodating for mortgage/deferrals, some overwhelmed with Paycheck Protection Program
Addressing diversity, equity, & inclusion, workforce needs & re-employment in competitive market
Exhaustion, feeling of being overwhelmed, and mental health concerns increasing for some

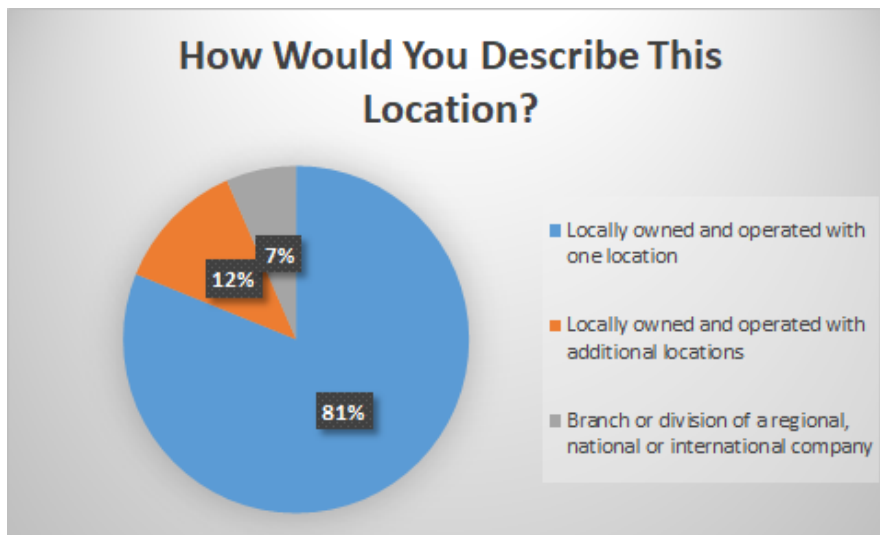
2020 Annual Survey

(122 respondents)

Business and Industry



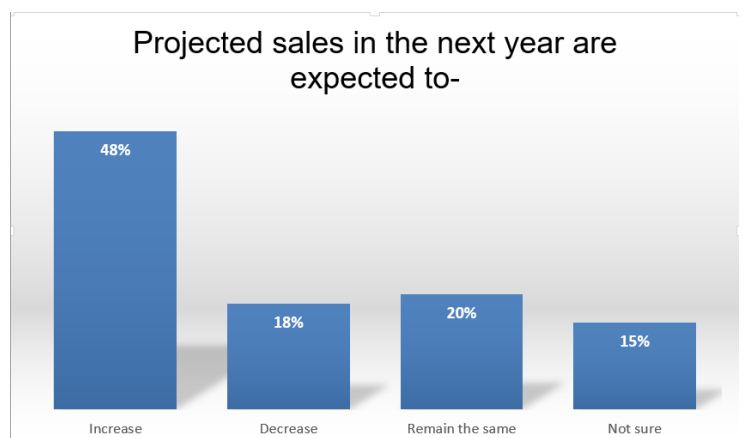
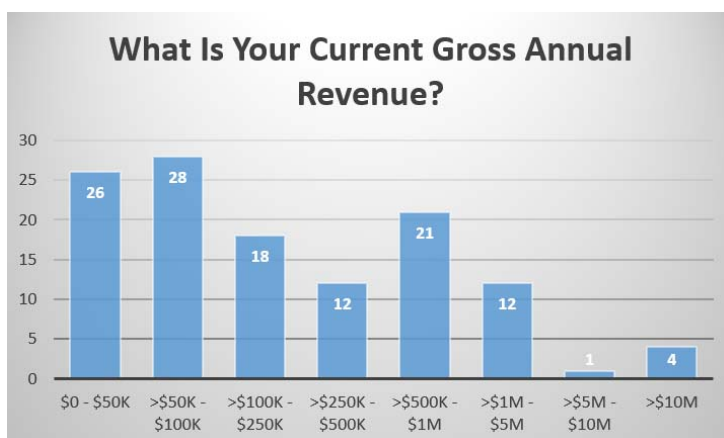
53% of businesses were established after 2000



81% of respondents were locally owned

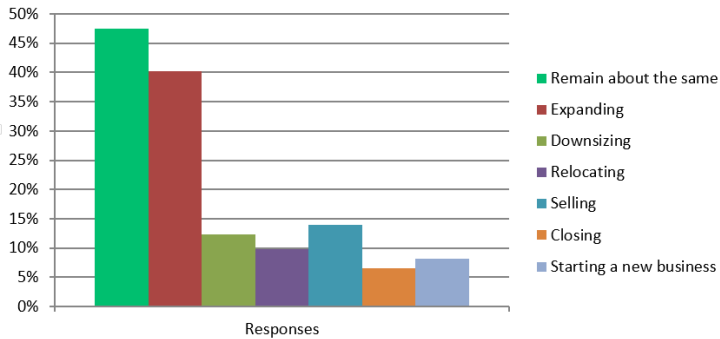
Headquarters for branches & Divisions

- Bozeman, MT
- Chicago, IL
- Henderson, NV
- Irvine, CA
- Kirkland, WA

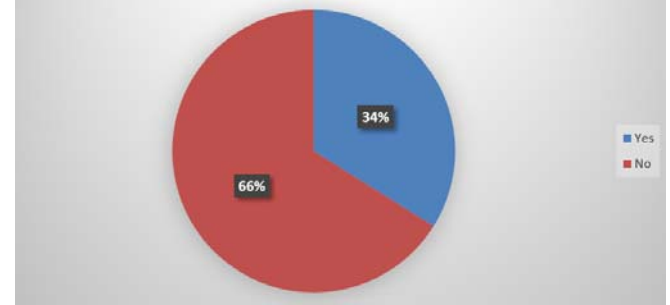


2020 Annual Survey (continued)

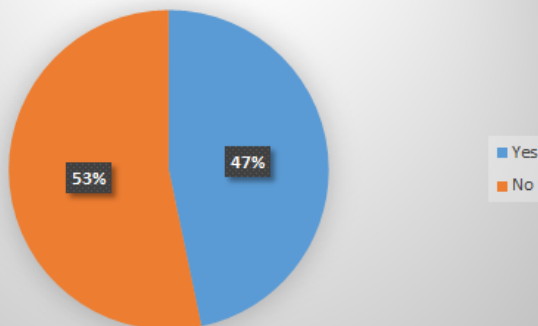
What are your plans over the next two years (check all that apply)?



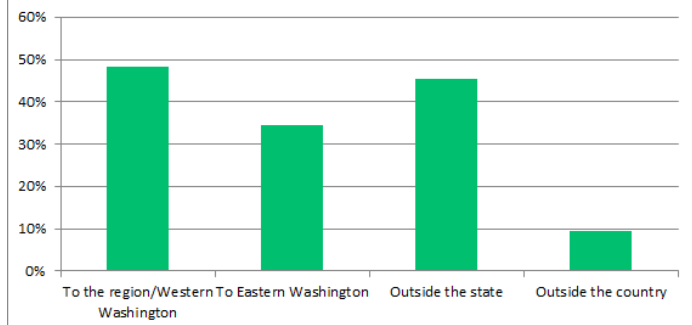
Does your business have a succession plan?



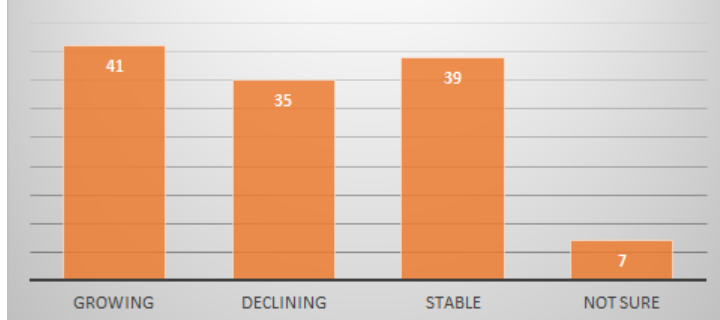
Do You Export Goods Or Services?



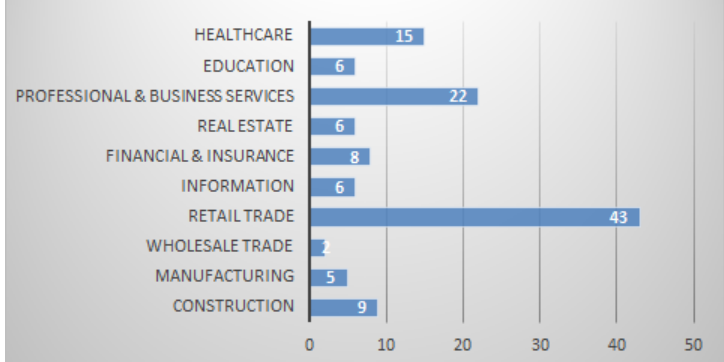
If you export, where do you export to (Choose all that apply)?



How Would You Best Describe Your Industry?



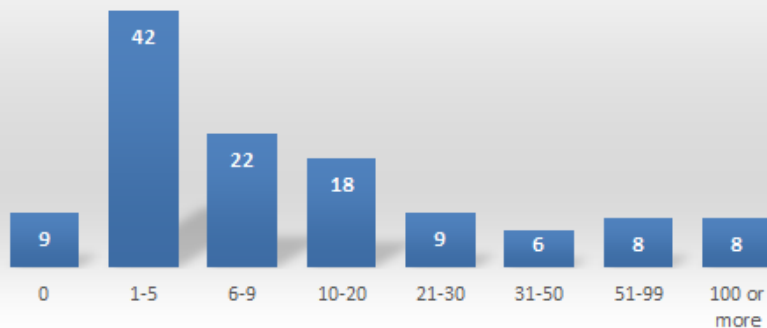
Respondents by Industry



2020 Annual Survey (continued)

Workforce

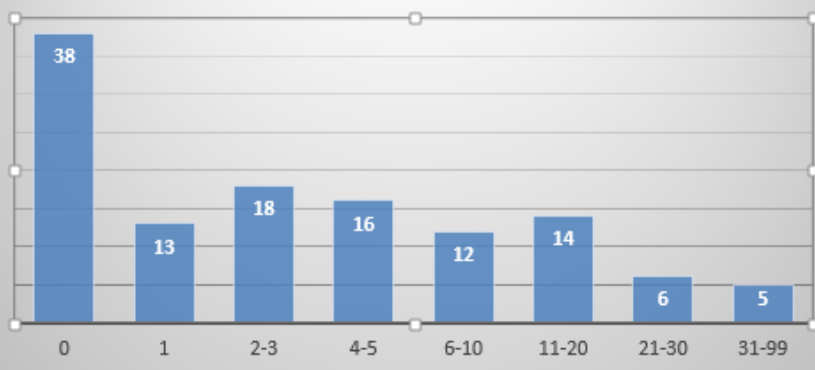
How Many Full Time Employees Do You Have in Lakewood?



Of the 2,600 businesses in Lakewood, *approximately* 81% have 5 or fewer employees

- 1,300 with no employees
- 800 with 0-5 employees
- 200 with 6-10 employees
- 135 with 11-20 employees
- 120 with 21-50 employees
- 30 with 51-99 employees
- 20 with >100 employees

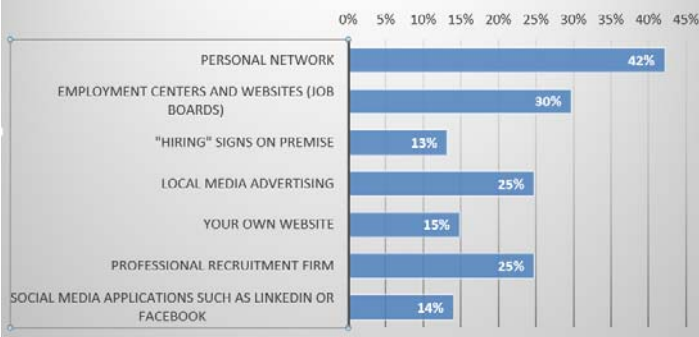
How Many Part-Time Employees To You Have (less than 30 hrs/week)?



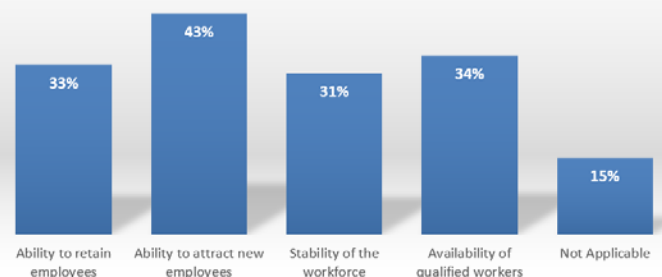
31% of respondents had 0 part-time employees as compared to 40% of respondents in 2019.

20% of respondents had more than 10 part-time employees as compared to 6% in 2019.

How do you currently recruit new employees (select all that apply)?



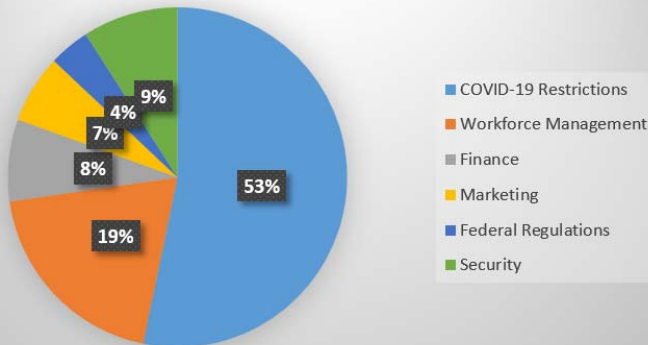
What workforce challenges are you experiencing, if any (check all that apply)?



2020 Annual Survey (continued)

Business Needs, Assistance, and Coronavirus Impacts

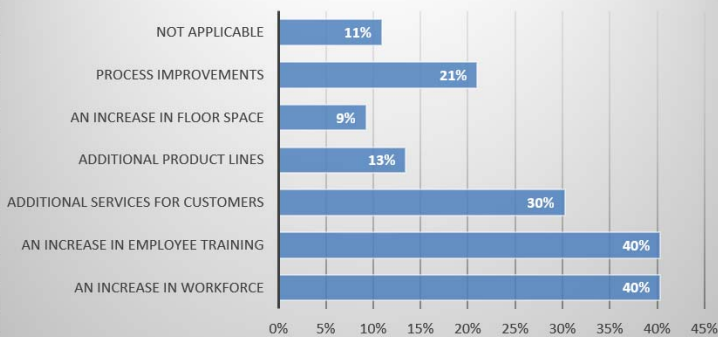
Biggest Challenges



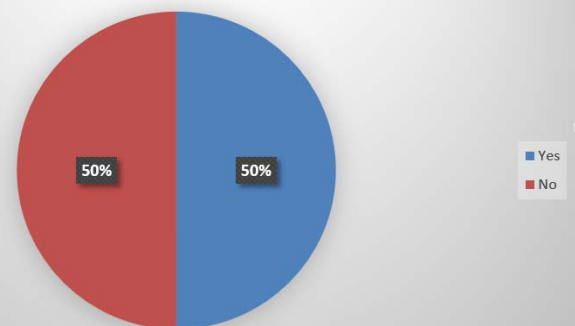
What assistance, opportunities, or business forums and trainings would be beneficial to support your business (check all that apply)?



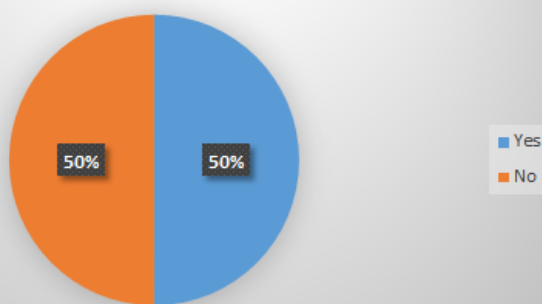
Will you have need for any of the following (check all that apply)?



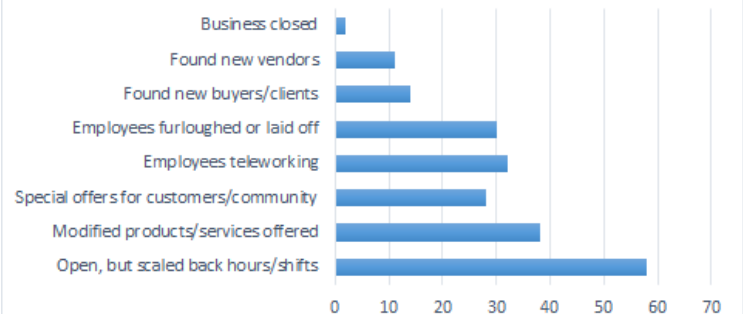
Do you plan to remodel or upgrade your current space within the next year?



Has Your Business Added Services Due To The Coronavirus Pandemic?



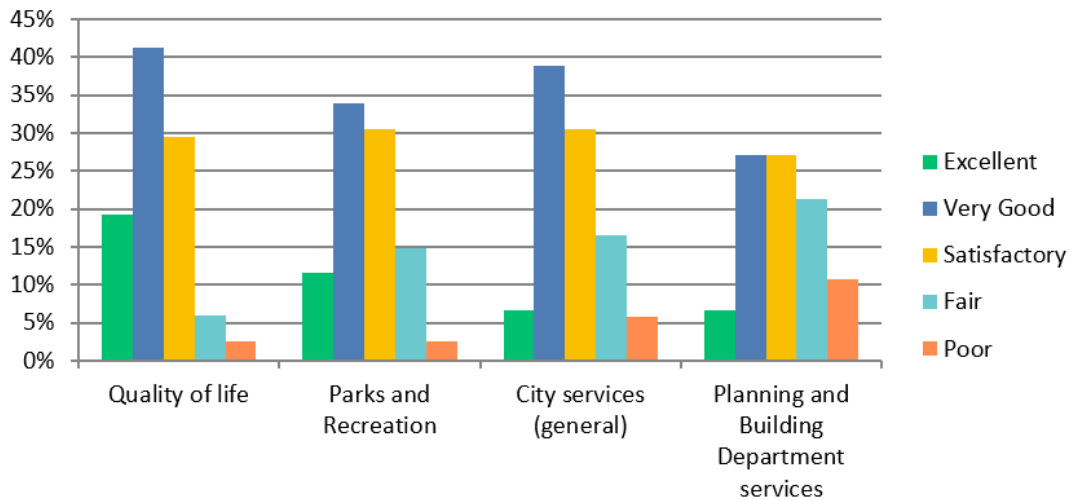
What Steps Has Your Business Taken In Response To The Coronavirus Pandemic?



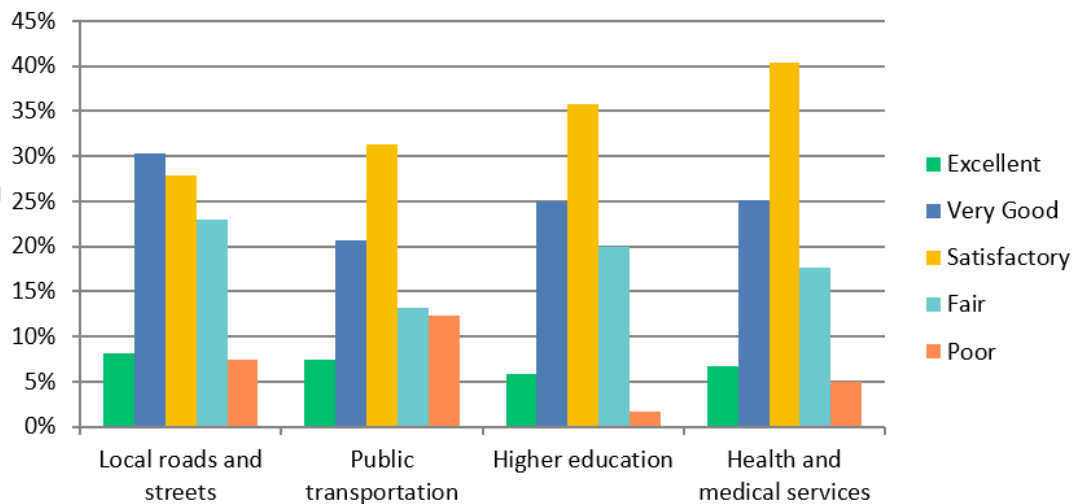
2020 Annual Survey (continued)

Satisfaction with Local Services

Please rate your level of satisfaction with the following at your Lakewood location.

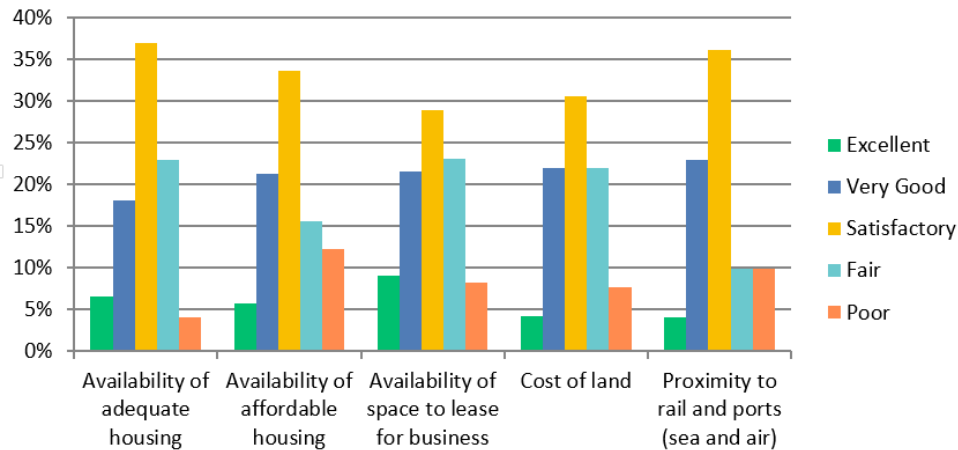


Please rate your level of satisfaction with the following at your Lakewood location.



2020 Annual Survey (continued)

Please rate your level of satisfaction with the following at your Lakewood location.



When asked what is working well, several businesses noted increased collaboration and cooperation with partners and employees. Others noted customer referrals, new products and services, reputation, and great customer service as key factors for success. Those that have done well utilized marketing efficiently and focused on clients changing needs.

What else is working well?

- Being able to offer employee training
- Attention to personal service
- Adapting to teleworking
- Maintaining a good reputation among local military
- Patient cooperation
- Professional marketing
- Online sales

What's not working so well?

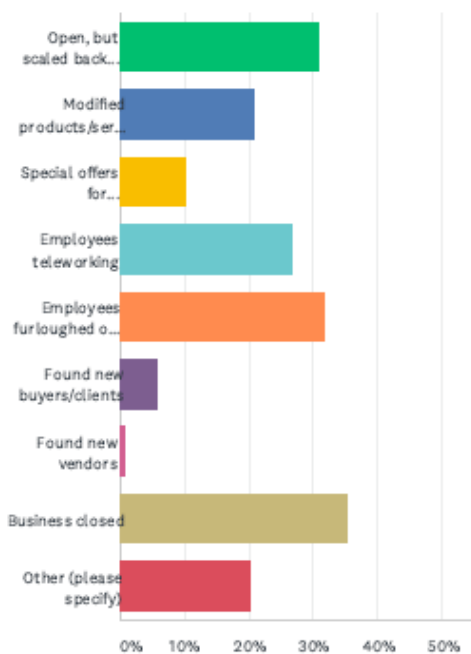
- Nothing, with all of the COVID-19 restrictions (many commented COVID-19)
- Finding good talent and managing workforce
- Face to face meetings
- Lack of location signage or community awareness due to location
- Technical difficulties
- Industry price fluctuation
- Supply issues
- funding

Other Surveys

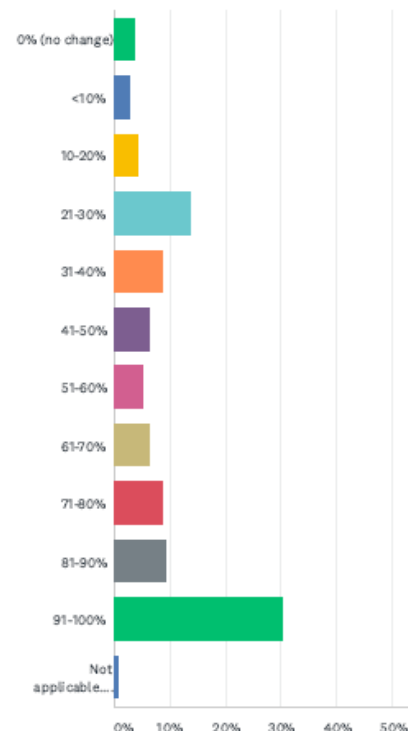
April/May, 2020: As we passed the one-month mark since Gov. Jay Inslee's Stay at Home, Stay Health proclamation took effect, the City of Lakewood's Economic Development Department asked business owners to complete this short survey to help the city better understand how COVID-19 has affected their operations. 139 businesses responded.

92% of respondents said they experienced losses due to the restrictions and 72% were very concerned about the impact to their business, while 40% feared their business would be closed permanently. Here's what else they said.

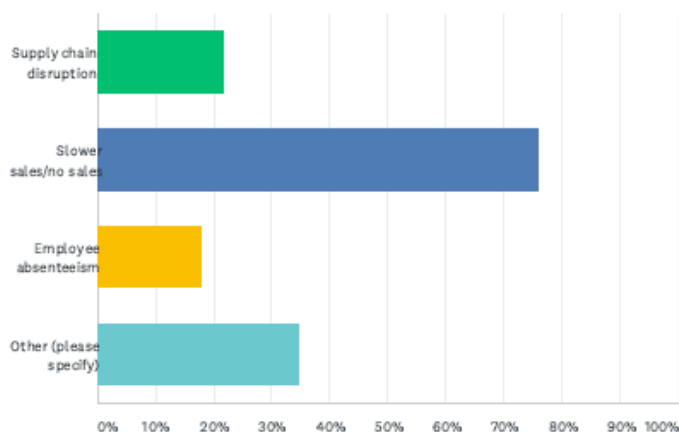
What steps has your business taken so far in response to COVID-19?



Please estimate your revenue declines as a result of COVID-19




Describe the Loss Your Business is Experiencing



July, 2020: Two months later we polled the business community again. At that time 56% of respondents were fully open and operational. 48% said they were feeling uncertain about the future of their business, and 56% said they had made no changes to their services or products. 33% were experiencing supply chain issues. There continued to be uncertainty for many while others were seeing an uptick in revenue.



TO: City Council
FROM: Tiffany Speir, Long Range & Strategic Planning Manager
THROUGH: John Caulfield, City Manager 
DATE: March 8, 2021
SUBJECT: Lakewood Station District Subarea (LSDS) Plan, Development Code and SEPA Planned Action

ATTACHMENTS: **Attachment A** (LSDS Plan); **Attachment B** (LSDS Hybrid Form-Based Code (proposed LMC Title 18C); **Attachment C** (Amendments to LMC Title 18A to reflect adoption of LSDS Subarea Plan and LMC Title 18C); **Attachment D** (Identified pending amendments to Comprehensive Plan text reflecting adoption of LSDS Plan, Code and Planned Action that will be part of 2021 Comprehensive Plan amendment cycle); and **Attachment E** (LSDS SEPA Planned Action)

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 November 2019, the State Department of Commerce awarded Lakewood a grant (“E2SHB 1923 Grant program: Selected Actions to Increase Residential Building Capacity”) to prepare a Lakewood Station District Subarea (LSDS) Plan, a SEPA-based Planned Action, and an implementing Hybrid Form-Based Code.

On February 3, 2021, the Lakewood Planning Commission recommended approval of the draft LSDS Plan, Development Code with several amendments regarding parking requirements.

Since the Commission took action, additional information about the pending Sound Transit Station Access Improvement project has become available. A map has been added to the draft LSDS Subarea Plan reflecting some of that information.

Following this coversheet is the presentation that will be delivered at the March 8 City Council study session. Attached thereafter are Attachments A-E as described above in this coversheet’s header.

RECOMMENDATION: It is recommended that the City Council adopt the proposed LSDS Plan, Code and SEPA Planned Action after amending the proposed parking requirements as described in the following presentation.

Lakewood Station District Subarea (LSDS) Plan, Development Code, and SEPA Planned Action Ordinance

City Council

March 8, 2021

Tiffany Speir, Long Range & Strategic Planning Manager



2021: Proposed adoption of Lakewood Station District Plan, development code, and SEPA planned action












Materials included in 3/8/21 Council Packet

- Attachment A = LSDS **Plan**
- Attachment B = LSDS Hybrid Form-Based **Code** (new LMC Title 18C)
- Attachment C = Amendments to LMC Title 18A to reflect adoption of Plan and LMC Title 18C
- Attachment D = Identifies pending amendments to Comprehensive Plan text reflecting adoption of LSDS Plan, Code and Planned Action (these amendments will be part of 2021 Comprehensive Plan amendment cycle)
- Attachment E = LSDS SEPA **Planned Action**

A proposed Station District Subarea has been included in the City's Comprehensive Plan since 2001 (see map at right.)

In the 2021 draft subarea plan, Springbrook has been removed from the subarea and the boundaries have been extended further northeast to include the 512 park & ride.

LEGEND:

-  Landmarks/Activity Node
-  Gateway
-  Transit Center
-  Civic Boulevard
-  Green Streets
-  Local Collector
-  Potential for Intensification of Residential Uses
-  Open Space/Park/Buffer
-  Framework Plan Boundary

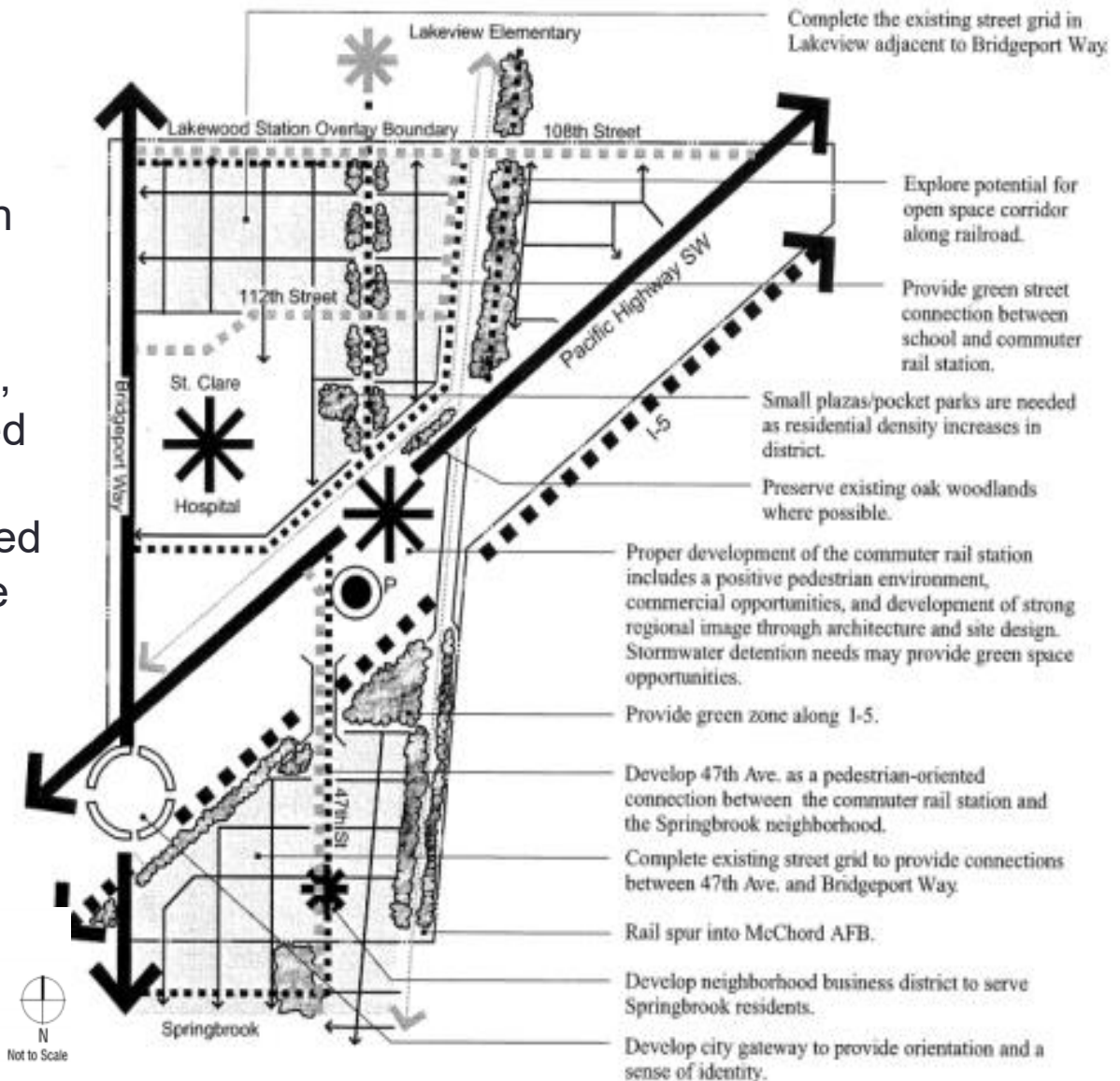
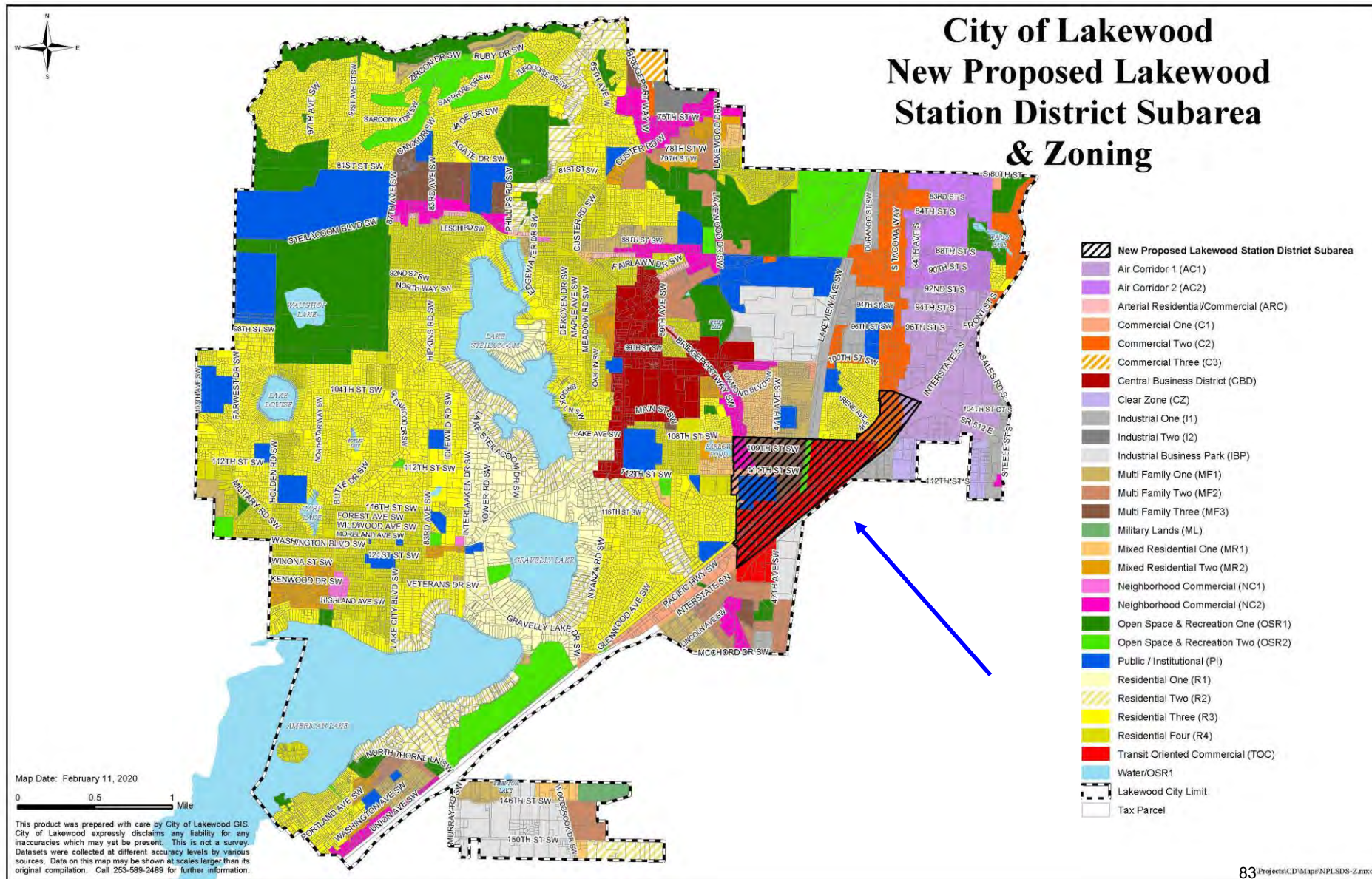


Figure 4.3
Urban Design Framework
for Lakewood Station District



LSDS Public Engagement and Legislative Review to Date

www.Lakewoodstation.org website launched December 2019.

Articles in Winter 2020 & Summer 2020 *Lakewood Connections Magazine* Issues.

In-person LSDS stakeholder session held on February 28, 2020.

Planning Commission sessions on February 5, April 29, July 15, September 16, November 4, November 18, and December 2, 2020 and on January 20, 2021. Commission action taken on February 3, 2021.

City Council sessions on January 13, May 18, August 10, and October 7, 2020; March 8, 2021.

Subarea resident and businesses mailing in May 2020 and January 2021.

Subarea resident and business survey (on-line, by mail, at Sounder Station) and “walkshop” May 26 - July 15, 2020; 95 responses received in total.



Due to COVID-19 protocols, the City of Lakewood will be holding meetings and outreach efforts online until traditional methods of engagement are once again possible. Learn more about the station area and how to participate in the plan by clicking the tabs above.

Station District Subarea Plan | Home

All aboard for the future!

As the City plans for an additional 11,500 residents by 2030, the process has begun to draft the Lakewood Station District Subarea Plan.

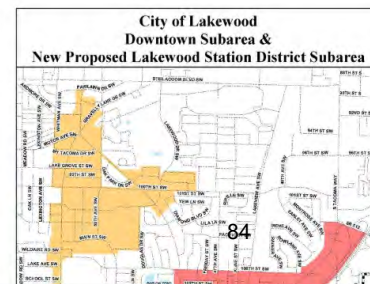
The Downtown Subarea is expected to be the home for about 20% of these new residents. New housing in the area near Lakewood Station would also help meet this growth target. In addition, the plan could:

- Provide additional affordable housing for current and future residents
- Add businesses and employment opportunities
- Maximize access to transit and use of the Sounder Station
- Improve safety for pedestrians and bicyclists
- Prevent the displacement of current residents when redevelopment occurs
- Complement planning in the Downtown area

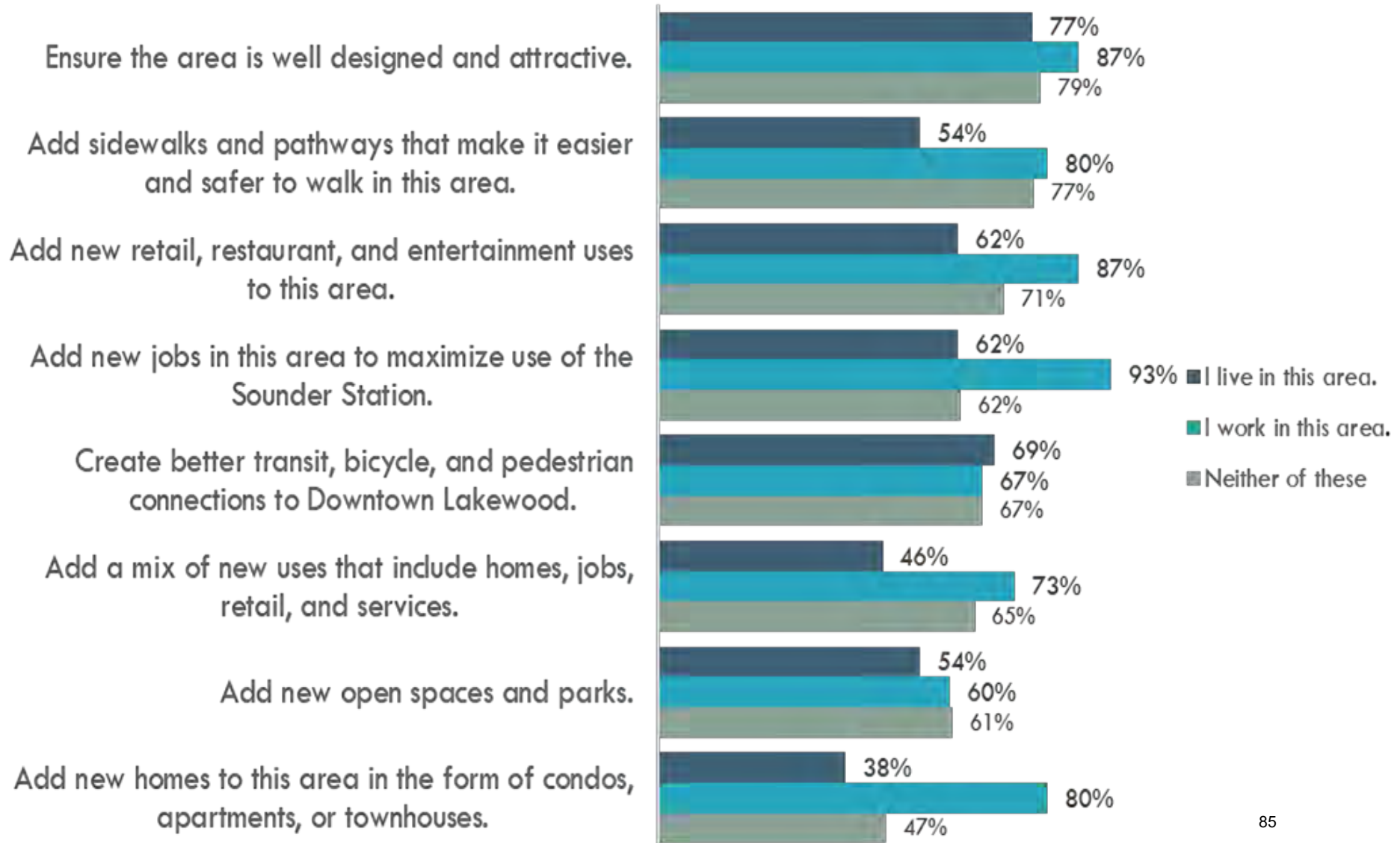
Opportunity abounds in the Lakewood Station District area to not only improve it for current residents and businesses, but to plan for the next 100+ years.

