AGENDA

PLANNING COMMISSION

Don Daniels • Connie Coleman-Lacadie • Ryan Pearson
• Paul Wagemann • Phillip Combs • Linn Larsen

Wednesday, October 6, 2021 at 6:30 pm
City Council Chambers, 1st floor,
6000 Main St. SW, Lakewood WA 98499

Per the Lakewood City Council, the Planning Commission will meet virtually. Residents can virtually attend Planning Commission meetings by watching them live on the City's YouTube channel @ https://www.youtube.com/user/cityoflakewoodwa or by calling in to listen by telephone at +1 (253) 215- 8782 and by entering meeting ID: 926 8096 8444#

To Submit in Public Comment and/or Public Hearing Testimony Prior to Meeting: Send comments by mail or email to Karen Devereaux, Planning Commission Clerk, at kdevereaux@cityoflakewood.us or 6000 Main Street SW Lakewood, WA 98499. Comments received up to one hour before the meeting will be provided to the Planning Commission electronically.

Live Public Participation: **To provide live Public Comments or Public Hearing Testimony during the meeting, join the Zoom meeting as an attendee by calling by telephone Dial +1(253) 215- 8782 and enter participant ID:** 926 8096 8444# **or by going online at** https://zoom.us/j/92680968444**.** Each speaker will be allowed (3) three minutes to speak during the Public Comment and during each Public Hearing. Outside of Public Comments and Public Hearings, attendees will not be acknowledged and their microphone will remain muted.

By Phone: For those participating by calling in by phone to testify, the Chair will call on you during the Public Comment and/or Public Hearings portions of the agenda. When you are unmuted, please provide your name and city of residence.

Online: For those using the ZOOM link (**https://us02web.zoom.us/j/**92680968444) to testify, upon entering the meeting, please enter your name or other chosen identifier. Use the "Raise Hand" feature to be called upon by the Chair during the Public Comments and/or Public Hearings portions of the agenda. When you are unmuted, please provide your name and city of residence.

1.	**Call to Order**
2.	**Roll Call**
3.	**Approval of Minutes from September 15, 2021**
4.	**Agenda Updates**
5.	**Public Comments**
6.	**Public Hearings** • Continuation of 2022 Comprehensive Plan Docket List Hearing
7.	**Unfinished Business** • Action on 2022 Comprehensive Plan Docket List Resolution • Adult Family Homes in Air Corridor 1 (AC1) and Air Corridor 2 (AC2) Zones
8.	**New Business** • None
9.	**Reports from Staff & Commission Members & Council Liaison** • City Council Updates/Actions • Written Communications • Future Agenda Topics

Enclosures

1. Draft Meeting Minutes from September 15, 2021
2. Staff Report: 2022 Comprehensive Plan Docket List
3. Staff Report: Adult Family Homes in Air Corridor 1 (AC1) and Air Corridor 2 (AC2) Zones

Members Only

Please email kdevereaux@cityoflakewood.us or call Karen Devereaux at 253.983.7767 no later than Tuesday, October 5, 2021 at noon if you are unable to attend. Thank you.

PLANNING COMMISSION
REGULAR MEETING MINUTES
September 15, 2021
Hybrid In-Person/Virtual Meeting
6000 Main Street SW, Lakewood, WA 98499

Call to Order
Mr. Don Daniels, Chair called the hybrid in-person/virtual meeting to order at 6:30 p.m.

Roll Call
Planning Commission Members Present: Don Daniels, Chair; Paul Wagemann, Linn Larsen, Ryan Pearson and Phillip Combs.
Planning Commission Members Excused: Connie Coleman-Lacadie
Commission Members Absent: None
Staff Present: David Bugher, Assistant City Manager, Development Services; Tiffany Speir, Long Range & Strategic Planning Manager; and Karen Devereaux, Administrative Assistant
Council Liaison: Paul Bocchi (present)

Approval of Minutes
The minutes of the meeting held on September 1, 2021 were approved as written by voice vote M/S/C Pearson/Larsen. The motion passed unanimously, 5 - 0.

Agenda Updates None

Public Comments
This meeting was held as a "hybrid" in-person/virtual meeting. Citizens were encouraged to attend and/or to provide written comments prior to the meeting. No virtual public comments were received.

Mr. Glen Spieth, Lakewood resident, expressed concern regarding the Western State Hospital Master Plan and new building plans encroaching on the one- square mile of the Fort Steilacoom property which is on the National Historic Register. Mr. Spieth commented on the large number of Adult Family Homes in the Oakbrook neighborhood and the fact that the 7-11 Store next to his house had been robbed and graffiti recently.

Maria Chiechi, representing the Adult Family Homes Council, spoke (via ZOOM connection) in opposition of the recent denial of an adult family home application within the Air Corridor zones established by Lakewood.

Mr. Eric Seibel, representing Lakewood Garry Oaks Committee, spoke (via ZOOM connection) in favor of amending the regulations to further protect Garry Oaks in Lakewood.

Dr. Christina Manetti, was having trouble with being muted and had raised her hand (via ZOOM connection) to speak but couldn't be heard. It was acknowledged that the Commissioner's had received the written comments she had forwarded regarding her favor of amending the Tree Preservation Codes to further protect Garry Oaks within Lakewood.

The Planning Commission received a written comment from John Ficker, Adult Family Home Council which included a written comment from Ms. Jina Kim. The letter was also forwarded to commissioners prior to the meeting.

Public Hearings
Ms. Tiffany Speir explained Lakewood has begun its 2022 Comprehensive Plan and Zoning Map amendment (22CPA) cycle process. The period for the public to submit applications ran July 19 – August 20, 2021. City Council requested the amendment 2022-07 Parking Requirement be added to the list. The request to rezone a parcel in Tillicum will be removed from the list because it is a site-specific rezone and will be reviewed by a hearing examiner. Currently (and subject to change), the following proposed amendments are included within the 2022 Comprehensive Plan and Zoning Map amendment cycle:

City-Initiated 2022 Text and Designation/Zone Applications
(*Text and/or maps for each being prepared*)

2022-01 Review and update of Zoning, Policies and Code related to Tree Preservation, including the redesignation and rezoning zone of acreage hosting Garry Oaks near St. Clare Hospital from Public Institutional (PI) to Open Space & Recreation 1 (OSR1)

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

2022-03 Review and update of Housing Chapter and related amendments to LMC Title 18A development regulations

2022-04 Review of Zoning, Policies and Code related to Adult Family Homes (focus on potential allowance of AFHs in Air Corridor 1 (AC1) and Air Corridor 2 (AC2) zones)

2022-05 Update sections of the Comprehensive Plan to reflect the adoption of VISION 2050 by the Puget Sound Regional Council (see, e.g., Section 1.6.7.1)

2022-06 Update Comprehensive Plan Figures 3-5, 3-6, and 3-8 to reflect adoption of the 2020 Parks Legacy Plan; update Figure 4.1 with an updated Urban Focus Area map depicting the Downtown and Lakewood Station District Subareas, the Tillicum Neighborhood, and the City Landmarks listed in Section 4.4 text

2022-07 Parking Requirements in LMC Chapters 18A.80 and in 18C.600 (Lakewood Station District Subarea Plan)

City-Initiated Land Designation/Zone Applications

1. None to date

Privately-Initiated Text and Designation/Zone applications

1. A request to rezone 1 parcel in Tillicum (15206 Portland Ave SW.) This would likely not be included in the docket list because it is a site-specific rezone and subject to the review process per LMC 18A.30 Article VII and subsection .680.

Chair Don Daniels opened the floor for public hearing comments.

Mr. James Dunlop spoke of his concerns the City isn't been fair to homeowners wanting to operate adult family homes in the air corridor zones.

Ms. Eric Seibel spoke of the difficulty in trying to balance property rights vs. tree preservation.

Commissioners agreed to continue the hearing until the next meeting on October 6, 2021.

Unfinished Business None

New Business

Introduction of Adult Family Homes in Air Corridor 1 (AC1) and Air Corridor 2 (AC2)

Mr. David Bugher provided a presentation to explain the background of the consideration for these changes to the code. The commissioners conducted a study session on adult family homes located in the military-defined Accident Potential (APZ I and APZ II) zones, which are reflected in the city's Air Corridor 1 and Air Corridor 2 land use zones. These zoning districts are located on the east side of the city underneath the JBLM Air Installation Compatible Use Zone (AICUZ) contours. There are currently eight adult family homes in the APZ II zoning district. A ninth adult family home application was recently received and denied because of changes made in the city's land use and development regulations (Title 18A) in 2019; the city now prohibits adult family homes in both zones.

The commission has been requested to review the subject and forward recommendations to the City Council.

Prior to the meeting staff mailed notices and invitations of the study session to various members of the adult family home community including current adult family home providers in the AC 1 zone; taxpayers of record whereupon an adult family home is located; Ms. Mun Jung Park, whose application was recently denied; a representative from the Adult Family Home Council; and persons representing Department of Social & Health services.

The presentation covered the following subjects:

1. Definition of an adult family home;
2. Review state law for adult family homes;
3. Review local regulation (CZ, APZ I and APZ II zones; AC 1 and AC 2 land use zones);
4. Proposed adult family home at 3114 91st Street SW (Mun Jung Park, applicant);
5. Existing Land Uses in the AC1 and AC 2 land use zones;
6. Adult family homes in Pierce County and Lakewood;
7. Adult family home locations adjacent to municipal/regional airports elsewhere in the Puget Sound; and
8. Possible Next Steps.

Report from Council Liaison None

Reports from Commission Members and Staff

Future Planning Commission Agenda Topics

10/06/21 Continuation of Planning Commission Public Hearing and potential action on the 2022 Comprehensive Plan Amendments Docket list; Adult Family Homes (AFHs) in AC1 & AC2 zones discussion.

Next Regular Meeting The next regular meeting would be held on October 6, 2021.

Meeting Adjourned at 7:46 p.m.

_____	_____
Don Daniels, Chair	Karen Devereaux, Recording Secretary
Planning Commission 10/06/2021	Planning Commission 10/06/2021

TO:	Planning Commission
FROM:	Tiffany Speir, Long Range & Strategic Planning Manager
DATE:	October 6, 2021
SUBJECT:	2022 Lakewood Comprehensive Plan and Zoning Map Amendment Docket Public Hearing and Action
ATTACHMENTS:	Draft Resolution to recommend 2022 Comprehensive Plan Amendment Docket List (Attachment A); Public Comment received through 9/28/21 (Attachment B)

On September 15, the Planning Commission held a public hearing on the proposed 2022 Comprehensive Plan Amendment Docket List; the Commission held the public hearing open for additional public comment until October 6.