SHARE YOUR THOUGHTS

Your input will help shape a Plan for the District that's grounded in the first-hand experiences of the community it will serve.



Partial results from 2020 public survey conducted to verify the vision and focus of the Lakewood Station District Subarea Plan.



LSDS Current Population Demographics

3% of City's population in subarea (13% of city population within ½ mile study area)

67% of City's median income in subarea

27% lower ownership in subarea than Citywide

49% of County's median income in subarea

23% higher renting in subarea than Citywide

\$126,251 lower median home value than Citywide

\$17,329 lower median income than Citywide

13.5% less self-identify as "White alone" in subarea vs. Citywide

Higher % of all other race and ethnicity categories in subarea vs. Citywide

Fewer residents with high school diploma/GED or college education

People of color represent more than 50% of the residents and poverty rates are 1) either higher than 40% or 2) more than three times the average poverty rate of tracts in the metropolitan area.

LSDS Current Population Demographics

Most (over 80%) of the LSDS dwellings today are multifamily.

In terms of displacement potential per the current zoning, approximately 71 of the 86 single family homes could be displaced and the parcels redeveloped with multifamily or commercial uses.

In addition, 88 units in the RV Park, multiplexes or multifamily complexes could redevelop. There is capacity within the subarea to replace the units if redevelopment occurs.

Housing Type	Sum of Units
1 1/2 Story Fin	14
1 Story	68
2 Story	4
Add-on Only Res	0
Apartment <= 3 Stories	20
Detached Garage	0
Duplex 1 1/2 Story	2
Duplex One Story	20
Duplex Two Story	10
Home For the Elderly	5
Mixed Retail w/ Res Units	15
Multiple - Residential	662
RV/Mobile Home Park	38
Triplex One Story	3
Triplex Two Story	3
Grand Total # of Units	864

LSDS Current Employment Demographics

The LSDS supports over 170 businesses and nearly 2,300 employees. 640 businesses and 6,550 employees are within the half mile extended transportation study area.

Services, including lodging, health care, automotive, legal, and other service industries comprise nearly half of the businesses in the subarea (46%) and employ 65% of the workers.

Retail businesses, including restaurants and the sales of merchandise, gas stations, food, and other goods, comprise 29% of the businesses in the subarea and employ 22% of the workers.

About 44% of the subarea jobs provide an annual income above \$40,000 a year. 18% of workers in the subarea earn under \$15,000 a year.

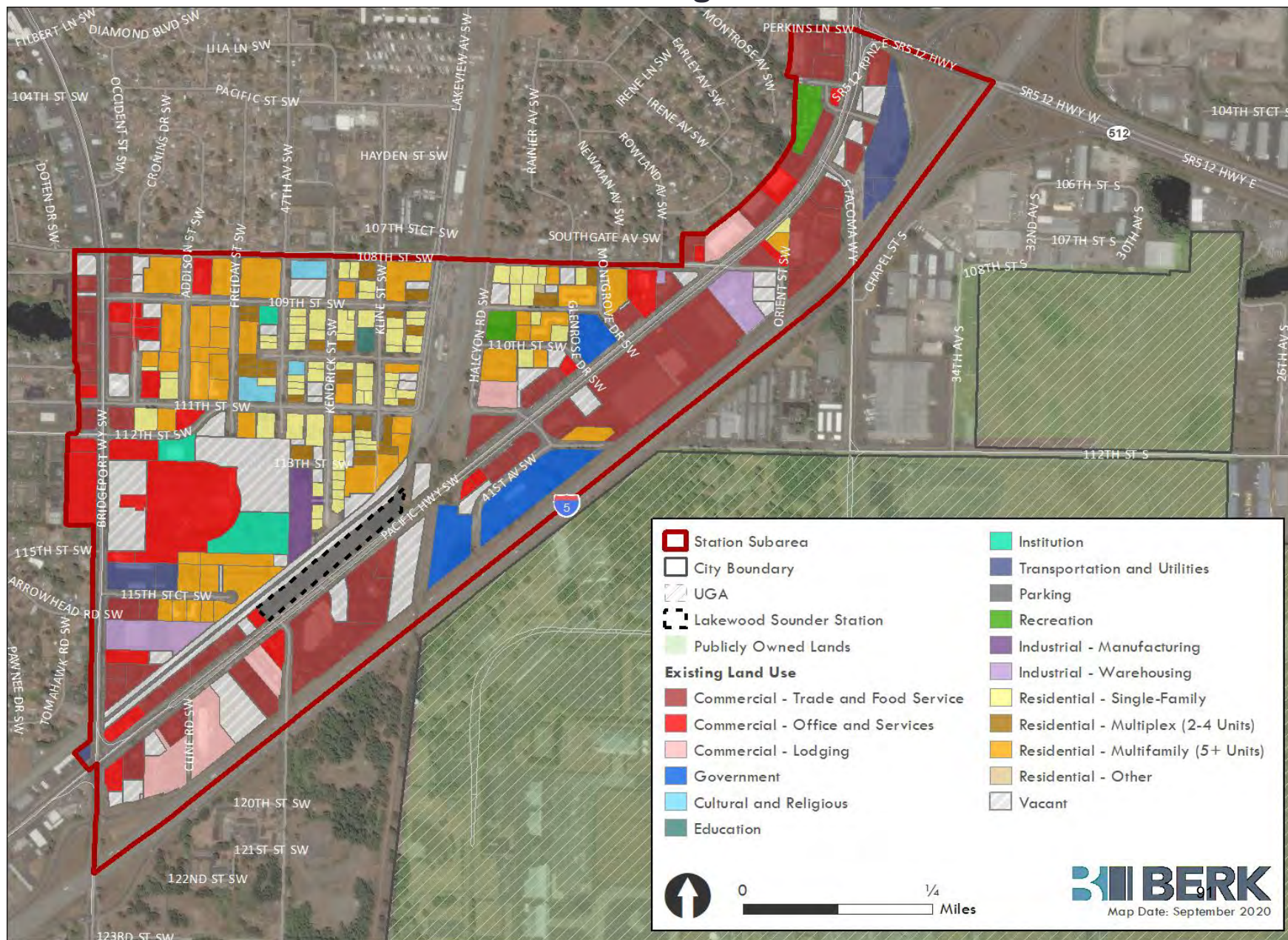
The proposed LSDS boundaries include approximately 330 gross acres stretching north to 108th St SW, east to SR 512, and south to I-5.

Points of interest within the Subarea include Sounder Station, Lakewood Landing, St. Clare hospital, SR-512 park-and-ride, Pacific Highway and Bridgeport Way commercial areas, and a residential area.

Subarea was mostly built out pre-incorporation, so focus is on redevelopment.



LSDS Existing Land Use



Few Environmental Constraints in LSDS



Since there are few environmental constraints, and with its proximity to I-5 and the Sounder regional commuter rail, the LSDS is an ideal place to explore higher density housing types and employment centers.

Light blue = 2017 regulated floodplain

LSDS Subarea Vision Statement

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

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

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

LSDS Issues Based on Demographics and Current Land Use

- Risk of displacement

- The Subarea Plan identifies strategies to address displacement and provide for quality affordable housing (e.g., Housing incentive programs in LMC 18A.90, reduced parking costs, multi-family property tax exemption, and replacing existing housing as sites redevelop)

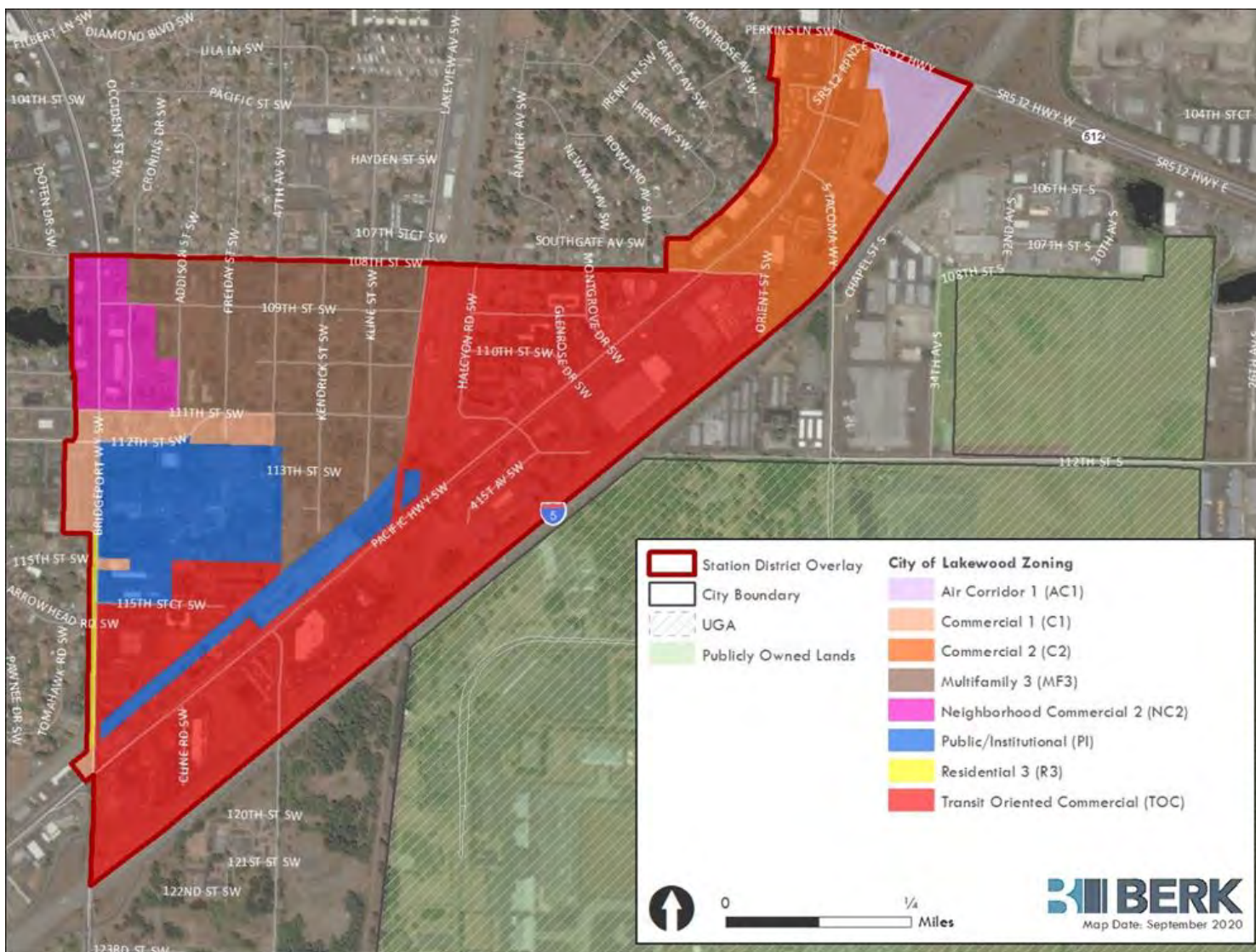
- Affordable housing options for current and future residents

- In addition to the city's existing housing type options, LSDS' Development Code also includes new frontage types with an emphasis on "missing middle," such as row housing (attached single family units with parking), stacked flats, mixed-use, and live-work units.

- Parking and use of ROW within Subarea

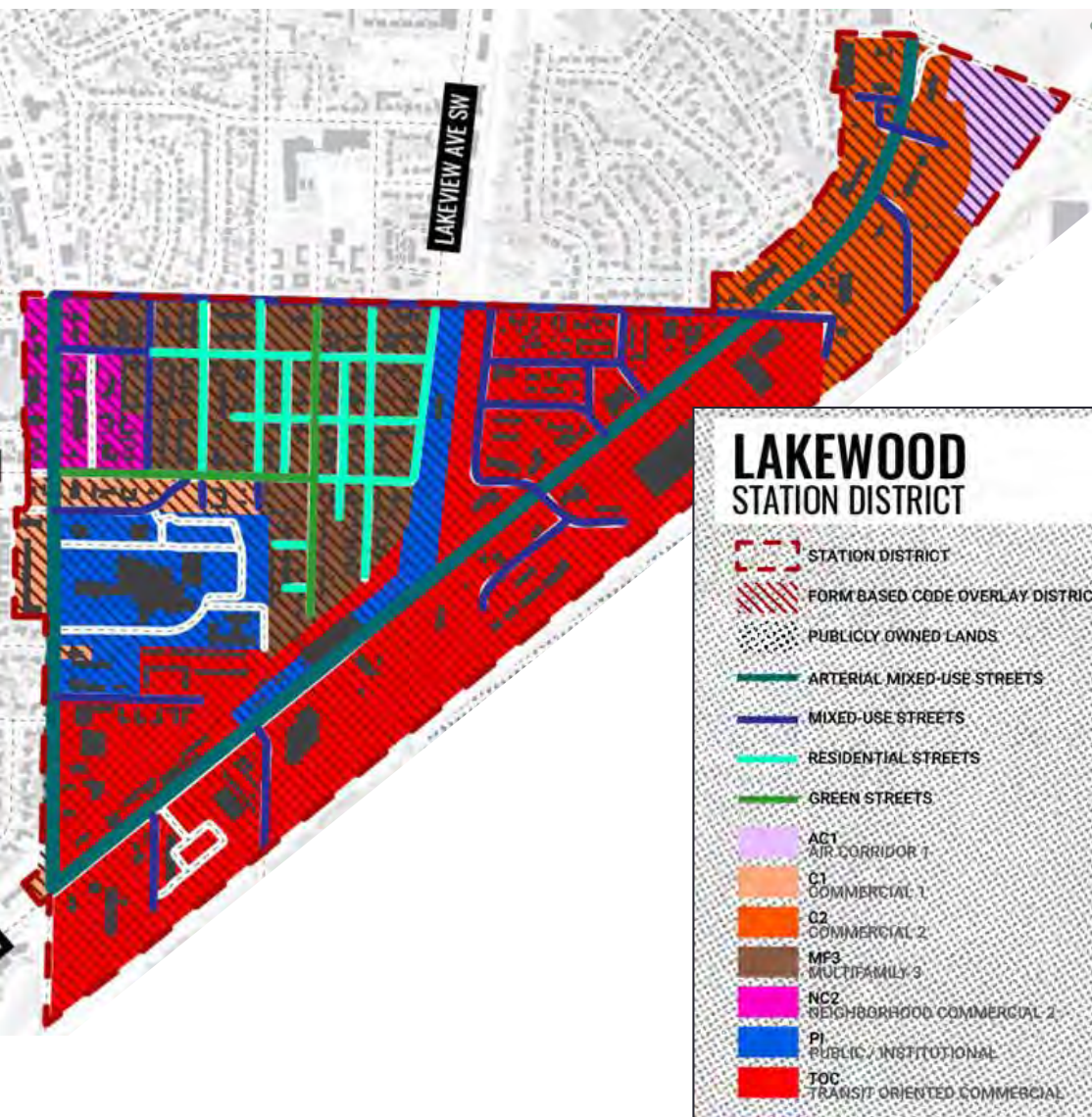
- LSDS Plan and Code provide street cross sections for residential, commercial and "green" streets and provide parking standards for the subarea.

LSDS Proposed Land Use



- Keep densities within the ranges identified in the Comprehensive Plan
- Residential Capacity = **1,172 dwellings**
- Employment Capacity = **1,276 jobs**
- Coordinate planning for utilities and public services

LSDS Key Concepts



Transit-oriented Development

- Take advantage of proximity to transit
- 40 units per acre residential MF3
- 54 units per acre mixed use TOC
- Live/work opportunities
- Continued support for employment and business uses

Affordability

- Rowhouses
- Unit type variety
- Homeownership

Walkable

- Streetscapes
- Non-motorized improvements
- Placemaking

LSDS Proposed Hybrid Form-Base Development Code LMC Title 18C

All residential, civic, and commercial uses and their respective related accessory uses as defined in Chapter 18A.40 LMC are permitted within the Lakewood Station District Subarea *except* for those prohibited uses listed in LMC Title 18C.200.220 (A).

- Permitted uses are subject to the approval of all required development permits. Uses identified as prohibited that legally existed prior to the adoption of LMC Title 18C are considered non-conforming.
- Some allowed uses have identified conditions that must be met.
- Some uses are conditionally permitted.

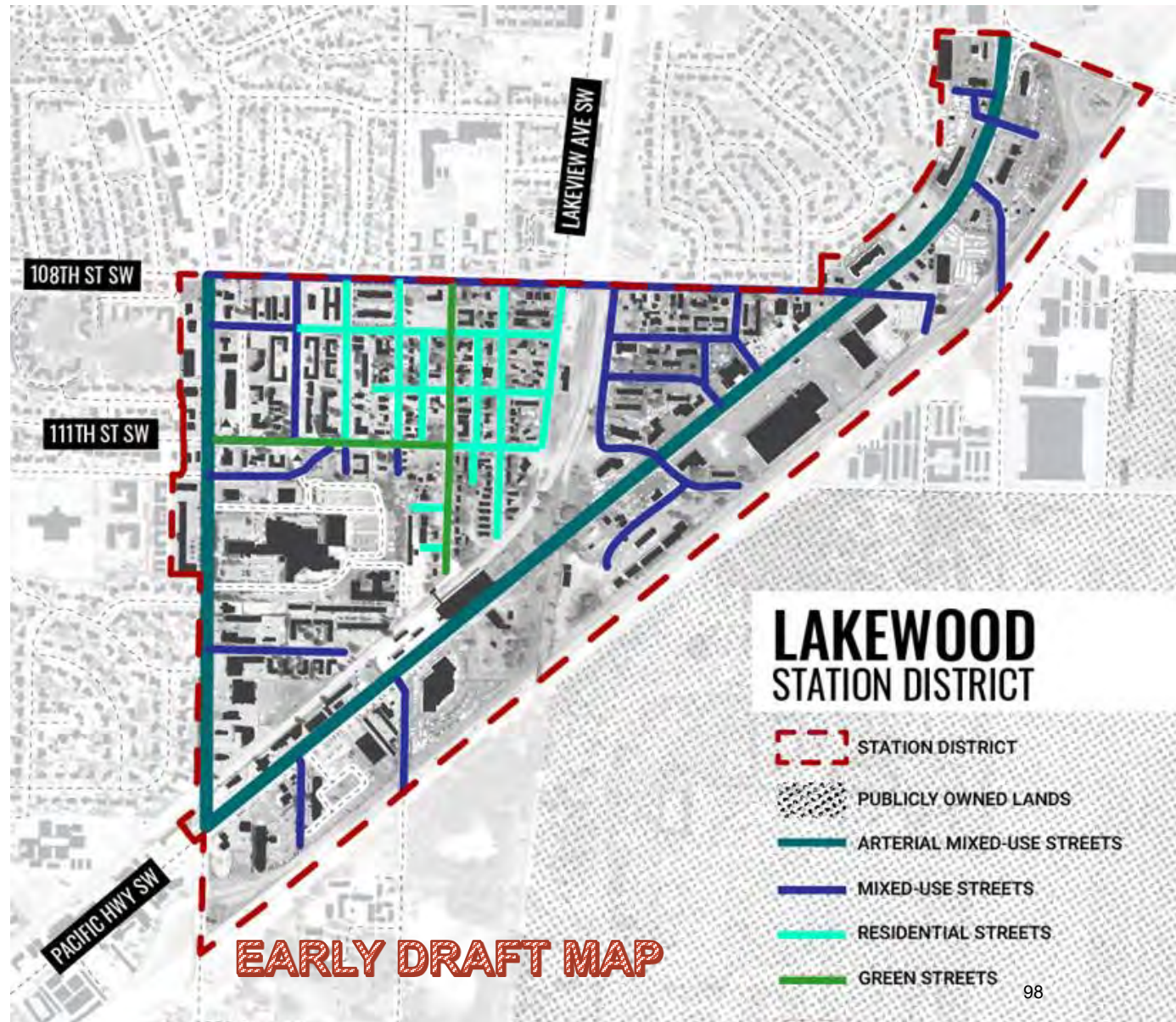
Design standards for each street type determine lot size, lot coverage and setbacks are included.

Each mixed-use or residential development shall provide a common open space per dwelling unit of 100 sq. ft. per dwelling unit and at least 48 sq. ft. of private open space.

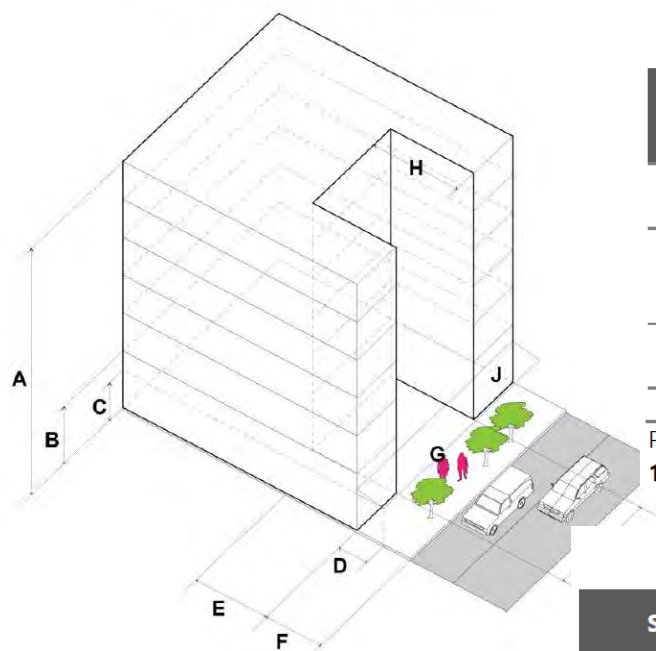
Subarea requires certain and encourages other green infrastructure (18C.500.540.⁹⁷)

Form-Based Development Code (proposed LMC Title 18C)

- Similar to and compatible with Downtown Subarea Code @ LMC Title 18B
- Development regulations based on street typology
- Base zoning established for uses, densities, and height
- Form-based overlay for development regulations



18C.400-3. Forecourt Frontage Type



FORECOURT

Framework, 2020

LSDS Development Code Street Design

18C.300-1. Street Standard and Frontage Types

Street type	Sidewalk width	Linear	Forecourt	Plaza	Landscape	Porch /Stoop /Terrace	Parking
Mixed-Use Street	10' minimum	P	P	P/R1	P	X	X
Arterial Mixed-Use Street	As determined by Public Works	P	P	P	P	P	P
Residential Street	8' minimum	X	P	X	P	P	X
Green Street	8' minimum	X	P	X	P	P	X

P=permitted, X=prohibited, R=required

1 Required when on a corner lot.

18C.400-4. Forecourt Frontage Standards

Standard	Mixed-Use Street	Mixed-Use Arterial	Residential Street/Green Street
A Building Height	Base Zone	Base Zone	Base Zone
B First Floor Minimum Height	16'	16'	n/a
C Weather Protection Height	10'	10'	n/a
D Weather Protection Minimum Depth and Forecourt Frontage	15' min depth; 60% of frontage along sidewalk must have weather protection. Weather protection required over primary entrance.	15' min depth; 60% of frontage along sidewalk must have weather protection. Weather protection required over primary entrance.	n/a

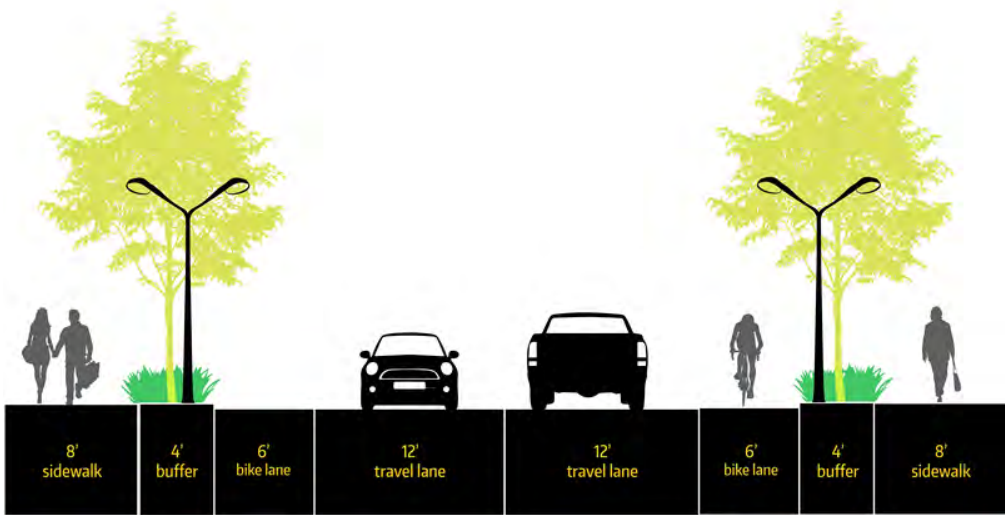
18C.520-1. Special Landscape Treatments

Street Type	Foundations	Plazas/Courtyards	Pedestrian Walkways
Mixed-Used Street	R	P	R
Arterial Mixed-Used Street	P	P	R
Residential Street/Green Street	R	P	P

P = permitted, R= required

1 Plaza landscaping is required when the plaza frontage is selected on a street.

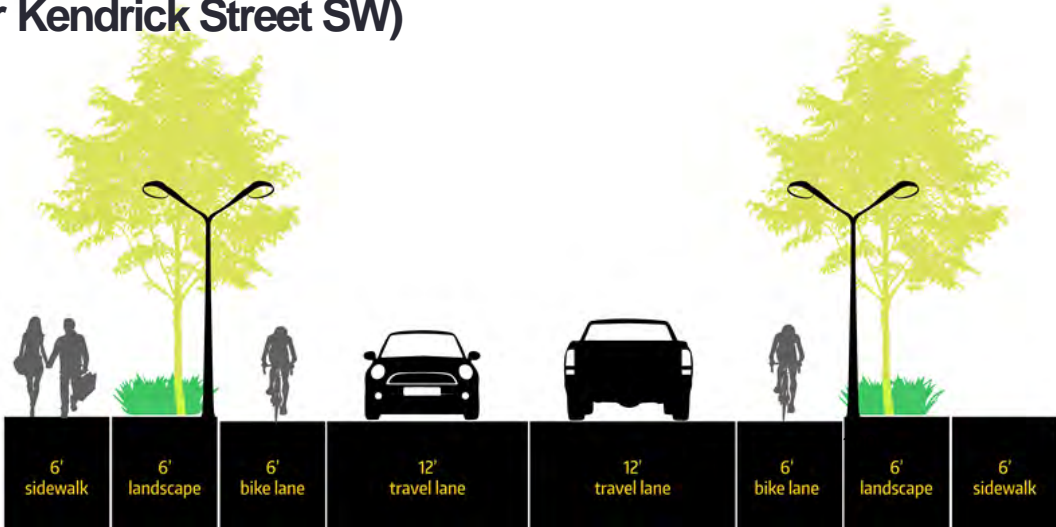
RESIDENTIAL STREET CONCEPT
60' Right-of-Way



GREEN STREET CONCEPT
60' Right-of-Way

LSDS Green Streets (potentially 111th and/or Kendrick Street SW)

- Include both functional and amenity features
- Provide green space – linear parks

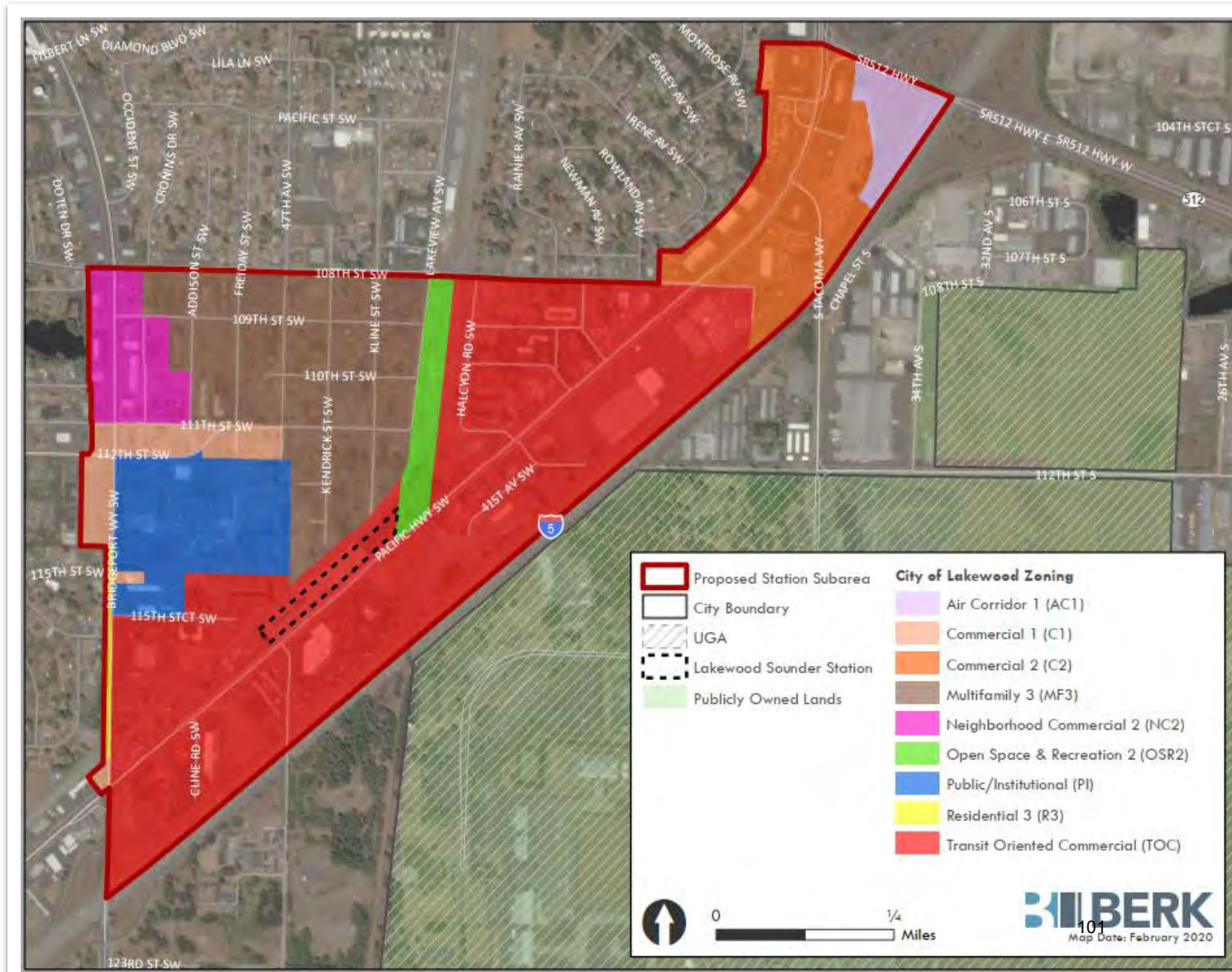


LSDS Residential Streets

- Focus on pedestrian and bike improvements
- No on-street parking

No Part of the LSDS has been Proposed for Rezoning.

Densities in portions of the LSDS are planned to increase, but are anticipated to remain below the maximum allowed in existing zones, planning documents and development regulations.

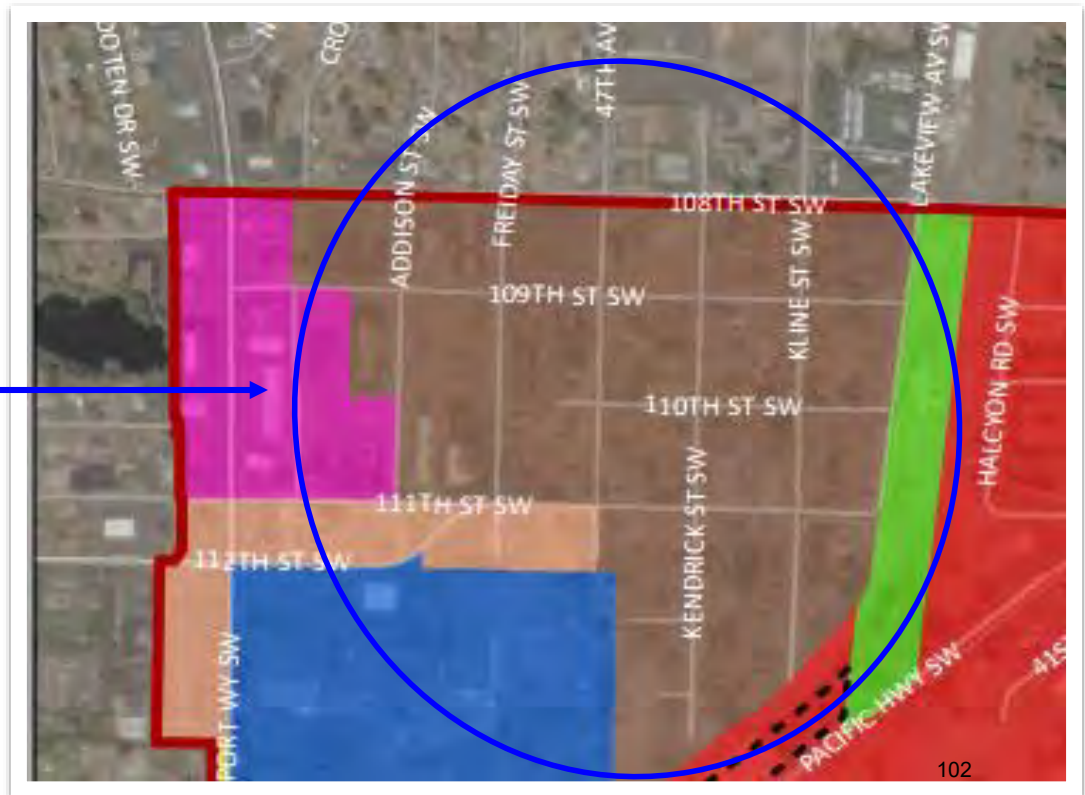


Development Densities are Planned and Incentivized to Increase

There are several neighborhoods within a half mile of the Lakewood Station with a mix of multi-family and mixed residential zones that are developed at densities lower than planned or zoned.

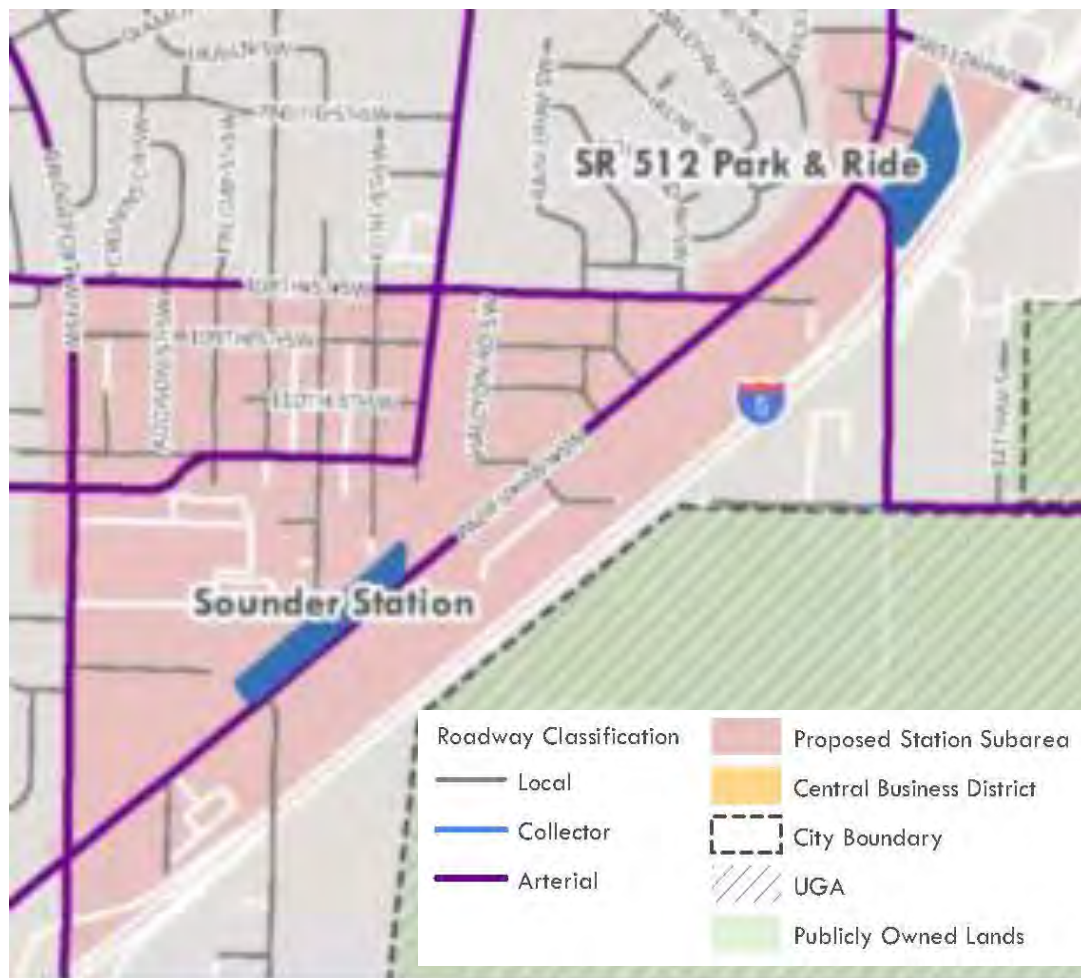
Example: The Multifamily 3 (MF3) zone is currently built out at an estimated **21%** of its 54 units per acre maximum capacity. Based on projected growth in the subarea plan, it will go to **68%** of maximum capacity.

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



LSDS Transportation Analysis

- Ped/bike improvements around the station
- Signal timing improvements
- Sound Transit System Access Fund and Station Access Improvements
- Pierce Transit Destination 2040 – BRT improvements



As part of the Planned Action Ordinance transportation review, projected trips from Lakewood Landing project were included in transportation analysis.

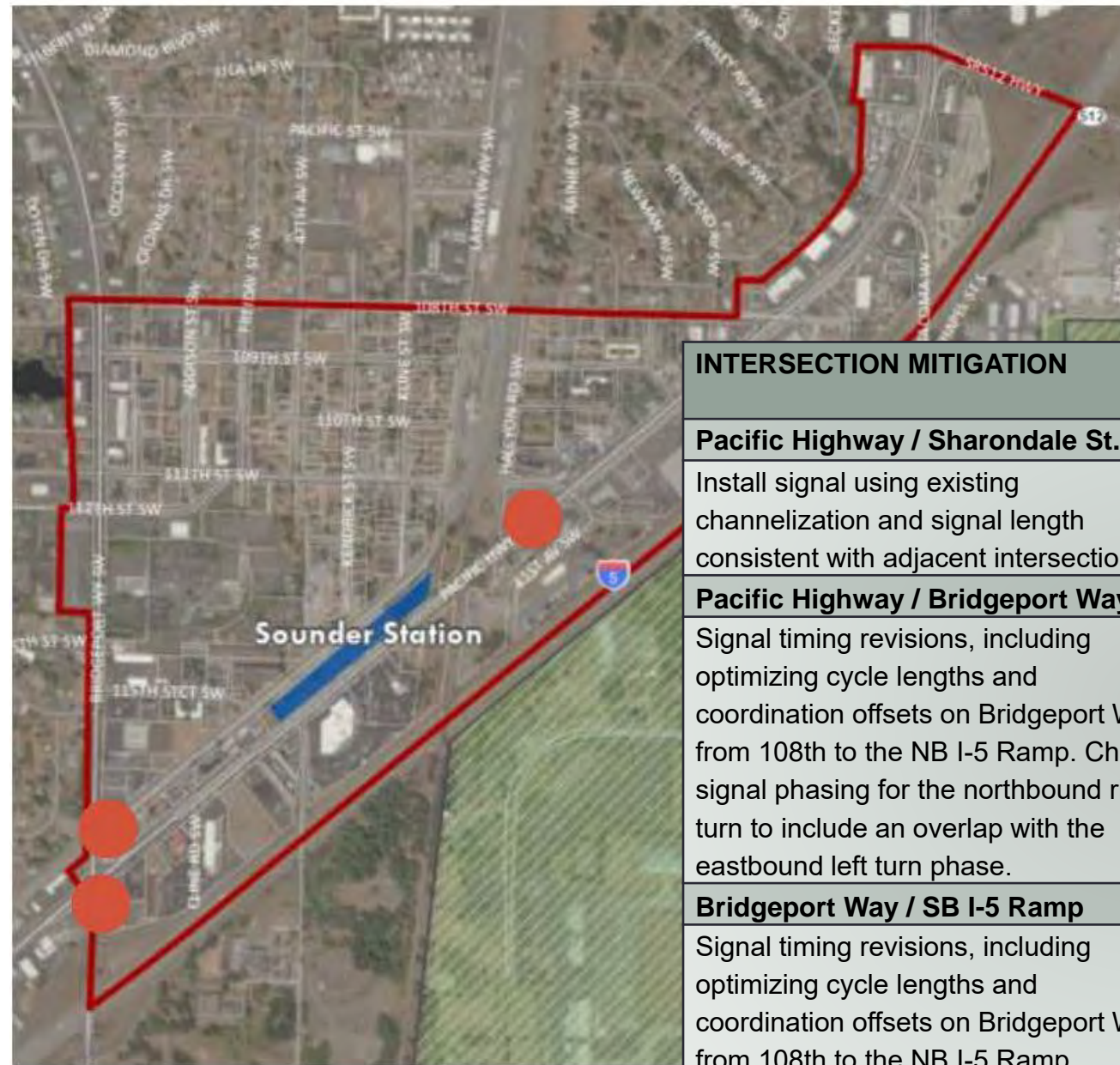
No transportation mitigation fees are proposed for the LSDS.

LSDS Transportation Analysis

4 intersections' volume capacity and Levels of Service (LOS) were identified as of concern in the preliminary analysis. After discussion between consultants and the City, these concerns were resolved with one intersection requiring no mitigation and **no intersection requiring capital improvements.**



Proposed LDS Transportation Mitigation Measures



INTERSECTION MITIGATION	NO ACTION	ALT 1	ALT 1 MITIGATED
Pacific Highway / Sharondale St. SW			
Install signal using existing channelization and signal length consistent with adjacent intersections	F>100	F>100	A/4
Pacific Highway / Bridgeport Way			
Signal timing revisions, including optimizing cycle lengths and coordination offsets on Bridgeport Way from 108th to the NB I-5 Ramp. Change signal phasing for the northbound right turn to include an overlap with the eastbound left turn phase.	D/54	E/78	D/49
Bridgeport Way / SB I-5 Ramp			
Signal timing revisions, including optimizing cycle lengths and coordination offsets on Bridgeport Way from 108th to the NB I-5 Ramp.	D/41	E/60	D/52 105

LSDS Stakeholder Input on Parking

- Parking was an important topic when meeting with LSDS stakeholders.
- Some stakeholders were supportive of reducing parking to lower levels given proximity to the Sounder Station and the changing future of automobile usage.
- Other stakeholders indicated that it would be some time before cars were less prevalent in Lakewood in this area, and that the parking standards should not “under park” the area.

Balancing Views on Parking in Original Draft LSDS

- Street Sections do not include on-street parking in favor of pedestrians and bicyclists, which will also help reduce the share of cars over time. Developments need to provide adequate on-site parking.
- Transition Over Time
 - Allows for transition to lesser parking in the future. Requires less than citywide standards, more than Downtown.
- Commercial parking standards are similar to the Downtown and lower than citywide.
- LSDS Form-Based Code reduces parking standards for multifamily and accessory dwelling units.
- There is a process to lower parking further with a parking study for Housing in Proximity to Sounder Station (RCW 36.70A.620):
 - When located within one-quarter mile of the Sounder Station, an applicant may apply for an exception allowing minimum parking requirements to be reduced at least to one parking space per bedroom or 0.75 space per unit, as justified through a parking study.

LSDS Parking

LAND USE	CITYWIDE	LSDS (ORIGINAL PROPOSED)	DOWNTOWN
Residential	<p>Single-family: 2 per dwelling unit</p> <p>Accessory dwelling: 1 per dwelling unit</p> <p>Senior citizen apartments: 1 per 3 dwelling units</p> <p>Multifamily housing: 1.5 spaces per dwelling unit</p>	<p>Single-family: 2 per dwelling unit</p> <p>Accessory dwelling: 1 per dwelling unit, provided that no additional parking is required when located within one-quarter mile of the Sounder Station. (RCW 36.70A.698)</p> <p>Senior citizen apartments: 1 per 3 dwelling units*</p> <p>Multifamily housing: 1.25 spaces per dwelling unit* <i>*See process in Part B to prepare parking study to reduce further near station.</i></p>	<p>1 per dwelling unit for all housing types</p>
Retail.	3 per 1,000 GSF min.;	2 per 1,000 GSF min.;	2 per 1,000 GSF min.;
Services,	6 per 1,000 GSF max.	3 per 1,000 GSF max.	3 per 1,000 GSF max.
Restaurants	2 per 1,000 GSF min.;	2 per 1,000 GSF min.;	2 per 1,000 GSF min.;
Office	4 per 1,000 GSF max.	3 per 1,000 GSF max.	3 per 1,000 GSF max.
Street level retail 3,000 sq.ft. or less per business	See above	None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail	None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail

Original Residential Parking Reductions in Draft Chapter 18C.600.610

B. Parking Reductions or Increases. The amount of required parking may be reduced or eliminated, or increased above the maximum, based on a site-specific parking study that demonstrates one or more of the following:

4. Reduction for Housing in Proximity to Sounder Station (RCW 36.70A.620). When located within one-quarter mile of the Sounder Station, an applicant may apply for an exception allowing minimum parking requirements to be reduced at least to one parking space per bedroom or 0.75 space per unit, as justified through a parking study prepared to the satisfaction of the Community Development Director or their designee:

- a. housing units that are affordable to very low-income or extremely low-income individuals.
- b. housing units that are specifically for seniors or people with disabilities.
- c. market rate multifamily housing.

In determining whether to grant a parking reduction, the Community Development Director may also consider if the project is proposed in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit.

Planning Commission-Recommended Residential Parking Reductions in LMC 18C.600.610

LAND USE	LSDS (PLANNING COMMISSION)
Residential	<ul style="list-style-type: none"> - Single-family: 2 per dwelling unit - Accessory dwelling: 1 per dwelling unit, provided that no additional parking is required when located within one-quarter mile of the Sounder Station. (RCW 36.70A.698) - Senior citizen apartments 1 per 3 dwelling units* No Minimum. - Multifamily housing: 1.25 spaces per dwelling unit* No Minimum. <p>*See process in Part B to prepare parking study to reduce further near station.</p>
Retail. Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum
Office	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum
Street level retail 3,000sq.ft. or less per business	None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail

Planning Commission-Recommended Residential Parking Reductions in LMC 18C.600.610

B. Parking Reductions or Increases. The amount of required parking may be reduced or eliminated, or increased above the maximum, based on a site-specific parking study that demonstrates one or more of the following:

4. Reduction for Housing in Proximity to Sounder Station (RCW 36.70A.620). When located within one-quarter mile of the Sounder Station, an applicant may apply for an exception allowing minimum parking requirements to be reduced at least to one parking space per bedroom or 0.75 space per unit, as justified through a parking study prepared to the satisfaction of the Community Development Director or their designee:

- a. housing units that are affordable to very low-income or extremely low-income individuals.
- b. housing units that are specifically for ~~seniors or~~ people with disabilities.
- ~~c. market rate multifamily housing.~~

In determining whether to grant a parking reduction, the Community Development Director may also consider if the project is proposed in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit.

CED Recommendation re Residential Parking Reductions

- Amend proposed LSDS Code at LMC 18C.600.620 (B) to originally proposed language:

LAND USE	LSDS (PLANNING COMMISSION)
Residential	<ul style="list-style-type: none"> - Single-family: 2 per dwelling unit - Accessory dwelling: 1 per dwelling unit, provided that no additional parking is required when located within one-quarter mile of the Sounder Station. (RCW 36.70A.698) - Senior citizen apartments 1 per 3 dwelling units* - Multifamily housing: 1.25 spaces per dwelling unit* <p><i>*See process in Part B to prepare parking study to reduce further near station.</i></p>

4. Reduction for Housing in Proximity to Sounder Station (RCW 36.70A.620). When located within one-quarter mile of the Sounder Station, an applicant may apply for an exception allowing minimum parking requirements to be reduced at least to one parking space per bedroom or 0.75 space per unit, as justified through a parking study prepared to the satisfaction of the Community Development Director or their designee:

- housing units that are affordable to very low-income or extremely low-income individuals.
- housing units that are specifically for seniors or people with disabilities.
- market rate multifamily housing.

LSDS Planned Action

- A Planned Action facilitates future growth consistent with a Subarea Plan and its regulations.
- SEPA allows use of a Threshold Determination rather than an EIS for a Planned Action when a subarea is within one-half mile of a major transit stop.
- Planned Action Checklist drafted in September 2020 and posted to LSDS website.
- Early transportation analysis results sent to WSDOT and shared in draft LSDS Plan.
- 11/18/20 Community meeting held: Invitation sent to agencies, tribes, and stakeholders.
- Threshold Determination of Non-Significance Issued



Excerpts from WA Department of Commerce comment letter received February 1, 2021:

We appreciate that Lakewood took the opportunity to use this grant to carry out this subarea plan. **We especially like the following:**

- There are a number of **incentives to encourage the development of multifamily housing to make highest and best use of land in the plan area, and allow many people to live near the station area.** The Housing Incentive Program applies in this station area, specifically providing density bonuses, flexibility in development standards and fee reductions for affordable housing development. **The flexibility in parking requirements near transit are also helpful to reduce development costs.** The policies to help investors identify and navigate affordable housing financing programs will also help encourage and support investment.

WA Department of Commerce comment letter received February 1 cont'd:

- The plan addresses the **potential displacement of current residents** in the plan area through policies related to preservation of existing housing and redevelopment. For example, retaining the mobile home park for tiny homes on wheels is a good idea. There are few places for tiny homes to be legally located in a community, and they can provide an effective form of housing at very low cost to residents.
- The policy to **connect this area to the downtown with enhanced multimodal green streets** is an efficient way to provide green space in linear parks, and provides safe and pleasant bicycle and pedestrian access to the station, and supports human health and sustainability goals. However, it is unclear how these green streets connect to a wider multimodal network across the city. You may want to consider through future planning and capital improvements how the citywide multimodal network and other infrastructure will support the subarea plan. We appreciate recent policy additions to the plan to consider tools such as development and latecomer agreements, and fee assessment districts to address infrastructure gaps.

LSDS Next Steps

- Council Study Session: March 8
- Revised SEPA Planned Action published for public comment 3/15 – 3/31
- Council Public Hearing: April 5
- Council Action: April 19
- *Effective Date: 30 days after Council adoption*



End of Presentation

Thank you!

STATION DISTRICT SUBAREA PLAN



City of Lakewood – February 3, 2021 WITH 1 MAP ADDITION

Prepared for the City of Lakewood

Prepared by: BERK, Fehr & Peers, Framework, and Skipstone



Acknowledgements

Lakewood's elected and appointed officials and City staff wish to acknowledge those in the community that participated and contributed their valuable assistance in the preparation and production of this document.

Lakewood City Council (2021)

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 Linda Farmer
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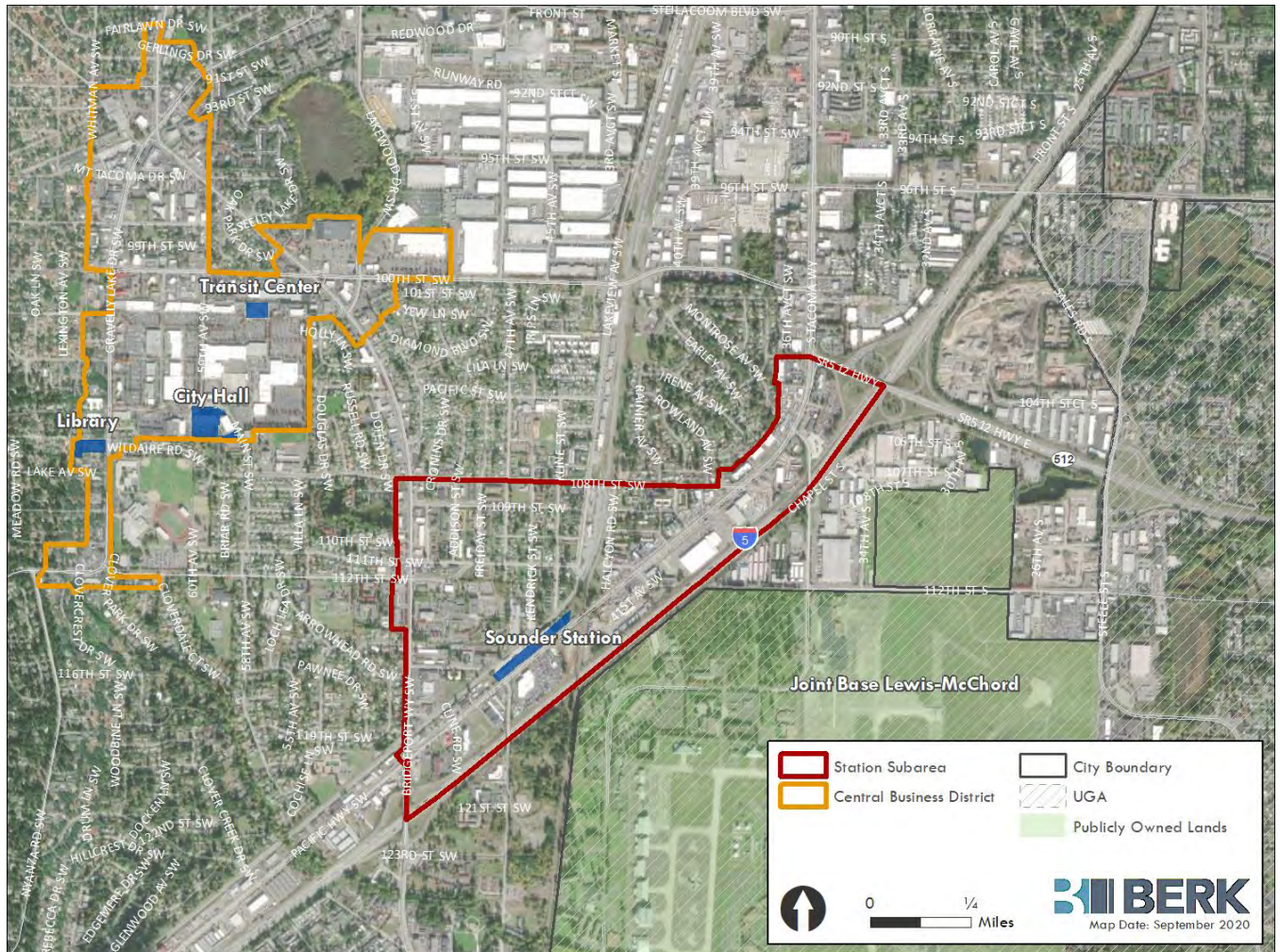
Exhibit 26. Wastewater Infrastructure in the LSDS and
Surrounding Area 59



The Lakewood Station District

The Lakewood Station District Subarea (LSDS) is an area of opportunity for future growth and development within Lakewood's Urban Center. It is located adjacent to I-5 and home to the terminus of the Sounder, which provides passenger rail service to Tacoma, Seattle, and Everett and. It already has a strong employment base that provides jobs in medical services, hospitality, retail, and restaurants. Proximity to high capacity transit and employment also make this a feasible area for compact residential development that can take advantage of such amenities. These factors make this a desirable area for a portion of Lakewood's future development.

Generally, the LSDS boundary incorporates the area within a half mile of the Sounder station but does not include areas southeast of I-5, since the freeway provides a significant barrier. Exhibit 1 shows the boundaries of the planning area for the LSDS. To capture the full transportation corridor to the north and south of the station, the subarea spans the area from the interchange with Bridgeport Way to the interchange with SR-512. Just outside the LSDS is Joint Base Lewis-McChord (JBLM), which relies on retail and services within the study area boundary. Lakewood's Town Center District is also about one mile away.

Exhibit 1. Lakewood Station District Subarea and Vicinity

Source: BERK, 2020; Pierce County Assessor, 2020.

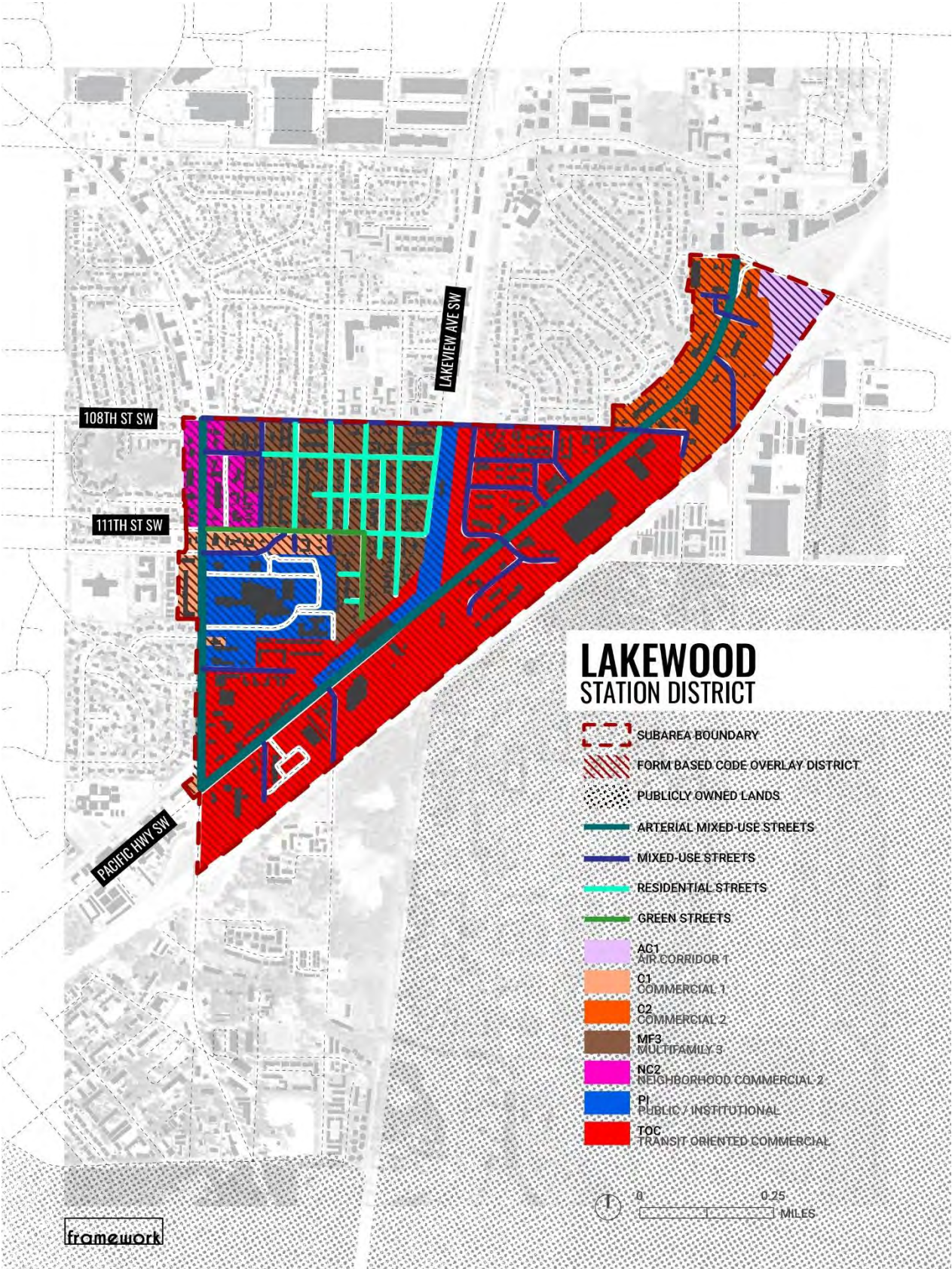
Vision and Concept

The Lakewood Station District is a multi-modal commuter hub of Lakewood and the southern terminus of Sound Transit's commuter rail service. The Lakewood Station District provides an amenity-rich, transit-oriented development node surrounding the Lakewood Station. This District offers a mixture of intensive land uses and activities supportive of direct regional transportation access via the Lakewood commuter rail station and I-5. The District implements development standards to foster a high quality, pedestrian-oriented urban environment including incentives to encourage a dense mix of commercial and medical office, regional and local retail, services and hospitality, and high-density residential uses offering ownership and rental housing opportunities, all supported by direct regional transportation access.

Exhibit 2 shows the land use concept for the LSDS. Key features of the concept for the LSDS include:

- **Transit-Oriented Development.** Residential and employment growth can be supported here because of the proximity to local and regional transit, including Lakewood Station (see Figure 3A.) Residential densities would be up to 40 units per acre in the residential zone (MF3) and up to 54 units per acre in the mixed-use zone (TOC). Commercial development will add employment opportunities, retail, and restaurants to serve residents and workers. As amenities and more compact urban forms are added to the LSDS, those who live and work in this area are less likely to be auto-dependent.
- **Hybrid Form-Based Code.** Land use regulations will include a hybrid form-based code. Under such a system, zoning directs the appropriate areas for residential, commercial, and mixed-use. Building and site design is based on a series of identified streetscape typologies. This allows for the continuation of a variety of uses but with a uniformed development standard that creates an identifiable look and feel for the district.
- **Affordable Housing and Homeownership.** Current residents rely on this area for low and moderate income housing, and displacement is a concern. Residential development and preservation will target housing serving households at 65%-110% of the area median income. Rowhouse residential development allows for compact residential development at an affordable price point. Ground-related units provide private and semi-private outdoor space and the opportunity for zero-lot line platted development. This provides homeownership opportunities and the chance to build wealth and equity for moderate income households in the subarea.
- **Walkable District.** New streetscapes and sidewalk improvements will make getting around the LSDS safer and more comfortable for people on foot. As housing and other amenities are added to this area, increased walkability makes it much more feasible to live and work in the subarea and reduces automobile dependency.

Exhibit 2. Lakewood Station District Subarea



Source: BERK, 2020; Pierce County Assessor, 2020.

Lakewood Landing is a 30-acre site for master planned development. The site is likely to include a mix of residential, retail, entertainment, and employment uses. Conceptually, an initial mixed-use plan with 760 units and 87,000 square feet of retail are part of Phase 1 in the “Central Core” on 11.5 acres of the 30-acre site (see Exhibit 3). Water features, carefully placed structures and sound-absorbing walls will help to mitigate noise. Future phases are under consideration. Development of the site is supported by the subarea plan but more detailed master planning will proceed on a separate track.

Exhibit 3. Lakewood Landing Location and Concept



Source: 2021 Lee & Associates

Exhibit 3A. Lakewood Station Location and Access



Source: 2021 Sound Transit

Subarea Growth

Net residential growth within the LSDS is estimated to be 1,772 dwelling units, which assumes 760 units in Lakewood Landing and 962 new units from residential growth in the rest of the subarea over a 20-year period. Employment capacity would include 1,105 new jobs, plus 171 jobs for Lakewood Landing.¹ This complements the growth anticipated for the city center in the Lakewood Downtown Subarea Plan, which plans for about 2,257 dwelling units and 7,369 jobs over roughly the same time period.

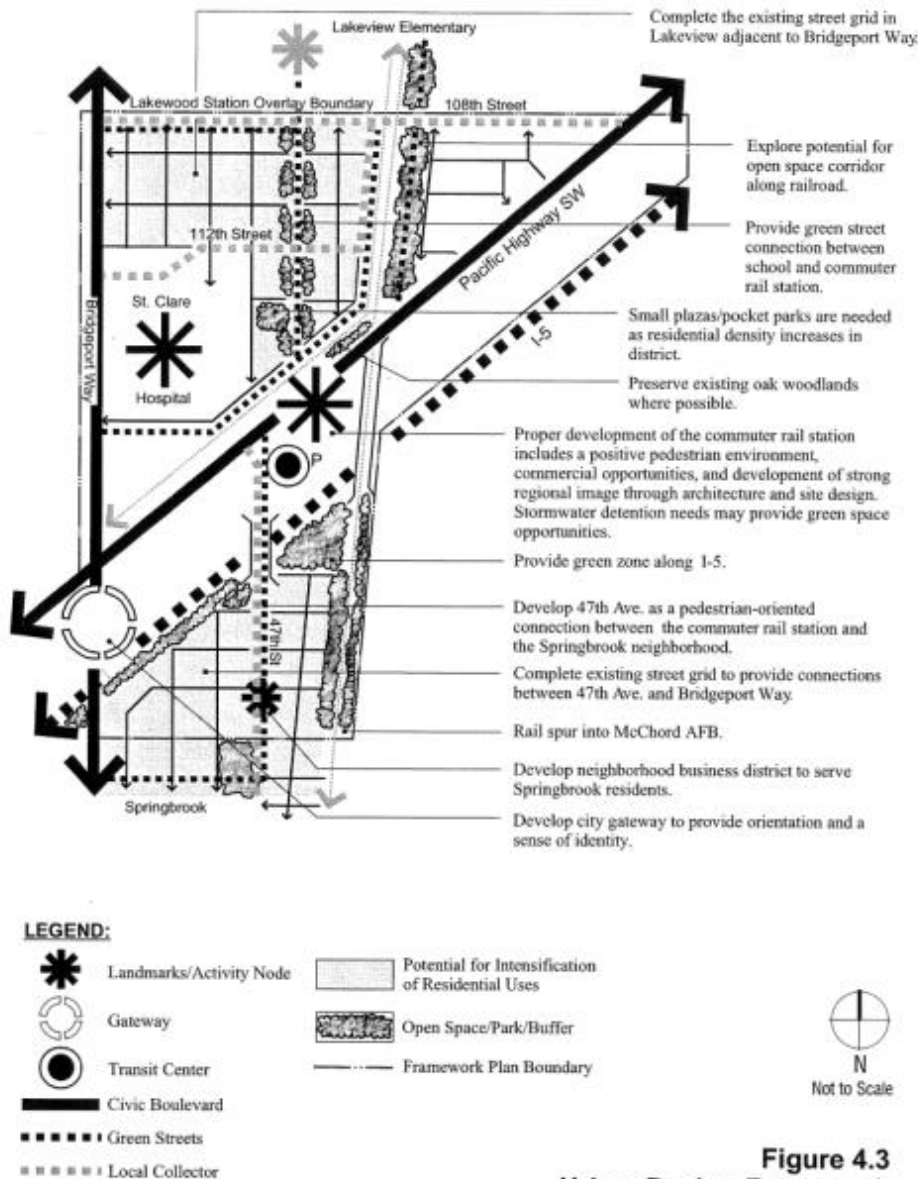
Lakewood Comprehensive Plan

Section 3.3.5 of Lakewood's Comprehensive Plan focuses on the LSDS. Goal LU-25 identifies LSDS as Lakewood's multi-modal commuter hub with supporting policies that call for a transit-oriented development district, development of a subarea plan, coordination with other agencies, and the use of bonus densities and incentives to achieve this goal. A rich mix of land uses around the station is the goal of LU-26 including regional offices, major institutions, high density residential, neighborhood businesses, and open space. The Comprehensive Plan also supports the citywide economic goal to promote a dynamic local economy with diverse housing stock and transportation options.² Transportation linkages between the LSDS and Downtown Subarea will connect people to the amenities of both places and to the region.³ An urban design framework to guide livable and attractive development is the focus of Goal LU-27, which include design guidelines, open spaces, and pedestrian connections. Both the station itself and the I-5 interchanges are major gateways into the city that should have a distinctive look and feel that continue along Pacific Highway, Bridgeport Way, and throughout the rest of the subarea.

¹ Growth numbers include anticipated development of Phase I of Lakewood Landing. Planning for future phases will occur when such phases are fully defined.

² *Lakewood Comprehensive Plan* Economic Development objectives 1.3 and 1.5.

³ *Lakewood Comprehensive Plan* section 2.4.

Exhibit 4. LSDS Planning Concept

SOURCE: EDAW, Inc. 1999

Source: Lakewood Comprehensive Plan.

Development of a special district around the Lakewood Station has been a consideration since the community's first Comprehensive Plan. It remains a part of the policy framework of Lakewood's Comprehensive Plan and is identified as a future community landmark.⁴ The 1999 high-level concept for the LSDS was included in the Comprehensive Plan as shown in Exhibit 4.

⁴ Lakewood Comprehensive Plan section 4.4

Community Input

Since the vision and concept for the Lakewood Station District had been a longstanding part of Lakewood's Comprehensive Plan, as a starting point for developing the LSDS the City tested this direction with the community to see if updates were needed. An in-person meeting conducted in late February, before public health orders were issued, with over 24 attendees invited from 17 agency and organizational stakeholders. This meeting collected information about existing conditions and planning efforts occurring in the study area. In addition, the launch of this project coincided with the early stages of the global COVID-19 pandemic. Knowing that the residents and workers in the subarea were vulnerable to the economic effects of the pandemic⁵ the City hoped to better understand local impacts to identify potential short term and long term responses.

⁵ Based on socio-economic data collected in the *Situation Assessment*

In compliance with public health orders to limit the spread of COVID-19, the City used remote outreach engagement options to solicit and collect community input. The City conducted an online survey during the summer of 2020. Outreach for the survey included a variety of techniques over an engagement period of about six weeks. Subarea residents received postcards and posters were hung in essential businesses and community locations to advertise the survey. Partner organizations, such as Sound Transit, shared the survey with their local mailing lists. Social media messages encouraged survey participation as well as a self-guided walkshop exercise that asked participants to walk the subarea and record their impressions. The walkshop materials included an opportunity for kids to submit their ideas as well, as shown in the Kid's Walkshop Response sidebar.

Kid's Walkshop Response

Lakewood Station District Subarea Plan

WHAT DO YOU THINK?

KIDS ONLY

First Name: Jo Age: 12

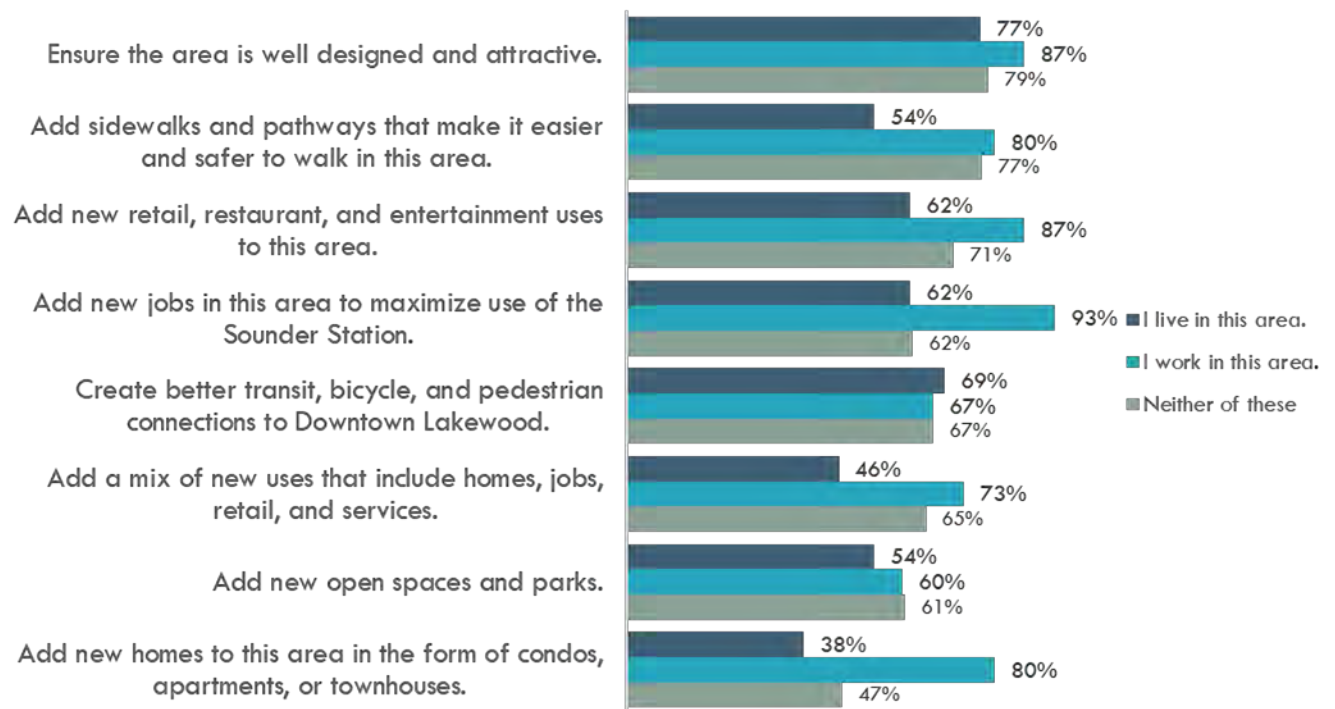
After your adventure, write or draw answers to these questions:

What did you LIKE BEST?
how there's places with room for more people

What did you LIKE LEAST?
I know some places look nice but they don't take care of their landscape and public park

What do you WISH FOR?
A park for kids to play at. my public were: it's not a danger to get to. so pretty in a neighborhood.

The survey was offered in both English and Spanish, but the City received no responses in Spanish. Responses were analyzed as a whole and also disaggregated to look for differences in opinion based on whether the respondent lived in the subarea, worked in the subarea, or identified as neither. About 31% of the 91 respondents live or work in the subarea. Of those who identified as working in the area, 20% are business owners. More than half (58%) of the respondents live in Lakewood but outside of the study area.

Exhibit 5. Survey Responses - Future LSDS Priorities**Percentage of Group Rating Priority as Important or Very Important**

Source: BERK, 2020.

Survey responses summarized in Exhibit 5 confirmed the vision and concept for the LSDS from the Comprehensive Plan. The following bullets highlight key results:

- Those who work in the subarea more strongly favored adding new homes to the area (80%) than those who live in the subarea (38%).
- Respondents identified the presence of the Sounder Station as the most important asset of the area, contributing to an easy commute for residents and employees. The station's location was an asset for those working in the subarea because employees or customers live close by or it is easy to get there. An important asset to residents was the ability to have a home with some outdoor space.
- Changes that respondents would most like to see in the subarea included: more green space or parks, better walkability, more and new businesses, and additional housing options. More affordable housing was a desire of those who worked in the area and more community or neighborhood events were important to current residents.

Additional Public Engagement

The Draft LSDS Plan went through additional public engagement process to share and invite feedback on the draft vision, goals, policies, and environmental review information. This included workshops with the Lakewood Planning Commission, an online open house, and a second stakeholders meeting. The City of Lakewood Planning Commission held a public hearing on November 18, 2020 and kept the hearing open through December 2, 2020. A 30-day comment period to take comment on the draft Planned Action was also held. Comments received were used to revise the Plan and LSDS Development Code, which the Planning Commission reviewed prior to voting on a recommendation to the City Council. The City Council held a public hearing on March 15, 2021 prior to deciding on adoption.

Summary of Existing Conditions

Lakewood completed a *Situation Assessment* to identify existing conditions in the LSDS at the initiation of plan development. Information from the assessment is integrated into the analysis supporting the Planned Action and Environmental Checklist for this project. Exhibit 6 summarizes the results from the *Situation Assessment*.

Exhibit 6. Existing Conditions Summary Table

Topic	Summary
Demographics and Housing	<p>The subarea is a racially and ethnically concentrated area of poverty. There are low rates of homeownership and housing in the area is characterized by low values. These conditions place existing residents at risk of economic displacement.</p> <p>The majority of subarea residents work in service and retail industries and the majority of current employment is in these sectors. However, only about 10% of those who work in the subarea live in Lakewood. Additional moderate income housing in the subarea could provide the opportunity for some workers to live closer to work.</p> <p>In theory, the median household income in the LSDS should be able to pay the typical housing cost in the area. However, households in the subarea have high levels of housing cost burden, meaning they are paying more than 30% of their income for housing. Affordable housing and subsidized housing units could help alleviate the cost burden of existing residents.</p> <p>New multifamily housing is needed in Lakewood due to low vacancy rates. There is also demand for housing to serve military personnel and their families stationed at Joint Base Lewis McChord.</p>
Land Use	<p>Land use policies are in place to support the development of the subarea plan. Current land use patterns are auto-oriented, so transitional patterns of development will be necessary to achieve the desired land use.</p> <p>Residential and commercial land uses are in close proximity to each other. Although they are not currently integrated, this presents opportunities for mixed-use development. There are also a number of vacant and underutilized properties zoned for commercial and residential uses that provide opportunities for redevelopment.</p> <p>The subarea has few natural features and sensitive areas and does not include natural hazards that may limit future development. However, there are some environmental health hazards that will need to be addressed with future redevelopment.</p>
Zoning, Regulation, and Incentives	<p>Zoning is consistent with future land use but zoning and regulatory changes will be needed to support the transition of land use from its current condition to the desired future condition. Temporary activation of spaces in the subarea may be helpful during the transition period.</p> <p>Housing incentives may help the LSDS remain an area for households with low and moderate incomes while increasing the quality of housing through redevelopment.</p> <p>Attached residential development that can be subdivided for ownership can increase density and offer homeownership options, but parking and other development standards should be addressed.</p>

Topic	Summary
	Proximity to Joint Base Lewis-McChord brings additional regulations to maintain safe airspace, but the City's current integrated review process minimizes complexity for applicants.
Transportation	<p>Intersections currently operate at an acceptable Level of Service.</p> <p>The area is well served by two transit hubs: the Lakewood Station and the SR 512 Park and Ride.</p> <p>The City of Lakewood, Sound Transit, and Pierce Transit have plans to enhance transit connectivity and multimodal mobility in the subarea in the next decade. <i>Lost revenues due to COVID may affect these plans, but details are currently not available.</i></p>
Utilities and Public Services	<p>Infrastructure upgrades will be needed for some redevelopment plans. This includes the upgrade of water mains for capacity and fire flow, and capacity upgrades for sewer. Coordination with the Lakewood Water District and Pierce County Wastewater Utility during the update of their system plans is needed.</p> <p>Sponsoring the upfront costs of infrastructure investment may be a strategy to support new development in the LSDS.</p>



Land Use and Urban Design

The Lakewood Comprehensive Plan established land use designations based on the vision and concept for the Lakewood Station District. Implementing zoning was adopted consistent with the land use designations. These basic land use policy and regulatory structures are carried on through the LSDS Plan. In addition, the Plan applies an LSDS regulatory overlay. This overlay includes the adoption of a hybrid form-based code to direct new development according to street and building typologies. The use of these typologies will guide urban design to give the LSDS a unique feel and identity and create a thriving environment for those who live and work in the district.

Context

Existing Land Use and Design

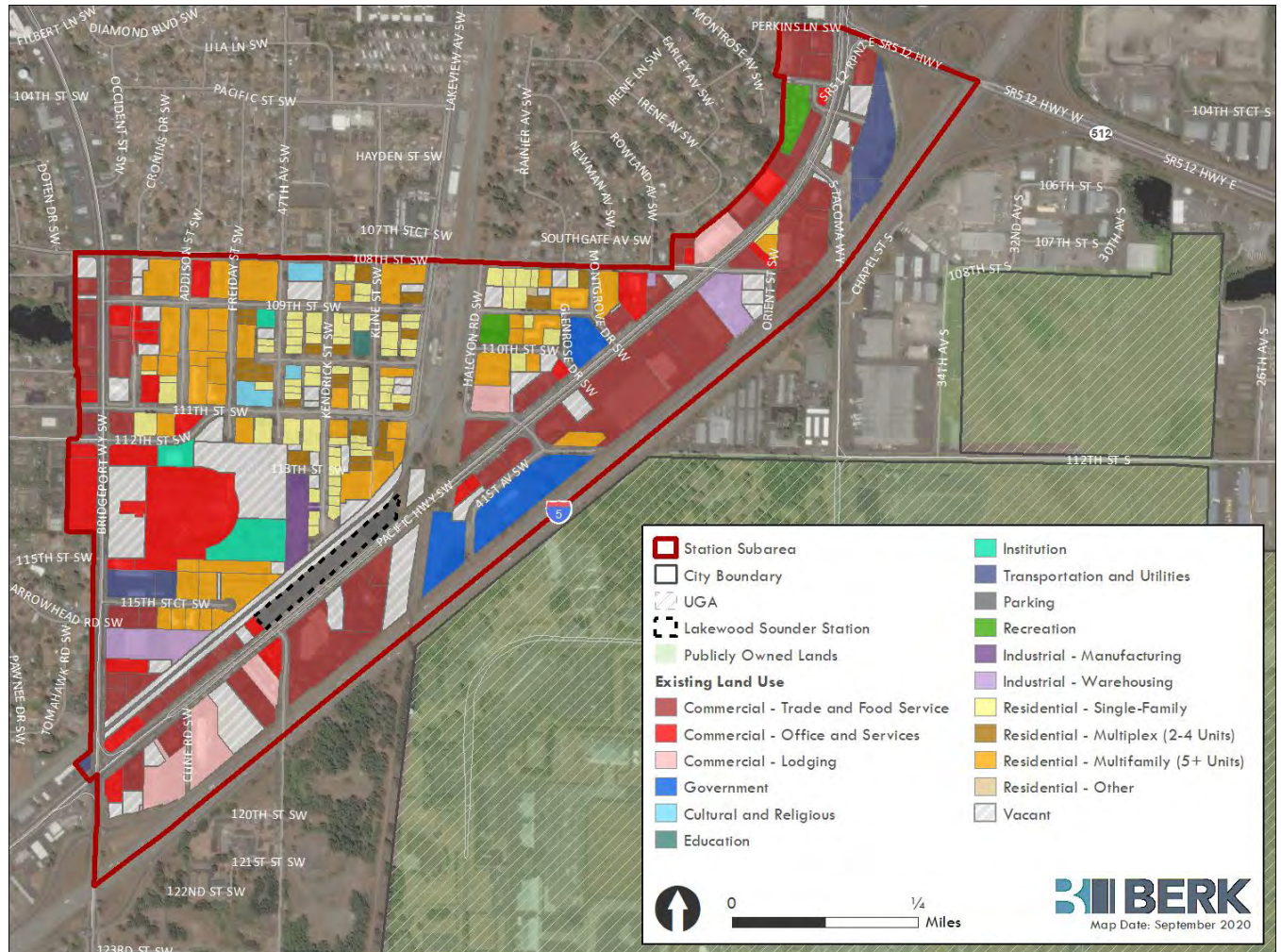
The LSDS vision and development concepts are not reflected in the existing land use or urban design. Development intensity is lower than what is planned for the subarea, as shown in Exhibit 7. Wide streets prioritize the movement of automobiles. This can make major arterials like Bridgeport Way or Pacific Highway act as barriers for pedestrian and bicyclists. Residential streets also sport rights of way over 50 ft wide with few traffic calming measures to buffer automobile traffic.



Current Urban Form in the LSDS

Sources: City of Lakewood, 2020; Google Earth, 2020.

The variety of commercial developments in the LSDS is one of its assets. Companies include a range of small unique businesses, local chains, and national companies in a range of building types that include low rise office buildings, strip commercial developments, corporate architecture, and commercial pads. Most of these building sites and adjacent streetscapes are built for auto-access with entries set far back from the sidewalk and limited pedestrian connectivity except through the parking lot. This type of streetscape and site planning is not designed at a human-scale that feels safe for walking. During public engagement walkability improvements were a top desire of residents and employees currently in the subarea.

Exhibit 7. Existing Land Use

Sources: BERK, 2020; Pierce County Assessor, 2020.

Most of the subarea is in commercial use, but there is a significant amount of residential use and some vacant lands as well. Residential uses include single-family homes (60%), small duplex or multiplex buildings (26%), and low-rise multifamily units (14%). Parcel size in the subarea is varied, as shown in Exhibit 8. Half the parcels are a half-acre or less in size, but these only account for about 40 acres in the 339-acre subarea. The 13 largest parcels account for 38% of the land in the subarea. This variety of parcels provides different types of opportunities for small and large scale redevelopment.

Exhibit 8. Parcel Size in the LSDS

Parcel Size	Parcel Count	Sum of Acreage
0.5 acre or less	169	40.25
0.5 - 1 acre	71	51.37
>1 - 5 acres	61	119.55
Greater than 5 acres	13	128.09
Total	314	339.26

Sources: Pierce County Assessor, 2020; BERK Consulting, 2020.

Although residential development is allowed at up to 54 units per acre in the LSDS currently, the average density of existing development is 11.6 units per acre. Policies and strategies in this plan aim to better utilize land for housing in the area around Lakewood Station.

Environmental Conditions

The Lakewood Station District Subarea is a highly developed urban environment that contains few natural features. It is characterized by parcelized land, pavement, and existing vegetation mostly planted for ornamental purposes. A summary of environmental conditions is shown in Exhibit 9. Additional detail can be found in the *Situation Assessment* or *SEPA Environmental Checklist*.