Attached is the draft Planning Commission Resolution, including preliminary descriptions of the affected text and maps. Also attached are the written comments received by the City as of September 28.

ATTACHMENT A

RESOLUTION NO. 2021-04

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD, WASHINGTON, ESTABLISHING THE 2022 DOCKET OF COMPREHENSIVE PLAN LAND USE/ ZONING MAP AND POLICY AMENDMENTS

WHEREAS, under RCW 36.70A.130(2), Comprehensive Plan policy or map amendments may be initiated by the City or by other entities, organizations, or individuals through petitions filed with the City on or before the last business day of July of each year; and

WHEREAS, the City of Lakewood received the following timely applications to amend the Comprehensive Plan and Land Use & Development Regulations in 2022:

CITY-INITIATED 2022 TEXT AND DESIGNATION/ZONE APPLICATIONS
(*Amendatory language and maps for each will be prepared once City Council approves Docket*)

2022-01 Review and update of Zoning, Policies and Code related to Tree Preservation, including the redesignation and rezoning zone of acreage hosting Garry Oaks near St. Clare Hospital from Public Institutional (PI) to Open Space & Recreation 1 (OSR1)
2022-02 Update of Tillicum Neighborhood Plan and Tillicum Center of Local Importance (CoLI)
2022-03 Review and update of Housing Chapter and related amendments to LMC Title 18A development regulations
2022-04 Review of Zoning, Policies and Code related to Adult Family Homes (AFHs) (Focus on potential allowance of AFHs in Air Corridor 1 (AC1) and Air Corridor 2 (AC2) land use zones)
2022-05 Update sections of the Comprehensive Plan to reflect the adoption of VISION 2050 by the Puget Sound Regional Council (see, e.g., Section 1.6.7.1)
2022-06 Update Comprehensive Plan Figures 3-5, 3-6, and 3-8 to reflect adoption of the 2020 Parks Legacy Plan; update Figure 4.1 with an updated Urban Focus Area map depicting the Downtown and Lakewood Station District Subareas, the Tillicum Neighborhood, and the City Landmarks listed in Section 4.4 text.
2022-07 Parking requirements in LMC Chapters 18A.80 and in 18C.600 (Lakewood Station District Subarea Plan)

PRIVATELY-INITIATED MAP AND TEXT AMENDMENT APPLICATIONS
(*Map and Text being prepared*)

- None

WHEREAS, on July 16, 2021, the Community and Economic Development Department published a Notice of Application Availability on the City's website and in the City Manager's Bulletin; and

WHEREAS, on August 26, 2021, the Community and Economic Development Department published a Notice of Public Hearing in The News Tribune; and

WHEREAS, On September 15, 2021 the Lakewood Planning Commission held a duly noticed public hearing on the proposed 2022 Comprehensive Plan Zoning Map and Text Amendment docket; and

WHEREAS, on October 6, 2021, the Lakewood Planning Commission reviewed the applications, docketing recommendations, and public comment; and

WHEREAS, also on October 6, 2021, the Lakewood Planning Commission adopted a motion approving docketing recommendations to the Lakewood City Council as included herein; and

WHEREAS, amendment proposals placed on the docket will undergo further public, agency, and environmental review, consideration by the Planning Commission, and final consideration by the Lakewood City Council; in addition, placing a proposal on the docket does not guarantee or imply its ultimate approval.

NOW, THEREFORE BE IT RESOLVED by the Lakewood Planning Commission:

The Planning Commssion finds that each of the following applications sufficiently meet the docketing criteria and are hereby recommended to the City Council for includion in the 2022 Lakewood Comprehensive Plan and Land Use & Development Code docket (see **EXHIBIT A**.)

PASSED AND ADOPTED at a regular meeting of the City of Lakewood Planning Commission this 6th day of October, 2021, by the following vote:

AYES: __ BOARDMEMBERS:

ABSTENTIONS: __ BOARDMEMBERS:

NOES: __ BOARDMEMBERS:

ABSENT: __ BOARDMEMBERS:

_____
DON DANIELS, CHAIR

ATTEST:

_____
KAREN DEVEREAUX, SECRETARY

EXHIBIT A

2022-01 Review and update of Zoning, Policies and Code related to Tree Preservation, including the redesignation and rezoning zone of acreage hosting Garry Oaks near St. Clare Hospital from Public Institutional (PI) to Open Space & Recreation 1 (OSR1)

Amendments to the following Comprehensive Plan and related LMC text and maps will be presented to the Planning Commission after the City Council takes action to include it in the approved 2022 Comprehensive Plan amendment docket.

2.1.1 Residential Estate

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

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

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

* * *

3.8 Public and Semi-Public Institutional Land Uses

Lakewood is home to numerous large institutions including public and private colleges and hospitals, as well as a large number of school district properties. These resources offer citizens from Lakewood and surrounding areas vital medical and educational services, adding to the quality of life for the community. In addition, the facilities maintained by these institutions contribute to the public landscape, offering visual and usable open space, significant tree stands, educational historic resources, and a substantial architectural presence. The unique physical scale and public purpose of these institutions warrant a unique land-use designation and policy framework.

* * *

3.10.3 Urban Forestry

GOAL LU-60: Institute an urban forestry program to preserve significant trees, promote healthy and safe trees, and expand tree coverage throughout the City.

Policies:
LU-60.1: Establish an urban forestry program for the City.

LU-60.2: Promote planting and maintenance of street trees.

LU-60.3: Provide for the retention of significant tree stands and the restoration of tree stands within the City.

3.10.3 Air Quality

GOAL LU-63: Meet federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution.

Policies:
LU-63.1: Promote land use and transportation practices and strategies that reduce the levels of air-polluting emissions.

LU-63.2: Ensure the retention and planting of trees and other vegetation to promote air quality.

LU-63.3: Limit wood burning generated air pollution through restrictions of wood burning fireplaces in new and replacement construction.

3.10.3 Urban Forestry

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LU-60.3: Provide for the retention of significant tree stands and the restoration of tree stands within the City.

Chapter 10 Energy & Climate Change (Adopted in 2021 per Ordinance 756)

Lakewood Climate Change Advantages and Challenges

[Advantage -] Tree preservation: Since 2001, the city has had in place a tree preservation ordinance. The city is also proactive in regard to removal of trees without permits; over the years, the city has substantially fined property owners.

Fines that are collected go into a tree preservation fund which was informally established through the city's master fee schedule. In 2019, with the adoption of Ordinance 726, the city established a city tree fund, Section 18A.70.330. City uses agreed upon restoration payments or settlements in lieu of penalties for removing trees without permits, donations/grants, and other funds allocated by the Council for the following purposes:

1) Acquiring, maintaining, and preserving wooded areas within the City;
2) Planting and maintaining trees within the City;
3) Establishment of a holding public tree nursery;
4) Urban forestry education;
5) Implementation of a tree canopy monitoring program;
6) Scientific research; or
7) Other purposes relating to trees as determined by the City Council.

* * *

State Environmental Policy Act (SEPA): As circumstances warrant, the city uses SEPA and LMC Title 14 to mitigate for the loss of trees associated with urban development. In many situations, not all, city requires open space areas to be set aside from development.

* * *

City's regulating controls: City has enacted several regulations designed to protect or preserve and enhance the preservation of trees. Examples include the planned development district, cottage housing, and the city's tree preservation code, in addition to LMC Title 14.

* * *

Carbon Sequestration
In addition to reducing GHG emissions, the city of Lakewood has the ability to remove carbon emissions from the atmosphere.

Locally forested areas and tree canopy found in the city's designated open space areas, lawns/fields and wetlands remove carbon emissions from the atmosphere through the process of photosynthesis and store them back into the earth. This process is referred to as carbon sequestration or carbon sinking. The work these natural resources do to support an ecological balance have been largely ignored. Lakewood's inventory estimates of the amount of carbon removed from the atmosphere are unknown as of this writing. Wetlands in particular, specifically the Flett Creek Complex, can store a significant amount of carbon.

Today, all of the city's forested areas and freshwater inland wetlands are currently protected or conserved through the city's open space policies, the shoreline master program, and development regulations, including a tree preservation ordinance. The city has not typically taken in consideration the carbon sequestration benefit of these resources, however, in its decision-making process.

* * *

Finding 4: Restoring and protecting the natural environment will help to mitigate impacts of climate change.

Climate change will have impacts on human and environmental health. A healthy natural environment will help enable the community to respond to future climate change-related events. Lakewood can address these challenges by:

- Restoring and expanding ecological systems to support the natural functions of soil, water, tree canopies, creeks, open space and other natural resources; and
- Conserving and protecting wetlands, uplands and natural resources.

Policy EC 4.3 Encourage Green Buildings and Landscaping:
Encourage the use of green and sustainable development standards and practices in planning, design, construction and renovation of facilities; promote the use of green streets that incorporate extensive landscaping, pervious surfaces and native planting; encourage new development and redevelopment projects to be LEED-certified green buildings; and promote ecologically-sensitive approaches to landscaping.

Actions	**Who**	**When**	**Recommended Priority**
Ensure that roadway medians include native plants and trees and are wide enough to support their long-term viability with the least demand for irrigation and maintenance.	CC, CM, PC, CED, PWE, O&M	Near-term (2021-2025)	High (unfunded)
Continue to prioritize the use of locally propagated native drought-tolerant vegetation and discourage the use of invasive non-native species in home landscaping.	CC, CM, PC, CED, PWE, O&M	Near-term (ongoing)	High
Develop and promote an urban forest management/ master reforestation plan.	CED, PARKS, PC, PRAD, CC, CM	Near-term (2012-2025)	High (unfunded)
Evaluate the feasibility of expanding tree planting within the city, including an evaluation of potential carbon sequestration as well as GHG emissions. Specific tasks include: Provide information to the public, including landscape companies, gardeners, and nurseries, on carbon	CC, CM, CCOMM, PC, CED, PARKS, PWE,	Near-term (2021-2025)	High (unfunded)

sequestration rates, drought tolerance, and fire resistance of different tree species.			

* * *

11.3.1 City Run Programs

Table 11.1: City-Run Programs and Goal Implementation.

PRINCIPAL IMPLEMENTATION MECHANISMS	PRIMARY GOAL AREAS
Significant Tree Ordinance	3.10 Isolated Areas 3.11 Environmental Quality 4.5 Focus Area Urban Design Plans

* * *

Land-Use Implementation Strategies

11.3.2 Recognize existing programs and regulatory mechanisms such as the City's street lighting program, street tree program, sign ordinance, sidewalk program, significant tree ordinance as ongoing means of achieving land-use goals.

LMC 18A.70 Article III Tree Preservation

18A.70.300 Purpose.

This article promotes tree preservation by protecting the treed environment of the City of Lakewood by regulating the removal of significant trees and providing incentives to preserve trees that, because of their size, species, or location, provide special benefits. Tree preservation protects and enhances critical areas, facilitates aquifer recharge, reduces erosion and storm water runoff, and helps to define public and private open spaces. [Ord. 726 § 2 (Exh. B), 2019.]

18A.70.310 Tree removal applicability/exemptions.

The requirements for tree preservation shall be provided in accordance with the development standards of each individual zoning district and the provisions of this section, and are applicable to all zoning districts.

A. Lots of less than seventeen thousand (17,000) square feet in single-family residential zones are exempt from this chapter, except where specific tree preservation is required as a mitigation measure under SEPA. In the event a permit is not required for the establishment of a use, the standards of this section shall still apply.

B. Industrially zoned properties are exempt from this chapter, except where specific tree preservation is required as a mitigation measure under SEPA.

C. Removal of nonsignificant trees that are not protected by any other means is exempt from this chapter.

D. Removal of Trees in Association with Right-of-Way and Easements. Tree removal by a public agency or a franchised utility within a public right-of-way or upon an easement, for the purpose of installing and maintaining water, storm, sewer, power, gas

or communication lines, or motorized or nonmotorized streets or paths is exempt from this chapter. Notification to the City by the public agency or franchised utility is required prior to tree maintenance or removal within City rights-of-way.

E. *Emergency Removal.* Any number of hazardous protected and nonprotected trees may be removed under emergency conditions. Emergency conditions include immediate danger to life or dwellings or similar stationary and valuable property, including the presence of a target. Emergency removal may occur and all the following conditions shall be met:

1. The City is notified the following business day of the unpermitted action;

2. Visual documentation (i.e., photographs, video, etc.) is made available; and

3. The felled tree remains on site for City inspection.

4. Replacement required.
   a. Nonsingle-family use: The property owner will be required to provide replacement trees as established in LMC 18A.70.320(G), Replacement.
   b. Single-family use: The property owner will not be required to provide replacement trees.

5. Should the City determine that the tree(s) did not pose an emergency condition, the owner shall be cited for a violation of the terms of this chapter. [Ord. 726 § 2 (Exh. B), 2019.]

18A.70.320 Significant tree preservation.

A. *Standards.* Significant tree preservation shall be required for any project permit.

1. A significant tree is an existing tree which:
   a. When measured at four and one-half (4.5) feet above ground, has a minimum diameter of nine (9) inches for evergreen trees and deciduous trees;
   b. When measured at four and one-half (4.5) feet above ground, has a minimum diameter of six (6) inches for Garry Oaks (also known as Oregon White Oaks); and
   c. Regardless of the tree diameter, is determined to be significant by the Director due to the uniqueness of the species or provision of important wildlife habitat.

2. For the purposes of this section, existing trees are measured by diameter at four and one-half (4.5) feet above ground level, which is the usual and customary forest standard. Replacement trees are measured by diameter at six (6) inches above ground level, which is the usual and customary nursery standard.

3. Damaged or Diseased Trees. Trees will not be considered "significant" if, following inspection and a written report by a registered landscape architect, certified nursery professional or certified arborist, and upon review of the report and concurrence by the City, they are determined to be:
   a. Safety hazards due to root, trunk or primary limb failure;

b. Damaged or diseased, and do not constitute an important wildlife habitat. At the discretion of the City, damaged or diseased or standing dead trees may be retained and counted toward the significant tree requirement, if demonstrated that such trees will provide important wildlife habitat and are not classified as a safety hazard.

4. Preventive Measure Evaluation. An evaluation of preventive measures by an arborist in lieu of removing the tree and potential impacts of tree removal may be required. If required, this evaluation shall include the following measures:

a. Avoid disturbing tree: Avoid disturbing the tree at all unless it represents a hazard as determined by an arborist;

b. Stabilize tree: Stabilize the tree, if possible, using approved arboricultural methods such as cable and bracing in conjunction with other practices to rejuvenate the tree such as repairing damaged bark and trunk wounds, mulching, application of fertilizer, and improving aeration of the tree root zones;

c. Pruning: Remove limbs from the tree, such as removing dead or broken branches, or by reducing branch end weights. If needed, remove up to one-quarter (1/4) of the branches from the canopy and main trunk only in small amounts, unless greater pruning is needed by approval of the arborist;

d. Wildlife tree: Create a wildlife tree or snag, or cut the tree down to a safe condition, without disturbing the roots, where the tree no longer poses a hazard. To create snags, remove all branches from the canopy, girdle deciduous trees, and leave the main trunk standing. Wildlife trees or snags are most appropriate in City parks, greenbelts, vacant property, and environmentally critical areas;

e. Steep slopes: Removal of tree roots on steep slopes may require a geotechnical evaluation;

f. Creeks and lakes: Trees fallen into creeks and lakes are to remain in place unless they create a hazard; and

g. Provide professional recommendations on:

1. The necessity of removal, including alternative measures to removal;
2. The lowest-impact approach to removal;
3. A replacement tree plan, if required.

B. Preservation Criteria. All significant trees shall be preserved according to the following criteria:

1. Perimeter Trees. All significant trees within twenty (20) feet of the lot perimeter or required buffer, whichever is greater, shall be preserved; except that significant trees may be removed if required for the siting and placement of driveway and road access, buildings, vision clearance areas, utilities, sidewalks or pedestrian walkways, or storm drainage facilities and other similar required improvements, subject to the discretion of the Director.

This requirement shall not apply to single-family residential lots less than seventeen thousand (17,000) square feet in size, where no specific tree preservation is required.

2. Interior Trees. A percentage of all significant trees within the interior of a lot, excluding the perimeter area, shall be preserved within the applicable zoning district.

a. For new single-family residential development including a single-family dwelling on an individual lot, multifamily residential development, and public/quasi-public institutional development, fifty (50) percent of the significant trees located within the interior area of the lot shall be retained.
b. For new residential subdivisions where the proposed lot size is greater than seventeen thousand (17,000) square feet, all significant trees shall be retained and preserved except those required to be removed in order to construct streets, utilities, or other on-site improvements. Tree retention shall thereafter be provided on a lot-by-lot basis as the individual lots are developed. For subdivisions where the proposed lots are less than seventeen thousand (17,000) square feet, no specific tree preservation is required.
c. For commercial development, ten (10) percent of the significant trees located within the interior area of the lot, or individual lots in the case of subdivisions, shall be retained.
d. In Open Space and Recreation zones, ninety-five (95) percent of the significant trees located within the interior area of the lot shall be retained unless otherwise determined by the Director.

3. Buffers and Sensitive/Critical Areas. Tree preservation criteria listed above shall exclude sensitive/critical areas and their buffers, and open space areas and tracts. All trees within such areas shall be retained except as may be specifically approved and indicated in the written findings of a discretionary land use permit or a tree removal permit.

4. SEPA Requirements. Additional or specific tree retention may be required as SEPA mitigation in addition to the requirements of this section.

C. Tree Retention Plan Required.

1. A significant tree retention plan shall be submitted to the Community Economic and Development Department for any project permit, except building permits that do not increase the footprint of a building. The plans shall be submitted according to the requirements of the application form provided by the Community Economic and Development Department.

2. The Director shall review and may approve, approve with modifications, or deny a tree retention plan subject to the provisions of this section.

3. A significant tree permit is required for the removal of any significant tree unless specifically exempted within this section.

D. Permit/Plan Requirements. Any project permit, except building permits that do not increase the footprint of a building shall identify, preserve, and replace significant trees in accordance with the following:

1. Submit a tree retention plan that consists of a tree survey that identifies the location, size and species of all significant trees on a site and any trees over three (3) inches in

diameter at four and one-half (4.5) feet above ground level that will be retained on the site.

a. The tree survey may be conducted by a method that locates individual significant trees, or

b. Where site conditions prohibit physical survey of the property, standard timber cruising methods may be used to reflect general locations, numbers and groupings of significant trees.

2. The tree retention plan shall also show the location, species, and dripline of each significant tree that is intended to qualify for retention credit, and identify the significant trees that are proposed to be retained, and those that are designated to be removed.

3. The applicant shall demonstrate on the tree retention plan those tree protection techniques intended to be utilized during land alteration and construction in order to provide for the continued healthy life of retained significant trees.

4. If tree retention and/or landscape plans are required, no clearing, grading or disturbance of vegetation shall be allowed on the site until approval of such plans by the City.

E. Construction Requirements.

1. An area free of disturbance, corresponding to the dripline of the significant tree's canopy, shall be identified and protected during the construction stage with a temporary three (3) foot high chain-link or plastic net fence. No impervious surfaces, fill, excavation, storage of construction materials, or parking of vehicles shall be permitted within the area defined by such fencing.

2. At Director's sole discretion, a protective tree well may be required to be constructed if the grade level within ten (10) feet of the dripline around the tree is to be raised or lowered. The inside diameter of the well shall be at least equal to the diameter of the tree spread dripline, plus at least five (5) feet of additional diameter.

3. The Director may approve use of alternate tree protection techniques if the trees will be protected to an equal or greater degree than by the techniques listed above. Alternative techniques must be approved by a registered landscape architect, certified nursery professional or certified arborist, with review and concurrence by the City.

4. If any significant tree that has been specifically designated to be retained in the tree preservation plan dies or is removed within five (5) years of the development of the site, then the significant tree shall be replaced pursuant to subsection (G) of this section.

F. Maximum Tree Removal on Developed Properties. Existing single-family lots: Single-family homeowners may remove significant trees without a permit based on the following:

Maximum Tree Removal on Existing Single-Family Lots without a Permit

Lot Size	Maximum number of significant trees allowed to be removed in 1 year without a permit	Maximum number of significant trees allowed to be removed in 5 years without a permit
Lots up to 17,000 sq. ft.	N/A	N/A
Lots 17,001 to 30,000 sq. ft.	2	4
Lots 30,001 sq. ft. or greater	4	8

G. Replacement. When a significant tree subject to this section cannot be retained, the tree shall be replaced as a condition for the removal of the significant tree, in accordance with the following:

1. On-Site Replacement.
   a. Significant trees shall be replaced at a ratio of two to one (2:1) of the total diameter inches of all replacement trees to the diameter inches of all the significant trees removed.
   b. Replacement trees shall be no smaller than three (3) inches in diameter at six (6) inches above ground;
   c. Existing healthy trees anywhere on the site which are retained to support the remaining significant trees can be counted against the on-site replacement requirements on a one to one (1:1) basis of the total diameter inches of all replacement trees removed, provided it meets the following criteria:
      i. The tree does not present a safety hazard; and
      ii. The tree is between three (3) and nine (9) inches in diameter at four and one-half (4.5) feet above ground.