Exhibit 9. Summary of Environmental Conditions in the LSDS

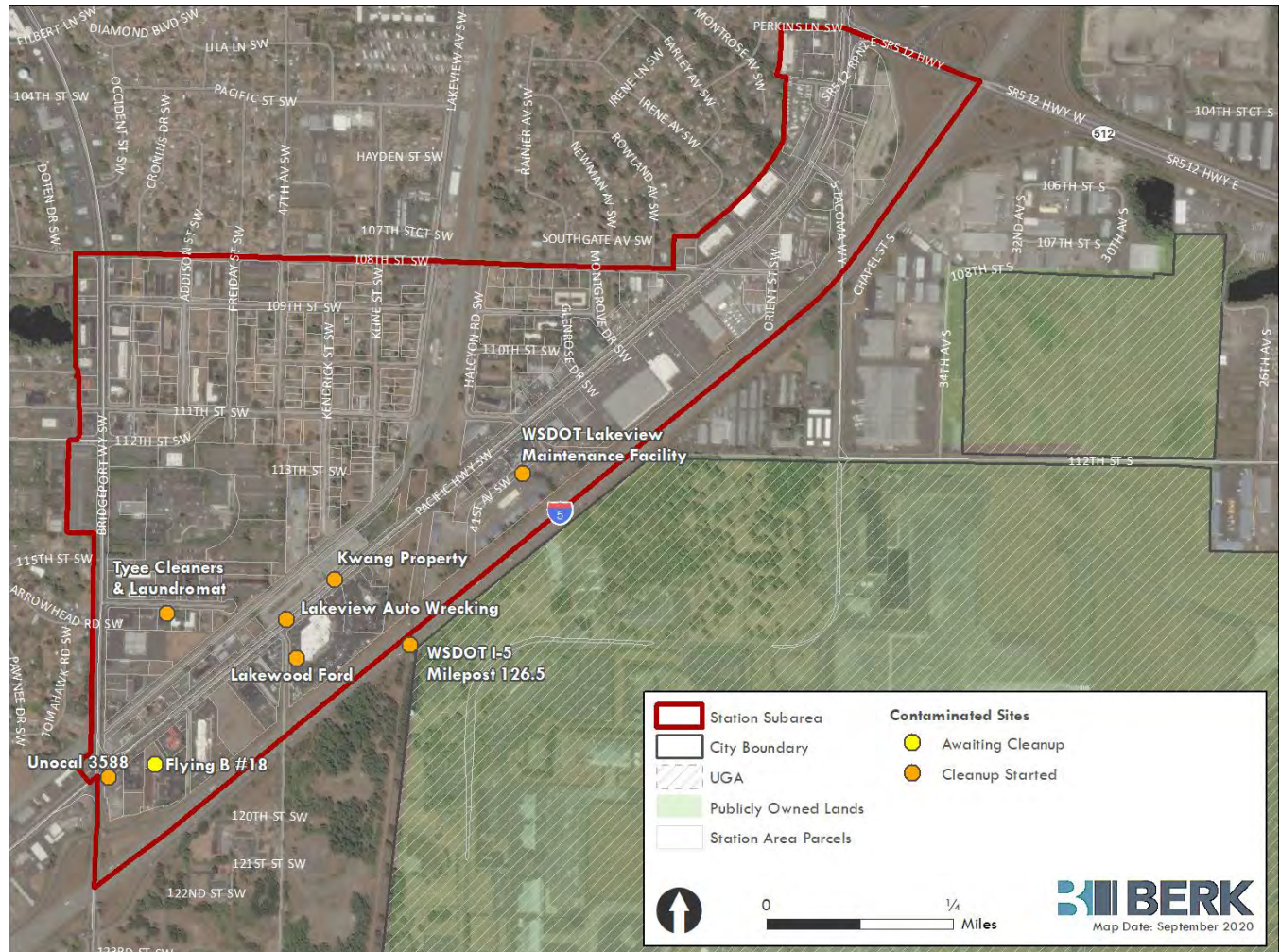
Environmental Feature	LSDS Conditions	Effects on the LSDS
Waterbodies and Shorelines	There are no significant features within the LSDS.	Not applicable.
Wetlands	There are three small, isolated areas of mapped wetlands adjacent to I-5. There is a delineated wetland outside the LSDS west of Bridgeport Way.	The isolated, mapped wetlands will need to be investigated at the time of development and follow critical areas regulations. A limited number of LSDS parcels may be subject to buffer requirements identified for the wetland outside the LSDS west of Bridgeport Way.
Floodplains	A portion of the study area is a moderate (or 500-year) flood area. This is mapped along Bridgeport Way and between Pacific Highway and I-5 west of Lakeview Avenue SW.	Areas of moderate flooding are not regulated by the City's flood hazard regulations.
Aquifer Recharge Area	All of Lakewood is within the Central Pierce County Aquifer Area. This is a sole source aquifer.	New land uses that could result in groundwater contamination are limited, including things such as storage tanks, dry cleaning, and auto repair.
Geological Hazards	There are no significant features within the LSDS.	Not applicable.
Environmental Clean-up Sites	There are eight sites identified for environmental clean-up in the LSDS, as shown in Exhibit 10.	Contamination from petroleum products, metals, solvents, and lead is the result of current or past activities on these sites. ⁶ Clean-up is started on all the sites except the Flying B #18 site. Sites are in various stages of the clean-up process and subject to Washington State's Model Toxics Control Act. ⁷

Sources: Pierce County Assessor, 2020; BERK Consulting, 2020.

⁶ Specific information on each site and the clean-up efforts that are underway can be found at: <https://ecology.wa.gov/Spills-Cleanup/Contamination-cleanup/Cleanup-sites/Locate-contaminated-sites>.

⁷ RCW 70.105D.

Exhibit 10. Environmental Clean-up Sites in the LSDS



Sources: BERK, 2020; Pierce County Assessor, 2020.

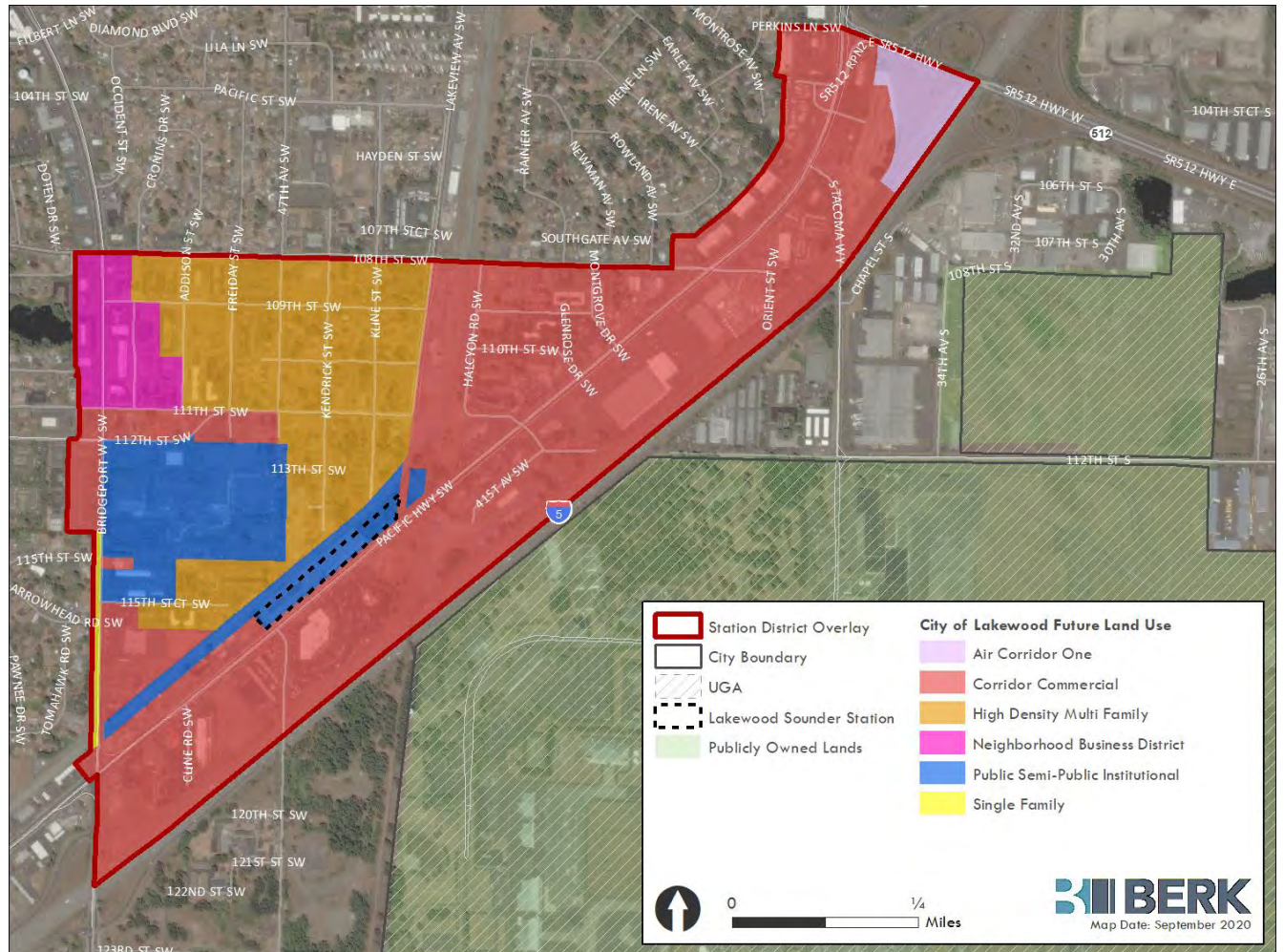
Future Land Use

The Comprehensive Plan identifies the following land use designations in the subarea, as shown in Exhibit 11:

- Corridor Commercial.** This land use is designated along Pacific Highway SW (Pacific Highway) and just north of the Hospital. It recognizes Lakewood's pattern of existing strip commercial development and is implemented by the Transit-Oriented Commercial, Commercial 1, and Commercial 2 zones. Within the LSDS, this district will remain and include opportunities for mixed-use development.

- **Neighborhood Business District.** This designation is implemented through the Neighborhood Commercial 1 zoning along Bridgeport Way SW (Bridgeport Way) that allows for smaller or strip commercial business areas to transform into compact urban development over time. It allows commercial development that serves surrounding neighborhoods and beyond, and allows for mixed-use residential development.
- **Public & Semi-Public Institutions.** St. Clare Hospital and the Lakewood Station are in this land use designation that recognizes essential moderate and large scale facilities that serve all of Lakewood.
- **High Density Multi Family.** The existing residential areas zoned Multi Family 3 are in the High Density Multi Family future land use designation. The purpose of this designation is to integrate a variety of high density housing types into adopted subareas and business districts. The LSDS Plan envisions rowhouse and other residential developments that are integrated with surrounding commercial and mixed-use development through pedestrian connections and urban design.

This Subarea Plan adds the Station District Overlay to the Comprehensive Plan Future Land Use Map. The purpose of the overlay is to recognize the area in which the LSDS vision will be applied.

Exhibit 11. Future Land Use in the LSDS

Sources: BERK, 2020; Pierce County Assessor, 2020.

Land Use Regulation

Land use regulation in the LSDS is driven by a hybrid form-based code. Assigned zoning identifies the types of uses allowed in each zoning and is consistent citywide. The form-based code creates a development regulation overlay that is unique to the LSDS. It regulates building forms and land use in a way that is unique to the subarea. Regulations to maintain land use compatibility with airfield operations at Joint Base Lewis-McChord remain in effect.⁸

⁸ Within the LSDS these regulations primarily implement lighting standards to prevent interference with aircraft operations. Additional detail is available in the *Situation Assessment* and the Lakewood Municipal Code 18.10.135.

Zoning

Zoning in the LSDS is shown in Exhibit 12. These zones are consistent with the Future Land Use map and include:

- **TOC – Transit-Oriented Commercial.** TOC zoning is shown along most of Pacific Highway in the subarea around Lakewood Station and the proposed Lakewood Landing site. This zone is unique to the LSDS. The purpose of TOC is *“an interactive mixture of uses which focus on regional transportation networks while providing for urban design, people orientation, and connectivity between uses and transportation routes.”*⁹ The mix of uses allowed in the TOC is very similar to those allowed in the Central Business District. They focus on retail and services, prohibiting space-intensive uses like auto sales, furniture and appliance stores, or industrial uses that may cause compatibility issues in a compact urban environment such as manufacturing or recycling stations. Mixed-use and multifamily residential uses are allowed at densities up to 54 units per acre.
- **C1 - Commercial One and C2 - Commercial Two.** C1 and C2 are commercial corridor districts that incorporate employment, shopping, services, offices, and light industrial uses near major arterials. A small strip of C1 is located north of the hospital, just off Bridgeport Way. Along Pacific Highway near the intersection of SR 512 is an area of C2. Both districts allow a range of businesses as permitted uses. Hotels and motels are allowed in both districts, permitted in C2, but a conditional use in C1. Commercial recreation, heavy manufacturing, shopping centers, and recycling and transfer stations characterize the type of uses that are prohibited. Residential uses are not



Lakewood Station is at the heart of the TOC zone

Source: HewittSeattle.com

⁹ Lakewood Municipal Code 18A.10.120D.5

allowed, except for allowing a caretaker's unit.

- **NC2 - Neighborhood Commercial Two.** The commercial area on Bridgeport is zoned NC2 with the intent to create a sense of urban community that serves surrounding neighborhoods that may also attract people from other areas. This zone allows a mix of residential, retail, office, and services. Residential may be multifamily or mixed-use development up to 35 units per acre. Permitted commercial uses tend to be small or mid-sized. Most light industrial and larger commercial uses are prohibited. The few that may be considered, such as auto sales or breweries, are conditional uses to help mitigate impacts and ensure district and neighborhood compatibility.
- **MF3 - Multi Family Three.** The existing residential area of attached and detached single-family homes and low rise multifamily is zoned MF3. MF3 zoning is in areas where there is both an arterial and a nearby commercial or mixed-use district. This is intended to be a high density multifamily environment with multi-story housing with densities up to 54 units per acre. The LSDS overlay will provide form-based regulations that effectively limit densities to 30-40 units per acres and incentivize rowhouse development. Where multifamily development occurs within the LSDS, ground floor commercial use is allowed.¹⁰ Many of the existing uses in the LSDS are non-conforming in this zone. Non-conforming structures may be maintained but not altered or enlarged.¹¹
- **PI - Public/ Institutional.** This zone recognizes the sites of St. Clare hospital and Lakewood Station, which are major facilities serving all of Lakewood and beyond.



St. Clare provides regional medical service

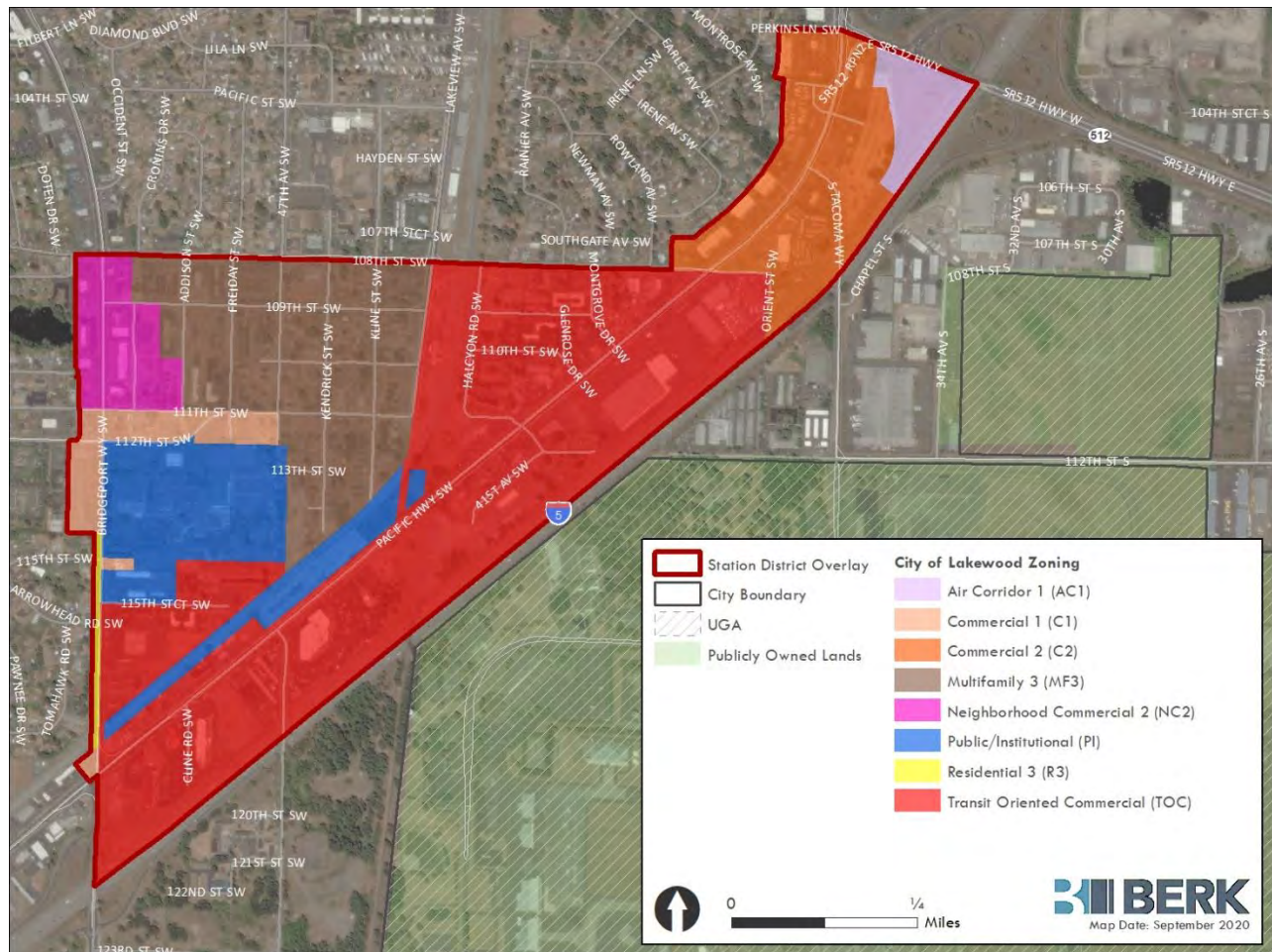
Source: CHIFrancisican.org

The zoning map adds an overlay for the Lakewood Station District (see Exhibit 12). This area links the vision to specific regulating provisions in the Lakewood Municipal Code. It allows for the implementation of a hybrid form-based code, incentive programs, and other measures within this area.

¹⁰ Lakewood Municipal Code 18A.40.040B.1

¹¹ Lakewood Municipal Code 18A.20.200

Exhibit 12. Zoning in the LSDS



Sources: BERK, 2020; Pierce County Assessor, 2020.

Hybrid Form-Based Code

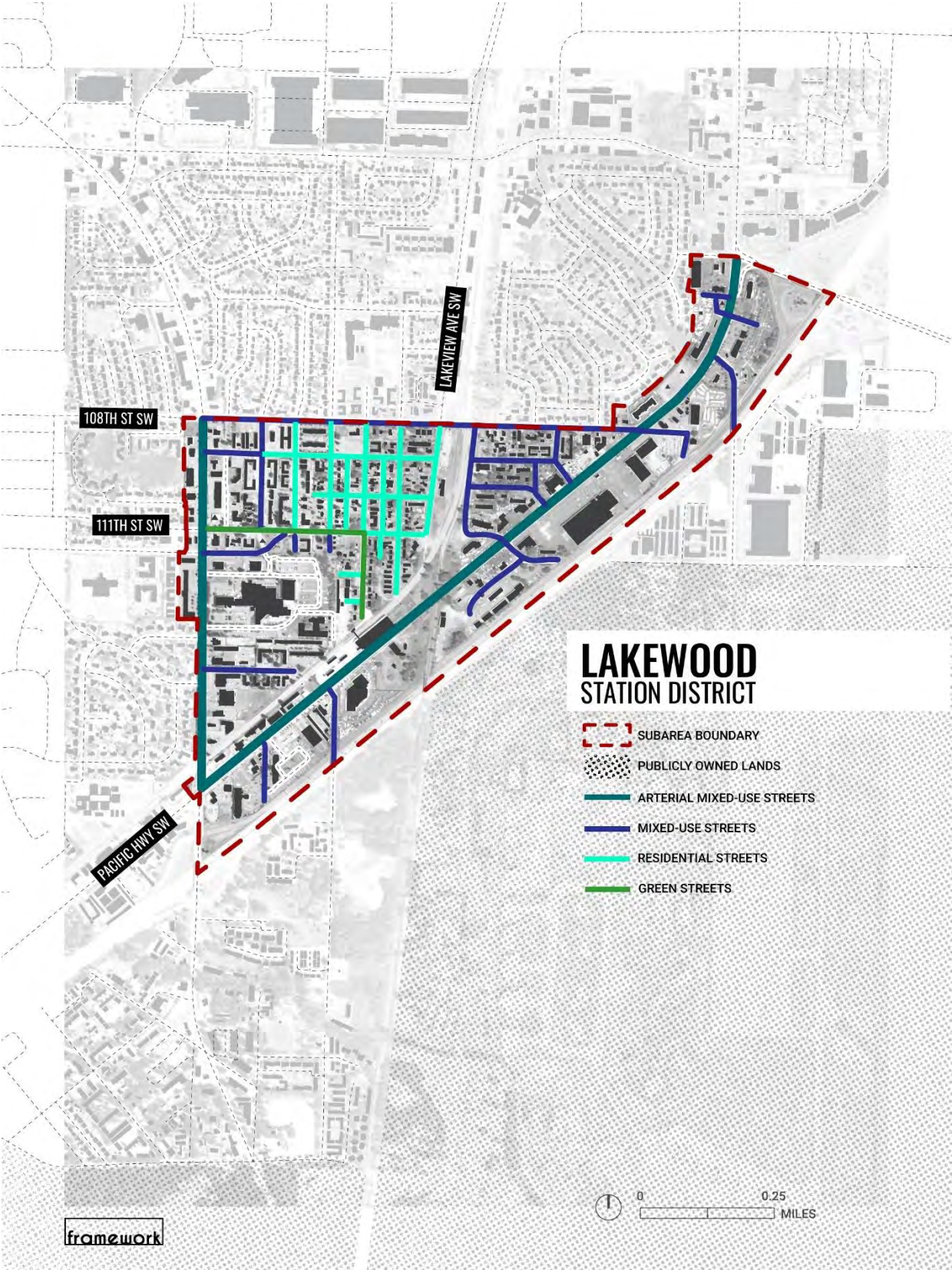
Form-based codes address the relationship between buildings and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. This code type works best when applied to targeted areas that have a defined vision, such as the LSDS. Lakewood adopted a hybrid form-based code for its Downtown. The form-based code for the LSDS draws on the work done for Downtown, but is customized for the vision, goals, and conditions of the Station District.

While uses are still regulated by zone, the hybrid form-based code shapes building design to reinforce a human, neighborhood scale that feels safe and welcoming. The use of a hybrid form-based code will standardize streetscapes to provide a consistent look and feel as well as facilitate the walkability desired by the community. Off-street parking, which

is necessary to support retail as the area transitions to a more compact form, will be moved behind or under buildings that are located closer to the street. New development will include 6-14' wide sidewalks and pedestrian connections between the sidewalk and the building to enhance walkability.

Transitioning from the current land use and urban form to a more compact and pedestrian-friendly environment will occur over time. The hybrid form-based code focuses retail along designated streetscapes with high traffic. This helps preserve existing retail until the area is ready for higher intensity mixed-use redevelopment with ground floor commercial.

Exhibit 13. LSDS Hybrid Form-Based Code Overlay



Sources: Lakewood Municipal Code, 2020; Framework, 2020.

The hybrid form-based code is administered through an overlay that covers the entire LSDS as shown in Exhibit 13. It overrides zoning and development regulations in the Lakewood Municipal Code if there are areas of conflict. Uses are defined by the underlying zoning designation, with some additional prohibitions intended to limit uses at a scale or impact that is incompatible with the LSDS vision. Maximum densities and height limits are also set by the underlying zoning code.

This code uses street typologies to guide the development of building types and development regulations within the subarea as shown below. The hybrid form-based code can be found in Lakewood Municipal Code Title 18C.

Street improvements in this area will work within the existing right-of-way (ROW) to ensure the safe and efficient movement of vehicles, bicycles, and pedestrians, as well as to facilitate travel by transit. As a result, street sections may vary and are subject to the approval of the Public Works Department.

Arterial Mixed-use Streets

Arterial mixed-use streets maintain the existing vehicle capacity and allow a range of land use and building frontage types and include surface parking lots. This streetscape applies to Bridgeport Way and Pacific Highway SW.

Mixed-Use Streets

Mixed-use streets support a variety of activities and functions both in the public right-of-way and development along the street edges. Street level retail is permitted, but not required, and a wider range of building frontage types are permitted, including street-level residential and office uses. Mixed-use streets also require pedestrian-oriented design and requirements may vary based on the location within Station District.

Green Streets

Green streets include vehicle travel lanes, sidewalks, bike lanes, and open space for stormwater management, landscaping, and gathering space. Green streets contribute both functional and amenity features to the streetscape to make an attractive and welcoming district as shown in Exhibit 14 and Exhibit 15. The Boulevard street in Exhibit 16 is a variety of green street that

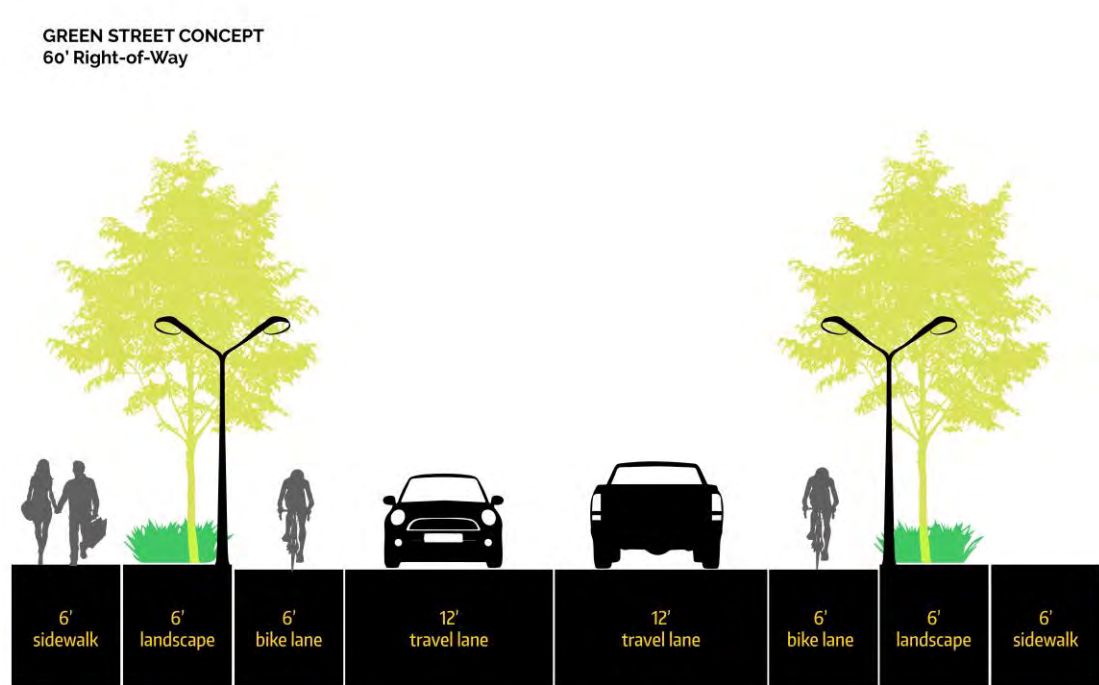
may be carried beyond the district, highlighting connections to Downtown or other nearby areas.

Exhibit 14. Green Street Concept #1 – 80' Right-of-Way

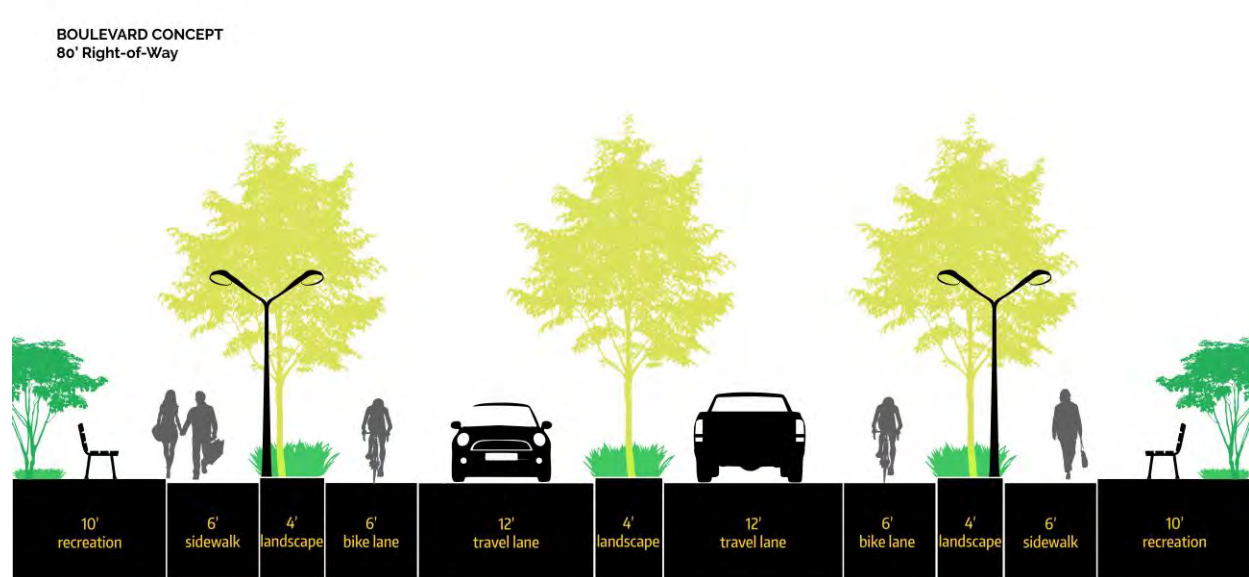


Source: Framework, 2020.

Exhibit 15. Green Street Concept #2 – 60' Right-of-Way



Source: Framework, 2020.

Exhibit 16. Boulevard Street Concept – 80' Right-of-Way

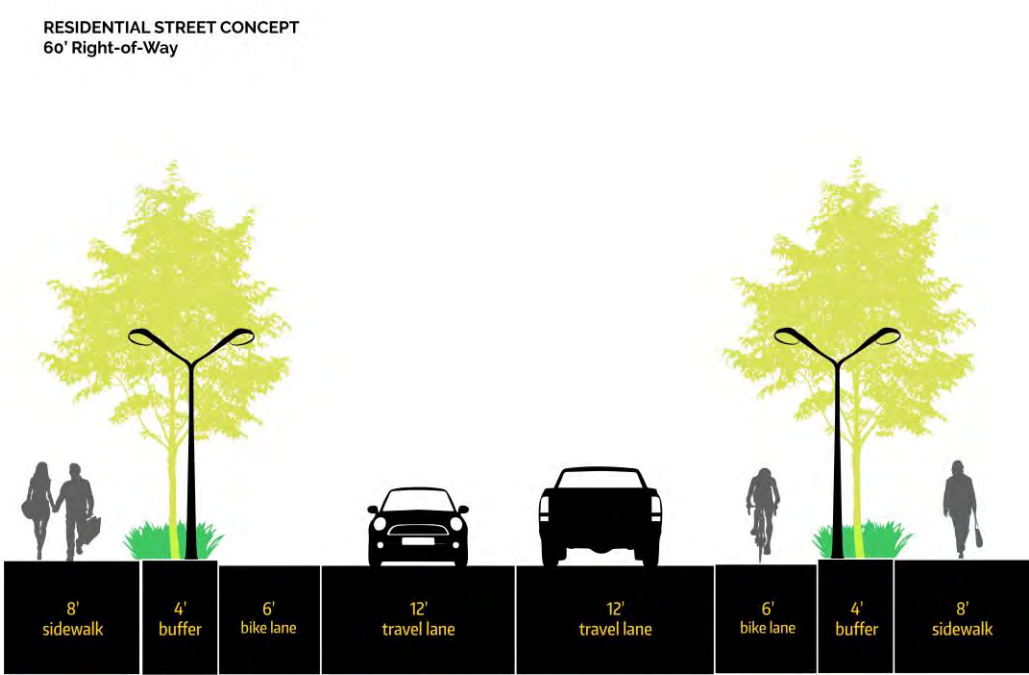
Source: Framework, 2020.

Residential Streets

Residential Streets serve residential neighborhoods and include vehicle travel with sidewalks and bike lanes. Many of the current streets identified as Residential Streets do not have curbs, gutter, or sidewalks, and there is no definition between the public right-of-way and private property. Parking occurs along the street edge, often in gravel shoulders and without a consistent pattern.

The residential street ROW in the LSDS area varies between 60' and 80' based on historical platting and construction. Exhibit 17 and Exhibit 18 show a standard residential street sections with either a 60' right-of-way or 80' right-of-way that include travel lanes, sidewalks, and bike lanes, and landscaping. In the future, bike lanes could be converted to on-street parking.

Exhibit 17. Residential Street Typology – 60' Right-of-Way



Source: Framework, 2020.

Exhibit 18. Residential Street Typology - 80' Right-of-Way



Source: Framework, 2020.

Public Spaces

Green spaces and public open spaces should be located throughout the LSDS. This will result in an attractive district, provides gathering or recreation space, and is a desire of the community. The *Legacy Plan 2020*, Lakewood's plan for parks, recreation, and open space, aims to provide a public park or open space facility within a 10-minute walk of each resident.¹² Most of the LSDS is outside of a 10-minute walkshed from a City facility.¹³

Land consolidation would be needed to create a public park or open space in this area. While that opportunity is being explored, there are options to create linear open spaces and green corridors using available ROW. Such opportunities include:

- A linear park along Kendrick Street north of 111th Avenue SW that would bring green space to the heart of the district's residential area. This would better define the pedestrian connection between Lakewood Station and the Lakeview Hope Academy and facilitate the use of the playground there as a neighborhood park as envisioned in the *Legacy Plan 2020*.
- Green corridors with enhanced landscaping in areas with planned pedestrian and bicycle improvements such as 111th /112th Avenue SW.
- A pocket of open space in the alley near Occidental Street as shown in Exhibit 19.
- A linear park connecting Lakewood Station to the Springbrook Area through improvements along 47th Avenue as envisioned in the *Legacy Plan 2020*.

¹² *Legacy Plan 2020*, Goal 2, Action Strategy 2.

¹³ *Legacy Plan 2020*, Figure 3-14.

Development standards will require street frontage improvements and landscaping that will increase greenery in the public realm. Mixed-use development standards will include provisions for public spaces and open spaces. Lakewood Landing will include a landscaped public plaza in its first phase to support community gathering and provide urban open space.



Conceptual Landscaped Public Plaza for Lakewood Landing

Source: Lee & Associates.2019.

Exhibit 19. Green Space Opportunities in the LSDS



Source: Framework, 2020.

Policies and Strategies

Policies

- Support transit-oriented development in the LSDS to capitalize on access to regional transit and proximity to Lakewood Station.
- Support and incentivize mixed-use development near Lakewood Station and in the commercial areas along Pacific Highway and Bridgeport Way where there is capacity for increased intensity of development.
- Integrate public open spaces into new development to create opportunities for public gathering and green spaces in the LSDS.
- Maintain land use and zoning designations that support high density residential development as part of mixed-use developments and residential redevelopment.
- Apply a hybrid-form based code to create an identifiable look and feel for the LSDS and to support safe pedestrian spaces.
- Adopt standards, uses and incentives that allow the subarea to transition from its present condition to its desired vision.
- Consider the designation of new Green Streets as opportunities arise, in coordination with public input.

Strategies

- Support the master planning of the Lakewood Landing site for mixed-use development so it will provide opportunities for high density housing, employment, business, and public space.
- Pursue opportunities to enhance landscaping or add linear parks within the public right-of-way to integrate green spaces and open spaces into the LSDS.
- Work through the *Legacy Plan 2020* to identify opportunities for public parks facilities within a 10-minute walk of subarea residents.
- Identify standards and guidelines that support transitional

parking arrangements so space used for parking can be transitioned to other uses as the area becomes less auto-dependent.

- Monitor the impact of the Lakewood Station District Overlay and amend the Plan as needed to improve outcomes.



Housing

Context

There are approximately 900 housing units in the LSDS. The majority (69%) of the units are renter-occupied.¹⁴ Vacancy rates are 13%. However, a 2018 study of the citywide Lakewood rental market showed lower vacancies for multifamily units of 3% or less.¹⁵ Market rate multifamily units had a 97% occupancy rate, while affordable units had a 99% occupancy rate citywide. Low multifamily vacancy had the effect of increasing the average costs of rent.

Market rate rental prices ranged from about \$900 to \$1,650 a month in fall 2018, depending on the unit size. Rates for affordable housing in Lakewood ranged from \$600 to \$1,800 a month. Although approximately 10% of renters within about a half mile of Lakewood Station receive housing subsidies, more than 50% experience cost burden, meaning they pay more than 30% of their household income on housing costs and earn less than 80% of the area median income.¹⁶

Median home values are about \$165,000, which is significantly lower than Lakewood's median value of \$292,000 or Pierce County's \$333,000. It is estimated that more than 30% of local homeowners experience cost-burden.

¹⁴ Estimated by ESRI Business Analyst (2019). This source makes estimates based on proportions of census blocks.

¹⁵ McCament & Rogers, 2018 *Lakewood Rental Market Survey*, October 2018.

¹⁶ City of Lakewood *Draft Consolidated Plan*, March 2020, p.13.

About 94% of subarea residents were employed with about half working in service industries, 18% in retail, and 10% in construction.¹⁷ Median income in the LSDS is \$34,673, which is lower than the \$52,002 median for Lakewood or the \$70,635 median for Pierce County.¹⁸ A household making the LSDS median income could afford to pay about \$900 in housing costs based on the housing burden definition.

Joint Base Lewis-McChord has a 99% housing occupancy rate for more than 5,000 housing units. The 70% of military households that live off-base receive a subsidy to offset rental or purchase costs. Typically, these households spend about \$1,500 to \$2,000 a month on housing.¹⁹ Despite its proximity, less than 10% of the base's workforce lived in Lakewood. This is attributed to a lack of suitable housing in good condition that is affordable to the base workforce.

Low rates of vacancy, rising rental costs, and a steady demand for off-base housing all indicate a need for low and moderate income housing in Lakewood. The LSDS is well suited to provide such housing because there is ample space for redevelopment.²⁰ Proximity to local and regional transit resources and areas of employment in the LSDS and Downtown would also allow households to manage transportation costs.

Existing housing stock in the LSDS already includes a variety of housing types, as shown in Exhibit 20.

Rental Housing Safety Program

Lakewood's rental housing safety inspection program ensures that existing rental stock is maintained to prevent deterioration and blight. Codified at Chapter 5.60 of the Lakewood Municipal Code (LMC), rental units more than ten years old must pass a compliance inspection every five years as a condition of receiving a business license. If deficiencies are found, the property owner must reimburse the City for tenant costs related to relocation or transitional housing. This provision prevents displacement and reduces the financial burden tenants may experience.

¹⁷ This information came from the ESRI Community Profile in February 2020, which uses 2019 data. Unless deemed essential, these top three employment sectors for subarea residents would be sensitive to the significant slowdown in economic activity due to the COVID-19 pandemic.

¹⁸ ESRI Community Profile, 2020.

¹⁹ 42% spend \$1,501 to \$2,000 on housing.

²⁰ In 2019 the density of existing development in the LSDS is only about 11.6 units per acre, far below the maximum density of 54 units per acre allowed under the zone.

Exhibit 20. Existing Residential Structures in the LSDS

Type of Residential Structures	Sum of Units
1 1/2 Story (finished space in attic or basement is the 1/2 story)	14
1 Story	68
2 Story	4
Apartment <= 3 Stories	20
Duplex 1 1/2 Story	2
Duplex One Story	20
Duplex Two Story	10
Home for the Elderly	5
Mixed Retail w/ Res Units	15
Multiple - Residential	662
Triplex One Story	3
Triplex Two Story	3
RV Park: 1 Apartment, 11 Mobile Homes & 26 RV Spaces	38
Grand Total	864

Sources: Pierce County Assessor, BERK 2020.

Housing Concepts

Lifecycle Housing

A variety of housing types is needed to meet the needs of people throughout their lifecycle. Housing needs also can vary based on factors such as household size, income, cultural traditions, interests, and preferences. All people need to have access to housing choices that are affordable to them. A family with children may have different housing needs and desires than an elderly couple or a military service person. Even within these categories, there are differences. Some families may desire a larger home to accommodate grandparents or other extended family members; other families may desire an efficient space close to civic amenities. An older couple may prefer a home with minimal maintenance to spend time on other pursuits; another couple may enjoy access to and outdoor space for gardening.

A variety of housing types allows people to find homes that meet their needs and desires at a level that they can afford. It contributes to quality of life and the flexibility to change their housing as needed. Lifecycle housing not only includes the single-family housing, apartment buildings present in the LSDS area, but also “missing middle” housing such as duplexes, triplexes, rowhouses, and smaller apartment buildings.

Exhibit 20 shows that the LSDS already includes a mix of housing types. During engagement, residents acknowledged the importance of having access to ground-related outdoor space, such as a private yard or semi-private shared courtyard. Many housing types can include ground-related outdoor space associated with individual units or incorporated as common space. They also can be built efficiently and affordably. By providing missing middle housing types, the LSDS will continue to provide important options for lifecycle housing, including small units, housing diversity, outdoor space, and affordability to those with moderate incomes.

Rowhouses

The LSDS encourages the development of rowhouses for residential areas. This type of development can successfully blend into the existing neighborhood as infill and redevelopment occurs because it is ground-related, has modest building heights, and is made of wood. It is also a compact development type that achieves densities of 30-40 units per acre. Units can be platted to offer homeownership opportunities that help local residents build wealth and equity as the neighborhood transforms and offers additional amenities.



Example Rowhouse Style Development

Sources: CGAArchitects.com, 2020 (left); Dwell.com, 2020 (middle); TheTownhouseGuy.ca, 2020 (right).