2. Each significant tree that is located interior to the twenty (20) foot perimeter area, and which is in excess of the fifty (50) percent of significant trees that are required to be retained, may be credited towards replacement on a one and one-half to one (1.5:1) basis of the total diameter inches for any perimeter trees required to be removed for development, provided the interior tree is between nine (9) inches and twenty-four (24) inches in diameter for evergreen trees, or between nine (9) inches and thirty (30) inches in diameter for deciduous trees.

3. Each significant tree that is located interior to the twenty (20) foot perimeter area, and which is in excess of the fifty (50) percent of significant trees that are required to be retained, may be credited towards replacement on a two to one (2:1) basis of the total diameter inches for any perimeter trees required to be removed for development, provided it meets one of the following criteria:

a. The tree exceeds sixty (60) feet in height, or twenty-four (24) inches in diameter for evergreen trees, or thirty (30) inches in diameter for deciduous trees.
b. The tree is located in a grouping of at least five (5) other significant trees with canopies that touch or overlap.
c. The tree provides energy savings, through wind protection or summer shading, as a result of its location relative to buildings.
d. The tree belongs to a unique or unusual species.
e. The tree is located within twenty-five (25) feet of any critical area or required critical area buffers.
f. The tree is eighteen (18) inches in diameter or greater and is identified as providing valuable wildlife habitat.

4. Off-Site Replacement. When the required number of significant trees cannot be physically retained or replaced on site, the applicant may have the option of:
a. The planting of the required replacement trees at locations approved by the Director throughout the City. Plantings shall be completed prior to completion of the project permit requiring tree replacement.
b. Payment in lieu of replacement may be made to the City Tree Fund for planting of trees in other areas of the City. The payment of an amount equivalent to the estimated cost of buying and planting the trees that would otherwise have been required to be planted on site, as determined by the City's Tree Replacement Cost Schedule. Payment in lieu of planting trees on site shall be made at the time of the issuance of any building permit for the property or completion of the project permit requiring the tree replacement, whichever occurs first.

H. Trimming. Trimming of tree limbs and branches for purposes of vegetation management is permitted, provided the trimming does not cause the tree to be a safety hazard. [Ord. 726 § 2 (Exh. B), 2019.]

18A.70.330 City Tree Fund.

A. Funding Sources. All civil penalties received under this chapter and all money received pursuant to Chapter 14.02 LMC, Environmental Rules and Procedures, shall be used for the purposes set forth in this section. In addition, the following sources may be used for the purposes set forth in this section:
1. Agreed-upon restoration payments or settlements in lieu of penalties;
2. Donations and grants for tree purposes;
3. Other moneys allocated by the City Council.

B. Funding Purposes. The City shall use money received pursuant to this section for the following purposes:
1. Acquiring, maintaining, and preserving wooded areas within the City;
2. Planting and maintaining trees within the City;
3. Establishment of a holding public tree nursery;
4. Urban forestry education;
5. Implementation of a tree canopy monitoring program;
6. Scientific research; or

7. Other purposes relating to trees as determined by the City Council. [Ord. 726 § 2 (Exh. B), 2019.]

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

Amendments to the following Comprehensive Plan and related LMC text and maps will be presented to the Planning Commission after the City Council takes action to include it in the approved 2022 Comprehensive Plan amendment docket.

1.4.1 Controlling Sprawl

* * *

- Targeted residential growth in specific neighborhoods.

A number of residential areas will be rejuvenated as high-density neighborhoods supported by public open space, neighborhood commercial centers, and other amenities, including the portions of the Springbrook neighborhood shown in Figure 2.9, the Custer neighborhood in north central Lakewood, the northern portion of Tillicum, the Downtown Subarea, and the Lakewood Station District Subarea.

- Focused investment.

Public investment will be focused on the areas of the city where major change is desired such as the City's Downtown Subarea, coterminous with the designated Regional Growth Center. Spending will be prioritized to achieve the coherent set of goals established in this plan. As required by law, capital expenditure will be consistent with the comprehensive plan, providing a rational basis for fiscal decision-making. Specifically, public investment will be tied to growth; thus, areas targeted for increased housing and employment density will have top priority for City spending. The City has spent over $24 million on projects in the Springbrook, Woodbrook and Tillicum areas since 2004, including extension of sanitary sewer service to Tillicum and Woodbrook, extension of water service to Springbrook, and substantial roadway improvements in these areas.

* * *

1.5 How Will this Plan Be Used?

Following adoption in 2000, this Comprehensive Plan was implemented in large part through adoption of a number of programs, plans, and codes. Some of these additional documents include:

- A zoning code that is consistent with the Comprehensive Plan land use designations;

- Sub-area, corridor, and gateway plans for specific portions of Lakewood. Sub-area plans have been prepared for Tillicum and the Woodbrook Industrial Park;

* * *

1.6.7 Regional Planning Policies

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

* * *

1.7 2015 Update

* * *

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

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

* * *

2.5 Centers of Local Importance

* * *

2.5.1 Tillicum

The community of Tillicum, Figure 2.4, is designated as a CoLI based on its characteristics as a compact, walkable community with its own unique identity and character. The area is

located just outside the main gates of both Joint Base Lewis-McChord (JBLM) and Camp Murray National Guard Base ("Camp Murray"). The area is geographically isolated from the rest of Lakewood because of inadequate street connections. The only practical access to the area is provided by I-5. This center provides a sense of place and serves as a gathering point for both neighborhood residents and the larger region with regard to the resources it provides for Camp Murray, JBLM, and access to American Lake.

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

- Civic services including the Tillicum Community Center, Tillicum Elementary School, a fire station, JBLM and Camp Murray, the Tillicum Youth and Family Center, and several veterans service providers;

- Commercial properties along Union Ave. SW that serve highway traffic from I-5, personnel from JBLM and Camp Murray, and local residents;

- Recreational facilities including Harry Todd Park, Bills Boathouse Marina, the Commencement Bay Rowing Club, and a WDFW boat launch facility that attracts boaters from around the region;

- Historic resources including Thornewood Castle. Much of the area was developed between 1908 and the 1940s. The street pattern around Harry Todd Park reflects the alignment of a trolley line that served the area in the early 1900's;

- Approximately 62 acres partially developed with, and zoned for, multi-family residential uses; and

- The Tillicum area is subject to specific treatment in the Comprehensive Plan (Section 3.10, Goal LU-52, LU-53 and Policies LU-53.1 through LU-53.4.) Additionally, the City adopted the Tillicum Neighborhood Plan in June 2011.

* * *

Figure 2.4
Tillicum Center of Local Importance

* * *

3.2.9 Housing Resources

* * *

B. Other Lakewood Support for Housing

Lakewood continues to partner with many organizations providing and improving housing. Lakewood's partnership with Tacoma-Pierce County Habitat for Humanity has increased homeownership opportunities for low-income households through new construction and housing rehabilitation. Partners with Habitat, including the City of Lakewood and Rebuilding Together South Sound, work together with limited funding and broad community support, including student volunteers, to provide much-needed housing. In the Tillicum neighborhood alone, Habitat is in the process of constructing 31 new affordable single family residences. The addition of these units constitutes a 21% increase in owner-occupied residences in census tract 72000. Lakewood has also provided financial support for rehabilitation and improvements of properties through various non-profit organizations such as Rebuilding Together South Sound, in addition to properties owned by Network Tacoma, Living Access Support Alliance, and the Pierce County Housing Authority.

* * *

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

* * *

3.10 Isolated Areas

Lakewood has three significant areas that are geographically isolated from the rest of the City: Springbrook, Woodbrook, and Tillicum. The first two are separated from the rest of the City by I-5 and are bordered on several sides by fenced military installations. The third is geographically contiguous to other parts of the City, but there are no direct road connections between Tillicum and other Lakewood neighborhoods.

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

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

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

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

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

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

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

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

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

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

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

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

4.0 URBAN DESIGN AND COMMUNITY CHARACTER

4.1 Introduction

* * *

The three urban design focus areas that are singled out for special attention are: the Downtown Subarea, Lakewood Station District Subarea, and Tillicum. These three

focus areas are crucial to the city's image and are parts of the city where substantial change is planned that will create a rich mixture of land uses in a pedestrian oriented environment. To achieve this level of change, substantial public investment and standards for private development will be needed.

* * *

4.4 Citywide Urban Design Framework Plan

* * *

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

* * *

4.5 Focus Area Urban Design Plans

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

* * *

4.5.2 Tillicum

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

In public meetings discussing alternative plans for the city, Tillicum emerged as a neighborhood viewed as having significant potential for residential growth over the next 20 years. With a traditional street grid, significant public open space and lake access, and

strong regional transportation connections, there is a major opportunity for Tillicum to evolve into a more urban, pedestrian and bicycle-oriented community. This is further enhanced by the long-range potential for a commuter rail station and new highway connection to the east.

Because of recent extension of sewer service to the area, the development of multi-family housing in Tillicum is now possible . In addition to sewer development, there are other actions the City can take in support of the development of multi-family housing in Tillicum including: development of a long-range plan for Harry Todd Park and implementation of specific improvements to expand sewer capacity;

- development of a pedestrian connection between the park and commercial district along Maple Street, with sidewalks, curb ramps, crosswalks, lighting, and other improvements;

- improvements at the I-5 interchanges to create attractive, welcoming gateways; and

- a pedestrian/bikeway easement north along the railroad or through the country club to other portions of Lakewood.

The proposal by Amtrak to locate high-speed passenger rail service through the area (the Point Definace Bypass project) will result in significant modifications to the freeway interchanges in Tillicum. These modifications should be designed in conjunction with improvements to I-5 to address congestion.