Rowhouses have minimal off-street parking requirements, which makes them functional and affordable for families. Rather than losing the ground floor to parking, they get additional ground floor living space. They are particularly well-suited for families who want the convenience of a yard, but the advantages of a more compact, walkable neighborhood, and access to transit. Where lots can be consolidated, rowhouses can scale into perimeter block housing with access to an interior common space. Parking for rowhouses is provided in collective lots on the development site and can be reconfigured or redeveloped as the area becomes less auto-dependent.

Apartments and Mixed-Use Residential Development

Apartments, whether stand-alone stacked-flats or part of a mixed-use development, are allowed in the LSDS commercial zones located along Pacific Highway and Bridgeport Way. Placing high intensity residential development in commercial areas gives residents easy access to goods, services, and entertainment. The highest density residential development is identified for the Transit-Oriented Commercial zone due to its proximity to Lakewood Station.

Larger lot sizes near the station also support larger scale development options that improve the financial feasibility of mixed-use or apartment development. Lakewood Landing is a good example of a master planned development utilizing a large available lot to build a residential development with a mix of retail and entertainment uses. Mixed-use developments like this provide housing, make an efficient use of land, and bring in amenities that reduce auto-dependence.

Mobile Home Park

The study area also contains the Oaknoll Trailer Park, located near the SR 512 interchange, but west of Pacific Highway/South Tacoma Way. Oaknoll rents about two dozen spaces that accommodate mobile homes and RVs. Some of these units are offered for rent and others are individually owned and lease a space only. Currently a non-conforming use in the C2 zone, state law protects the park from removal based on its non-conforming status.²¹



Oaknoll Trailer Park

Source: Google Earth, 2020.

The City could consider adding incentives to improve the trailer park while retaining it as a source of affordable housing. This may include incentives for landscaping and private streetscape or allowing for tiny homes on wheels to replace standard RV or obsolete manufactured homes (e.g. units built before 1976). State law allows tiny house villages in mobile home parks.²²

Affordability

There is sufficient land capacity to replace existing housing units as well as absorb additional units as redevelopment occurs in the LSDS. Supplementary policies and programs to support existing residents as the area transitions could reduce involuntary displacement. Other communities have used notice of intent to sell ordinances, right of first refusal incentives²³, and housing navigator programs²⁴ to support neighborhoods in transition. A citywide just cause eviction protection ordinance

²¹ State law indicates that cities and counties may not order the removal or phased elimination of an existing manufactured housing community because of it being a nonconforming use. Cities also cannot prohibit the entry or require the removal of a manufactured/mobile home, park model, or recreational vehicle authorized in a manufactured housing community because the community is a nonconforming use. (See RCW 35.63.160-161, RCW 35A.63.145-146, and RCW 36.70.493.)

²² State Law (SB 5383) also expanded the subdivision statute (RCW 58.17.040(5)) to allow the creation of tiny house villages and stops cities from prohibiting tiny houses in manufactured/mobile home parks.

²³ Notice of intent to sell or right of first refusal programs provide opportunities for existing tenants to reserve units when the property they live in is redeveloped.

²⁴ Housing navigator programs provide customized assistance to households in redevelopment areas.

would target reductions in arbitrary evictions.²⁵ A policy review of these types of measures, in consideration of existing policies and programs, is a recommended strategy for the LSDS.

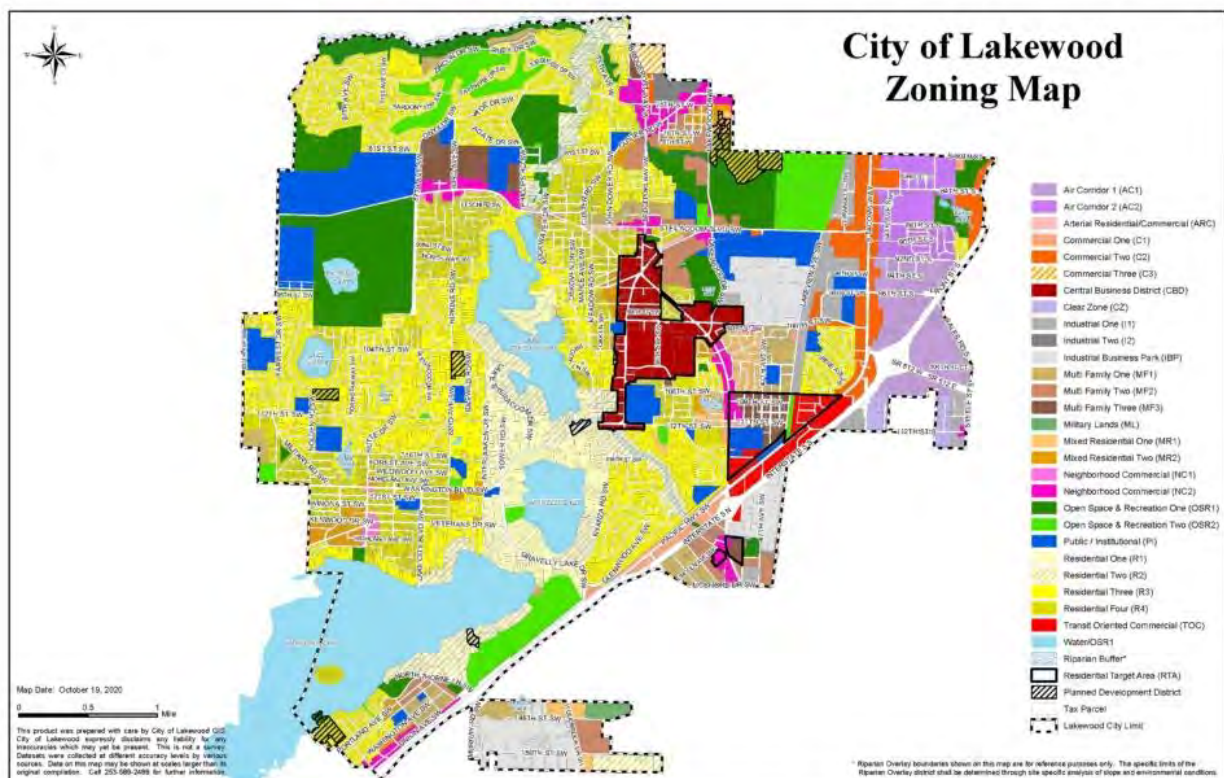
The City's Housing Incentives Program encourages the development of housing for people regardless of economic means.²⁶ Inclusionary density bonuses, development standard flexibility and fee reductions for affordable housing are described in LMC Chapter 18A.90. Incentives are available to support the development of rental housing in all zones that allow it.²⁷ Those who create units affordable to households with very low incomes receive a bonus market rate unit or one and a half bonus market rates units for each unit affordable to households with extremely low incomes. Density bonuses are capped as a percentage of the base zoning district. This includes a 20% base density increase in MF3, a 15% increase in NC2, and a 25% increase in the TOC zone. Modifications in zone development standards such as coverage, parking, and height are allowed for projects participating in the housing incentives program. There is also a reduction in permitting fees.

Lakewood also has a multifamily property tax exemption, which exempts some types of new housing from paying ad valorem property taxes. Currently, most of the LSDS is within one of the residential target areas where the exemption may be applied. The current boundary is outlined in black as a Residential Target Area in Exhibit 21. This offers an incentive to support the types of housing envisioned for the subarea.

²⁵ Adoption would require consideration of citywide applicability and impacts.

²⁶ Lakewood Municipal Code 18A.090

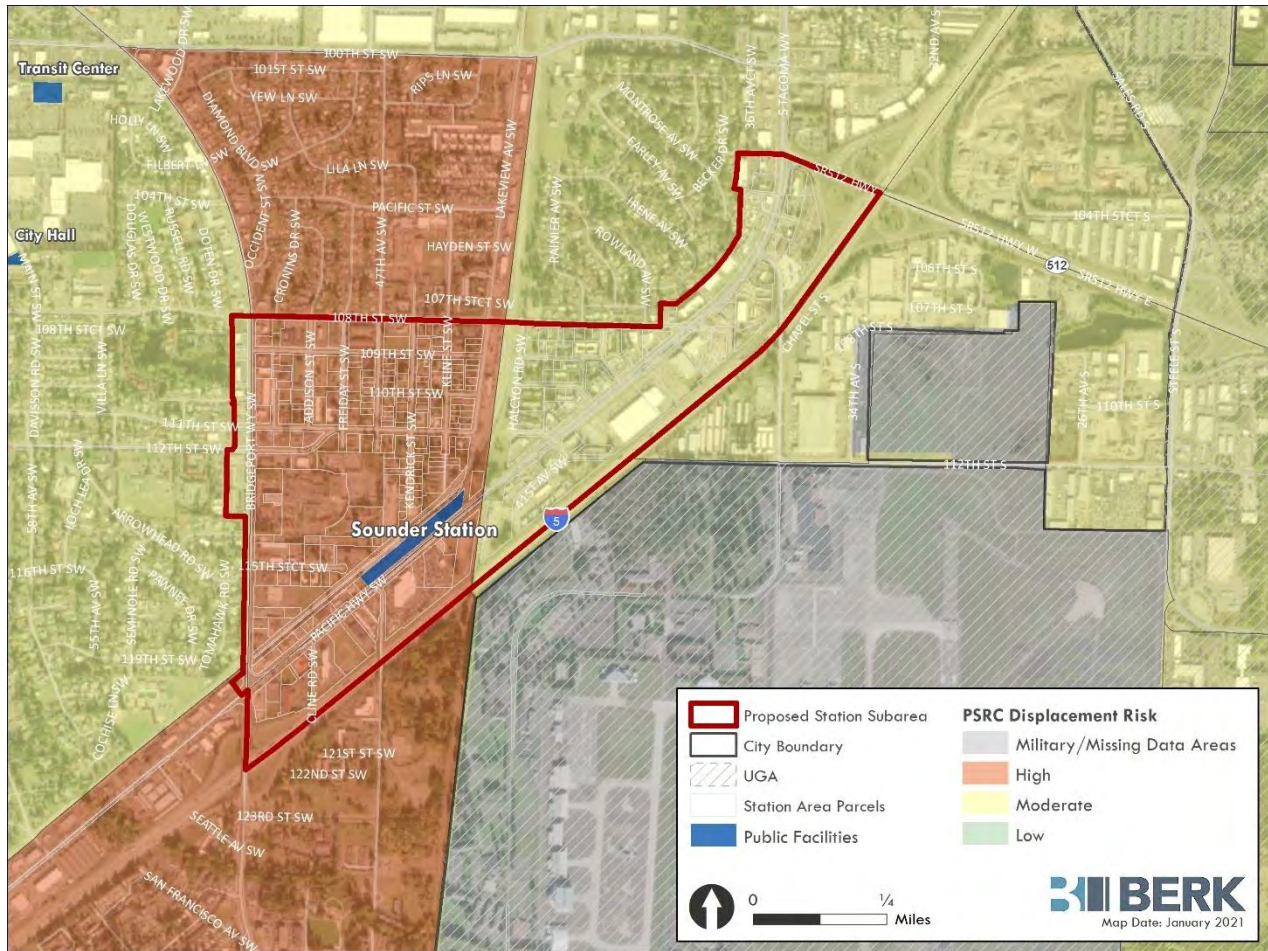
²⁷ With the exception of the construction of one single-family dwelling on one lot. 18A.090.030.

Exhibit 21. Residential Target Areas

Source: City of Lakewood, 2020.

Preventing Displacement

Current residents in the LSDS may be vulnerable to displacement with redevelopment in this area due to high rates of cost burden, low household incomes, and other factors. Exhibit 22 shows high and moderate risks of displacement in the subarea based on an analysis done by the Puget Sound Regional Council in 2017. Existing low density housing is anticipated to be replaced through small or moderate-scale redevelopment projects over the next 20 years that will increase the number of available units in the area. The focus of this plan is support additional options for low and moderate income housing, as well as a variety of housing types, is one way to prevent economic displacement.

Exhibit 22. Estimated Displacement Risk

Source: Puget Sound Regional Council, 2017; BERK, 2021.

The City of Lakewood leads or participates in plans and programs to support, create, and maintain affordable housing options for its residents. In addition, the policies and strategies in the Housing section of this plan aim to incentivize new affordable housing creation, support increased rates of homeownership, and assist residents at risk of displacement.

The following **programs support the creation of new affordable housing** in the City and study area:

- Housing Incentive Program (LMC 18.90) provides inclusionary density bonuses, development standard flexibility, and fee reductions for affordable housing development.
- Multi-family Property Tax Exemption (MFTE) gives a tax break for affordable housing development in most of the Lakewood Station District.

- Community Development Block Group (CDBG)/HOME funds from the federal government are used to support affordable housing development.
- Affordable Housing Initiative (2060) and Homeless Housing Act (2163) Programs that are joint with Pierce County and distribute funds to support affordable housing and homelessness.
- SHB 1406 Program applies a portion of the sales and use tax to use for supportive and affordable housing.

The following **programs support residents** in obtaining and maintaining high quality housing they can afford:

- Down payment assistance program by City of Lakewood and Pierce County.
- Pierce County property tax exemption for seniors and disabled.
- On-going partnership with Habitat for Humanity.
- Rental Housing Safety Program: ensures all housing units meet a consistent, minimum level of safety for tenants.

Policies and Strategies

Policies

- Encourage a variety of housing types to ensure choice for current and future residents, workers, military families, and to strengthen commercial areas.
- Support housing affordable to current LSDS residents though preservation where possible, as well as redevelopment activities.
- Incentivize the development of market rate and affordable housing options for households with incomes at 60-120% of the area median income to preserve affordability in the LSDS and avoid displacement of existing residents.
- Encourage homeownership options that allow local residents to invest in the community to gain equity and wealth.
- Attract a mix of large and small builders that can provide new housing options at a variety of scales and levels of

affordability.

Strategies

- Allow the highest density housing in mixed-use areas and in the Transit-Oriented Commercial zone where the availability of amenities within walking distance will encourage non-motorized transportation alternatives.
- Encourage and support missing middle housing types such as duplexes, triplexes, and small-scale multifamily as infill development in the residential area to improve housing choice and preserve affordability.
- Support the development of ground-related rowhouses as an affordable home ownership option for LSDS residents.
- Support the development of housing that meets the needs of military households.
- Partner with affordable housing organizations to support the expansion of subsidized housing in the LSDS by building new projects or by purchasing and rehabilitating existing housing.
- Work with the Washington Homeownership Center to find opportunities for investment in the LSDS.
- Consider expansions of existing affordable housing incentive programs and new affordability incentives in the LSDS, including the extension of the applicability area for the multi-family property tax exemption (MFTE).
- Consider programs to support residents in the LSDS as the area redevelops and reduce involuntary displacement such as a housing navigator program, a notice of intent to sell ordinance, just cause eviction protections, and right of first refusal incentives.
- Develop community benefit agreements with large investors in the LSDS.
- Provide information and support to help investors navigate affordable housing financing programs.
- Identify partners to support funding and a program that will rehabilitate existing homes such as a home repair program.



Economic Development, Business, & Employment

The LSDS is an area ripe for new investment due to its location near I-5 and the availability of local and regional transit options. Proximity to Joint Base Lewis-McChord (JBLM) provides a unique and regional market opportunity. A 2018 JBLM Regional Economic Impact Analysis shows that the base has a \$9.2 billion impact on the regional economy.²⁸ The LSDS also has the opportunity to become a health care hub with proximity to Madigan Hospital on JBLM as well as to St. Clare Hospital and Western State Hospital. Business development in the subarea could attract a greater portion of regional investment to Lakewood.

Context

The LSDS supports over 170 businesses and nearly 2,300 employees.²⁹ These numbers grow to over 640 businesses and 6,550 employees within the half mile extended study area.

²⁸ South Sound Military Partnership and University of Washington Tacoma, 2018.

²⁹ Data in this paragraph comes from ESRI Business Summary, 2019.

Retail and services are the primary businesses sectors. Services, including lodging, health care, automotive, legal, and other service industries comprise nearly half of the businesses in the subarea (46%) and employ 65% of the workers. Retail businesses, including restaurants and the sales of merchandise, gas stations, food, and other goods, comprise 29% of the businesses in the subarea and employ 22% of the workers.

Local businesses and small businesses serve the LSDS by providing opportunities for shopping, employment, and entrepreneurship. Stakeholders and public participants acknowledged the importance of small and local businesses in the LSDS visioning survey. Some provide service in Korean or Spanish to support the local community and create spaces of belonging. As the area transitions and grows, measures that prevent residential displacement and support small business will help avoid business displacement by maintaining local customer base and providing resources for continued business development.

Jobs in this area provide moderate incomes: about 44% provide an annual income above \$40,000 a year, approximately half of the median household income for Pierce County. Almost one-fifth (18%) of the workers in the subarea earned under \$15,000 a year.

The LSDS is part of the federally designated Lakeview/Kendrick Street Opportunity Zone. The opportunity zone includes two census tracts. These tracks overlap with portions of the LSDS including the Bridgeport Way interchange with I-5, St. Clare Hospital, the Sounder Station, the proposed Lakewood Landing site, and a portion of the residential area. Opportunity zones were created by the 2017 Tax Cuts and Jobs Act with the intention of supporting economic development and employment in distressed communities.³⁰ The program allows investors to defer capital gains tax for up to nine years by investing their gains in a Qualified Opportunity Zone. The federal program is funded through 2026 and supports redevelopment in the LSDS.



Local businesses serve residents and provide entrepreneurship opportunities

Source: El Mercado Latino

³⁰ Department of Commerce, 2020.

<https://www.commerce.wa.gov/growing-the-economy/opportunity-zones/>

Policies and Strategies

Policies

- Support medical office and commercial office opportunities.
- Encourage mixed-use development to expand opportunities for business and employment in the LSDS.
- Support small business development to build on the diverse offering of goods and services to residents and workers in the LSDS.

Strategies

- Promote St. Clare Hospital and satellite medical office and supportive commercial uses. Connect the residential neighborhood to the hospital with improved pedestrian and linear park opportunities.
- Support the master planning of the Lakewood Landing site for mixed-use development to expand opportunities for employment and retail development. See related Land Use policy.
- Partner with developers to identify projects eligible for participation in the Lakeview/Kendrick Street Opportunity Zone.
- Provide resources for entrepreneurs and small businesses, such as grant/loan programs, to support and recruit small, local businesses in the LSDS.
- Encourage micro-retail, or businesses that cater to specific demographic segments of the community, with business development resources and support available in other languages and flexibility in the design of cultural spaces.
- Invest in infrastructure and civic amenities consistent with this plan to attract business owners and investors.



Transportation

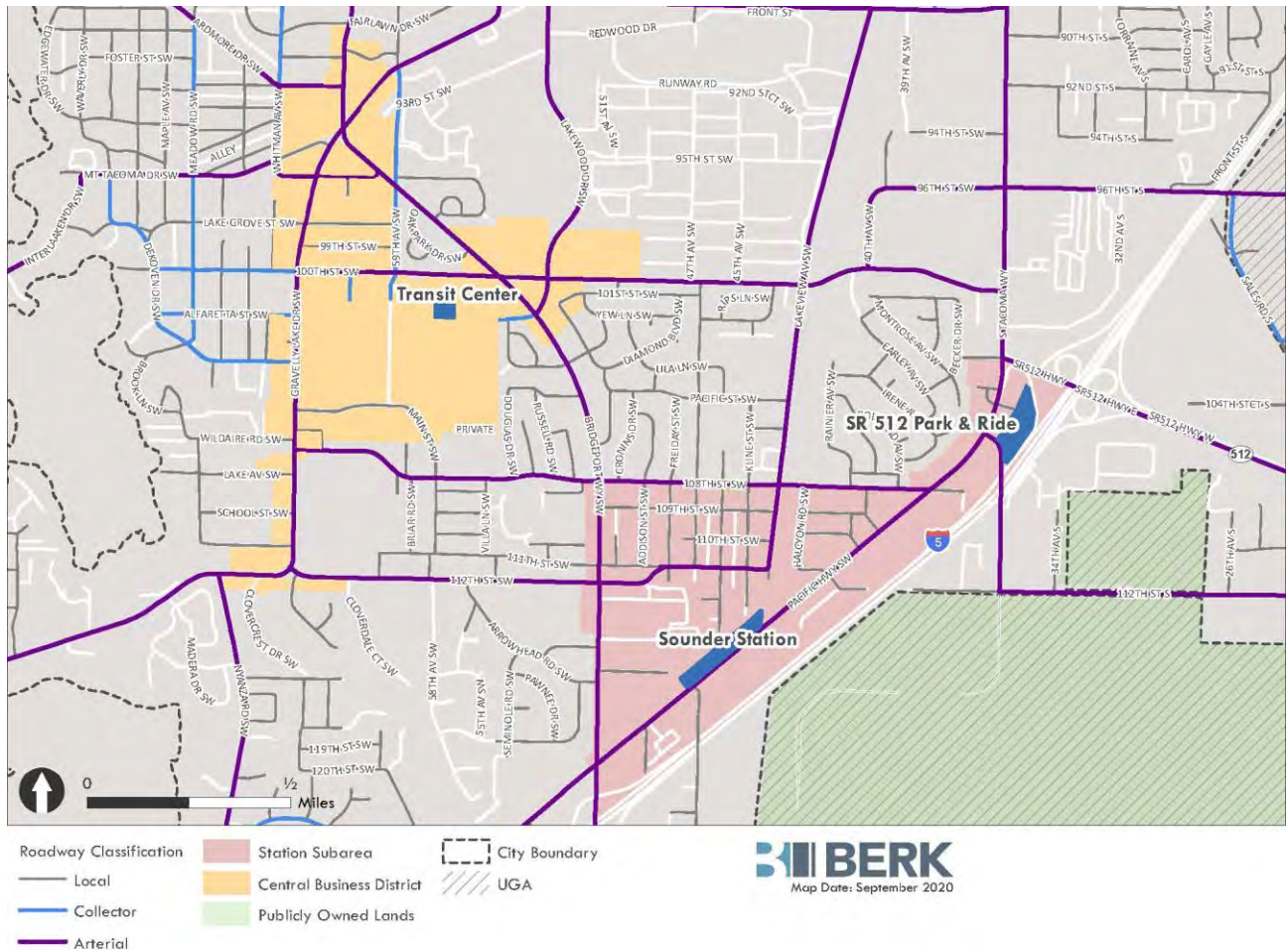
Context

The LSDS is a predominantly auto-oriented environment framed by access to I-5 to the north at the SR 512 interchange and at the Bridgeport Way interchange to the south. It is also served by major arterials such as Pacific Highway SW, Bridgeport Way, and 108th Avenue SW and a network of local access streets (see Exhibit 23).

There are two key regional transit facilities: Lakewood Station and SR 512 Park & Ride. Both Lakewood Station and SR 512 Park & Ride provide vehicle parking for transit users. The Downtown Transit Center is only about a mile away from the study area along Bridgeport Way. Enhanced streetscapes could provide better bike and pedestrian accessibility to transit resources within and nearby the LSDS.

The subarea is bisected by an existing rail line on which the Sounder and freight trains operate. While the rail line is an important regional transit and freight corridor, it has also created an environment with few roadway crossing opportunities which can affect vehicle operations and bicycle and pedestrian mobility.

Marked bicycle lanes are located in the LSDS on Pacific Highway and 108th Street SW. While sidewalks are generally located on all major streets in the project area, the residential area lacks sidewalks on most roadways. In addition to adding sidewalks and bike lanes, there is an opportunity to enhance existing street facilities. Adding landscaping that buffers non-motorized travelers from automobile traffic flows could improve safety and comfort.

Exhibit 23. Transportation Features in the LSDS and Vicinity

Sources: Fehr & Peers, 2020; Pierce County, 2020.

Level of Service

The transportation element of the Comprehensive Plan provides policy direction to address local and regional mobility. The transportation element acknowledges the increase of traffic congestion within Lakewood and seeks to mitigate it by developing a balanced multimodal system that effectively moves people, goods, and services without compromising community character. The Plan specifically calls for the incorporation of non-motorized facilities, enhanced illumination, and other pedestrian amenities into new development designs.

The City uses PM peak hour average delay to evaluate traffic operations level of service (LOS) at its intersections. The transportation element designates LOS guidelines for the city's

arterial streets and intersections. Within the study area, the City sets a LOS standard of LOS D³¹ during the weekday PM peak hour at all arterial street intersections. However, according to Policy T-20.5, the City may allow minor street stop-controlled intersections to operate below that LOS standard if those instances are thoroughly analyzed from an operational and safety perspective.

Redevelopment in the LSDS is expected to increase roadway volumes that will impact the movement of automobiles, freight, and transit. The areas where LOS may be affected, without mitigation interventions (mitigations are discussed on the following pages), include the following intersections:

- Pacific Highway / Sharondale Street SW – Increase in delay, LOS F to LOS F
- Pacific Highway / Bridgeport Way – from LOS D to LOS E
- Bridgeport Way / SB I-5 Ramp – from LOS D to LOS E

Improvements

Planned Improvements

The Six-Year Comprehensive Transportation Improvement Program (TIP) for 2021-2026 was approved by the Lakewood City Council in June 2020. This document outlines short and long term road projects, including the addition of new sidewalks, curb, gutter, stormwater improvements and road overlays, throughout the city. The following projects within the LSDS are identified in the TIP as long term improvements:

- Lakewood Station Non-Motorized Access Improvements – sidewalks and street lighting per the Non-Motorized Plan and Sound Transit Access Improvement Study.
- Kendrick Street SW from 111th Street SW to 108th



111th and 112th Street Corridors

Source: City of Lakewood.

³¹ LOS D is defined in the Lakewood Comprehensive Plan as a level of traffic that is approaching unstable flow. Travel speed and freedom to maneuver are somewhat restricted, with average delays of 25 to 40 seconds per vehicle at signalized intersections. Small increases in traffic flow can cause operational difficulties at this level.

Street SW – sidewalks, street lighting, bicycle facilities.

- 112th/111th – Bridgeport to Kendrick – sidewalks, bicycle facilities, street lighting.
- 108th – Bridgeport Way to Pacific Highway – roadway patching and overlay.

Sound Transit and Pierce Transit have also identified improvements for the LSDS in their plans. The Sound Transit System Access Fund awarded funds in 2019 to support non-motorized access to Lakewood Station. These include a variety of improvements to support pedestrian and bicycle access on 11th Street SW and 112th Street SW. At this time there is no specific plan for a pedestrian crossing of Pacific Highway to connect Lakewood Station to the future Lakewood Landing site, but options should be considered. Pierce Transit's *Destination 2040* plan identifies two new Bus Rapid Transit (BRT) routes that will bring additional transit service to the subarea. A new line in 2026 would connect to Downtown Tacoma. In 2030 a BRT line would replace an existing transit line connecting Lakewood to Puyallup's South Hill.

General Mitigation Measures

Managing demand for auto travel is an important part of mitigating the traffic congestion impacts.

Transportation demand management (TDM) strategies could include subsidies or discounts for non-auto travel, education and assistance to help travelers identify non-auto commute options, rideshare and ridematch promotion, and local incentive and reward programs.



Transit near employment helps reduce auto demand

Source: City of Lakewood.

Washington state Commute Trip Reduction (CTR) law focuses on employers with 100 or more employees whose shifts begin during the typical AM commute. This law requires employers to develop commute trip reduction plans and work toward meeting their mode share targets through internal programs and monitoring.

The City of Lakewood included policies aimed at managing auto travel demand in its Comprehensive Plan. The policies call for the City to encourage and assist employers who are not

affected by the CTR law to offer TDM programs on a voluntary basis, encourage large employers to offer flexible or compressed work schedules to reduce localized congestion, and implement a public awareness and educational program to promote transportation demand management (TDM) strategies. With a robust TDM program in place, it is expected that actual trip generation in the Study Area could be lowered beyond the levels analyzed as part of the Subarea Plan.

Specific Mitigation Measures

The City could make signal timing improvements to increase the efficiency of impacted intersections and roadways in the subarea. Exhibit 24 describes potential improvements to the impacted study intersections. Improvements generally involve changes that will not require right-of-way acquisition or widening, rather only changes to signal timing. The exception is intersection of Pacific Highway and Sharondale Street, which is currently all-way stop controlled, where a signal could improve operations if the volumes meet a signal warrant. With the proposed mitigation measures all intersections are expected to operate at LOS D or better.

Exhibit 24. Proposed Mitigation Measures

INTERSECTION	IMPROVEMENT
Pacific Highway / Sharondale Street	Install signal using existing channelization and signal length consistent with adjacent intersections
Pacific Highway / Bridgeport Way	Signal timing revisions, including optimizing cycle lengths and coordination offsets on Bridgeport Way from 108th to the NB I-5 Ramp. Change signal phasing for the northbound right turn to include an overlap with the eastbound left turn phase.
Bridgeport Way / SB I-5 Ramp	Signal timing revisions, including optimizing cycle lengths and coordination offsets on Bridgeport Way from 108th to the NB I-5 Ramp.

Source: Fehr & Peers, 2020.

With implementation of the potential signal timing mitigation measures outlined in the previous section and future improvements at the Bridgeport Way/I-5 ramps, the magnitude of the impacts could be mitigated such that auto, freight, and transit are not significantly impacted.

Street Standards

As noted in Land Use & Urban Design, new street standards are an important tool in the transformation of the LSDS according to its vision. New development brings the opportunity to modify frontages to improve safety and comfort for pedestrians and bicyclists. It also provides opportunities to increase green space and open space. By adopting new street standards, the LSDS will improve travel conditions across all modes.

The City of Lakewood hopes to offset the costs of complying with street standards. It will identify programs and funding sources aimed at sharing or minimizing the cost of street improvements in the LSDS.

Policies and Strategies

Policies

- Provide multi-modal transportation options to improve the flow of people and goods in the LSDS and to reduce auto-dependence.
- Support pedestrians in the LSDS with sidewalk and infrastructure improvements that enhance safety and provide a more comfortable travel experience.
- Enhance non-motorized connections to Lakewood Station and Pierce Transit facilities to encourage the use of regional and local transit.
- Connect the LSDS to Downtown with enhanced pedestrian and bicycle facilities.
- Publicly invest in the development and construction of streetscapes to support redevelopment in the LSDS.
- Consider options for crossing Pacific Highway to provide a safe and efficient linkage between Lakewood Station and the Lakewood Landing development site.

Strategies

- Apply a hybrid form-based code to support improved streetscapes that accommodate pedestrian travel.
- Add signalization improvements at Pacific Highway and Sharondale Street to prevent traffic delays and at Bridgeport Way and the I-5 northbound/southbound off ramps to prevent queuing that extends onto the freeway.
- Work with Sound Transit and Pierce Transit on the timing and location of non-motorized improvements to avoid gaps and overlaps in the system.
- Require street frontage improvements that enhance walkability and support economically viable and quality residential development.
- Identify funds, funding mechanisms, grants, and programs that allow the City of Lakewood to develop and build streetscapes in the LSDS.



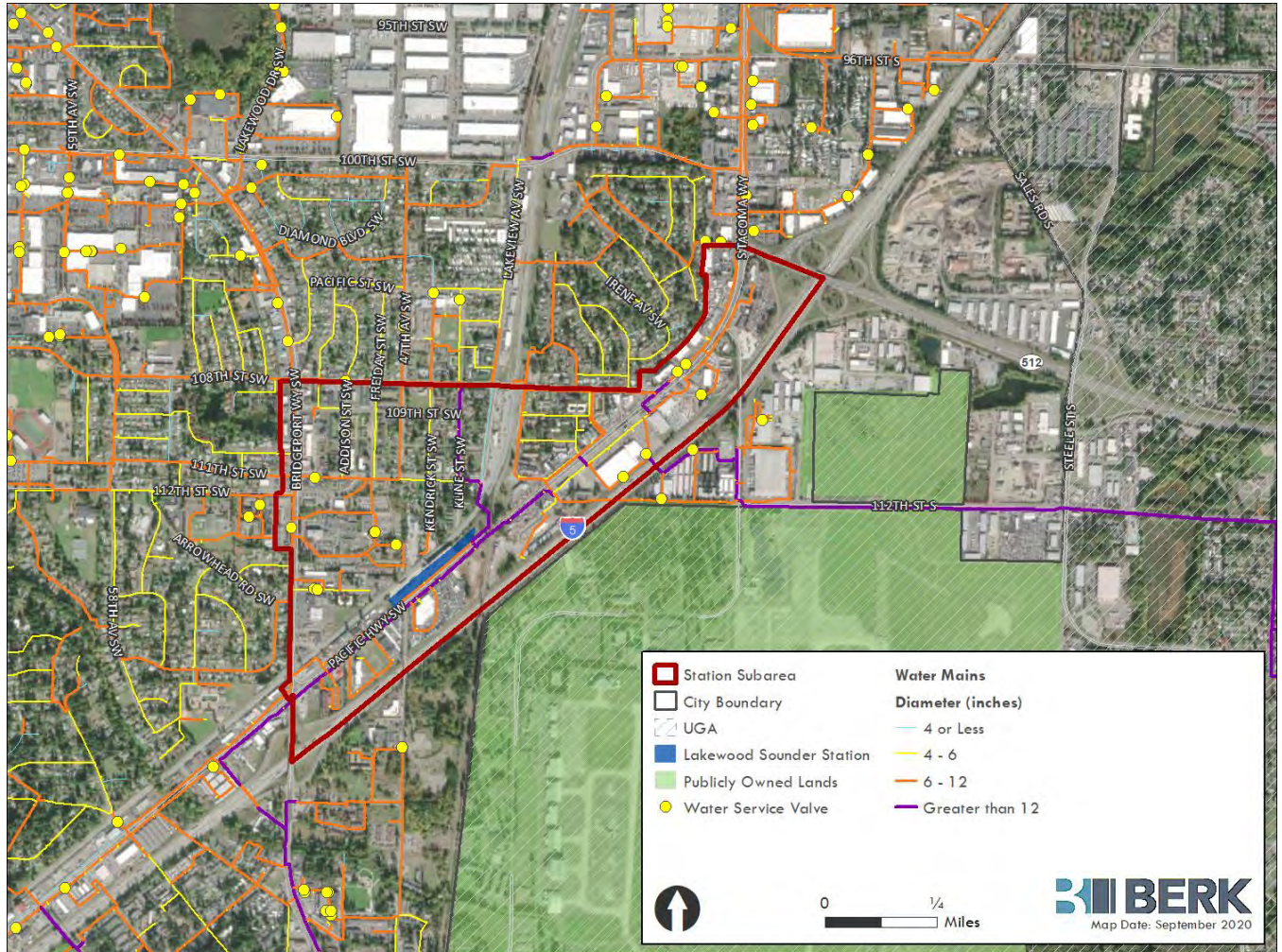
Utilities & Public Services

A variety of providers serve the LSDS with utility infrastructure and public services. Infrastructure updates and capacity changes related to the subarea plan will need to be coordinated with these providers. This should be done through participation in the updates of long-range system plans as well as shorter term capital facility improvement plans and project specific planning and permitting.

Context

Water

Water is provided by the Lakewood Water District and the subarea is fully served. As shown in Exhibit 25, the largest water mains primarily run along Pacific Highway, but a main larger than 12 inches runs roughly under Kline Street SW into the residential area. There is also a main larger than 12 inches that runs into the subarea from the southeast side of I-5. Mains 6 to 12 inches in size are well distributed throughout the subarea, running under several streets, including Bridgeport Way. These midsized mains serve St. Clare Hospital and the existing commercial development in the subarea.

Exhibit 25. Water Utility Infrastructure in LDS and Surrounding Area

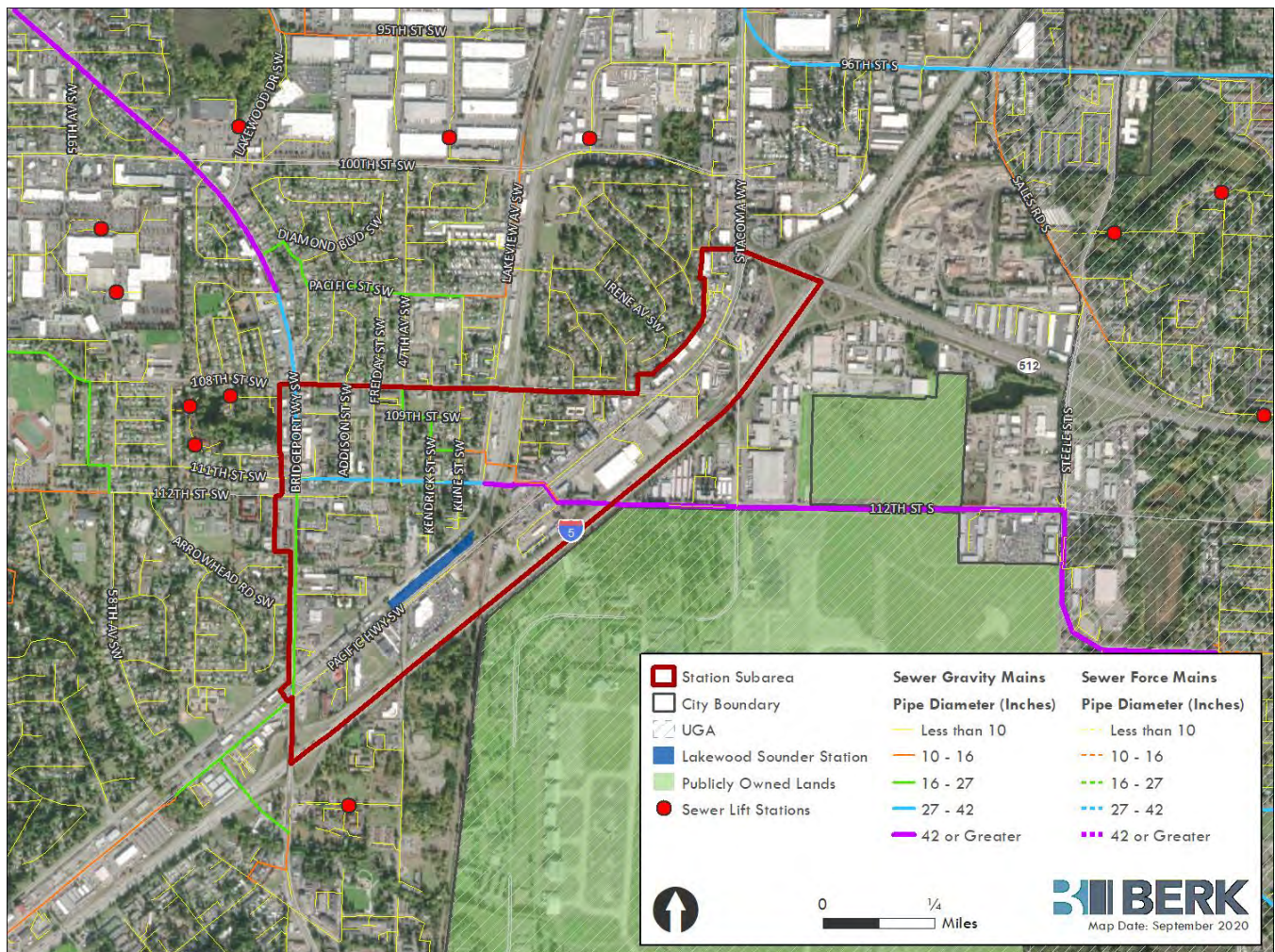
Sources: BERK, 2020; Pierce County Assessor, 2020.

The Lakewood Water District initiated a 50-year repair and replacement plan in 2014 to replace 181 miles of aging water mains. Some replacements have already occurred in the subarea, including replacements along Bridgeport Way. The repair and replacement plan focuses on the replacement of facilities that are nearing the end of their useful life and does not account for upgrades or extensions to support new development. District policy requires the developer to pay for system improvements related to new development. Depending on the location and intensity of new development in the subarea, this may include water main upgrades or line extensions to provide additional capacity or fire flow. Coordination of upgrades with the 50-year repair and replacement program is recommended and could provide cost and timing efficiency for redevelopment projects in the subarea.

Wastewater

Wastewater service in Lakewood is provided by Pierce County Planning and Public Works. Most of the sewer pipes shown in Exhibit 26 were installed in the 1980s (some later) and are primarily 8-inch diameter PVC pipes, which have a 100-year lifetime. Larger interceptors are typically made of concrete, which has a service life of 50 to 100 years. Generally, the sewer infrastructure is considered in good condition with plenty of remaining service life and no current need for large scale line replacements or upgrades.

Exhibit 26. Wastewater Infrastructure in the LSDS and Surrounding Area



Sources: BERK, 2020; Pierce County Public Works, 2020; Pierce County Assessor, 2020.

The most recent system plan is the 2010 Unified Sewer Plan, adopted in 2012. Pierce County was scheduled to begin an update in late 2020. The Plan accounted for zoning densities up to 54 units per acre, which should be adequate for most development within the LSDS. Master planned development at

Lakewood Landing may occur at a higher intensity and require wastewater system capacity upgrades. The update of the Unified Sewer Plan provides an opportunity to plan for future development at Lakewood Landing.

Pierce County coordinates quarterly with the City of Lakewood to discuss upcoming and future projects. A Sewer Improvement Plan (SIP) was adopted in September 2019, addressing capital facility planning from 2020-2040 and identifying funding for the next six years of capital facility improvements. Reviewing the SIP in light of the LSDS and Lakewood Landing development is recommended.

Energy

Lakeview Light and Power provides electrical service to the subarea and Puget Sound Energy provides natural gas service. Maps showing the locations of the lines providing natural gas service are not available and most facilities are located underground. Puget Sound Energy is working on an updated Integrated Resource Plan to ensure continued delivery of service to its existing service areas in the region and to address opportunities for enhanced conservation and reduced environmental impacts.

Lakeview Light and Power is working on increased system capacity and flexibility. There is a five-year capital budget for repowering the substation at Pacific Highway and Bridgeport Way. Improvements to the substation will allow Lakeview Light and Power to rebalance loads as needed to accommodate fluctuations in usage. Increased demand for electrical service should be possible to accommodate, but specific plans may be needed to address any heavy commercial users and electric vehicle charging capacity. Line infrastructure is located mostly above ground within the subarea. As redevelopment occurs, taller buildings will likely require utility undergrounding for safety, but Lakewood does not have a policy or regulation requiring undergrounding with new development.

Emergency Response

Emergency response services in Lakewood are provided by West Pierce Fire and Rescue and the Lakewood Police Department.

The Lakewood Police Department is one of the largest departments in the state. It operates six patrol districts as well as specialized units in criminal investigation, K9, traffic, and marine response. The subarea is part of the Pacific Patrol District, which is authorized for up to 28 sworn personnel.³² All patrol districts, including the Pacific District, are operated out of the police station in the civic campus in Downtown, less than a mile from the subarea.

Emergency management functions for Lakewood are part of the Police Department. The mission of emergency management is to assist with mitigation, preparation, response, and recovery from natural disasters and other community emergencies. This includes a variety of trainings and informational materials to help residents and businesses prepare for major emergency events.

West Pierce Fire and Rescue provides fire and emergency medical response to Lakewood, University Place, and Steilacoom. Station 20 is located within the subarea along Pacific Highway. Services offered by West Pierce Fire and Rescue include emergency medical response, fire suppression, fire prevention, and community education. They also sponsor Community Emergency Response Team (CERT) trainings that prepare residents to be the first line of response in their neighborhoods following a disaster prior to the arrival of emergency responders.



Emergency response is readily available

Source: West Pierce Fire and Rescue.

³² Lakewood Police Department 2018 Annual Report, updated in 2019.

Policies and Strategies

Policies

- Ensure there is adequate utilities infrastructure to support redevelopment of the LSDS according to the vision.
- Consider future agreements to support infrastructure development in the LSDS such as development agreements, latecomers agreements, fee assessments, improvement districts, and other tools.

Strategies

- Coordinate with public service and utility providers during the update and development of long-range plans and system improvement plans to ensure there is adequate support for anticipated growth and development of the LSDS subarea.
- Work with public service and utility providers to ensure that capital improvement plans include the projects necessary to support development in the LSDS subarea.



Implementation Plan

The following table identifies responsibilities for implementing the vision for the LSDS. It outlines the direction, responsible entity, and timeline for plan actions. The timelines include ongoing, short term (up to three years), midterm (three to five years), or long term (more than five years).

	Direction	Timeline	Department
Land Use & Design	Support the master planning of the Lakewood Landing site for mixed-use development so it will provide opportunities for high density housing, employment, business, and public space.	Ongoing	Community Development and Economic Development
	Pursue opportunities for enhancing landscaping or adding linear parks within the public right-of-way to integrate green spaces and open spaces into the LSDS.	Long term	Community Development and Parks and Recreation
	Work through the <i>Legacy Plan 2020</i> to identify opportunities for public parks facilities within a 10-minute walk of subarea residents.	Midterm	Parks and Recreation
	Identify standards and guidelines that support transitional parking arrangements so space used for parking can be transitioned to other uses as the area becomes less auto-dependent.	Short term	Community Development
	Monitor the impact of the Lakewood Station District Overlay and amend the Plan as needed to improve outcomes.	Ongoing	Community Development

	Direction	Timeline	Department
Housing	Allow the highest density housing in mixed-use areas and in the Transit-Oriented Commercial zone where the availability of amenities within walking distance will encourage non-motorized transportation alternatives.	Ongoing	Community Development
	Encourage and support missing middle housing types such as duplexes, triplexes, and small-scale multifamily as infill development in the residential area to improve housing choice and preserve affordability.	Ongoing	Community Development
	Support the development of ground-related rowhouses as an affordable home ownership option for LSDS residents.	Ongoing	Community Development
	Support the development of housing that meets the needs of military households.	Ongoing	Community Development
	Partner with affordable housing organizations to support the expansion of subsidized housing in the LSDS by building new projects or by purchasing and rehabilitating existing housing.	Ongoing	Community Development
	Work with the Washington Homeownership Center to find opportunities for investment in the LSDS.	Ongoing	Community Development
	Consider expansions of existing affordable housing incentive programs and new affordability incentives in the LSDS, including the extension of the applicability area for the multi-family property tax exemption.	Short term	Community Development
	Consider programs to support residents in the LSDS as the area redevelops and reduce involuntary displacement such as a housing navigator program, a notice of intent to sell ordinance, just cause eviction protections, and right of first refusal incentives.	Short term	Community Development
	Develop community benefit agreements with large investors in the LSDS.	Ongoing	Community Development
	Provide information and support to help investors navigate affordable housing financing programs.	Short term	Community Development and Economic Development

	Direction	Timeline	Department
Housing, continued	Identify partners to support funding and a program that will rehabilitate existing homes such as a home repair program.	Short term	Community Development
Economic Development, Business, & Employment	Promote St. Clare Hospital and satellite medical office and supportive commercial uses. Connect the residential neighborhood to the hospital with improved pedestrian and linear park opportunities.	Short term	Community Development and Economic Development
	Support the master planning of the Lakewood Landing site for mixed-use development to expand opportunities for employment and retail development. See <i>related Land Use policy</i> .	Ongoing	Community Development and Economic Development
	Partner with developers to identify projects eligible for participation in the Lakeview/Kendrick Street Opportunity Zone.	Midterm	Community Development and Economic Development
	Provide resources for entrepreneurs and small businesses, such as grant/loan programs, to support and recruit small, local businesses in the LSDS.	Ongoing	Economic Development
	Encourage micro-retail, or businesses that cater to specific demographic segments of the community, with business development resources and support available in other languages and flexibility in the design of cultural spaces	Ongoing	Economic Development
	Invest in infrastructure and civic amenities consistent with this Plan to attract business owners and investors.	Long term	Public Works
Transportation	Apply a hybrid form-based code to support improved streetscapes that accommodate pedestrian travel.	Ongoing	Community Development
	Add signalization improvements at Pacific Highway and Sharondale Street to prevent traffic delays, and at Bridgeport Way and the I-5 northbound/southbound off ramps to prevent queuing that extends onto the freeway.	Long term	Public Works
	Work with Sound Transit and Pierce Transit on the timing and location of non-motorized improvements to avoid gaps and overlaps in the system.	Ongoing	Public Works

	Direction	Timeline	Department
	Require street frontage improvements that enhance walkability and support economically viable and quality residential development.	Ongoing	Community Development and Public Works
	Publicly invest in the development and construction of streetscapes to support redevelopment in the LSDS.	Ongoing	Community Development and Public Works
Utilities	Coordinate with public service and utility providers during the update and development of long-range plans and system improvement plans to ensure there is adequate support for anticipated growth and development of the LSDS subarea.	Midterm	Public Works
	Work with public service and utility providers to ensure that capital improvement plans include the projects necessary to support development in the LSDS subarea.	Midterm	Public Works

LAKEWOOD STATION DISTRICT

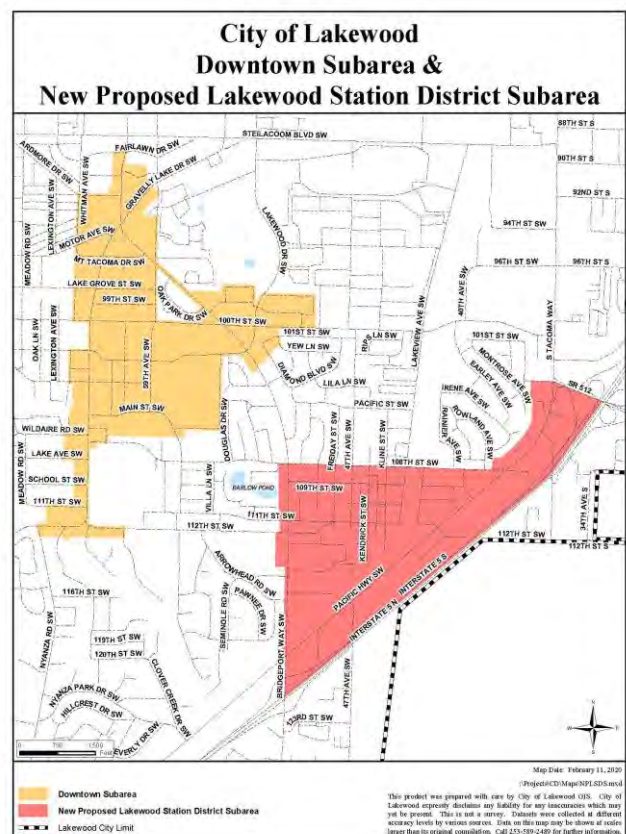
FORM-BASED CODE

Overview

The City of Lakewood is adopting a subarea plan for the Station District. The Station District is located southwest of Downtown and is centered around the Sounder Station. The City adopted a new subarea plan and hybrid form-based code for Downtown in the fall of 2018; the City intends to adopt a similar hybrid form-based code for the Station District that addresses the specific context of the Station District, including land use, streets and transportation, open space, and desired urban form. This framework will address how best to apply a hybrid form-based code to the Station District.

The draft code includes the following sections:

1. Station District
 - Purpose.
 - Vision and Objectives.
 - The Regulation Plan Map.
 - Definitions.
 - Relationship to Other Regulations.
2. Land Use and Zoning
 - Application within Station District.
 - Land Use.
 - District-Wide Development Standards.
3. Streets and Blocks
4. Site Design, Buildings, and Frontage
5. Landscaping, Open Space, and Green Infrastructure
 - Basic Standards.
 - Special Landscape Treatments.
 - Common and Open Space Standards.
 - Green Infrastructure.
6. Parking



Downtown and Station District Subareas

City of Lakewood, 2019

Title 18C

STATION DISTRICT DEVELOPMENT CODE

Chapters:

- 18C.100 Station District**
- 18C.200 Land Use and Zoning**
- 18C.300 Streets and Blocks**
- 18C.400 Site Design, Buildings, and Frontage**
- 18C.500 Landscaping, Open Space, and Green Infrastructure**
- 18C.600 Parking**

ATTACHMENT B
LSDS DEVELOPMENT CODE

Chapter 18C.100
STATION DISTRICT

Sections:

18C.100.100	Background.
18C.100.105	Purpose.
18C.100.110	Vision and Objectives.
18C.100.120	The Regulating Plan Map.
18C.100.130	Definitions.
18C.100.140	Relationship to Other Regulations.

18C.100.100 Background. The Station Area District is defined by its location along major transportation corridors including Pacific Highway, I-5, and the railroad (See Figure 18C.100-1). These transportation corridors limit street, bike, and pedestrian connections. However, a pedestrian bridge connects the Sounder Station to the neighborhood north of the railroad tracks. Land use in the district varies from large auto-oriented uses to multi-family and single-family housing. Major arterial streets in the district include Pacific Highway and Bridgeport Way. Within the confines of the Regulating Plan Maps, there are several dead-end streets. Some of these streets were the result of the construction of I-5 which began in the late 1950's and culminated in November 1968. Other dead-end streets are associated with the current railroad right-of-way which existed well before the establishment of many of the residential subdivisions within the area, and, finally, prior to Lakewood's incorporation, inadequate county subdivision code regulation that did not take into account urban development.

18C.100.105 Purpose.

The purpose of the Station District is to provide for coordinated and high-quality development including new housing, commercial development, parks and open space, and multi-modal transportation infrastructure within the Subarea. The Station District Hybrid Form-Based Code Overlay is intended to guide private development and changes in the public right-of-way to support the goals and implementation of the Station District Subarea Plan.

18C.100-1. Station District



Framework, 2020

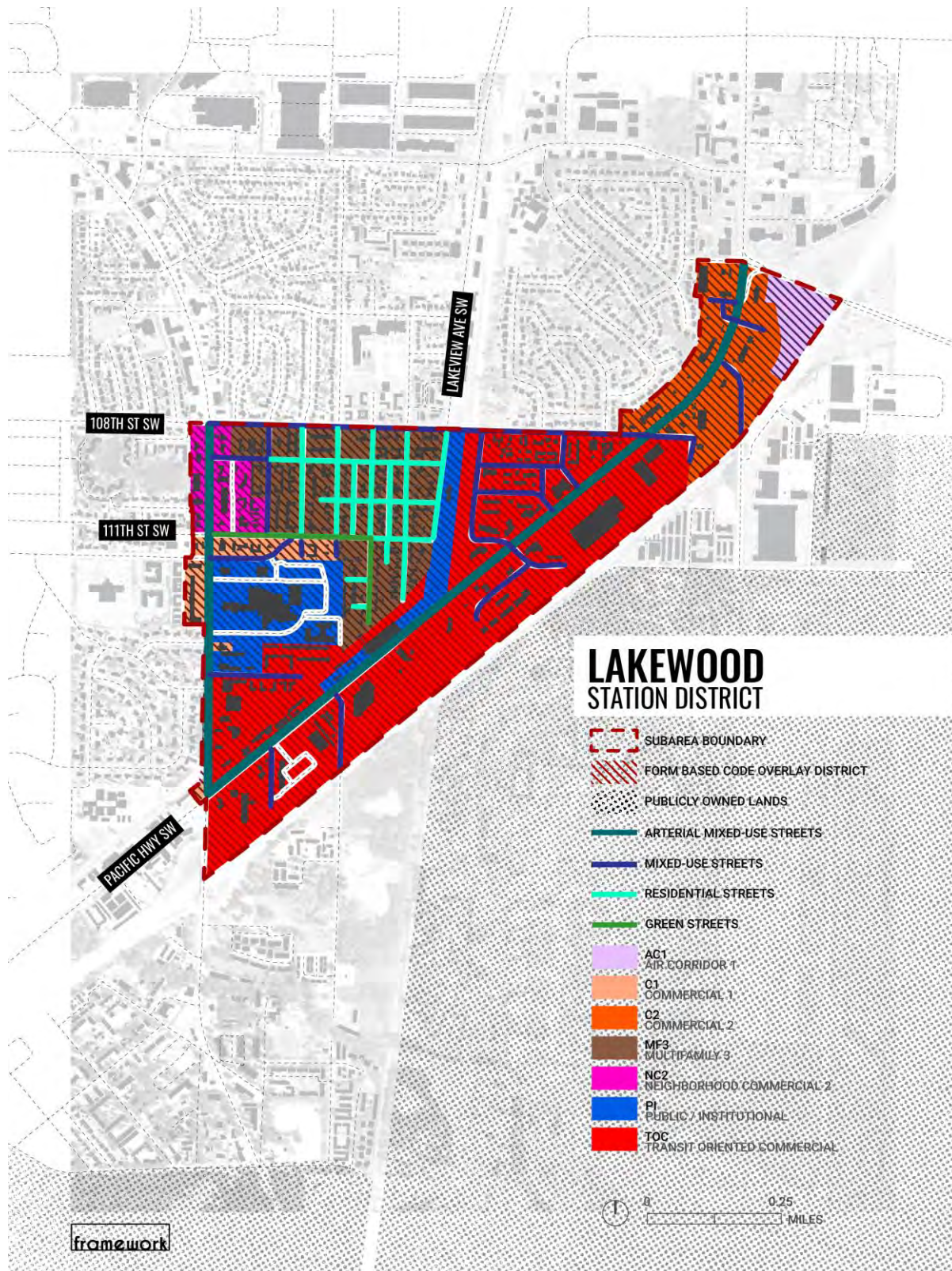
18C.100.110 Vision and Objective.

The Lakewood Station District is a multi-modal commuter hub of Lakewood and is the southern terminus of Sound Transit's commuter rail service. The Lakewood Station District provides an amenity-rich, transit-oriented development node surrounding the Lakewood Station. This District offers a mixture of intensive land uses and activities supportive of direct regional transportation access via the commuter rail station and I-5. The District implements development standards to foster a high quality, pedestrian-oriented urban environment, including incentives to encourage a dense mix of commercial and medical office, regional and local retail, services and hospitality, and high-density residential uses offering ownership and rental housing opportunities, all supported by direct regional transportation access.

18C.100.120 The Regulating Plan Map.

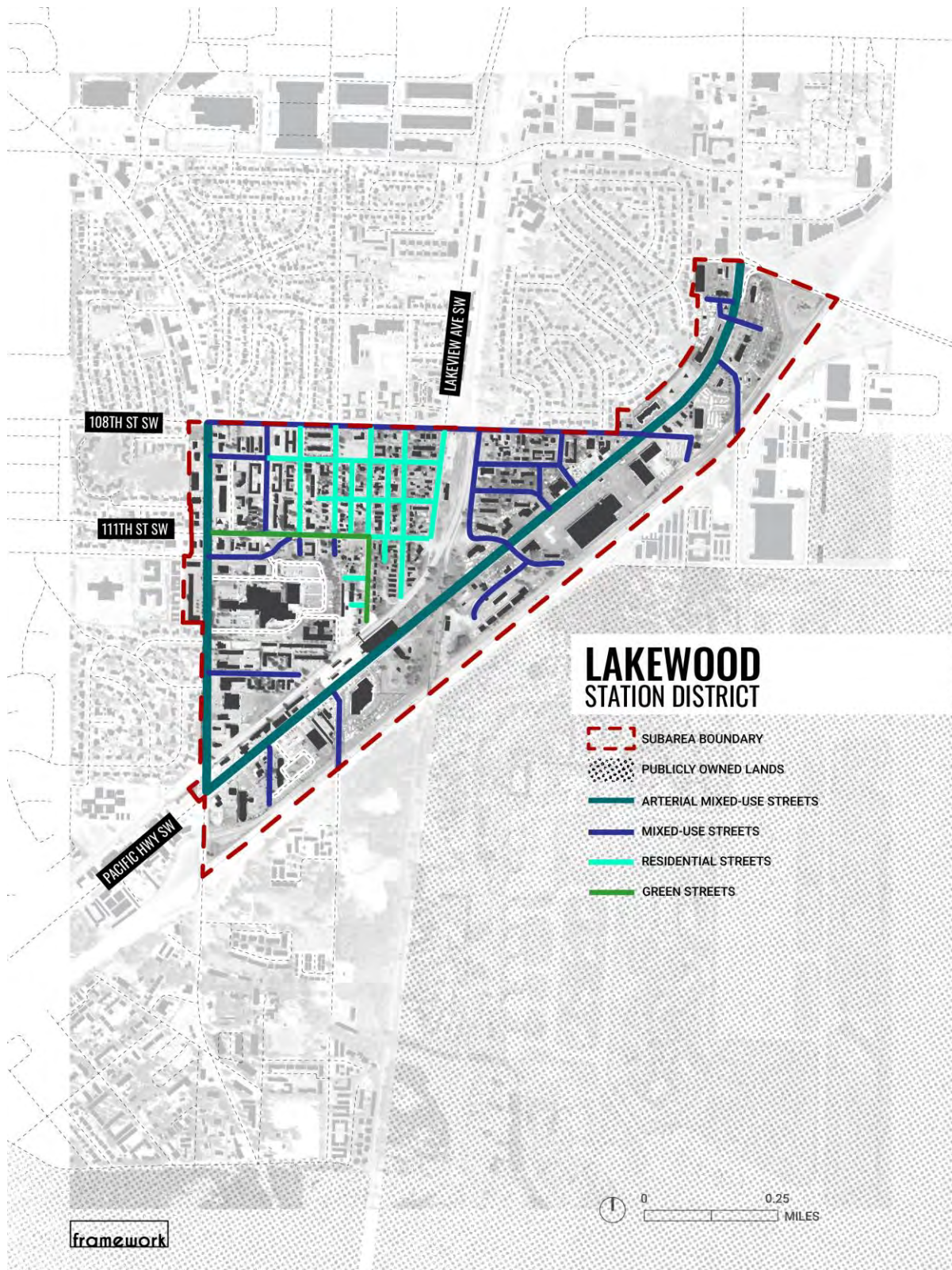
The regulating plan translates the community vision into a map. The regulating plan designates the locations, subdistricts, and streets that are intended to embody specific physical characteristics. It specifies the location and applicability of specific design treatments and identifies where they are required. The regulating plan works in tandem with the development standards, tables, and figures in this chapter, the rest of Title 18A and the LMC to define the shape, size, and location of streets through connections, infill blocks, buildings, and landscaping.

18C.120-1 Regulating Plan Map with Zoning



Framework, 2020

18C.120-2Regulating Plan Map – Street Typologies



Framework, 2020

18C.100.130 Definitions.

Definitions in this chapter shall be consistent with LMC 18A.10.180, Definitions. Interpretations of certain terms and phrases shall be consistent with LMC 18A.10.040, Rules of Construction.

18C.100.140 Relationship to Other Regulations.

In the case of a conflict between the regulations in Chapter 18C.100 LMC, Station District, and the rest of the Lakewood Municipal Code, the regulations in Chapter 18C.100 LMC, Station District Form-Based Code Overlay, shall control, with the exception of LMC Title 15, which will govern issues of public health and safety.

Chapter 18C.200

LAND USE AND ZONING

Sections:

- 18C.200.210 Application within Lakewood Station District.**
- 18C.200.220 Land Uses.**
- 18C.200.230 District-Wide Development Standards.**

18C.200.210 Application within Station District.

The Lakewood Station District Subarea (LSDS) has several base zones that are applied as shown in the map below. The zones are described as follows:

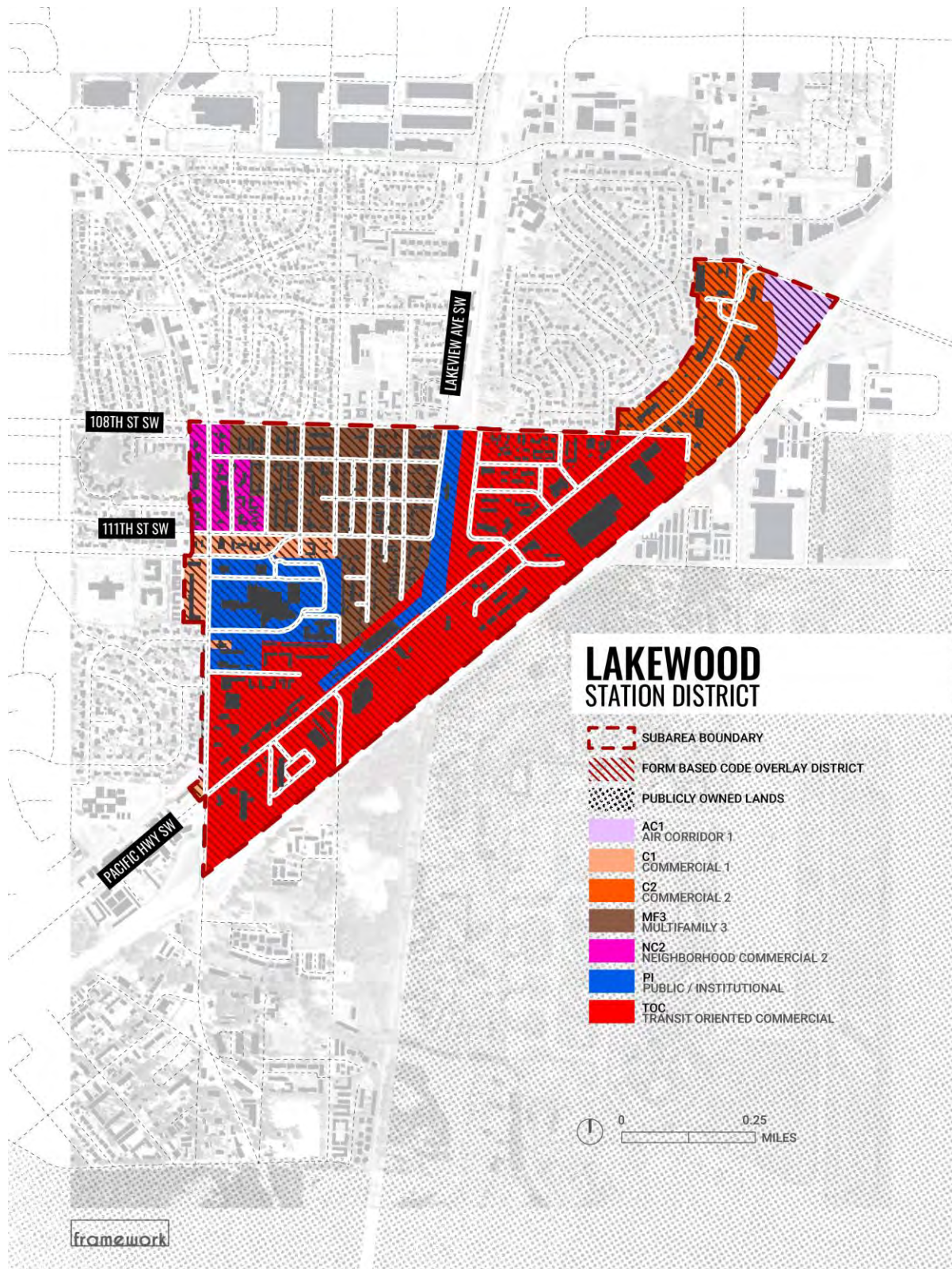
- A. The Multifamily 3 (MF3) zoning district is intended to integrate urban, high-density, multi-story housing in close proximity to a principal or minor arterial, with commercial/residential districts. The MF 3 zoning districts are predominantly located adjacent to land zoned NC2, CBD, or SD.
- B. The Neighborhood Commercial 2 (NC2) zoning district is intended to foster a sense of urban community in Lakewood. The district provides for a concentrated mix of activities, including residential, retail, office, and local services, which may serve the surrounding neighborhood or may serve more than one (1) neighborhood and attract people from other areas.
- C. The Commercial 1 (C1) and Commercial 2 (C2) zoning districts promote employment, services, retail, and business uses serving and linking neighborhoods to Lakewood's major transportation networks. The geographic relationship of the corridors to major road networks and their limited integration with adjacent neighborhoods promote employment, services, retail, and business/light industrial uses linked to access the major transportation networks. The C3 zoning district is distinguished by its arterial location and focus on "big-box" type uses which form an anchor for a large-scale commercial development.
- D. The Transit-Oriented Commercial (TOC) zoning district is an interactive mixture of uses which focus on regional transportation networks while providing for urban design, people orientation, and connectivity between uses and transportation routes.
- E. The Public/Institutional (PI) zoning district provides for moderate-scale and large-scale activities relating to the purpose of state and local governmental entities, except for military uses which are separately designated and zoned; special districts; and semi-public institutions providing

necessary public services. The designation allows for the specialized needs of providing public services to all areas of Lakewood.

F. The purpose of the Clear Zone (CZ), Air Corridor 1 (AC1), and Air Corridor 2 (AC2) zoning districts is to promote land use and development that is compatible with the aircraft noise and accident potential associated with the proximity to McChord Field, which is a part of the Joint Base Lewis-McChord (JBLM). McChord Field hosts three C-17 airlift squadrons. The potential risk to life and property from hazards associated with military aircraft operations necessitates control of the intensity, type, and design of land uses within the air corridor.

G. The Open Space and Recreation 1 (OSR1) and Open Space and Recreation 2 (OSR2) zoning districts provide for open space and public or semi-public recreational activities throughout the City.

18C.200-1. Station District Zoning Map



Framework, 2020

18C.200.220 Land Use.

A. Allowed and Prohibited Uses. All residential uses, civic uses, and commercial uses and their respective uses and their related accessory uses as defined in Chapter 18A.40 LMC are permitted within the Station District except for those prohibited uses listed below. Permitted uses are subject to the approval of all required development permits. Uses identified as prohibited below that legally existed prior to the adoption of this code are considered non-conforming.

1. *Prohibited uses in the AC1 zoning district:*
 - a. None.
2. *Prohibited uses in the MF3 zoning district:*
 - a. Building & landscape materials;
 - b. Convenience store;
 - c. General retail.
3. *Prohibited uses in the NC2 zoning district:*
 - a. Auto and vehicle sales/rental;
 - b. Building & landscape materials;
 - c. Solid waste transfer station;
 - d. Vehicle services, major repair/body work.
4. *Prohibited uses in the TOC zoning district:*
 - a. Accessory caretaker's unit.
5. *Prohibited uses in the C2 zoning district:*
 - a. Auto and vehicle sales/rental;
 - b. Manufacturing, assembling, & packaging, medium;
 - c. Manufacturing, assembling, & packaging, heavy;
 - d. Metal products fabrication, machine and welding;
 - e. Mobile home, RV, and boat sales;
 - f. Recycling facility – processing facility;
 - g. Repair service - equipment, large appliances.
 - h. Vehicle services, major repair/body work;
6. *Prohibited uses in the C1 zoning district:*
 - a. Auto and vehicle sales/rental;
 - b. Building & landscape materials;
 - c. Construction/heavy equipment sales and rental;

- d. Enhanced services facility;
- e. Equipment rental;
- f. Fuel dealer;
- g. Furniture/fixtures manufacturing, cabinet shop;
- h. Laundry, dry cleaning plant;
- i. Manufacturing, assembling, & packaging, medium;
- j. Manufacturing, assembling, & packaging, heavy;
- k. Mobile home, RV, and boat sales;
- l. Outdoor storage;
- m. Pawnbrokers and secondhand dealers;
- n. Recycling facility – processing facility;
- o. Repair service - equipment, large appliances;
- p. Secondhand stores;
- q. Storage, personal storage facility;
- r. Type 4 group home;
- s. Type 5 group home;
- t. Vehicle services, major repair/body work;
- u. Vehicle storage;
- v. Warehouse;
- w. Warehouse retail;
- x. Wholesaling and distribution.

B. Allowed Use Conditions. The following uses are allowed, provided the conditions listed below are met:

1. Drive-through facilities; *provided*:

- a. Drive-through facilities are limited to one drive-through lane per establishment;
- b. Drive-through facilities must have a primary customer entrance and cannot provide customer service exclusively from a drive-through or walk-up window;
- c. Drive-through facilities shall be designed so that vehicles, while waiting in line to be served, will not block vehicle or pedestrian traffic in the right-of-way;

d. Drive-through facilities shall be appropriately and attractively screened from the public right-of-way:

ii. Drive-through lanes shall only be placed parallel to a road if separated by a distance of 30 feet, or if fully screened by a 15-foot landscape setback with a designed landscape berm (six feet high at center of berm in 15-foot landscape setback) or three-and-one-half-foot decorative masonry wall;

iii. Drive-through lanes oriented perpendicular to a public right-of-way shall include landscape screening to shield headlights from shining directly into an abutting or adjacent street right-of-way.

C. Conditionally Permitted Uses.

1. Pipelines.

2. Manufacturing, assembling and packaging, light is allowed in the Station District, but such uses shall be as part of mixed-use development with commercial, retail, or residential uses.

D. Permitted Uses in the MS3 Zone within the LSDS.

1. Rowhouses.

2. Townhouses.

3. Three-family residential, attached.

18C.200.230 District-Wide Development Standards.

Unless otherwise specifically modified by an adopted development agreement or master plan, in addition to the regulations and requirements contained in other sections of this title and LMC Title 15, the following property development standards apply to all land and buildings in the Station District:

A. *Density*. Maximum density is based on the standards in the base zoning districts.

B. *Lot Size*. There is no minimum established lot size for the Station District. Proposed uses and the applicable design standards in this chapter shall be used to establish the minimum lot size for a project.

C. *Lot Coverage*. There is no minimum established lot size for the Station District. Proposed uses and the applicable design standards in this chapter shall be used to establish the minimum lot size for a project.

- D. *Setbacks*. The minimum distance setbacks for the Station District shall be determined by frontage type in Chapter 18C.400 LMC, except where increased setbacks due to building/fire code requirements apply.
- E. *Building Height*. The maximum building height, not including any applicable height bonus, for the Station District shall be determined by the underlying zoning districts.
- F. *Large-scale Commercial Facilities*. Large-scale commercial facilities shall meet the additional requirements specified in LMC [18A.70.050\(J\)](#).
- G. *Design*. Design features shall be required as set forth in Chapter 18C.300 LMC, Streets and Blocks, and Chapter 18C.400 LMC, Site Design, Buildings, and Frontage, and the community design standards in LMC [18A.70.040](#).
- H. *Tree Preservation*. Significant tree identification and preservation and/or replacement shall be required as set forth in Chapter [18A.70](#) LMC, Article III, Tree Preservation.
- I. *Landscaping*. Landscaping shall be provided as set forth in Chapter 18C.500 LMC and Chapter [18A.70](#) LMC, Article II, Landscaping.
- J. *Parking*. Parking shall conform to the requirements of Chapter 18C.600 LMC and Chapter [18A.80](#) LMC, Parking.
- K. *Signs*. Signage shall conform to the requirements of Chapter [18A.100](#) LMC, Sign Regulations.

Chapter 18C.300

STREETS AND BLOCKS

Sections:

18C.300.310 **Streets and Blocks.**

18C.300 Streets and Blocks.

A. *Street Grid and Blocks.*

1. *Street Grid.* A circulation plan must be submitted for review by the City as part of any development permit in the Station District unless waived by the City upon finding the project will not impact circulation or the enhancement of the public street grid. New development and redevelopment must demonstrate the plan supports and accommodates the expansion of the public street grid to improve circulation for vehicles, pedestrians, and bicyclists.
2. *Block Size.* Block Size. The maximum block size is 400 feet and the maximum distance permitted between public streets. New public street alignments shall be consistent with the regulating plan map. The City may approve modifications to the street alignments and waive the 400-foot maximum block size to take advantage of existing travel corridors, the location of utilities, and required improvements.
3. *Private Streets.* Private streets shall only be permitted when the City has determined there is no public benefit for circulation in the Station District. All private streets must be constructed to public standards.
4. *Mid-Block Connections/Alleys.* A minimum 20-foot-wide mid-block connection (alley) shall be provided at the midpoint along each block face or every 200 feet. The mid-block connections shall be designed to accommodate service needs and for pedestrian use and be free from permanent obstructions.
5. *Street Sections.* The typical street sections provided below are the minimum requirements for the design of public streets. The City may approve modifications to the typical street section based on localized conditions and adjacent land uses. Modifications may include adding or removing on-street parking, wider sidewalks, loading zones, bicycle facilities, and transit accommodations.

6. *Block Development.* The minimum number of buildings per 400 feet of block frontage is four, or one building per 100 feet, to create variety in the streetscape experience and support human-scale design. A single building may meet this requirement through building design and architecture that visually appears as multiple buildings. The City may approve modifications to this requirement based on site-specific conditions, including parcel ownership and configuration.

B. *Street Types.*

1. *Mixed-Use Streets.* Mixed-use streets support a variety of activities and functions both in the public right-of-way and development along the street edges. Street level retail is permitted, but not required, and a wider range of building frontage types are permitted, including street-level residential and office uses. Mixed-use streets also require pedestrian-oriented design and requirements may vary based on the location within Station District.

2. *Arterial Mixed-Use Street.* Arterial mixed-use streets maintain the existing vehicle capacity and allow a range of land use and building frontage types and include surface parking lots.

3. *Residential Street.* Residential streets serve residential neighborhoods and include vehicle travel with sidewalks and bike lanes.

4. *Green Street.* Green streets include vehicle travel lanes, sidewalks, bike lanes, and open space for stormwater management, landscaping, and gathering space.

C. *Street Standards and Frontage Types.* The following street standards are the minimum required and modifications to the standards may be approved by the City upon finding that the modification is consistent with the vision and objectives in LMC 18C.100.110 , supports pedestrian-oriented design, and balances the need for traffic flow to minimize congestion.

18C.300-1. Street Standard and Frontage Types

Street type	Sidewalk width	Linear	Forecourt	Plaza	Landscape	Porch /Stoop /Terrace	Parking
Mixed-Use Street	10' minimum	P	P	P/R1	P	X	X
Arterial Mixed-Use Street	As determined by Public Works	P	P	P	P	P	P
Residential Street	8' minimum	X	P	X	P	P	X
Green Street	8' minimum	X	P	X	P	P	X

P=permitted, X=prohibited, R=required

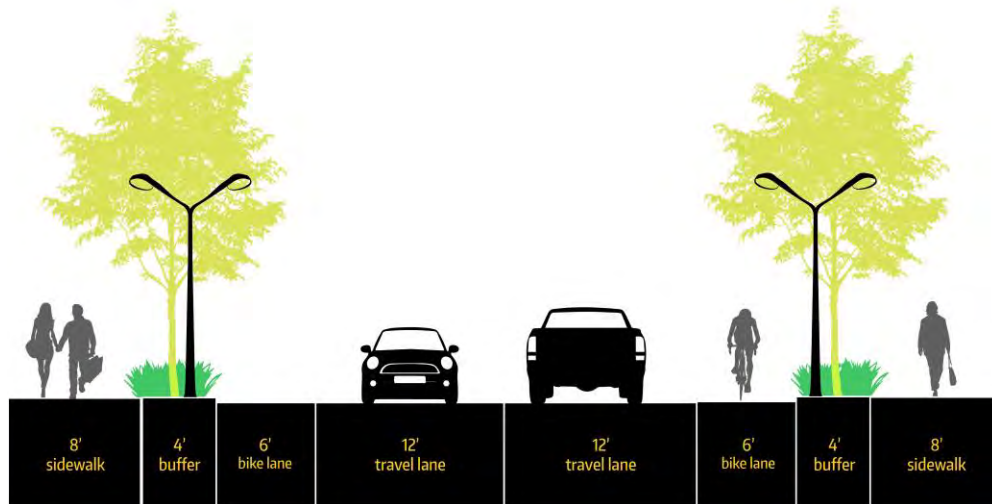
1 Required when on a corner lot.

D. *Street Sections.* The following street sections show the basic elements of the streetscape for each of the streets highlighted in Station District. The City may approve modifications to the typical cross sections based on site-specific conditions including adjacent land uses, traffic management, parking needs, and right-of-way constraints.

1. *Residential Street Typology.* Many of the streets identified as Residential Streets do not have curbs, gutter, or sidewalks and there is a lack of definition between the public right-of-way and private property. Parking occurs along the street edge often in gravel shoulders and without a consistent pattern. Established residential street ROW varies in the Station District. Figure 18C.300-2 below shows a standard residential street section with a 60' right-of-way that includes travel lanes, sidewalks, and bike lanes. In the future, bike lanes could be converted to on-street parking. Figure 18C.300-3 shows an 80' right-of-way with native plantings on either outer edge of the right-of-way.

18C.300-2. Residential Street Typology – 60' ROW

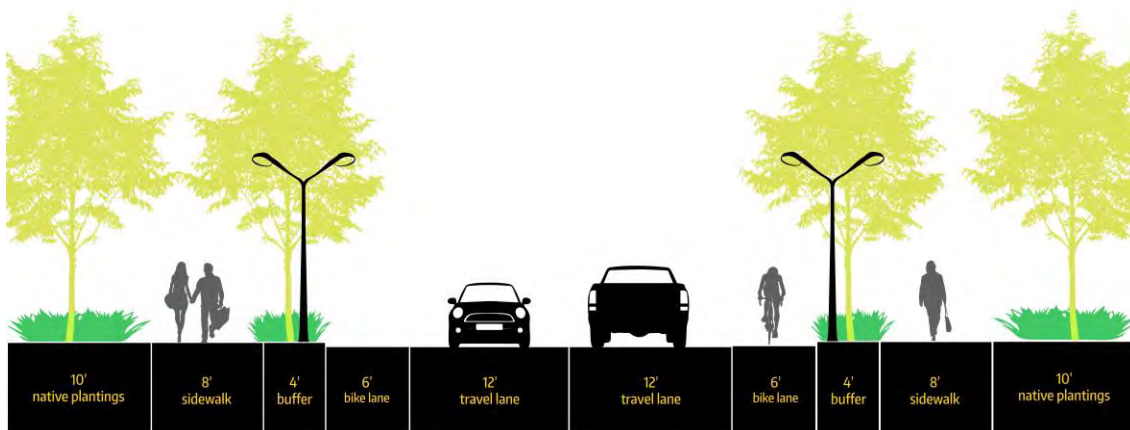
RESIDENTIAL STREET CONCEPT
60' Right-of-Way



Framework, 2020

18C.300-3. Residential Street Typology – 80' ROW

RESIDENTIAL STREET CONCEPT
80' Right-of-Way



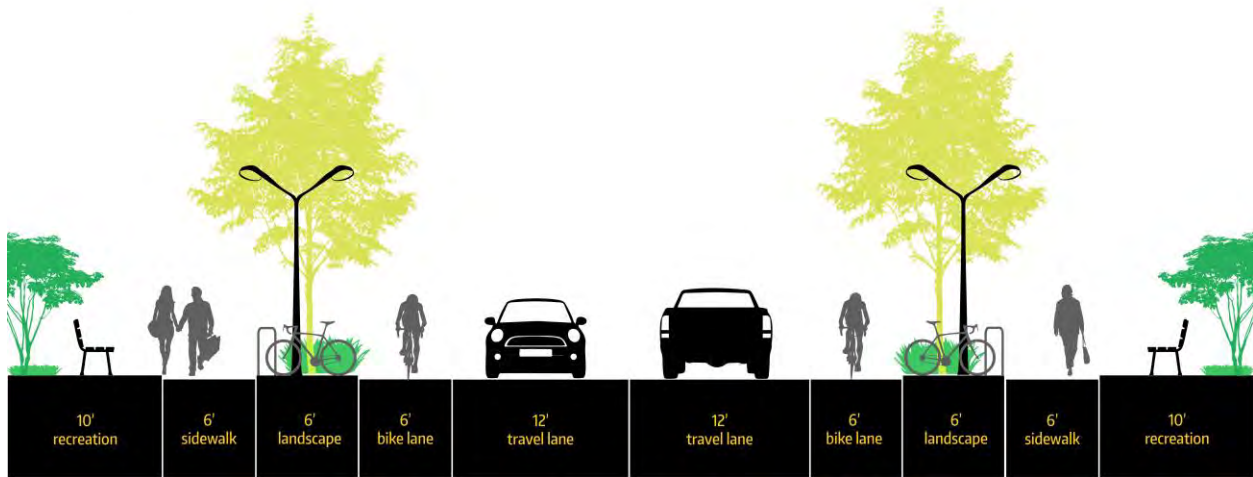
Framework, 2020

2. *Green Street Typology.* Kendrick Street SW connects to the Sounder Station to the South and to other neighborhoods to the north. The existing right-of-way width varies from between 60' and 80' and is an opportunity to integrate green street elements. The southern block of Kendrick

St SW appears to have been recently improved, so the following concepts focus on the blocks north of 111th St SW as shown in Figures 18C.300-4 through 6 below.