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

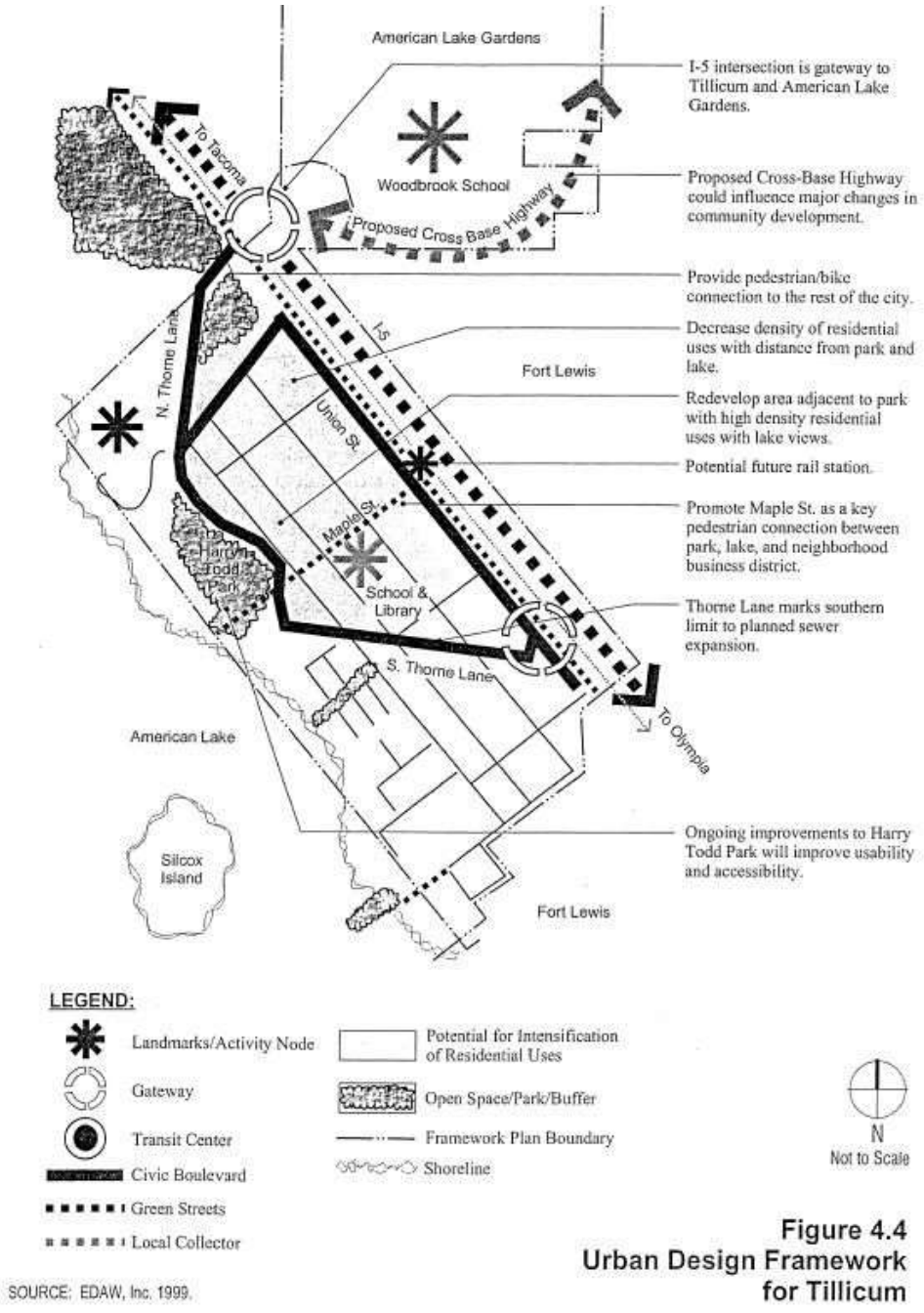
Landmark/Activity Nodes: The northern entrance into Tillicum, as well as the only entrance into Woodbrook, is at the Thorne Lane overpass and I-5. It would be improved as a civic gateway, with landscaping, road improvements, signage, and other elements as needed. This interchange may be significantly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

Civic Boulevards: As the main entrance road into Tillicum and the perimeter road embracing multi-family development, Thorne Lane would be improved as a civic boulevard. Development intensification in Tillicum would occur east of Thorne Lane, with W. Thorne Lane marking the initial southern boundary of the sewer extension to keep costs in check. Potential improvements of Union Street in support of commercial functions would include such elements as pedestrian improvements, parking, landscaping, lighting, and other functional items. Long-range planning would also identify site requirements for the planned future commuter rail stop and propose a strategy to fulfill this need .

Green Streets: Maple Street would be improved as a green street to provide a pedestrian-oriented connection between American Lake and Harry Todd Park at one end, and the commercial district/future rail station at the other. In between, it would also serve the school and the library. It would serve as a natural spine, gathering pedestrian traffic from the

surrounding blocks of multi-family housing and providing safe access to recreation,shopping, and public transportation.

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



SOURCE: EDAW, Inc. 1999.

Figure 4.4
Urban Design Framework for Tillicum

* * *

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

Policies:

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

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

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

GOAL UD-11: Reduce crime and improve public safety through site design and urban design.

Policies:

UD-11.1: Reduce crime opportunities through the application of crime prevention through environmental design (CPTED) principles.

UD-11.2: Consolidate parking lot access onto major arterials where appropriate to promote public safety.

GOAL UD-12: Facilitate implementation of gateway enhancement programs in Tillicum, Springbrook, and Woodbrook .

Policies:

UD-12.1: Establish a program to design and implement a gateway enhancement plan at the entrances to each neighborhood.

UD-12.2: Work with private and public property owners and organizations to create and implement the gateway plans.

UD-12.3: Work with the WSDOT or successor agency to facilitate the future incorporation of sound barriers adjacent to these communities along I-5 to reduce noise impacts to residential areas.

* * *

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

1) the Downtown Subarea;
2) the South Tacoma Way & Pacific Highway Corridors;
3) Springbrook;
4) Tillicum/Woodbrook;

5) the Lakewood Station District Subarea; and
6) Lake City.

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

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

* * *

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

* * *

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

* * *

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

Policies:

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

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

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

U-8.4 Enforce Ordinance No. 530, requiring sewer mandatory sewer connections throughout the city.

* * *

8.2 Library Services

GOAL PS-13: Ensure that high quality library services are available to Lakewood residents.

* * *

PS-13-8: Continue and expand bookmobile services to underserved and/or isolated areas such as Springbrook, Tillicum, and Woodbrook.

* * *

Land-Use Implementation Strategies

* * *

11.3.12 Continue with redevelopment efforts in Tillicum and the preparation of development regulations and design standards as described in the Tillicum Neighborhood Plan originally adopted in June 2011 and updated thereafter.

* * *

Transportation Implementation Strategies

* * *

- Provide local support for the construction of a Sounder Station in Tillicum. The station could also serve as an Amtrak station if Amtrak service is added to the Sound Transit rail line.

2011 Tillicum Neighborhood Plan
The Plan is available online at:
https://cityoflakewood.us/wp-content/uploads/2018/06/tillicum_plan_smaller.pdf

2022-03 Review and update of Housing Chapter and related amendments to LMC Title 18A development regulations

Amendments to the following Comprehensive Plan and related LMC text and maps will be presented to the Planning Commission after the City Council takes action to include it in the approved 2022 Comprehensive Plan amendment docket.

3.2 Residential Lands and Housing

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

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

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

City of Tacoma: Lakewood has been a bedroom community for Tacoma. The City's proximity to Tacoma has positioned it as a primary location for post-World War II tract housing.

Rental Housing: Forty-four percent of Lakewood's occupied housing units are now rentals. Two trends are at work that combine to make rental housing predominant. First, an abundance of apartment construction prior to incorporation, and, again, the presence of JBLM.

Land Availability: In preparing the comprehensive plan, the City analyzed the development capacity of residential land based on the official land-use map. The capacity analysis considered present use, development limitations, market factors, and current land valuations.

Only undeveloped (vacant) or very underdeveloped properties were considered. If actual buildout matches this analysis, the added units will meet the growth forecast level adopted by the City. There is adequate land currently planned for multi-family use. To achieve growth targets, infill development on vacant or underutilized properties will be required. In areas well-served by transportation, public transit, and neighborhood business centers, new housing at higher densities will be encouraged to expand housing choices to a variety of income levels and

meet growth targets.

Housing Affordability: The GMA calls for jurisdictions to provide opportunities for the provision of affordable housing to all economic segments of the population. Pierce County has established "fair share" allocations for affordable housing based on the 2010 census. Each city within the County is expected to accommodate a certain portion of the County's affordable housing needs. The City has developed and possesses a number of tools and programs that help provide housing resources to low-income residents.

Residential lands and housing are addressed in the following sections.

3.2.1 Housing Overview

Lakewood possesses diverse incomes and housing stock with a wide range of unit types and prices. This includes large residential estate properties, single-family homes of all sizes, older single-family homes and flats, some townhouses, semi-attached houses, low- and mid-rise apartments and high-density apartments scattered throughout the City.

The Housing Element is based on an assessment of Lakewood's current demographics and existing housing stock. It also responds to the State's Growth Management Act (GMA), to the Pierce County Countywide Planning Policies (CWPP), and to other elements of the Comprehensive Plan. Along with the residential sections of the Land Use Element, the Housing Element considers how Lakewood will accommodate its share of projected regional growth and how it will provide housing for all economic segments of its population. It provides a framework for addressing the housing needs of current and future residents. Finally, it serves as a guide for protecting and enhancing the quality of life in residential areas.

3.2.2 State and Regional Planning Context

Housing is one of the 13 major goals of the Washington State Growth Management Act (GMA). The GMA housing goal is to:

"Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities, and housing types, and encourage preservation of existing housing stock."

By GMA mandate, the Housing Element must include:

1. An inventory and analysis of existing and projected housing needs.
2. A statement of goals, policies, and objectives for the preservation, improvement and development of housing.
3. An analysis that identifies sufficient land for housing, including, but not limited to government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and special needs housing.
4. An analysis that makes adequate provisions for existing and projected needs of

all economic segments of the community.

GMA directs that the "plan shall be an internally consistent document." The policies of one element cannot conflict with those of another element. The policy decisions made in each element may either be affected by or direct the other elements. The various elements address housing issues in the following ways.

Land Use Element	Directs where housing locates, its density, and the purpose and character of various land use designations.
Housing Element	Define the types of housing, provide a strategy for addressing the affordability of housing, and a policy foundation for reaching citywide housing objectives.
Utilities Element	Influences the location of housing, costs, timing of development.
Transportation Element	Influences access to housing, jobs, and services.
Capital Facilities Element	Influences services, quality of life, timing of development

Amendments to the GMA in 1991 require cities and counties to jointly develop countywide housing policies. Pierce County's Countywide Planning Policies, developed by the Growth Management Coordinating Committee, responded to this by establishing a policy that at a minimum of 25% of the growth population allocation be satisfied through the provision for affordable housing. Affordable housing is defined as housing affordable to households earning up to 80 percent of the countywide median income. The current CPP does not set low-income and affordable housing unit growth targets.

3.2.3 Countywide Policies

The CWPPs, required by GMA, both confirm and supplement the GMA. The CWPPs for affordable housing promote a "rational and equitable" distribution of affordable housing. They require that jurisdictions do the following regarding housing:

- Determine the extent of the need for housing for all economic segments of the population, both existing and projected for each jurisdiction within the planning period.

- Explore and identify opportunities to reutilize and redevelop existing parcels where rehabilitation of the buildings is not cost-effective, provided the same is consistent with the countywide policy on historic, archaeological, and cultural preservation.

- Encourage the availability of affordable housing to all economic segments of the population for each jurisdiction with a goal that at a minimum of 25% of the growth population allocation is satisfied through affordable housing.

- Establish an organization within Pierce County that would coordinate the long-term housing needs of the region. This organization would focus its efforts on planning, design, development, funding, and housing management.

- Jurisdictions should plan to meet their affordable and moderate-income housing needs goal by utilizing a range of strategies that will result in the preservation of existing, and production of new, affordable and moderate-income housing that is safe and healthy.

- Maximize available local, state, and federal funding opportunities and private resources in the development of affordable housing for households.

- Explore and identify opportunities to reduce land costs for non-profit and for-profit developers to build affordable housing.

- Periodically monitor and assess Lakewood's housing needs to accommodate its 20-year population allocation.

The CWPPs also suggest local actions to encourage development of affordable housing. These may include, but are not limited to, providing sufficient land zoned for higher housing densities, revision of development standards and permitting procedures, reviewing codes for redundancies and inconsistencies, and providing opportunities for a range of housing types.

3.2.4 Goals Summary

The Housing Element includes five broad goals. Each goal is explained below, along with related information on Lakewood's population, housing stock, and housing growth capacity. Following the discussion is a list of Housing Element objectives and policies. The objectives provide a framework for guiding city actions and housing unit growth, and each objective responds to several goals. The policies that follow each objective further shape and guide City actions and development regulations.

Lakewood's Housing Element goals are:

3.2.4.1 Ensure sufficient land capacity to accommodate the existing and future housing needs of the community, including Lakewood's share of forecasted regional growth.

3.2.4.2 Ensure that housing exists for all economic segments of Lakewood's population.

3.2.4.3 Ensure that there are housing opportunities for people with special needs, such as seniors, people with chronic disabilities, and the homeless.

3.2.4.4 Maintain, protect, and enhance the quality of life of Lakewood's residents.

3.2.4.5 Recognize relocation issues brought about by demolition or conversion to another use.

3.2.5 Background on Lakewood's Population and Housing Capacity

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

In 1996, Lakewood's incorporation population was established by OFM to be 62,786. With the adoption of Lakewood's Comprehensive Plan in 2000, a residential land capacity analysis was prepared based on the residential densities established in the Official Land Use Map and implementing land use and development regulations. The 20-year capacity analysis provided for a population growth of 17,500, and 7,107 new residential uses. Thus, Lakewood's planning horizon could accommodate 75,711 people and a total of 32,503 housing units.

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

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

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

The Pierce County Council has since adopted Ordinance No. 2017-24s, establishing target and employment growth for all Pierce County cities. Lakewood's 2030 population was set at 72,000. However, the City has not materially changed its residential density patterns since adoption of the City's first Comprehensive Plan in 2000.

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

3.2.6 Lakewood's 2030 Housing Capacity

In 2014, Pierce County Planning and Land Services prepared a capacity analysis for Lakewood based on their buildable lands methodology. That model is based on existing land inventories, and a calculation of underutilized parcels based on transportation and land use demand. The accompanying map, Figure 3.1, which originates from the Pierce County 2014 Buildable Lands Report, identifies vacant, vacant single family, and underutilized properties. The analysis shows that by 2030, Lakewood would need to provide 9,565 new housing units. The data is described in Table 3.1. Current "built-in" capacity based on existing zoning densities and shown in Table 3.2 shows a new housing unit capacity of 12,563.

Table 3.1
City of Lakewood: Housing Unit Needs

2010 Housing Unit	2030 Housing Units Needed	Additional Housing Needed ('10-'30)	Plus Displaced Units	Total Housing Units Needed
26,54	34,28	7,736	1,829	9,543

2010 Census
Pierce County Ordinance No. 2011-36s

Table 3.2 City of Lakewood: Housing Unit Capacity

Zoning District	Adjusted Net Acres	Assumed Density	Unit Capacity	Plus 1 Dwelling Unit per Vacant (single-unit) Lot	Housing Capacity
R-1	47.97	1.45	70	3	73
R-2	132.76	2.2	292	12	304
R-3	376.08	4.8	1,805	43	1,848
R-4	71.28	6.4	456	5	461
MR-1	21.65	8.7	188	0	188
MR-2	60.65	14.6	885	3	888
MF-1	46.54	22	1,024	0	1,024

MF-2	67.44	35	2,360	0	2,360
MF-3	31.44	54	1,698	0	1,698
ARC	13.23	15	198	0	198
NC-1	1.59	22	35	2	37
NC-2	15.02	35	526	7	533
TOC	12.78	54	690	0	690
CBD	17.46	54	943	0	2,257]
Total Housing Capacity					12,563[1]

[1]The total is about four units higher than adding absolute values due to rounding in the Pierce County Buildable Lands Report 2014, upon which much of this analysis is based. Total population was calculated using data from the 2010 Census. Total population was divided by the number of housing units (58,163/26,548) to calculate persons per unit. That number, 2.19, is then multiplied by housing unit capacity, 10,915 (2.19 x 10,915), to arrive at a population of 23,904. This number is then added to Lakewood's 2010 Census population determination, 58,163 (23,904 + 58,163), to arrive at 82,067 by 2030.

The 2014 analysis demonstrates that the City has sufficient capacity for housing. The capacity of 10,915 units is 1,350 more than the need of 9,565 units. Lakewood, therefore, has adequate residential land available for development to meet the 2030 housing target.

3.2.7 Housing Characteristics

A. Mix of Unit Types

Table 3.3 describes the number and types of housing units in Lakewood. A substantial share (44%) of the housing in Lakewood is multi-family. This is a larger percentage than in Pierce County (26% multi-family) and Tacoma (36% multi-family). See Table 3.4 for a comparison of multifamily units in other Pierce County communities. Since most multi- family units are rentals, this contributes to a slightly higher share of the population renting in Lakewood than in Tacoma. Still, the majority of housing units were single family (51%), mostly detached units. A small, though important, percentage of units in Lakewood were mobile homes.

Table 3.3
Composition of Housing Units in Lakewood: 2010

Unit Type	No. of Units	% of Units	% of County's
Single Family	13,488	51%	4.1%
Multi-family	11,600	44%	3.6%
Mobile Homes & Other	1,460	5%	< 1%
	26,548	100%	8.2%

Source:
2010 US Census

Table 3.4
Comparison of Multifamily Units among Pierce County Cities: 2010

City	% Multifamily Units
Lakewood	44%
Puyallup	40%
Gig Harbor	39%
University Place	37%
Sumner	36%
Tacoma	35%
Steilacoom	29%
DuPont	26%
Bonney Lake	8%
Incorporated Pierce County	35%
Unincorporated Pierce County	11%
Total Pierce County	25%

Source:
2010 US Census

1. Mobile Homes

The number of mobile homes in Lakewood has declined in recent years. Mobile homes can be an affordable housing option for low income households, both as rentals and as owner-occupied units. However, if not maintained, the condition of the units can easily deteriorate even to the point of being unsafe. Many of Lakewood's mobile homes are in need of substantial repair or are unsuitable for rehabilitation.

The deteriorating condition of mobile homes in Lakewood remains an ongoing concern. Several of the parks are in areas zoned commercial, such as those along Pacific Highway Southwest have been demolished. As property values increase, there will be corresponding pressure to consolidate properties and redevelop. The antiquated condition of many mobile homes

will prevent relocation, in addition to the scarcity of available property.

Washington State requires that manufactured homes be allowed in all residential neighborhoods. Rather than centering in mobile home parks, manufactured homes may be placed on lots in any neighborhood, allowing for an infill of affordable housing, or in new small "mobile home" subdivisions. The units must meet building codes and residential development standards. The City permits manufactured homes in all residential areas (Lakewood Municipal Code 18A.50.180), although many of these areas will still be out of financial reach of current mobile home residents. Still, manufactured housing is a strategy for providing affordable housing as well as preserving existing neighborhood character.

B. Owner Occupied Housing Values

Lakewood's owner occupied housing stock remains affordable. In 2010, the median value for owner occupied housing was $234,800. This number is slightly higher than Tacoma ($230,100) and lower than Pierce County ($251,400) or Washington State ($272,900).

Lakewood has also enjoyed a lower price growth rate. Between 2000 and 2010, Lakewood's price growth rate was 59%. Pierce County's and Tacoma's price growth rates were 68% and 87%, respectively.

C. Housing Age

Lakewood has grown steadily until recently. The fastest growing decades were the 1960s, and the 1970s. This is consistent with Lakewood being a bedroom community and recreational area for those commuting to and from Tacoma. Housing production in the area prior to 1940 was focused in Tacoma and then, as with typical suburban growth patterns, moved to the edges of the city (Tacoma) and areas in the county where land and development costs were lower. A good share (43%) of the current housing in Lakewood was built between 1960 and 1979. Growth was steady through the 1980s and 1990s, but significantly declined in the last 10 years. The decline in growth is representative of Lakewood's built-out nature and a transition from suburban to urban growth. New development will occur through infill and redevelopment of older properties. The median age of housing in Lakewood is 1973.

1. Condition of Housing

There is no current data available on housing condition in Lakewood. However, the City also is active in funding two programs through the Community Development Block Grants designed to prevent deterioration of housing in Lakewood. The City also inspects for building code violations both pro-actively and based on complaints.