18C.300-4. Green Street Concept #1 – 80' Right-of-Way

GREEN STREET CONCEPT
80' Right-of-Way



Framework, 2020

18C.300-5. Boulevard Concept – 80' Right-of-Way

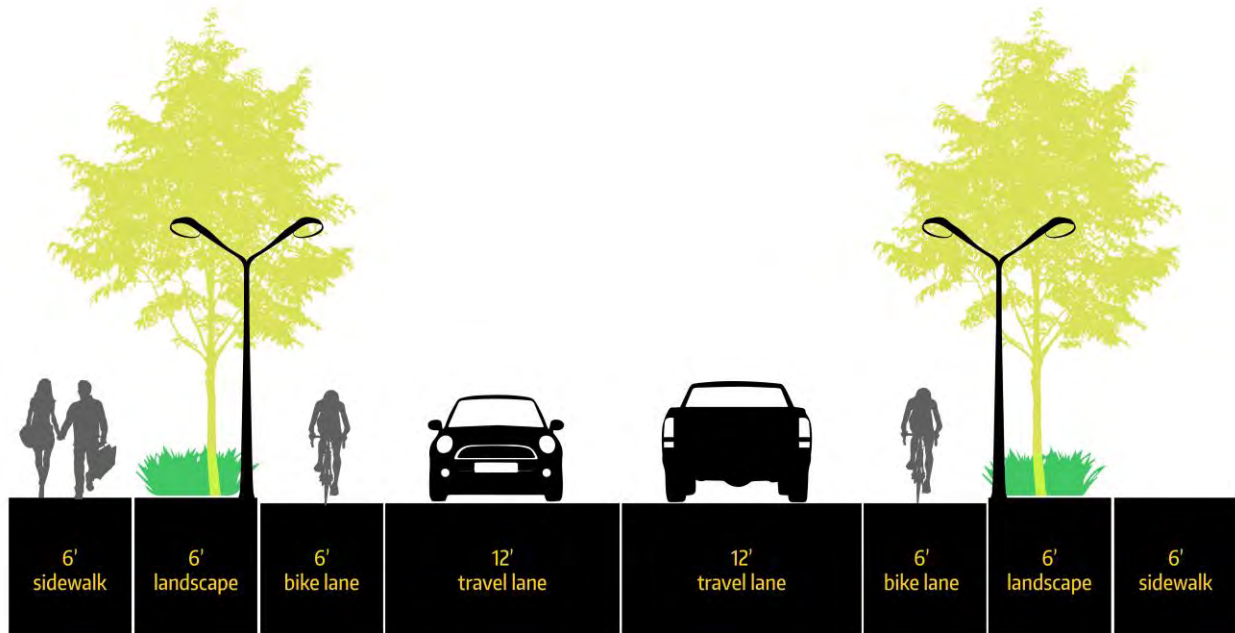
BOULEVARD CONCEPT
80' Right-of-Way



Framework, 2020

18C-300-6. Green Street Concept #2 – 60' Right-of-Way

GREEN STREET CONCEPT 60' Right-of-Way



Framework, 2020

E. *Alleys.* Alleys are encouraged to provide secondary access to properties, de-emphasize parking lots, and to promote continuous building frontages. Alleys shall meet Public Works

engineering standards.

F. *Weather Protection – Easements.* Weather protection or building overhangs that extend over public rights-of-way may be permitted by the Community Development Director subject to execution of an easement and requirements for maintenance by the property owner or developer.

1. Access to existing and future utilities within and under the street and boulevard must be maintained.
2. Freedom of movement of existing and future vehicular and pedestrian activity must not be restricted.
3. Weather protection depth and percentage coverage shall be consistent with LMC 18C.400.410(A) for frontage types.

4. All overhead weather protection shall be placed at a height that relates to architectural features of the building and adjacent storefront weather protection, while offering effective protection from weather. Weather protection shall have a minimum vertical clearance of eight feet, measured from the sidewalk, and should not be greater than 12 feet above the pedestrian sidewalk level.

5. The slope of the weather protection feature shall allow for proper drainage and self-cleaning action of rain and wind. Materials used should be durable and require minimum maintenance.

G. When Required. Street Frontages shall be implemented consistent with LMC 12.09.031.

Chapter 18C.400

SITE DESIGN, BUILDINGS, AND FRONTAGE

Sections:

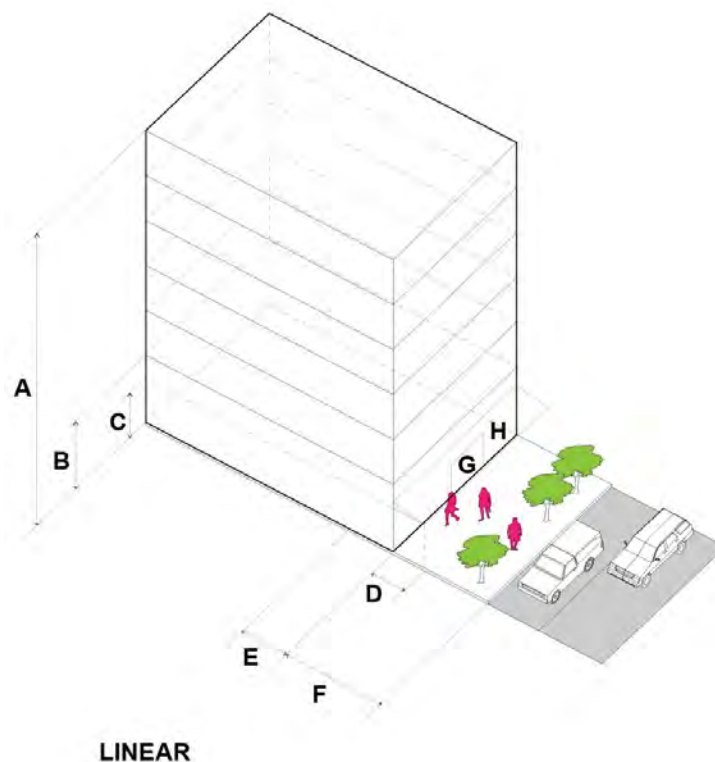
18C.400.410 Site Design, Buildings, and Frontage.

18C.400.410 Site Design. Buildings, and Frontage.

A. *Frontage Types.* The building frontage types below address the required standards for the relationship of buildings to the edge of the street and other site plan and design requirements. The permitted frontage types vary by street type as shown in LMC 18C.300.310(C). The building setback may be modified as approved by the City when necessary to expand the width of the right-of-way to accommodate the desired street design and cross section.

1. *Linear.* The linear building frontage has zero setback from the street edge and is the primary frontage type on retail streets and is also appropriate for land uses such as townhouses and row houses.

18C.400-1. Linear Frontage Type



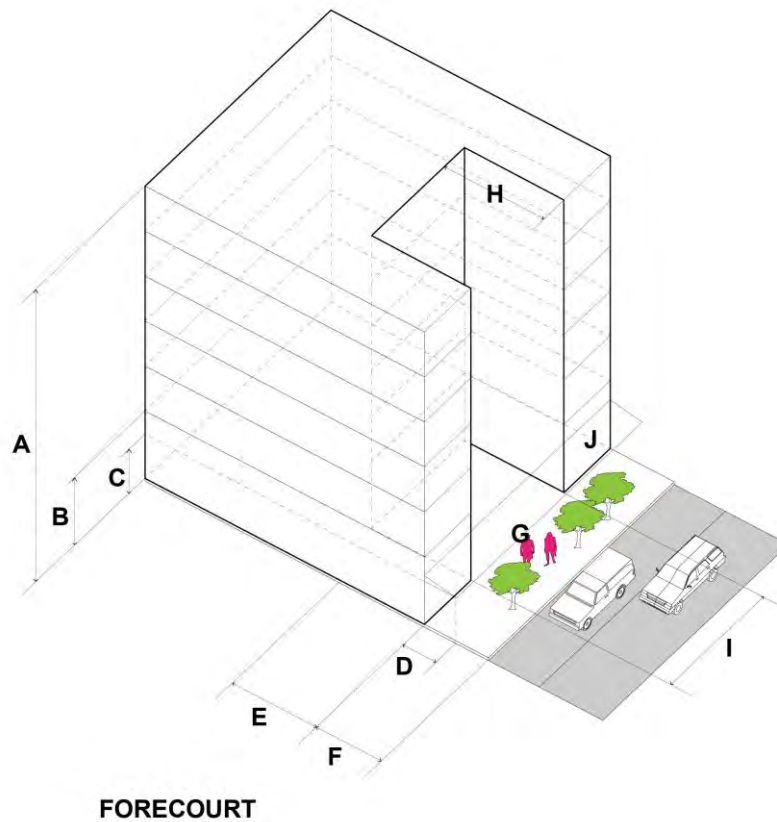
Framework, 2020

18C.400-2. Linear Frontage Standards

Standard		Mixed-Use Street	Mixed-Use Arterial	Residential Street/Green Street
A	Building Height	Base Zone	Base Zone	n/a
B	First Floor Minimum Height	16'	16'	n/a
C	Weather Protection Height	10'	10'	n/a
D	Weather Protection Minimum Depth and Linear Frontage	10' Depth Weather protection required for minimum of 60% of frontage	10' Depth Weather protection required for minimum of 60% of frontage	n/a
E	Building Maximum Setback from Right-of-Way	10'	10'	n/a
F	Building Setback Minimum	0'	0'	n/a
G	Front Entrance	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	n/a
H	Window Transparency	A minimum 60% transparency required at street level between 30" and 8' for nonresidential uses	none	n/a

1 The maximum setback shall be up to 10 feet where the Public Works Engineering Director has determined property may be needed to accommodate the City's planned right-of-way at full build-out. Otherwise, the maximum setback is zero feet.

2. *Forecourt.* The forecourt building frontage type has an open area at the entrance along the street edge. This building type is applicable to a wide range of land use types and mixed-use development.

18C.400-3. Forecourt Frontage Type

Framework, 2020

18C.400-4. Forecourt Frontage Standards

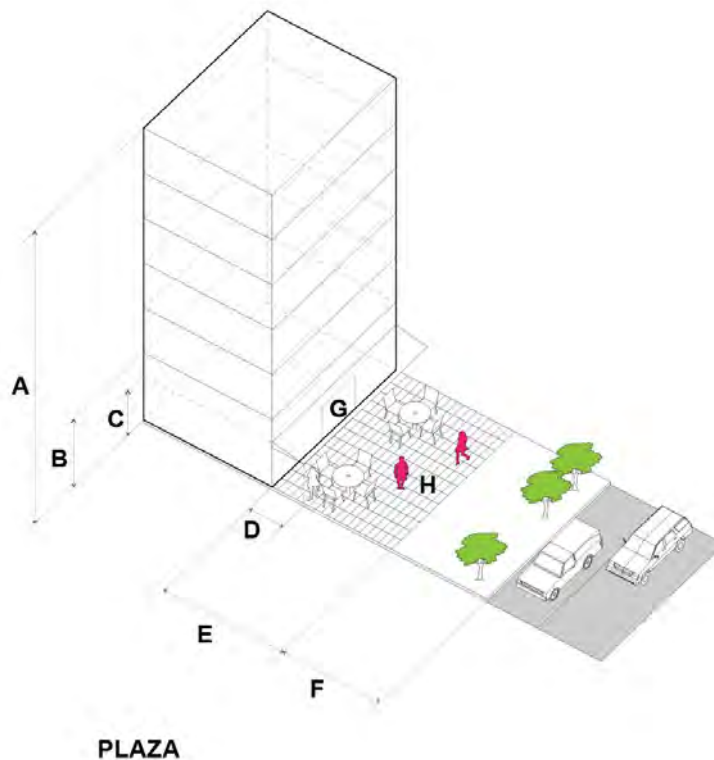
Standard	Mixed-Use Street	Mixed-Use Arterial	Residential Street/Green Street
A Building Height	Base Zone	Base Zone	Base Zone
B First Floor Minimum Height	16'	16'	n/a
C Weather Protection Height	10'	10'	n/a
D Weather Protection Minimum Depth and Forecourt Frontage	15' min depth; 60% of frontage along sidewalk must have weather protection. Weather protection required over primary entrance.	15' min depth; 60% of frontage along sidewalk must have weather protection. Weather protection required over primary entrance.	n/a
E Building Maximum Setback from Right-of-Way	10'	10'	20'
F Building Setback Minimum	0'	0'	10'
G Front Entrance	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required
H Forecourt Depth	10' minimum;	10' minimum;	10' minimum

Standard		Mixed-Use Street	Mixed-Use Arterial	Residential Street/Green Street
I	Forecourt Width	30' maximum	30' maximum	30' maximum
		10' minimum; 30' maximum	10' minimum; 30' maximum	10' minimum; 30' maximum
J	Window Transparency	A minimum 60% transparency required at street level between 30" and 8' for nonresidential uses	none	none

1 The maximum setback shall be up to 10 feet where the Public Works Engineering Director has determined property may be needed to accommodate the City's planned right-of-way at full build-out. Otherwise, the maximum setback is zero feet.

3. *Plaza*. The plaza frontage type includes a pedestrian-oriented plaza between the building and the street edge. The plaza frontage type is applicable to retail and dining uses and can support activities such as outdoor dining, public art displays, seating, entertainment, and events. The plaza must be designed to support human activity and support a safe and inviting streetscape environment.

18C.400-5. Plaza Frontage Type



Framework, 2020

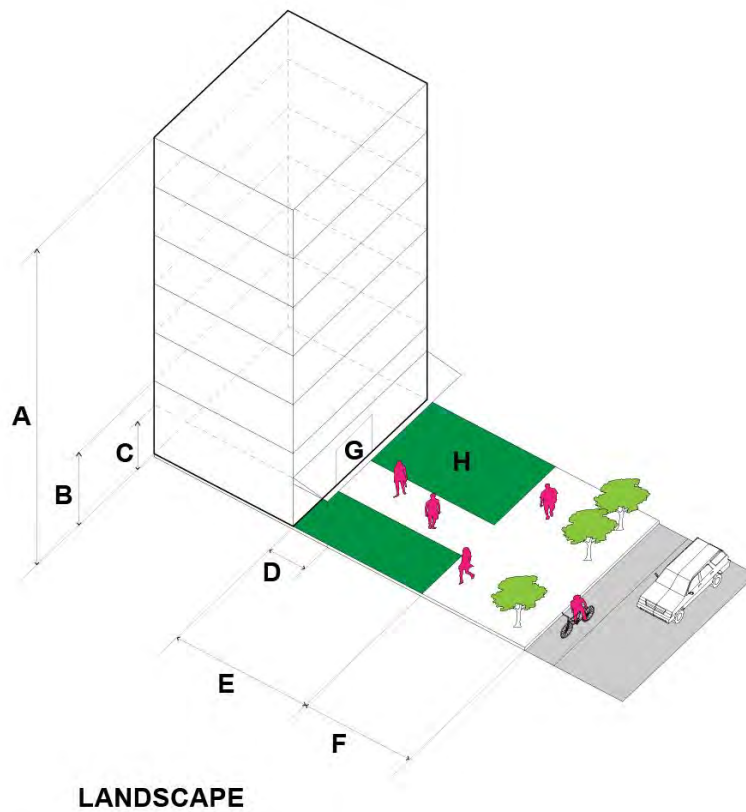
18C.400-6. Plaza Frontage Standards

	Standard	Mixed-Use Street	Mixed-Use Arterial	Residential Street/Green Street
A	Building Height	90'	90'	n/a
B	First Floor Minimum Height for depth of 30 feet from street: Commercial Uses	16'	16'	n/a
C	Weather Protection Height	10'	10'	n/a
D	Weather Protection Minimum Depth and Linear Frontage	5' min depth; 60% of frontage along sidewalk must have weather protection	5' min depth; 60% of frontage along sidewalk must have weather protection	n/a
E	Building Maximum Setback from Right-of-Way	5'-25'	5'-25'	n/a
F	Building Setback Minimum	5'	5'	n/a
G	Front Entrance	An entrance must be located along the primary street frontage; 50% transparency required	An entrance must be located along the primary street frontage; 50% transparency required	n/a
H	Plaza Design	Plaza area must be designed for human activity and include seating and other amenities	Plaza area must be designed for human activity and include seating and other amenities	n/a
I	Window Transparency	A minimum 60% transparency required at street level between 30" and 8' for nonresidential uses	none	n/a

1 The maximum setback shall be up to 25 feet where the Public Works Engineering Director has determined property may be needed to accommodate the City's planned right-of-way at full build-out. Otherwise, the maximum setback is five feet.

4. *Landscape.* The landscape frontage has landscaping between the building and street edge. The landscape frontage is not permitted on retail streets and is appropriate for office and residential uses particularly when on the ground floor.

18C.400-7. Landscape Frontage Type



Framework, 2020

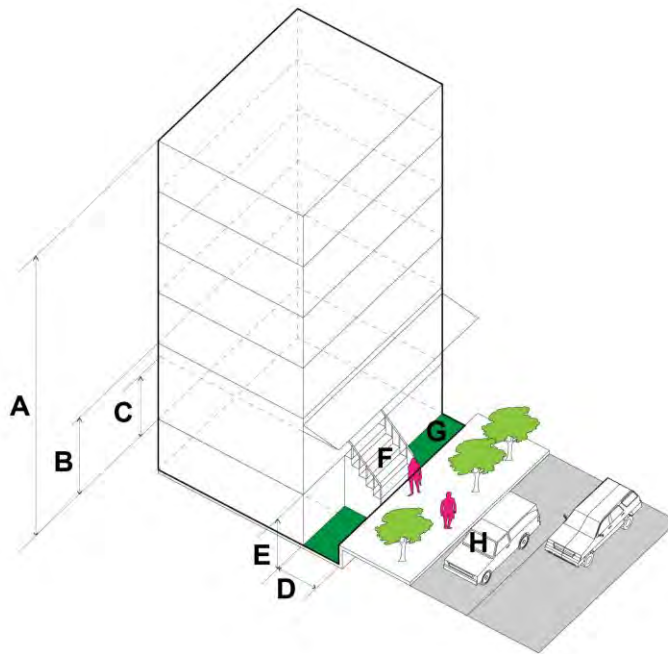
18C.400-8. Landscape Frontage Standards

Standard		Mixed-Use Street	Mixed-Use Arterial	Residential Street/Green Street
A	Building Height	Base Zone	Base Zone	Base Zone
B	First Floor Minimum Height for depth of 30 feet from street: Commercial Uses	16'	16'	n/a
C	Weather Protection Height	10'	10'	10'
D	Weather Protection Minimum Depth and Linear Frontage	5' minimum depth; required over primary entrance	5' minimum depth; required over primary entrance	5' minimum depth; required over primary entrance
E	Building Maximum Setback from Right-of-Way	20'	20'	20'
F	Building Setback Minimum	10'	10'	10'

Standard		Mixed-Use Street	Mixed-Use Arterial	Residential Street/Green Street
G	Front Entrance	An entrance must be located along the primary street frontage	An entrance must be located along the primary street frontage	An entrance must be located along the primary street frontage
H	Landscape Requirements	The landscape area shall comply with the City's landscaping requirements.	The landscape area shall comply with the City's landscaping requirements.	The landscape area shall comply with the City's landscaping requirements.

5. *Porch/Stoop/Terrace*. This frontage type has the building set back from the street edge to accommodate a porch, stoop, or terrace to serve as the primary access to the building. This frontage type is applicable primarily to residential and nonretail commercial uses and is not permitted on retail streets.

18C.400-9. Porch/Stoop/Terrace Frontage Type



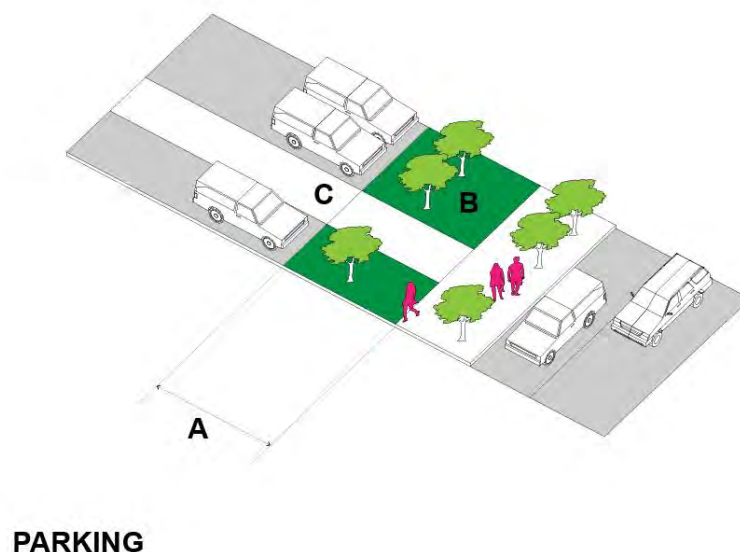
PORCH/STOOP/TERRACE

Framework, 2020

18C.400-10. Porch/Stoop/Terrace Frontage Standards

	Standard	Mixed-Use Street	Mixed-Use Arterial	Residential Street/Green Street
A	Building Height	Base Zone	Base Zone	Base Zone
B	First Floor Minimum Height for depth of 30 feet from street: Commercial Uses	16'	16'	n/a
C	Weather Protection Height	10'	10'	10'
D	Threshold Depth	4' minimum	4' minimum	4' minimum
E	Threshold Height	Below-grade maximum 4'; Above-grade maximum 5'	Below-grade maximum 4'; Above-grade maximum 5'	Below-grade maximum 4'; Above-grade maximum 5'
F	Front Entrance	An entrance must be located along the primary street frontage	An entrance must be located along the primary street frontage	An entrance must be located along the primary street frontage
G	Landscape Requirement	The landscape area shall comply with the City's landscaping requirements.	The landscape area shall comply with the City's landscaping requirements.	The landscape area shall comply with the City's landscaping requirements.

6. *Parking.* The parking frontage type is only permitted on arterial mixed-use streets and is the only frontage type where parking is allowed between the building and the street edge. Landscape and trees are required in the landscaped area between the street edge and the parking area.

18C.400-11. Parking Frontage Type

Framework, 2020

18C.400-12. Parking Frontage Standards

	Standard	Mixed-Use Street	Mixed-Use Arterial	Residential Street/Green Street
A	Landscape Buffer Width	n/a	Minimum 10'; Maximum 20'	n/a
B	Landscape Requirements	n/a	The landscape area shall comply with the City's landscaping requirements.	n/a
C	Pedestrian Walkway	n/a	Minimum width – see LMC 18C.500.520	n/a

B. *Civic Uses.* Sites and buildings where the primary use is civic should be designed to reflect a public use and therefore may deviate from the frontage standards. Civic buildings and sites should be recognizable and accessible as public buildings in Station District and to reflect civic pride in the community. The following standards address the design of civic uses:

1. Civic uses are permitted on the ground level of all street types except the low-impact mixed-use streets and may be designed in accordance with any of the frontage types except parking.
2. Civic uses are not subject to the maximum setback requirements.
3. Civic uses may provide the main entry on the side of the building when necessary to the function of the site, including safety and security. A pedestrian connection shall be provided from the sidewalk to the entry.
4. The design sites and buildings for civic uses should incorporate public open space when feasible and practical and provide for a variety of activities such as public art, seating, play equipment, games, and events.

C. *Townhouse/Rowhouse Development.* The following standards apply to townhouse and rowhouse development:

1. Lot widths for townhouses and rowhouses may be less than the 50' minimum required for new parcels.
2. Site access to garages and parking area shall be consolidated with the use of alleys or a common driveway to shared parking areas.
3. Individual driveways are prohibited from any street with a street type designation and all on-site parking shall be located in the rear or in garages.

Chapter 18C.500

LANDSCAPE, OPEN SPACE, AND GREEN INFRASTRUCTURE

Sections:

- 18C.500.510** **Basic Standards.**
- 18C.500.520** **Special Landscape Treatments.**
- 18C.500.530** **Common and Open Space Standards.**
- 18C.500.540** **Green Infrastructure.**

18C.500.510 Basic Standards.

Landscaping shall be provided consistent with Chapter 18C.70 LMC, Article II, Landscaping, except as supplemented or superseded by this title.

18C.500.520 Special Landscape Treatments.

The following special landscape treatments are required or permitted along street types within the Station District:

18C.520-1. Special Landscape Treatments

Street Type	Foundations	Plazas/Courtyards	Pedestrian Walkways
Mixed-Used Street	R	P	R
Arterial Mixed-Used Street	P	P	R
Residential Street/Green Street	R	P	P

P = permitted, R= required

1 Plaza landscaping is required when the plaza frontage is selected on a street.

A. *Foundations.* Buildings shall be accented by foundation plantings. Foundation plantings may frame doors, anchor corners, or screen undesirable areas. Foundation plantings shall allow for five feet of unobstructed movement on the sidewalk. Examples of foundation plantings include raised planter boxes, containers, and similar.

B. *Plazas and Courtyards.* Where provided, consistent with frontage standards, plazas or courtyards shall meet the following standards:

1. Plazas and courtyards shall be visible and accessible to the public.
2. Minimum dimensions of plazas and courtyards are 20 feet. Courtyards may qualify as common open space per LMC 18C.500.530, Common and Open Space Standards.

3. Plazas or courtyards shall include one or more element from each category below.

- a. *Special Paving.* Scored concrete, stained/colored concrete, concrete pavers, paving inlays, mosaics, or other special paving material.
- b. *Landscaping.* Trees, shrubs, trellises, flowers, or container plants. Landscaping shall be consistent with this chapter and Chapter 18A.70 LMC, Article II, Landscaping.
- c. *Seating Area.* Benches or low seating walls. Walls or benches shall be a minimum of four feet long. Seating shall be provided at a ratio of at least one seat per 60 square feet of plaza area or open space.

C. *Pedestrian Walkways.* Pedestrian walkways are required as follows:

- 1. *Street to Building.* Required between a public right-of-way and building entrances where the building is set back from the street, sidewalk, or parking area.
- 2. *Parking.* Required between parking lots and building entrances.
- 3. *Mid-Block Connections.* One pedestrian walkway shall be provided between the street and the rear property line, spaced an average of every 200 feet or less of street frontage.

D. *Dimensional Standards.*

1. *Pedestrian Walkways.*

- a. *Width.* Six feet minimum, exclusive of landscaping or site furnishings, except that mid-block crossings shall have minimum walkway widths of 12 feet.
- b. *Lines of Sight.* Walkways shall be located and designed with clear sight lines for safety.
- c. *Definition.* Pedestrian walkways shall be defined through paving, landscaping, furnishings, and lighting.

2. *Design.* Pedestrian walkways shall be defined using a combination of one or more of the following techniques:

- a. *Special Paving.* Scored concrete, stained/colored concrete, concrete pavers, paving inlays, mosaics, or other special paving material. Not all portions of the pedestrian walkway are

required to be paved; however, a minimum of four feet in width of the pedestrian walkway shall provide an all-weather walking surface.

b. *Architectural Features.* Trellises, railing, low seat walls, weather protection, bollards, or other architectural features. Chain link fences are not allowed.

c. *Landscaped Edges.* A continuous, landscaped area consistent with Type II, Streetscapes, where the pedestrian walkway is from the street to building or mid-block connection, otherwise Type III, Open Space, is required, per Chapter 18A.70 LMC, Article II, Landscaping. If the walkway abuts a driveway or driving aisle on both sides, the landscaped edge shall apply to both sides.

d. *Lighting.* Pedestrian walkways shall include lighting such as pedestrian lights, bollards, and accent lighting to assist pedestrian navigation and promote a safe and comfortable walking space.

18C.500.530 Common and Open Space Standards.

The purpose of this section is to provide residents with access to usable, privately maintained and owned open space to create opportunities for active living and respite for on-site residents.

A. *Common Open Space – Private.*

1. Each mixed-use or residential development shall provide a common open space per dwelling unit of 100 square feet per dwelling unit.

2. For the purposes of this section, common open space means an open-air area intended for use by all residents, guests, employees or patrons of a site and may include lawns, gardens, squares, plazas, courtyards, terraces, barbecue and picnic areas, games court or multi-use recreational areas, and other types of built space.

3. *Design Standards.*

a. Required setback areas shall not count toward the open space requirement unless they are part of an open space that meets the other requirements of common open space.

b. Space shall have a minimum dimension of 20 feet in any direction to provide functional leisure or recreational activity. This dimension can be adjusted by the Community

Development Director based on site conditions such as topography or irregular lot geometry.

c. Space shall feature paths or walkable areas, landscaping, seating, lighting, play structures, sports courts, or other pedestrian amenities to make the area more functional and enjoyable for a range of users.

4. Common space shall be separated from ground level windows, streets, service areas and parking lots with landscaping, low-level decorative fencing (no chain link), or other treatments as approved by the Community Development Director that enhance safety and privacy for both the common open space and dwelling units.

5. The space shall be oriented to receive sunlight and = face south if possible. Open space may also face east or west, but not north, unless the Community Development Director determines that site conditions such as topography or irregular lot geometry warrant waiving this requirement. The common open space shall be designed to provide landscaping that defines the open space but permits surveillance from units and roads.

6. The space must be accessible from the dwelling units. The space must be oriented to encourage activity from local residents.

7. No more than 30 percent of the area may be covered by a structure.

8. The common open space may include multi-use storm water detention facilities if the Community Development Director determines that the facilities are designed to function as common open space by providing an enhanced natural or visually aesthetic design.

9. The common space shall be designed to ensure that the open space network addresses Crime Prevention Through Environmental Design (CPTED) principles such as security and surveillance from residential units. Common recreational spaces shall be located and arranged to allow windows to overlook them.

10. The common space shall provide adequate lighting in the open space network, but place and shield lighting so that it does not glare into housing units.

B. *Private Open Space.*

1. Each dwelling unit shall have a private open space, at a minimum of 48 square feet with a minimum width or depth of six feet.
2. For the purposes of this section, private open space includes individual decks, balconies, or patios.

18C.500.540 Green Infrastructure.

- A. Development shall implement storm water standards that incorporate low impact development (LID) principles and standards consistent with City standards in Chapter 12.11 LMC.
- B. Where on-site filtration is feasible, it shall be provided.
- C. Permeable surfaces shall be incorporated into plazas, courtyards, and pedestrian walkways, unless demonstrated infeasible to the satisfaction of the City Engineer, and shall meet City standards per Chapter 12.11 LMC.
- D. Open ponds shall be designed with both natural landscape and urban access and edge treatments consistent with Chapter 18A.70 LMC, Article II.
- E. Native and/or drought tolerant landscaping shall be incorporated into required landscape plans.

Chapter 18C.600

PARKING

Sections:

18C.600.610 **Parking.**

18C.600.610 Parking.

A. *Off-Street Parking Requirements.* The following off-street parking requirements supersede the requirements in Chapter 18A.80 LMC. Uses not listed below must comply with the requirements in Chapter 18A.80 LMC.

B.

18C-600-1. Off-Street Parking Requirements

Land Use	Vehicular Parking Requirement	Bicycle Parking Requirement
Residential	Single-family: 2 per dwelling unit Accessory dwelling: 1 per dwelling unit, provided that no additional parking is required when located within one-quarter mile of the Sounder Station. (RCW 36.70A.698) Senior citizen apartments 1 per 3 dwelling units Multifamily housing: 1.25 spaces per dwelling unit	Meet rates and standards of: Chapter 18A.80
Retail, Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80
Office	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80
Street level retail 3,000sq.ft. or less per business	None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail	Meet rates and standards of: Chapter 18A.80

B. *Parking Reductions or Increases.* The amount of required parking may be reduced or eliminated, or increased above the maximum, based on a site-specific parking study that demonstrates one or more of the following:

1. *Reduction Due to Shared Parking at Mixed-Use Sites and Buildings.* A shared use parking analysis for mixed-use buildings and sites that demonstrates that the anticipated peak parking demand will be less than the sum of the off-street parking requirements for specific land uses.

2. *Reduction Due to Public Parking Availability.* The availability of public parking to accommodate the parking demand generated by the site or building. The City may approve a reduction in the amount of required parking by up to 50 percent for any parking stalls that will be open and available to the public. On-street parking may be considered for the reduction; any new on-street parking provided will be counted toward the required parking availability.

3. *Reduction Due to Lower Parking Demand or Increase Based on Greater Parking Demand.* Demonstrating that anticipated parking demand will be less than the minimum parking required, or greater than the maximum allowed, shall be based on collecting local parking data for similar land uses on a typical day for a minimum of eight hours.

4. *Reduction for Housing in Proximity to Sounder Station (RCW 36.70A.620).* When located within one-quarter mile of the Sounder Station, an applicant may apply for an exception allowing minimum parking requirements to be reduced at least to one parking space per bedroom or 0.75 space per unit, as justified through a parking study prepared to the satisfaction of the Community Development Director or their designee:

- a. housing units that are affordable to very low-income or extremely low-income individuals.
- b. housing units that are specifically for seniors or people with disabilities.
- c. market rate multifamily housing.

In determining whether to grant a parking reduction, the Community Development Director may also consider if the project is proposed in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit.

C. *Parking Location and Design.* Parking shall be located behind the [building](#) or in a [structure](#) except in locations where the parking frontage type is [permitted](#).

D. *Shared Parking.* Shared parking is encouraged to support a walkable and pedestrian-oriented Station District where people can park once and visit multiple destinations. Off-site shared parking may be authorized per the standards in Chapter [18A.80](#) LMC.

E. *Public Parking.* Public parking is permitted as a principal or accessory use in the Station District subject to the frontage and design standards.

F. *Dimensional Standards.* Parking stall and circulation design shall meet the standards of Chapter [18A.80](#) LMC.

ORDINANCE NO. _____

AN ORDINANCE of the City Council of the City of Lakewood, Washington, adopting a SEPA Planned Action related to the Lakewood Station District Subarea.

I. RECITALS

WHEREAS, the State Environmental Policy Act (SEPA) and its implementing regulations provide for the integration of environmental review with land use planning and project review through the designation of planned actions by jurisdictions planning under the Growth Management Act (GMA), such as the City of Lakewood (“City”); and

WHEREAS, Section 43.21C.440 of the Revised Code of Washington (RCW), Sections 197-11-164 through 172 of the Washington Administrative Code (WAC) allow for and govern the adoption and application of a planned action designation under SEPA, and Section 14.02.030 of the Lakewood Municipal Code (LMC) adopts Chapter 197-11 WAC by reference as amended; and

WHEREAS, the designation of a planned action expedites the permitting process for projects in proximity to major transit facilities when the impacts have been previously addressed in a Threshold Determination; and

WHEREAS, a subarea of the City commonly referred to as the “Station District”, as depicted on the map attached hereto as **Exhibit A** and incorporated herein by this reference, has been identified as a planned action area for future redevelopment to a mixed-use center (“Planned Action Area”) within a half-mile of a major transit stop under RCW 43.21C.440(1)(b)(ii); and

WHEREAS, the City has developed and adopted a subarea plan complying with the GMA (RCW 36.70A), dated XXX, ~~2020~~2021, to guide the redevelopment of the Planned Action Area (“Station District Plan”); and

WHEREAS, after extensive public participation and coordination with all affected parties, the City, as lead SEPA agency, issued the Station District Planned Action Threshold Determination of Non-Significance (“Threshold Determination”) dated ~~XXX~~November 12, 2020 and revised on ~~XXX~~, 2021 as appropriate, which identifies the impacts and mitigation measures associated with planned development in the Planned Action Area as identified in the Station District Plan; and

WHEREAS, the City desires to designate a planned action under SEPA for the Station District (“Planned Action”); and

WHEREAS, adopting a Planned Action for the Station District with appropriate standards and procedures will help achieve efficient permit processing and promote environmental quality protection; and

WHEREAS, the City is amending the Lakewood Comprehensive Plan to incorporate maps, text, and policies specific to the Station District; and

WHEREAS, the City is adopting zoning and development regulations concurrent with the Station District Plan to implement said Plan, including this Ordinance; and

WHEREAS, the City Council finds that adopting this Ordinance and its Exhibits is in the public interest and will advance the public health, safety, and welfare.

II. FINDINGS

The procedural and substantive requirements of the State Environmental Policy Act (RCW 43.21C) have been complied with.

The procedural requirements of the Growth Management Act (RCW 36.70A) have been complied with.

The proposed action is consistent with the requirements of Revised Code of Washington, and the Washington Administrative Code.

The proposed action is consistent with the City of Lakewood Comprehensive Plan.

The proposed amendments have been reviewed and processed in accordance with the requirements of Title 14 Environmental Protection, Title 14A Critical Areas, and Title 18A Land Use and Development of the City of Lakewood Municipal Code.

All of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the City's municipal code.

The Lakewood City Council finds and determines that the regulation of development and land use within the Station District is within the City's regulatory authority.

The Lakewood City Council finds and determines that approval of such amendments to the Comprehensive Plan and Land Use and Development Code is in the best interests of the residents of Lakewood, and will promote the general health, safety, and welfare.

The Lakewood City Council finds and determines that regulation of land use and development is subject to the authority and general police power of the City, and the City reserves its powers and authority to appropriately amend, modify, and revise such land use controls in accordance with applicable law.

The Planned Action Threshold Determination adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area.

The mitigation measures identified in the Planned Action Threshold Determination, attached to this Ordinance as **Exhibit B and Exhibit C**, and incorporated herein by reference, together with adopted City development regulations are adequate to mitigate significant adverse impacts from development within the Planned Action Area.

The Station District Plan and Planned Action Threshold Determination identify the location, type, and amount of development that is contemplated by the Planned Action.

Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public, and enhance economic development.

The City provided several opportunities for meaningful public involvement and review in the Station District Plan and Planned Action Threshold Determination processes, including a community meeting consistent with RCW 43.21C.440; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments.

Essential public facilities as defined in RCW 36.70A.200 are excluded from the Planned Action as designated herein and are not eligible for review or permitting as Planned Action Projects unless they are accessory to or part of a project that otherwise qualifies as a Planned Action Project.

The designated Planned Action Area is located entirely within an Urban Growth Area.

Implementation of the mitigation measures identified in the Planned Action Threshold Determination will provide for adequate public services and facilities to serve the proposed Planned Action Area.

The documents and other materials that constitute the record of the proceedings upon which the Planning Commission's recommendations are based, including, but not limited to, the staff reports for the Project and all of the materials that support the staff reports for the Project, are located in the City of Lakewood, Community and Economic Development Department at 6000 Main Street SW, Lakewood, Washington, 98499-5027. The custodian of these documents is the Assistant City Manager for Development Services of the City of Lakewood.

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

Section 1. Adoption of City Council Findings. The Findings of the City Council are adopted as part of this Ordinance.

Section 2. Purpose. The purpose of this Ordinance is to:

A. Combine environmental analysis, land use plans, development regulations, and City codes and ordinances together with the mitigation measures in the Planned Action Threshold Determination to mitigate environmental impacts and process Planned Action development applications in the Planned Action Area;

B. Designate the Station District shown in Exhibit A as a Planned Action Area for purposes of environmental review and permitting of designated Planned Action Projects pursuant RCW 43.21C.440;

C. Determine that the Planned Action Threshold Determination meets the requirements of a planned action Threshold Determination pursuant to the State Environmental Policy Act (SEPA);

D. Establish criteria and procedures for the designation of certain projects within the Planned Action Area as “Planned Action Projects” consistent with RCW 43.21C.440;

E. Provide clear definition as to what constitutes a Planned Action Project within the Planned Action Area, the criteria for Planned Action Project approval, and how development project applications that qualify as Planned Action Projects will be processed by the City;

F. Streamline and expedite the land use permit review process by relying on the Planned Action Threshold Determination; and

G. Apply applicable regulations within the City’s development regulations and the mitigation framework contained in this Ordinance for the processing of Planned Action Project applications and to incorporate the applicable mitigation measures into the underlying project permit conditions in order to address the impacts of future development contemplated by this Ordinance.

Section 3. Procedures and Criteria for Evaluating and Determining Planned Action Projects within the Planned Action Area.

A. Planned Action Area. This “Planned Action” designation shall apply to the area shown in Exhibit A of this Ordinance.

B. Environmental Document. A Planned Action Project determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Planned Action Threshold Determination. The mitigation measures contained in Exhibit B and Exhibit C of this Ordinance are based upon the findings of the Planned Action Threshold Determination and shall, along with adopted City regulations, provide the framework the City will use to apply appropriate conditions on qualifying Planned Action Projects within the Planned Action Area.

C. Planned Action Project Designated. Land uses and activities described in the Planned Action Threshold Determination, subject to the thresholds described in Subsection 3.D of this Ordinance and the mitigation measures contained in Exhibit B and Exhibit C of this Ordinance, are designated “Planned Action Projects” pursuant to RCW 43.21C.440. A development application for a site-specific project located within the Planned Action Area shall be designated a Planned Action Project if it meets the criteria set forth in Subsection 3.D of this Ordinance and all other applicable laws, codes, development regulations, and standards of the City, including this Ordinance, are met.

D. Planned Action Qualifications. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the Planned Action Threshold Determination:

(1) Qualifying Land Uses.

(a) Planned Action Categories: The following general categories/types of land uses are defined in the Station District Plan and can qualify as Planned Actions:

- i. Townhome or cottage dwelling units
- ii. Multi-family dwelling units
- iii. Commercial Office

- iv. Services,
- v. Medical
- vi. Hotel and Lodging
- vii. Retail and Eating and Drinking Establishments
- viii. Open Space, Parks, Plazas, Trails, Gathering Spaces, Recreation
- ix. Civic and Cultural Facilities
- x. Governmental and Utility Facilities
- xi. Other uses allowed in the Station District Development Code, LMC 18.C.

(b) Planned Action Project Land Uses: A primary land use can qualify as a Planned Action

Project land use when:

- i. it is within the Planned Action Area as shown in Exhibit A of this Ordinance;
- ii. it is within one or more of the land use categories described in Subsection 3.D(1)(a) above; and
- iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

A Planned Action Project may be a single Planned Action land use or a combination of Planned Action land uses together in a mixed-use development. Planned Action land uses may include accessory uses.

(c) Public Services: The following public services, infrastructure, and utilities can also qualify as Planned Actions: onsite roads, utilities, parks, trails, and similar facilities developed consistent with the Planned Action Threshold Determination mitigation measures, City and special district design standards, critical area regulations, and the Lakewood Municipal Code.

(2) Development Thresholds:

(a) Land Use: The following thresholds of new land uses are contemplated by the Planned Action:

FEATURE	PLANED ACTION
Residential Dwellings (units): Net 2020-2035	1,779
Jobs: Net 2020-2035	1,186

(b) Shifting development amounts between land uses in identified in Subsection 3.D(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the Planned Action Threshold Determination; the traffic trips for the Planned Action are not exceeded; and, the development impacts identified in the Planned Action Threshold Determination are mitigated consistent with Exhibit B and Exhibit C of this Ordinance.

(c) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action Project or combination of Planned Action Projects exceeds the development thresholds specified in this Ordinance and/or alter the assumptions and analysis in the Planned Action Threshold Determination.

(3) Transportation Thresholds:

(a) Trip Ranges & Thresholds. The number of new PM peak hour trips anticipated in the Planned Action Area and reviewed in the Planned Action Threshold Determination for 2035 is as follows:

The net increase between Planned Action and Existing Conditions is 1,950 vehicle trips. Total rounded vehicle trips by scenario tested include:

i. Existing – 2,530

ii. No Action – 3,810

iii. Planned Action – 4,480

(b) Concurrency. All Planned Action Projects shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in LMC 18A.50.195.

(c) Traffic Impact Mitigation. Transportation mitigation shall be provided consistent with mitigation measures in Exhibit B and Exhibit C of this Ordinance, attached hereto and incorporated by this reference.