2. Demolitions

Over the past 13 years, a surprising number of demolitions and mobile home park closures have taken place. A total of 576 units have been demolished. The level of demolition shows that redevelopment is occurring, and that slowly, development is aligning with Lakewood's Comprehensive Plan land use policies. Many of the housing units that were removed were located in Air Corridor zones (the flight path of McChord Field), "I" lands converting into industrial use, or along the I-5 Corridor commercial or industrial zoning districts. In some cases, houses were removed through dangerous building abatement actions.

D. Housing Tenure

A large share (49%) of Lakewood housing was rented. Some of this is due to the greater percentage of multi-family housing in Lakewood than the county as a whole (44% multi-family in Lakewood compared to 25% in Pierce County). Tenure in Lakewood is consistent with other cities along the I-5 corridor, which ranged from 42% (Renton) to 50.5% (Everett) renter-occupied units. Other cities renter-occupancy rates were: Lacey 39%, Olympia 48%, Kent 46%, and Federal Way 41%.

E. Household Size in Relation to Ownership

Demographic trends provide an indication of future demand for various unit types. According to the 2010 U.S. Census, average household size in Lakewood is 2.36 persons. Lakewood's household size is much smaller than Pierce County (2.59) and similar to nearby Tacoma (2.31). Average household size for owner-occupied housing units in 2010 was 2.40 persons. For renters it was 2.33 persons. This shows no material increase in renter-occupied household size of 2.34 in 2000, and in owner-occupied household size, which was 2.43 in 2000.

F. Age of Residents

The 2010 Census estimated that the median age of the population in Washington was 37.3 years. The median age of the population in Lakewood was a little higher at 36.6. Table 3.5 compares median age for Lakewood, Tacoma, Pierce County, and Washington State.

Table 3.5
Median Age

Location	**Year**		
	1990	**2000**	**2010**
Lakewood		35.0	36.6
Tacoma	31.8	33.9	35.1

Pierce County	31.3	34.1	35.9
Washington State	33.1	35.3	37.3

Source:
2010 US Census

The 2010 Census also found that: 14% of Lakewood's population was of retirement age, a larger percentage than of Tacoma, Pierce County, or Washington State; 61% of the population was working age (20 to 64); and 25% of the population was under the age of 20. Beyond the "Boomer" phenomena, Lakewood has a slightly higher elderly population since it has been a choice retirement community for military retirees.

G. Race/Ethnicity

Lakewood has a very diverse population. Over one-third of residents as of the 2010 census identified themselves as some race other than white alone; and 15% identified themselves as Hispanic.

In recent decades, the census has provided more opportunities for people to describe themselves in terms of race and ethnicity. People are now able to consider the complexity of their racial or ethnic ancestry which results in a more accurate picture. However, it makes comparison of race and ethnicity from census year to census year problematic. Table 3.6 below provides a breakdown on race and ethnicity in comparison to Tacoma, Pierce County, and Washington.

Table 3.6
Race & Ethnicity 2010

Race	**Location**			
	Lakewood	**Tacoma**	**Pierce County**	**Washington**
White	59%	65%	74%	77%
Black/African American	12%	12%	7%	4%
Native (American Indian, Alaska Native, Native Hawaiian/Pacific Islander, etc.)	4%	3%	3%	2%
Asian	9%	8%	6%	7%
One race, other	7%	5%	4%	5%
Two or more Races	9%	8%	7%	5%
Hispanic	15%	11%	9%	11%

Source:
2010 U.S. Census

H. Households

There were 24,069 households living in Lakewood at the time of the 2010 census. While the majority (60%) of households in Lakewood consisted of family households, this percentage was lower than in Pierce County and Washington (67% and 64% family households respectively). Lakewood has a greater percentage of non-family households than the county and state. Almost one-third (32%) of all households in Lakewood consisted of people living alone, and 10% of all households consisted of single people aged 65 and over.

Twenty seven percent of all Lakewood households had minor children (under the age of 18) living at home. Almost half (44%) of all family households had minor children living at home. This varied, however, by type of family:

- 36% of married couples had minor children living at home.
- 63% of female family householders with no husband present had minor children living at home.
- 51% of male family householders with no wife present had minor children living at home.

The average size of households in Lakewood was 2.36, a little lower than Tacoma, Pierce County and the state, and consistent with the greater percentage of people living alone in Lakewood than in the county and the state. The declining average household size is a trend experienced nationally. Households are getting smaller for several reasons, including smaller families, childless couples, single parent households, and an increased number of "empty-nesters" as baby boomers age.

I. Group Quarters

There were 1,544 people living in group quarters in Lakewood at the time of the 2010 census, the most recent data available. This was equal to 2.7% of the total population in Lakewood. Group quarters includes Western State Hospital which is a regional facility serving 19 counties in Washington. There were 794 people counted residing at the psychiatric hospital.

3.2.8 Housing for All Economic Segments

GMA requires all jurisdictions to encourage the availability of housing for all economic segments of the population. These economic segments are defined by the State of Washington and the U.S. Department of Housing and Urban Development (HUD) as follows:

- Upper Income Households at 121% of Median Income and above
- Middle Income Households at 80-120% of Median Income
- Low Income Households at 80% or less of Median Income
- Very Low Income Households at 50% or less of Median Income
- Extremely Low Income Households at 30% or below Median Income

HUD also defines the maximum amount that households should have to pay for housing as 30% of total household income. The CPP consider households that earn less than 80% of county median income, to be in need of less expensive housing. The CPP ask all cities to take action to address existing housing needs, and to create affordable housing for expected population growth.

Housing costs are related to development costs, but are also a function of supply and demand, interest rates, and policies at many levels of government. As the vast majority of housing is supplied by the private sector, local governments use regulatory means to influence the supply, unit types, and affordability of new housing. Local regulations with an impact on the cost of housing include subdivision and road requirements, utility policies, development and mitigation fees, building and energy code requirements, and zoning regulations. In addition, overall permit processing time also affects new home prices.

A. Affordability of Housing in Lakewood

Housing is considered affordable when the cost of housing plus utilities equals no more than 30% of household income. Escalating housing and utilities costs have forced many households to pay considerably more for housing than is affordable or even feasible.
While housing costs have increased regionally, income has not increased as the same rate in recent decades.

Increasing housing costs are especially burdensome for low and moderate income households, many of whom are paying more than 30% of household income for housing and utilities. Even when low income households are able to secure housing meeting the 30% of income affordability guideline, they are strapped to meet other expenses that are also increasing in this economy, such as health care, transportation, education, food, and clothing.

Table 3.7 provides a glimpse of household costs for houses with and without a mortgage and for apartment rentals.

Table 3.7
Housing Costs as a Percentage of Household Income

Description	Estimate	Percent
Housing Units with a mortgage	6,732	N/A
Less than 20.0 percent	2,161	32.1%
20.0 to 24.9 percent	938	13.9%
25.0 to 29.9 percent	987	14.7%
30.0 to 34.9 percent	672	10.0%
35.0 percent or more	1,974	29.3%
Housing Units without a mortgage	3,970	N/A

Less than 10.0 percent	1,586	39.9%
10.0 to 14.9 percent	761	19.2%
15.0 to 19.9 percent	635	16.0%
20.0 to 24.9 percent	284	7.2%
25.0 to 29.9 percent	174	4.4%
30.0 to 34.9 percent	189	4.8%
35.0 percent or more	341	8.6%
Gross Rent		
Occupied units paying rent	13,207	N/A
Less than $200	126	1.0%
$200 to $299	76	0.6%
$300 to $499	505	3.8%
$500 to $749	4,854	36.8%
$750 to $999	4,484	34.0%
$1,000 to $1,499	2,305	17.5%
$1,500 or more	857	6.5%
Gross Rent as a Percentage of Household Income		
Occupied units paying rent	12,813	N/A
Less than 15.0 percent	1,263	9.9%
15.0 to 19.9 percent	1,433	11.2%
20.0 to 24.9 percent	1,530	11.9%
25.0 to 29.9 percent	1,707	13.3%
30.0 to 34.9 percent	1,028	8.0%
35.0 percent or more	5,853	45.7%

Source: US Census, 2007-2011 American Community Survey

Households with a mortgage, 2,646 or 39.3%, are paying more than 30% for housing. For households without a mortgage, 530 or 13.4% are above the 30% bracket. For renters, the numbers are significantly higher - almost 7,000 households or 53.7% of all renters are paying more than 30% of household income for housing. Taken as a whole, 44.7% of all Lakewood households pay above 30% for housing costs.

Table 3.8 estimates housing units by HUD income categories. When compared with the percent of housing affordable to the income categories in 2010, this data indicates that Lakewood has a shortage of housing for middle and upper income households, and a large surplus of very low and low-income housing.

Table 3.8 **Estimate of Lakewood Housing by HUD Income Categories**		
	Percent	**Approximate No. of Housing Units**

Extremely low & very low income	50% of median & below	28%	7,377
Low income	51 to 80% of median	36%	9,353
Middle Income	81 to 120% of median	11%	2,874
Upper Income	Over 120% of median	25%	6,534
	Totals	100%	26,138

Source: 2010 US Census

B. Upper Income Housing

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

C. Middle Income Housing

The middle segment has limited choices for housing in Lakewood. This in part is a function of land availability and limited housing stock for this group. However, estimates of income and housing suggest that an increase in housing for this segment would be readily absorbed. New single-family homes on infill sites will provide housing for this income segment, while innovative housing types such as small lot detached houses and semi-attached houses, may also be a part of the growth in housing at this income level.

D. Low Income Housing

Data would suggest that Lakewood exceeds the CPP targets within this income segment. Much of the housing is made up of older tract homes and apartment complexes. Also, rising apartment vacancies has meant more availability of rental stock affordable to this category. Low interest rates have also helped low-income households, mostly those at the high end of this category, to purchase a home. The City values opportunities for home ownership at this income level, particularly the opportunity to buy a first home.

E. Extremely Low- and Very Low-Income Housing

Within the region, Lakewood exceeds its share of housing within this category. The

majority of housing for extremely low- and very low-income households has historically been older housing stock. Some of the community's housing needs that cannot be met by the market are met by the Pierce County Housing Authority (PCHA), and by private non-profit housing providers. These organizations are generally subject to the same land use regulations as for-profit developers; however, they can access an array of federal, local, and charitable funding to make their products affordable to households in the lower income segments.

3.2.9 Housing Resources

Pierce County Housing Authority (PCHA) owns and operates five apartment complexes with a total of 285 units in Lakewood. PCHA manages these properties. Most of the tenants have low to very low incomes. Some tenants receive Section 8 vouchers. In total, as of early 2010, there were 551 PCHA Section 8 certificates or vouchers in use in Lakewood.