(d) The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in Subsection 3.D(3)(a) are not exceeded, that the project meets the concurrency and intersection standards of Subsection 3.D(3)(b), and that the project has mitigated impacts consistent with Subsection 3.D (3)(c).

(e) Discretion.

i. The responsible City official shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City's Public Works Director at his or her sole discretion, for each project permit application proposed under this Planned Action.

ii. The responsible City official shall have discretion to condition Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Lakewood Municipal Code.

(4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action Threshold Determination would not qualify as a Planned Action Project.

(5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action Threshold Determination, the City's SEPA Responsible Official may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

E. Planned Action Project Review Criteria.

- (1) The City's SEPA Responsible Official, or authorized representative, may designate as a Planned Action Project, pursuant to RCW 43.21C.440, a project application that meets all of the following conditions:
- (a) the project is located within the Planned Action Area identified in Exhibit A of this Ordinance;
 - (b) the proposed uses and activities are consistent with those described in the Planned Action Threshold Determination and Subsection 3.D of this Ordinance;
 - (c) the project is within the Planned Action thresholds and other criteria of Subsection 3.D of this Ordinance;
 - (d) the project is consistent with the Lakewood Comprehensive Plan including the policies of the Station District Plan incorporated into the Comprehensive Plan and the regulations of the Station District Plan integrated into the Lakewood Municipal Code;
 - (e) the project's significant adverse environmental impacts have been identified in the Planned Action Threshold Determination;
 - (f) the project's significant impacts have been mitigated by application of the measures identified in Exhibit B and Exhibit C of this Ordinance and other applicable City regulations, together with any conditions, modifications, variances, or special permits that may be required;
 - (g) the project complies with all applicable local, state and/or federal laws and regulations and the SEPA Responsible Official determines that these constitute adequate mitigation; and
 - (h) the project is not an essential public facility as defined by RCW 36.70A.200, unless the essential public facility is accessory to or part of a development that is designated as a Planned Action Project under this Ordinance.
- (2) The City shall base its decision to qualify a project as a Planned Action Project on review of the SEPA Checklist form in WAC 197-11 and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

F. Effect of Planned Action Designation.

- (1) Designation as a Planned Action Project by the City's SEPA Responsible Official means that a qualifying project application has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein and with the environmental analysis contained in the Planned Action Threshold Determination.
- (2) Upon determination by the City's SEPA Responsible Official that the project application meets the criteria of Subsection 3.D and qualifies as a Planned Action Project, the project shall not require a SEPA threshold determination, preparation of an Threshold Determination, or be subject to further review pursuant to SEPA. Planned Action Projects will still be subject to all other applicable City, state, and federal regulatory requirements. The Planned Action Project designation shall not excuse a project from meeting the City's code and ordinance requirements apart from the SEPA process.

G. Planned Action Project Permit Process. Applications submitted for qualification as a Planned Action Project shall be reviewed pursuant to the following process:

- (1) Development applications shall meet all applicable requirements of the Lakewood Municipal Code and this Ordinance in place at the time of the Planned Action Project application. Planned Action Projects shall not vest to regulations required to protect public health and safety.
- (2) Applications for Planned Action Projects shall:
 - (a) be made on forms provided by the City;
 - (b) include the SEPA checklist in WAC 197-11;
 - (c) meet all applicable requirements of the Lakewood Municipal Code and this Ordinance.
- (3) The City's SEPA Responsible Official shall determine whether the application is complete and shall review the application to determine if it is consistent with and meets all of the criteria for qualification as a Planned Action Project as set forth in this Ordinance.
- (4) (a) If the City's SEPA Responsible Official determines that a proposed project qualifies as a Planned Action Project, he/she shall issue a "Determination of Consistency" and shall mail or

otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440(3)(b).

(b) Upon issuance of the Determination of Consistency, the review of the underlying project permit(s) shall proceed in accordance with the applicable permit review procedures specified in Chapter 18A.02 LMC, except that no SEPA threshold determination, Threshold Determination, or additional SEPA review shall be required.

(c) The Determination of Consistency shall remain valid and in effect as long as the underlying project application approval is also in effect.

(d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.

(5) (a) If the City's SEPA Responsible Official determines that a proposed project does not qualify as a Planned Action Project, he/she shall issue a "Determination of Inconsistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440.

(b) The Determination of Inconsistency shall describe the elements of the Planned Action Project application that result in failure to qualify as a Planned Action Project.

(c) Upon issuance of the Determination of Inconsistency, the City's SEPA Responsible Official shall prescribe a SEPA review procedure for the non-qualifying project that is consistent with the City's SEPA regulations and the requirements of state law.

(d) A project that fails to qualify as a Planned Action Project may incorporate or otherwise use relevant elements of the Planned Action Threshold Determination, as well as other relevant SEPA

documents, to meet the non-qualifying project's SEPA requirements. The City's SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action Threshold Determination.

- (6) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq.
- (7) A Determination of Consistency or Inconsistency is a Process I land use decision and may be appealed pursuant to the procedures established in Chapter 18A.02 LMC. An appeal of a Determination of Consistency shall be consolidated with any pre-decision or appeal hearing on the underlying project application.

Section 4. Monitoring and Review.

A. The City should monitor the progress of development in the designated Planned Action area biennially to ensure that it is consistent with the assumptions of this Ordinance and the Planned Action Threshold Determination regarding the type and amount of development and associated impacts and with the mitigation measures and improvements planned for the Planned Action Area.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official every two (2) years from its effective date in conjunction with the City's regular Comprehensive Plan review or docket cycle, as applicable. The review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and required mitigation measures (Exhibit B and Exhibit C). Based upon this review, the City may propose amendments to this Ordinance or may supplement or revise the Planned Action Threshold Determination.

Section 5. Severability. If any portion of this Ordinance or its application to any person or circumstances

is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 6. Effective Date. That this Ordinance shall be in full force and effect thirty (30) days after publication of the Ordinance Summary.

ADOPTED by the City Council this ___ day of _____ 2020.

CITY OF LAKEWOOD

Attest:

Don Anderson, Mayor

Briana Schumacher, City Clerk

Approved as to Form:

Heidi Ann Wachter, City Attorney

EXHIBIT A. PLANNED ACTION AREA



Map Note: The right of way for Bridgeport Way between the East Commercial Area and Colonial District is included for consistent landscaping. Abutting land use is not included in that segment.

EXHIBIT B. MITIGATION DOCUMENT

The Planned Action Threshold Determination has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts.

A Mitigation Document is provided in this Exhibit B-1 to establish specific mitigation measures based upon significant adverse impacts identified in the Planned Action Threshold Determination. The mitigation measures in this Exhibit B-1 shall apply to Planned Action Project applications that are consistent with the Preferred Alternative range reviewed in the Planned Action Threshold Determination and which are located within the Planned Action Area (see Exhibit A).

Where a mitigation measure includes the words “shall” or “will,” inclusion of that measure in Planned Action Project application plans is mandatory in order to qualify as a Planned Action Project. Where “should” or “would” appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action Project. Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform to the satisfaction of the City’s SEPA Responsible Official or authorized designee.

Any and all references to decisions to be made or actions to be taken by the City’s SEPA Responsible Official may also be performed by the City’s SEPA Responsible Official’s authorized designee.

SECTION B-1. MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS

Transportation

1. Applicants for development shall provide traffic assessments to the satisfaction of the SEPA Responsible Official or their designee to determine transportation signal improvements phasing consistent with the Threshold Determination Transportation Analysis.

Environmental Health

2. Planned actions shall orient residential uses to be located a minimum of 500 feet from the centerline of I-5.
3. Applicants for development shall conduct a site assessment to determine if contamination is present from past use.

Cultural Resources

4. Applicants for development shall include Inadvertent Human Remains Discovery Language recommended by DAHP as a condition of project approval.

SECTION B-2. ADVISORY NOTES TO APPLICANTS: APPLICABLE REGULATIONS

Additionally, the Planned Action Threshold Determination identifies specific regulations that act as mitigation measures. These are summarized in this section by Threshold Determination topic. All applicable federal, state, and local regulations shall apply to Planned Action Projects. Planned Action Project applicants shall comply with all adopted regulations where applicable including those listed in the Planned Action Threshold Determination and those not included in the Planned Action Threshold Determination. In addition, this section identifies voluntary water and energy conservation measures that may be implemented by new development.

Earth

LMC Chapter 12.10 provides regulations addressing: storm drainage, earthwork (excavation and fill), soil reports, and erosion controls.

Air Quality

Application of the State Energy Code can improve energy efficiency and reduce greenhouse gas emissions. (LMC Chapter 15.05) Over time new standards will also be implemented: The 2019 Legislature adopted new standards that will increase the efficiency of these buildings and reduce emissions. The Legislature also increased efficiency standards for appliances. (Washington State Department of Ecology, 2019)

Water Resources

Application of Washington State Department of Ecology Stormwater Manual and its Engineering Standards Manual at LMC Chapter 12.11.

Stormwater management will be required of all new development whether under the No Action or Planned Action Alternatives. (LMC Chapter 12.11)

Plants and Animals

Planned Actions would implement LMC Chapter 18A.70 Community Design, Landscaping, and Tree Preservation. When redevelopment would occur, perimeter landscaping and parking area landscaping would be required. Additionally significant trees would be retained where they exist.

The City maintains critical area regulations protecting fish and wildlife habitat conservation areas. Though none are mapped in the study area, if some were identified they would be protected under either the No Action or Planned Action Alternatives. (LMC Chapter 14.154)

Energy

All future development would be subject to the State Energy Code. (LMC Chapter 15.05)

Environmental Health

The State Model Toxics Control Act (MTCA) sets standards for cleanup of lower levels of contaminants that are incorporated into new development and redevelopment parcels noted to have contamination potential.

The City applies relevant standards regarding hazardous materials handling in the International Fire Code and Zoning Codes.

Land Use, Aesthetics, Recreation

Planned Actions shall comply with the Station District Subarea Plan and Title 18C Station District Development Code.

Housing

The City does provide inclusionary density bonuses, development standard flexibility and fee reductions for affordable housing in Chapter 18A.90 Housing Incentives Program.

Light and Glare

LMC 18A.60.095 Outdoor Lighting Code provides lighting standards to reduce light and glare and to avoid interference with JBLM operations.

Historic and Cultural Preservation

Washington State has a number of laws that oversee the protection and proper excavation of archaeological sites (RCW 27.53, WAC 25-48), human remains (RCW 27.44), and historic cemeteries or graves (RCW 68.60). The Governor's Executive Order 05-05 requires state agencies to integrate DAHP, the Governor's Office of Indian Affairs, and concerned tribes into their capital project planning process. This executive order affects any capital construction projects and any land acquisitions for purposes of capital construction not undergoing Section 106 review under the National Historic Preservation Act of 1966.

Under RCW 27.53, DAHP regulates the treatment of archaeological sites on both public and private lands and has the authority to require specific treatment of archaeological resources. All precontact resources or sites are protected, regardless of their significance or eligibility for local, state, or national registers. Historic archaeological resources or sites are protected unless DAHP has made a determination of "not-eligible" for listing on the state and national registers.

The City applies Lakewood Municipal Code Chapter 2.48 Protection and Preservation of Landmarks.

Transportation, Public Services, and Utilities

All development is required to be served by primary infrastructure including sewer, water, stormwater, and transportation per LMC 18A.60.140 Concurrency.

Street frontage standards apply per the Station District Subarea Plan and Title 18C Station District Development Code and LMC 12.09.031.

Parking standards apply per Title 18C Station District Development Code and LMC 18A.80.030. commercial and multifamily uses.

SECTION B-3. PUBLIC AGENCY STRATEGIES

The City will implement strategies in the Subarea Plan largely through the Form-Based Code, but will also determine implementation through its code docketing process.

Land Use

The City would propose to add the subarea to its multi-family tax exemption for affordable housing in LMC Chapter 3.64 Tax Incentive Urban Use Center Development.

Housing

Based on recent state laws, tiny homes and recreational vehicles must be allowed as a primary residence. (See ESSB 5183 (2019)). RCW 35.21.684, allows for tiny homes in manufactured home parks, and allows local jurisdictions more flexibility to authorize them in other zones). The City would propose amendments to address these recent state laws applicable across the city as well as in the subarea.

Transportation, Public Services, and Utilities

The City addresses public service levels of service in its Capital Facilities Plan Element. The element is updated periodically to ensure that proposed growth and change can be served.

EXHIBIT C TRANSPORTATION IMPROVEMENTS

C-1 LAKEWOOD TRANSPORTATION IMPROVEMENT PROGRAM IMPROVEMENTS

The Six-Year Comprehensive Transportation Improvement Program (TIP) for 2021-2026 was approved by the Lakewood City Council in June 2020, and is expected to be updated annually. This document outlines short and long term road projects, including the addition of new sidewalks, curb, gutter, stormwater improvements and road overlays, throughout the city. The following projects within the planned action area are identified in the TIP as long term improvements:

- Lakewood Station Non-Motorized Access Improvements – sidewalks and street lighting per the Non-Motorized Plan and Sound Transit Access Improvement Study.
- Kendrick Street SW from 111th Street SW to 108th Street SW – sidewalks, street lighting, bicycle facilities.
- 112th/111th – Bridgeport to Kendrick – sidewalks, bicycle facilities, street lighting.
- 108th – Bridgeport Way to Pacific Highway – roadway patching and overlay.

C-2 PLANNED ACTION MITIGATION

Exhibit 1 describes potential improvements to the impacted study intersections. Improvements generally involve changes that will not require right-of-way acquisition or widening, rather only changes to signal timing to increase the efficiency of impacted intersections and roadways in the subarea. The exception is intersection of Pacific Highway and ~~Sharondale~~~~Haley~~ Road, which is currently all-way stop controlled, where a signal could improve operations if the volumes meet a signal warrant. With the proposed mitigation measures all intersections are expected to operate at LOS D or better.

Per Planned Action requirements in Section B-1 planned action development in the study area will provide information about expected trips and will provide a traffic study where applicable per LMC 12.09.028. This analysis will affirm the mitigation approach and phasing, such as signal timing at Bridgeport Way/I-5 on and off ramps. It will also affirm the City' concurrency standards are met in LMC 18A.60.140.

Exhibit 1. Proposed Mitigation Measures

ID	INTERSECTION	NO ACTION	ALT 1	ALT 1 MITIGATED
4	Pacific Highway / Sharondale Halcyon Road			
	Install signal using existing channelization and signal length consistent with adjacent intersections	F>100	F>100	A/4
8	Pacific Highway / Bridgeport Way			
	Signal timing revisions, including optimizing cycle lengths and coordination offsets on Bridgeport Way from 108th to the NB I-5 Ramp. Change signal phasing for the northbound right turn to include an overlap with the eastbound left turn phase.	D/54	E/78	D/49
11	Bridgeport Way / SB I-5 Ramp			
	Signal timing revisions, including optimizing cycle lengths and coordination offsets on Bridgeport Way from 108th to the NB I-5 Ramp.	D/41	E/60	D/52

Source: Fehr & Peers, 2020.

ATTACHMENT C

Amendments to LMC Title 18A

18A.10.140 Establishment of subareas.

Per RCW 36.70A.080(2), in order to plan for and regulate the use of land and structures in a manner which recognizes that residential neighborhoods and business areas within Lakewood vary one from another in desired character, subareas may be established as optional elements of the comprehensive plan and implementing zoning regulations may be adopted as a title of the Lakewood Municipal Code (LMC). Subarea plans are implemented in part through the adoption of use, development, performance, or procedural regulations specific to the subarea or to a portion or portions of the subarea. Regulations which are specific to a subarea or portions of a subarea are located in the title of the LMC concerning the subarea.

The following subareas and subarea plans are established:

Name	Symbol	Code Title
Downtown Subarea Plan	DSAP	18B

~~This section is reserved Lakewood Station District. Reserved L.S.D.S. Reserved 18C~~

18A.20.208 Applicability – Nonconformities.

A. This article shall apply to legally existing nonconformities, except the following items, which shall be governed by the standards set forth in the chapters identified below:

~~1. 1. Nonconforming uses and structures within the Downtown Subarea Plan, as governed in LMC Title 18B.~~

~~2. 2. Nonconforming uses and structures within the Lakewood Station District Subarea, as governed in LMC Title 18C.~~

~~23.~~ Nonconforming signs as defined in Chapter 18A.100 LMC, Signs.

~~24.~~ Nonconforming wireless service facilities as defined in Chapter 18A.95 LMC, Wireless Service Facilities.

~~4-5.~~ Nonconforming mobile home parks as defined in LMC 18A.40.110(C), Manufactured Home Parks. Manufactured and mobile home parks which were legally approved prior to the effective date of this title may continue to exist; provided, that the density of the park does not increase over the number of dwelling units legally existing on the effective date of this title. Manufactured home sites within legally nonconforming manufactured home parks may continue to be used; provided, that the placement of newer manufactured homes does not result in encroachment of the dwelling beyond the lot space boundaries or into the right-of-way and fire code requirements for structure spacing are met.

ATTACHMENT D

Comprehensive Plan Text Amendments

The following sections of the City's Comprehensive Plan's text will be amended to reflect the adoption of the Lakewood Station District Subarea Plan, Form-Based Development Code and Planned Action via the 2021 Comprehensive Plan amendment cycle, which is scheduled to be completed and adopted by the City Council no later than December 31, 2021:

Sections 1.4.1, 1.4.3, 1.6.7, 2.3.5, 2.3.7, and 2.3.16, LU-17.3, Sections 3.3.3, 3.3.5, 4.1, 4.2, 4.4, 4.5, 4.5.2, 5.2.1, 5.2.7, 5.3.1, Goal UD-9, ED-5, and T-13, Sections 11.3.3 and 11.3.11, and Transportation Implementation Strategies.

ATTACHMENT E

SEPA PLANNED ACTION ORDINANCE

ORDINANCE NO. _____

AN ORDINANCE of the City Council of the City of Lakewood, Washington, adopting a SEPA Planned Action related to the Lakewood Station District Subarea.

I. RECITALS

WHEREAS, the State Environmental Policy Act (SEPA) and its implementing regulations provide for the integration of environmental review with land use planning and project review through the designation of planned actions by jurisdictions planning under the Growth Management Act (GMA), such as the City of Lakewood (“City”); and

WHEREAS, Section 43.21C.440 of the Revised Code of Washington (RCW), Sections 197-11-164 through 172 of the Washington Administrative Code (WAC) allow for and govern the adoption and application of a planned action designation under SEPA, and Section 14.02.030 of the Lakewood Municipal Code (LMC) adopts Chapter 197-11 WAC by reference as amended; and

WHEREAS, the designation of a planned action expedites the permitting process for projects in proximity to major transit facilities when the impacts have been previously addressed in a Threshold Determination; and

WHEREAS, a subarea of the City commonly referred to as the “Station District”, as depicted on the map attached hereto as **Exhibit A** and incorporated herein by this reference, has been identified as a planned action area for future redevelopment to a mixed-use center (“Planned Action Area”) within a half-mile of a major transit stop under RCW 43.21C.440(1)(b)(ii); and

WHEREAS, the City has developed and adopted a subarea plan complying with the GMA (RCW 36.70A), dated **XXX**, ~~2020~~2021, to guide the redevelopment of the Planned Action Area (“Station District Plan”); and

WHEREAS, after extensive public participation and coordination with all affected parties, the City, as lead SEPA agency, issued the Station District Planned Action Threshold Determination of Non-Significance (“Threshold Determination”) dated ~~XXX~~November 12, 2020 and revised on ~~XXX~~, 2021 as appropriate, which identifies the impacts and mitigation measures associated with planned development in the Planned Action Area as identified in the Station District Plan; and

WHEREAS, the City desires to designate a planned action under SEPA for the Station District (“Planned Action”); and

WHEREAS, adopting a Planned Action for the Station District with appropriate standards and procedures will help achieve efficient permit processing and promote environmental quality protection; and

WHEREAS, the City is amending the Lakewood Comprehensive Plan to incorporate maps, text, and policies specific to the Station District; and

WHEREAS, the City is adopting zoning and development regulations concurrent with the Station District Plan to implement said Plan, including this Ordinance; and

WHEREAS, the City Council finds that adopting this Ordinance and its Exhibits is in the public interest and will advance the public health, safety, and welfare.

II. FINDINGS

The procedural and substantive requirements of the State Environmental Policy Act (RCW 43.21C) have been complied with.

The procedural requirements of the Growth Management Act (RCW 36.70A) have been complied with.

The proposed action is consistent with the requirements of Revised Code of Washington, and the Washington Administrative Code.

The proposed action is consistent with the City of Lakewood Comprehensive Plan.

The proposed amendments have been reviewed and processed in accordance with the requirements of Title 14 Environmental Protection, Title 14A Critical Areas, and Title 18A Land Use and Development of the City of Lakewood Municipal Code.

All of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the City's municipal code.

The Lakewood City Council finds and determines that the regulation of development and land use within the Station District is within the City's regulatory authority.

The Lakewood City Council finds and determines that approval of such amendments to the Comprehensive Plan and Land Use and Development Code is in the best interests of the residents of Lakewood, and will promote the general health, safety, and welfare.

The Lakewood City Council finds and determines that regulation of land use and development is subject to the authority and general police power of the City, and the City reserves its powers and authority to appropriately amend, modify, and revise such land use controls in accordance with applicable law.

The Planned Action Threshold Determination adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area.

The mitigation measures identified in the Planned Action Threshold Determination, attached to this Ordinance as **Exhibit B and Exhibit C**, and incorporated herein by reference, together with adopted City development regulations are adequate to mitigate significant adverse impacts from development within the Planned Action Area.

The Station District Plan and Planned Action Threshold Determination identify the location, type, and amount of development that is contemplated by the Planned Action.

Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public, and enhance economic development.

The City provided several opportunities for meaningful public involvement and review in the Station District Plan and Planned Action Threshold Determination processes, including a community meeting consistent with RCW 43.21C.440; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments.

Essential public facilities as defined in RCW 36.70A.200 are excluded from the Planned Action as designated herein and are not eligible for review or permitting as Planned Action Projects unless they are accessory to or part of a project that otherwise qualifies as a Planned Action Project.

The designated Planned Action Area is located entirely within an Urban Growth Area.

Implementation of the mitigation measures identified in the Planned Action Threshold Determination will provide for adequate public services and facilities to serve the proposed Planned Action Area.

The documents and other materials that constitute the record of the proceedings upon which the Planning Commission's recommendations are based, including, but not limited to, the staff reports for the Project and all of the materials that support the staff reports for the Project, are located in the City of Lakewood, Community and Economic Development Department at 6000 Main Street SW, Lakewood, Washington, 98499-5027. The custodian of these documents is the Assistant City Manager for Development Services of the City of Lakewood.

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

Section 1. Adoption of City Council Findings. The Findings of the City Council are adopted as part of this Ordinance.

Section 2. Purpose. The purpose of this Ordinance is to:

A. Combine environmental analysis, land use plans, development regulations, and City codes and ordinances together with the mitigation measures in the Planned Action Threshold Determination to mitigate environmental impacts and process Planned Action development applications in the Planned Action Area;

B. Designate the Station District shown in Exhibit A as a Planned Action Area for purposes of environmental review and permitting of designated Planned Action Projects pursuant RCW 43.21C.440;

C. Determine that the Planned Action Threshold Determination meets the requirements of a planned action Threshold Determination pursuant to the State Environmental Policy Act (SEPA);

D. Establish criteria and procedures for the designation of certain projects within the Planned Action Area as “Planned Action Projects” consistent with RCW 43.21C.440;

E. Provide clear definition as to what constitutes a Planned Action Project within the Planned Action Area, the criteria for Planned Action Project approval, and how development project applications that qualify as Planned Action Projects will be processed by the City;

F. Streamline and expedite the land use permit review process by relying on the Planned Action Threshold Determination; and

G. Apply applicable regulations within the City’s development regulations and the mitigation framework contained in this Ordinance for the processing of Planned Action Project applications and to incorporate the applicable mitigation measures into the underlying project permit conditions in order to address the impacts of future development contemplated by this Ordinance.

Section 3. Procedures and Criteria for Evaluating and Determining Planned Action Projects within the Planned Action Area.

A. Planned Action Area. This “Planned Action” designation shall apply to the area shown in Exhibit A of this Ordinance.

B. Environmental Document. A Planned Action Project determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Planned Action Threshold Determination. The mitigation measures contained in Exhibit B and Exhibit C of this Ordinance are based upon the findings of the Planned Action Threshold Determination and shall, along with adopted City regulations, provide the framework the City will use to apply appropriate conditions on qualifying Planned Action Projects within the Planned Action Area.

C. Planned Action Project Designated. Land uses and activities described in the Planned Action Threshold Determination, subject to the thresholds described in Subsection 3.D of this Ordinance and the mitigation measures contained in Exhibit B and Exhibit C of this Ordinance, are designated “Planned Action Projects” pursuant to RCW 43.21C.440. A development application for a site-specific project located within the Planned Action Area shall be designated a Planned Action Project if it meets the criteria set forth in Subsection 3.D of this Ordinance and all other applicable laws, codes, development regulations, and standards of the City, including this Ordinance, are met.

D. Planned Action Qualifications. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the Planned Action Threshold Determination:

(1) Qualifying Land Uses.

(a) Planned Action Categories: The following general categories/types of land uses are defined in the Station District Plan and can qualify as Planned Actions:

- i. Townhome or cottage dwelling units
- ii. Multi-family dwelling units
- iii. Commercial Office

- iv. Services,
- v. Medical
- vi. Hotel and Lodging
- vii. Retail and Eating and Drinking Establishments
- viii. Open Space, Parks, Plazas, Trails, Gathering Spaces, Recreation
- ix. Civic and Cultural Facilities
- x. Governmental and Utility Facilities
- xi. Other uses allowed in the Station District Development Code, LMC 18.C.

(b) Planned Action Project Land Uses: A primary land use can qualify as a Planned Action

Project land use when:

- i. it is within the Planned Action Area as shown in Exhibit A of this Ordinance;
- ii. it is within one or more of the land use categories described in Subsection 3.D(1)(a) above; and
- iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

A Planned Action Project may be a single Planned Action land use or a combination of Planned Action land uses together in a mixed-use development. Planned Action land uses may include accessory uses.

(c) Public Services: The following public services, infrastructure, and utilities can also qualify as Planned Actions: onsite roads, utilities, parks, trails, and similar facilities developed consistent with the Planned Action Threshold Determination mitigation measures, City and special district design standards, critical area regulations, and the Lakewood Municipal Code.

(2) Development Thresholds:

(a) Land Use: The following thresholds of new land uses are contemplated by the Planned Action:

FEATURE	PLANED ACTION
Residential Dwellings (units): Net 2020-2035	1,779
Jobs: Net 2020-2035	1,186

(b) Shifting development amounts between land uses in identified in Subsection 3.D(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the Planned Action Threshold Determination; the traffic trips for the Planned Action are not exceeded; and, the development impacts identified in the Planned Action Threshold Determination are mitigated consistent with Exhibit B and Exhibit C of this Ordinance.

(c) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action Project or combination of Planned Action Projects exceeds the development thresholds specified in this Ordinance and/or alter the assumptions and analysis in the Planned Action Threshold Determination.

(3) Transportation Thresholds:

(a) Trip Ranges & Thresholds. The number of new PM peak hour trips anticipated in the Planned Action Area and reviewed in the Planned Action Threshold Determination for 2035 is as follows:

The net increase between Planned Action and Existing Conditions is 1,950 vehicle trips. Total rounded vehicle trips by scenario tested include:

i. Existing – 2,530

ii. No Action – 3,810

iii. Planned Action – 4,480

(b) Concurrency. All Planned Action Projects shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in LMC 18A.50.195.

(c) Traffic Impact Mitigation. Transportation mitigation shall be provided consistent with mitigation measures in Exhibit B and Exhibit C of this Ordinance, attached hereto and incorporated by this reference.

(d) The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in Subsection 3.D(3)(a) are not exceeded, that the project meets the concurrency and intersection standards of Subsection 3.D(3)(b), and that the project has mitigated impacts consistent with Subsection 3.D (3)(c).

(e) Discretion.

i. The responsible City official shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City's Public Works Director at his or her sole discretion, for each project permit application proposed under this Planned Action.

ii. The responsible City official shall have discretion to condition Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Lakewood Municipal Code.

(4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action Threshold Determination would not qualify as a Planned Action Project.

(5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action Threshold Determination, the City's SEPA Responsible Official may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

E. Planned Action Project Review Criteria.

- (1) The City's SEPA Responsible Official, or authorized representative, may designate as a Planned Action Project, pursuant to RCW 43.21C.440, a project application that meets all of the following conditions:
- (a) the project is located within the Planned Action Area identified in Exhibit A of this Ordinance;
 - (b) the proposed uses and activities are consistent with those described in the Planned Action Threshold Determination and Subsection 3.D of this Ordinance;
 - (c) the project is within the Planned Action thresholds and other criteria of Subsection 3.D of this Ordinance;
 - (d) the project is consistent with the Lakewood Comprehensive Plan including the policies of the Station District Plan incorporated into the Comprehensive Plan and the regulations of the Station District Plan integrated into the Lakewood Municipal Code;
 - (e) the project's significant adverse environmental impacts have been identified in the Planned Action Threshold Determination;
 - (f) the project's significant impacts have been mitigated by application of the measures identified in Exhibit B and Exhibit C of this Ordinance and other applicable City regulations, together with any conditions, modifications, variances, or special permits that may be required;
 - (g) the project complies with all applicable local, state and/or federal laws and regulations and the SEPA Responsible Official determines that these constitute adequate mitigation; and
 - (h) the project is not an essential public facility as defined by RCW 36.70A.200, unless the essential public facility is accessory to or part of a development that is designated as a Planned Action Project under this Ordinance.
- (2) The City shall base its decision to qualify a project as a Planned Action Project on review of the SEPA Checklist form in WAC 197-11 and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

F. Effect of Planned Action Designation.

- (1) Designation as a Planned Action Project by the City's SEPA Responsible Official means that a qualifying project application has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein and with the environmental analysis contained in the Planned Action Threshold Determination.
- (2) Upon determination by the City's SEPA Responsible Official that the project application meets the criteria of Subsection 3.D and qualifies as a Planned Action Project, the project shall not require a SEPA threshold determination, preparation of an Threshold Determination, or be subject to further review pursuant to SEPA. Planned Action Projects will still be subject to all other applicable City, state, and federal regulatory requirements. The Planned Action Project designation shall not excuse a project from meeting the City's code and ordinance requirements apart from the SEPA process.

G. Planned Action Project Permit Process. Applications submitted for qualification as a Planned Action Project shall be reviewed pursuant to the following process:

- (1) Development applications shall meet all applicable requirements of the Lakewood Municipal Code and this Ordinance in place at the time of the Planned Action Project application. Planned Action Projects shall not vest to regulations required to protect public health and safety.
- (2) Applications for Planned Action Projects shall:
 - (a) be made on forms provided by the City;
 - (b) include the SEPA checklist in WAC 197-11;
 - (c) meet all applicable requirements of the Lakewood Municipal Code and this Ordinance.
- (3) The City's SEPA Responsible Official shall determine whether the application is complete and shall review the application to determine if it is consistent with and meets all of the criteria for qualification as a Planned Action Project as set forth in this Ordinance.
- (4) (a) If the City's SEPA Responsible Official determines that a proposed project qualifies as a Planned Action Project, he/she shall issue a "Determination of Consistency" and shall mail or

otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440(3)(b).

(b) Upon issuance of the Determination of Consistency, the review of the underlying project permit(s) shall proceed in accordance with the applicable permit review procedures specified in Chapter 18A.02 LMC, except that no SEPA threshold determination, Threshold Determination, or additional SEPA review shall be required.

(c) The Determination of Consistency shall remain valid and in effect as long as the underlying project application approval is also in effect.

(d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.

(5) (a) If the City's SEPA Responsible Official determines that a proposed project does not qualify as a Planned Action Project, he/she shall issue a "Determination of Inconsistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440.

(b) The Determination of Inconsistency shall describe the elements of the Planned Action Project application that result in failure to qualify as a Planned Action Project.

(c) Upon issuance of the Determination of Inconsistency, the City's SEPA Responsible Official shall prescribe a SEPA review procedure for the non-qualifying project that is consistent with the City's SEPA regulations and the requirements of state law.

(d) A project that fails to qualify as a Planned Action Project may incorporate or otherwise use relevant elements of the Planned Action Threshold Determination, as well as other relevant SEPA

documents, to meet the non-qualifying project's SEPA requirements. The City's SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action Threshold Determination.

- (6) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq.
- (7) A Determination of Consistency or Inconsistency is a Process I land use decision and may be appealed pursuant to the procedures established in Chapter 18A.02 LMC. An appeal of a Determination of Consistency shall be consolidated with any pre-decision or appeal hearing on the underlying project application.

Section 4. Monitoring and Review.

A. The City should monitor the progress of development in the designated Planned Action area biennially to ensure that it is consistent with the assumptions of this Ordinance and the Planned Action Threshold Determination regarding the type and amount of development and associated impacts and with the mitigation measures and improvements planned for the Planned Action Area.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official every two (2) years from its effective date in conjunction with the City's regular Comprehensive Plan review or docket cycle, as applicable. The review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and required mitigation measures (Exhibit B and Exhibit C). Based upon this review, the City may propose amendments to this Ordinance or may supplement or revise the Planned Action Threshold Determination.

Section 5. Severability. If any portion of this Ordinance or its application to any person or circumstances

is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 6. Effective Date. That this Ordinance shall be in full force and effect thirty (30) days after publication of the Ordinance Summary.

ADOPTED by the City Council this ___ day of _____ 2020.

CITY OF LAKEWOOD

Attest:

Don Anderson, Mayor

Briana Schumacher, City Clerk

Approved as to Form:

Heidi Ann Wachter, City Attorney

EXHIBIT A. PLANNED ACTION AREA



Map Note: The right of way for Bridgeport Way between the East Commercial Area and Colonial District is included for consistent landscaping. Abutting land use is not included in that segment.

EXHIBIT B. MITIGATION DOCUMENT

The Planned Action Threshold Determination has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts.

A Mitigation Document is provided in this Exhibit B-1 to establish specific mitigation measures based upon significant adverse impacts identified in the Planned Action Threshold Determination. The mitigation measures in this Exhibit B-1 shall apply to Planned Action Project applications that are consistent with the Preferred Alternative range reviewed in the Planned Action Threshold Determination and which are located within the Planned Action Area (see Exhibit A).

Where a mitigation measure includes the words “shall” or “will,” inclusion of that measure in Planned Action Project application plans is mandatory in order to qualify as a Planned Action Project. Where “should” or “would” appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action Project. Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform to the satisfaction of the City’s SEPA Responsible Official or authorized designee.

Any and all references to decisions to be made or actions to be taken by the City’s SEPA Responsible Official may also be performed by the City’s SEPA Responsible Official’s authorized designee.

SECTION B-1. MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS

Transportation

1. Applicants for development shall provide traffic assessments to the satisfaction of the SEPA Responsible Official or their designee to determine transportation signal improvements phasing consistent with the Threshold Determination Transportation Analysis.

Environmental Health

2. Planned actions shall orient residential uses to be located a minimum of 500 feet from the centerline of I-5.
3. Applicants for development shall conduct a site assessment to determine if contamination is present from past use.

Cultural Resources

4. Applicants for development shall include Inadvertent Human Remains Discovery Language recommended by DAHP as a condition of project approval.

SECTION B-2. ADVISORY NOTES TO APPLICANTS: APPLICABLE REGULATIONS

Additionally, the Planned Action Threshold Determination identifies specific regulations that act as mitigation measures. These are summarized in this section by Threshold Determination topic. All applicable federal, state, and local regulations shall apply to Planned Action Projects. Planned Action Project applicants shall comply with all adopted regulations where applicable including those listed in the Planned Action Threshold Determination and those not included in the Planned Action Threshold Determination. In addition, this section identifies voluntary water and energy conservation measures that may be implemented by new development.

Earth

LMC Chapter 12.10 provides regulations addressing: storm drainage, earthwork (excavation and fill), soil reports, and erosion controls.

Air Quality

Application of the State Energy Code can improve energy efficiency and reduce greenhouse gas emissions. (LMC Chapter 15.05) Over time new standards will also be implemented: The 2019 Legislature adopted new standards that will increase the efficiency of these buildings and reduce emissions. The Legislature also increased efficiency standards for appliances. (Washington State Department of Ecology, 2019)

Water Resources

Application of Washington State Department of Ecology Stormwater Manual and its Engineering Standards Manual at LMC Chapter 12.11.

Stormwater management will be required of all new development whether under the No Action or Planned Action Alternatives. (LMC Chapter 12.11)

Plants and Animals

Planned Actions would implement LMC Chapter 18A.70 Community Design, Landscaping, and Tree Preservation. When redevelopment would occur, perimeter landscaping and parking area landscaping would be required. Additionally significant trees would be retained where they exist.

The City maintains critical area regulations protecting fish and wildlife habitat conservation areas. Though none are mapped in the study area, if some were identified they would be protected under either the No Action or Planned Action Alternatives. (LMC Chapter 14.154)

Energy

All future development would be subject to the State Energy Code. (LMC Chapter 15.05)

Environmental Health

The State Model Toxics Control Act (MTCA) sets standards for cleanup of lower levels of contaminants that are incorporated into new development and redevelopment parcels noted to have contamination potential.

The City applies relevant standards regarding hazardous materials handling in the International Fire Code and Zoning Codes.

Land Use, Aesthetics, Recreation

Planned Actions shall comply with the Station District Subarea Plan and Title 18C Station District Development Code.

Housing

The City does provide inclusionary density bonuses, development standard flexibility and fee reductions for affordable housing in Chapter 18A.90 Housing Incentives Program.

Light and Glare

LMC 18A.60.095 Outdoor Lighting Code provides lighting standards to reduce light and glare and to avoid interference with JBLM operations.

Historic and Cultural Preservation

Washington State has a number of laws that oversee the protection and proper excavation of archaeological sites (RCW 27.53, WAC 25-48), human remains (RCW 27.44), and historic cemeteries or graves (RCW 68.60). The Governor's Executive Order 05-05 requires state agencies to integrate DAHP, the Governor's Office of Indian Affairs, and concerned tribes into their capital project planning process. This executive order affects any capital construction projects and any land acquisitions for purposes of capital construction not undergoing Section 106 review under the National Historic Preservation Act of 1966.

Under RCW 27.53, DAHP regulates the treatment of archaeological sites on both public and private lands and has the authority to require specific treatment of archaeological resources. All precontact resources or sites are protected, regardless of their significance or eligibility for local, state, or national registers. Historic archaeological resources or sites are protected unless DAHP has made a determination of "not-eligible" for listing on the state and national registers.

The City applies Lakewood Municipal Code Chapter 2.48 Protection and Preservation of Landmarks.

Transportation, Public Services, and Utilities

All development is required to be served by primary infrastructure including sewer, water, stormwater, and transportation per LMC 18A.60.140 Concurrency.

Street frontage standards apply per the Station District Subarea Plan and Title 18C Station District Development Code and LMC 12.09.031.

Parking standards apply per Title 18C Station District Development Code and LMC 18A.80.030. commercial and multifamily uses.

SECTION B-3. PUBLIC AGENCY STRATEGIES

The City will implement strategies in the Subarea Plan largely through the Form-Based Code, but will also determine implementation through its code docketing process.

Land Use

The City would propose to add the subarea to its multi-family tax exemption for affordable housing in LMC Chapter 3.64 Tax Incentive Urban Use Center Development.

Housing

Based on recent state laws, tiny homes and recreational vehicles must be allowed as a primary residence. (See ESSB 5183 (2019)). RCW 35.21.684, allows for tiny homes in manufactured home parks, and allows local jurisdictions more flexibility to authorize them in other zones). The City would propose amendments to address these recent state laws applicable across the city as well as in the subarea.

Transportation, Public Services, and Utilities

The City addresses public service levels of service in its Capital Facilities Plan Element. The element is updated periodically to ensure that proposed growth and change can be served.

EXHIBIT C TRANSPORTATION IMPROVEMENTS

C-1 LAKEWOOD TRANSPORTATION IMPROVEMENT PROGRAM IMPROVEMENTS

The Six-Year Comprehensive Transportation Improvement Program (TIP) for 2021-2026 was approved by the Lakewood City Council in June 2020, and is expected to be updated annually. This document outlines short and long term road projects, including the addition of new sidewalks, curb, gutter, stormwater improvements and road overlays, throughout the city. The following projects within the planned action area are identified in the TIP as long term improvements:

- Lakewood Station Non-Motorized Access Improvements – sidewalks and street lighting per the Non-Motorized Plan and Sound Transit Access Improvement Study.
- Kendrick Street SW from 111th Street SW to 108th Street SW – sidewalks, street lighting, bicycle facilities.
- 112th/111th – Bridgeport to Kendrick – sidewalks, bicycle facilities, street lighting.
- 108th – Bridgeport Way to Pacific Highway – roadway patching and overlay.

C-2 PLANNED ACTION MITIGATION

Exhibit 1 describes potential improvements to the impacted study intersections. Improvements generally involve changes that will not require right-of-way acquisition or widening, rather only changes to signal timing to increase the efficiency of impacted intersections and roadways in the subarea. The exception is intersection of Pacific Highway and ~~Sharondale~~~~Haley~~ Road, which is currently all-way stop controlled, where a signal could improve operations if the volumes meet a signal warrant. With the proposed mitigation measures all intersections are expected to operate at LOS D or better.

Per Planned Action requirements in Section B-1 planned action development in the study area will provide information about expected trips and will provide a traffic study where applicable per LMC 12.09.028. This analysis will affirm the mitigation approach and phasing, such as signal timing at Bridgeport Way/I-5 on and off ramps. It will also affirm the City' concurrency standards are met in LMC 18A.60.140.

Exhibit 1. Proposed Mitigation Measures

ID	INTERSECTION	NO ACTION	ALT 1	ALT 1 MITIGATED
4	Pacific Highway / Sharondale Haley Road			
	Install signal using existing channelization and signal length consistent with adjacent intersections	F>100	F>100	A/4
8	Pacific Highway / Bridgeport Way			
	Signal timing revisions, including optimizing cycle lengths and coordination offsets on Bridgeport Way from 108th to the NB I-5 Ramp. Change signal phasing for the northbound right turn to include an overlap with the eastbound left turn phase.	D/54	E/78	D/49
11	Bridgeport Way / SB I-5 Ramp			
	Signal timing revisions, including optimizing cycle lengths and coordination offsets on Bridgeport Way from 108th to the NB I-5 Ramp.	D/41	E/60	D/52

Source: Fehr & Peers, 2020.