In addition to PCHA, there are four low-income housing tax credit apartment complexes totaling 388 units.

There are two small HUD contract housing apartments, 28 units located in Lakewood.

Network Tacoma operates 15 units of affordable housing at the Venture II Apartments located at 5311 Chicago Avenue SW.

The Metropolitan Development Council (MDC) operates four affordable housing units in Tillicum.

The Pierce County Affordable Housing Association (PCAHA) owns a 20 unit, permanent low- income housing apartment complex at 5532 Boston Avenue SW (Manresa Apartments). The property is managed by the Catholic Housing Services.

The Living Access Support Alliance (LASA) operates several programs in Lakewood providing a variety of housing types. LASA operates six units in Lakewood in a partnership with Sound Families, PCHA and social service agencies. Families are provided an apartment along with case management services. A limited number of Section 8 certificates are available to graduates of this program. Ainsworth House is a group house serving 3 to 4 young mothers and their young children. Each mother and child can stay up to 24 months based on program participation. Case management services are provided including parenting, financial education, landlord-tenant rights/laws and other life skills.

Total assisted housing in Lakewood comes to 1,298 residential units. This number represents 10% of the City's rental housing stock.

A. City of Lakewood Housing Assistance

The City of Lakewood provides housing assistance in several programs, including home repair, down payment assistance and blight removal. The City also supports housing

indirectly with General Fund dollars in collaboration with community partners. This assistance is primarily for low income families, the elderly, and people with disabilities.

1. Major Home Repair Program

   Administered by the City of Lakewood, this program provides up to $25,000 for major home repairs to qualifying low-income homeowners in the form of a 0% interest loan with small monthly payments depending upon income level. Loans in excess of program limitations may be authorized on a case-by-case basis under extenuating circumstances, to address health, safety and emergent situations. The outstanding principal balance may be deferred for up to 20 years as long as the house remains owner-occupied. Since the program's inception in 2000, the City of Lakewood has allocated $1,690,917.10 to make repairs to 72 separate households throughout Lakewood. Figure 3.2 shows the general locations of homes using the major home repair program.

2. Housing Rehabilitation Program (HOME)

   The Housing Rehabilitation Program provides up to $65,000 to qualified low-income homeowners in the form of a 0% interest loan with small monthly payments depending upon income level. Loans in excess of program limitations, up to $75,000, may be authorized to make necessary alterations required to make a home ADA accessible. Any outstanding principal balance may be deferred for up to 20 years as long as the house remains owner-occupied. This program is jointly administered with the City of Tacoma. The Tacoma Community Redevelopment Authority is the governing body for the financing of the Housing Rehabilitation Program. Since 2000, the City of Lakewood has allocated $4,257,244.78 to make necessary code improvements to 67 homes, bringing them into compliance with current building codes. Figure 3.3 shows the general locations of homes using the housing rehabilitation program.

3. Down Payment Assistance

   Loans up to $10,000 with 0% interest and small monthly payments, depending on income level, are available to qualified low-income applicants to be used for down payment and closing costs in buying a home. The borrower must invest at least one- half of the required down payment (one-half of the difference between the sales price and the first mortgage loan amount). Outstanding principal balance may be deferred for up to 20 years as long as the house remains owner-occupied. A condition of the down payment assistance program is participation in homeownership counseling classes. These classes assist homebuyers with evaluating financing options, establishing or repairing credit histories, and learning basic home maintenance.

4. Neighborhood Stabilization

   Lakewood received two HUD grants, Neighborhood Stabilization Program 1

(NSP1) and Neighborhood Stabilization Program 3 (NSP3), through the State of Washington Department of Commerce, to assist with the demolition and or redevelopment of foreclosed, vacant, or abandoned properties. Through these programs, properties are acquired and rehabilitated or redeveloped with the intent of stabilizing and revitalizing communities that have suffered from foreclosures and abandonment by mitigating the negative impacts of recent economic decline and housing market collapse. By targeting Lakewood's most distressed communities the city hopes to stem declining housing values by maintaining the quality of properties (land or units) and reducing the incidence of blight caused by abandoned and vacant properties.

Toward this end, the City has removed blighted structures from 7 properties and has been able to acquire 8 properties, on which 17 new affordable single family residences are to be constructed. Additionally, the City has established a blight abatement fund to reuse any recaptured funds for future blight abatement activities.

B. Other Lakewood Support for Housing

Lakewood continues to partner with many organizations providing and improving housing. Lakewood's partnership with Tacoma-Pierce County Habitat for Humanity has increased homeownership opportunities for low-income households through new construction and housing rehabilitation. Partners with Habitat, including the City of Lakewood and Rebuilding Together South Sound, work together with limited funding and broad community support, including student volunteers, to provide much-needed housing. In the Tillicum neighborhood alone, Habitat is in the process of constructing 31 new affordable single family residences. The addition of these units constitutes a 21% increase in owner-occupied residences in census tract 72000. Lakewood has also provided financial support for rehabilitation and improvements of properties through various non-profit organizations such as Rebuilding Together South Sound, in addition to properties owned by Network Tacoma, Living Access Support Alliance, and the Pierce County Housing Authority.

The Paint Tacoma-Pierce Beautiful Program, administered by Associated Ministries, organizes community volunteers to paint the homes of low-income elderly and low-income people with disabilities in Lakewood and other locations in Pierce County. Since 2000, 97 homes have been painted in Lakewood under this program. The program is important in helping with home maintenance, but also helps owner-occupants maintain insurance coverage. Some insurance companies base ongoing coverage on the condition of the exterior of the residence, including the condition of the exterior paint, with the assumption that the paint is a barometer for overall condition of the unit. If insurance is cancelled, owners would not be in compliance with their mortgage requirements and could be subject to losing their homes.

Human services funding provides added support for outreach and transitional housing programs provided by organizations such as Living Access Support Alliance, the Tacoma Rescue Mission, Good Samaritan Health, Catholic Community Services, and

the YMCA. Funding is also provided to assist individuals with disabilities and emergency respite shelter, as well as shelters for victims of domestic violence.

The City of Lakewood works with public and private landlords to improve their rental properties – through code enforcement and crime-free multi-housing program – and to open blighted properties to new ownership and development. As an incentive, a certification of the Crime-Free Multi-Housing program is provided to managers who successfully complete the program, which are in turn placed on a national registry of properties designated as "crime free" certified units. The city also provides education to landlords and tenants regarding rights and responsibilities under landlord/tenant laws and fair housing laws through the Fair Housing Center of Washington and city staff.

3.2.10 Housing Goals, Objectives, & Policies

GOAL LU-1: Ensure sufficient land capacity to accommodate the existing and future housing needs of the community, including Lakewood's share of forecasted regional growth.

Objective: Maintain a balance in the number of single-family and multi-family housing units, through adequately zoned capacity.

Policies:

LU-1.1: Count new unit types as follows when monitoring the single-family/multifamily balance:

- Count cottages as single-family houses;
- Count semi-attached houses as single-family houses; and
- Count the primary unit in a house with an ADU as a single-family unit.

LU-1.2: Ensure that sufficient capacity is provided within the City boundaries in order to accommodate housing demand, provide adequate housing options, meet urban center criteria under the Growth Management Act and Countywide Planning Policies, and prevent unnecessary increases in housing costs.

Objective: Ensure that City fees and permitting time are set at reasonable levels so they do not adversely affect the cost of housing.

Policies:

LU-1.3: Ensure predictable and efficient permit processing.

LU-1.4: Establish and periodically review utility standards that encourage infill development.

LU-1.5: Establish and periodically review development standards that reduce the overall cost of housing as long as health and safety can be maintained.

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

Objective: Increase housing opportunities for upper income households.

Policies:

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

LU-2.2: Encourage the construction of luxury condominium adjacent to the lakes.

LU-2.3: Support site plans and subdivisions incorporating amenity features such as private recreation facilities, e.g., pools, tennis courts, and private parks to serve luxury developments.

LU-2.4: Increase public awareness of upper income housing opportunities in Lakewood.

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

Policies:

LU-2.5: Target sixty five (65) percent of new housing units annually through 2030 to be affordable to middle income households that earn 80 to 120 percent of county median income.

LU-2.6: Encourage home ownership opportunities affordable to moderate income households.

LU-2.7: Encourage the construction of townhouse, condominium, and rental units affordable to moderate income households in residential and mixed-use developments and redevelopments.

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

LU-2.9: Market Lakewood to housing developers.

LU-2.10: Maintain an updated inventory of land available for housing development.

LU-2.11: Pursue public-private partnerships to provide for moderate-income housing.

LU-2.12: Disperse middle-income housing in all areas of the City.

LU-2.13: Ensure that a sufficient amount of land in the City is zoned to allow attached housing and innovative housing types.

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

Policies:

LU-2.14: Maintain a sufficient land supply and adequate zoning within the City to accommodate 25 percent of the City's projected net household growth for those making less than or equal to 80 percent of county median income.

LU-2.15: Establish the following sub-targets for affordability to households earning 50 percent or less of county median income, to be counted to toward the 25 percent target:

- Fifteen (15) percent of new housing units constructed in the City;
- A number equal to five (5) percent of new housing units, to be met by existing units that are given long-term affordability; and
- A number equal to five (5) percent of new housing units, to be met by existing units that are purchased by low-income households through home-buyer assistance programs.

LU-2.16: Pursue public-private partnerships to provide and manage affordable housing.

- Support non-profit agencies that construct and manage projects within the City;
- Support the role of the Pierce County Housing Authority in providing additional housing;
- Before City surplus property is sold, evaluate its suitability for development of affordable housing; and
- Use federal funds including Community Development Block Grants and HOME funds to support low and moderate income affordable housing.

LU-2.17: Work with other Pierce County cities to address regional housing issues.

LU-2.18: Disperse low-income housing in all mixed-use and multi-family land use designations that allow attached dwelling units.

LU-2.19: Except for parts of the Woodbrook neighborhood which is slated to be redeveloped as Industrial, and existing mobile home parks located in commercially designated zones or in Air Corridors, encourage preservation, maintenance, and improvements to existing subsidized housing and to market-rate housing that is affordable to low and moderate-income households.

LU-2.20: Reduce existing housing need, defined as the number of existing households that earn 80 percent of county median income, and are paying more than 30 percent of their income for housing, or live in inadequate housing by increasing housing supply for all economic segments of the community.

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

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

Policies:

LU-2.21: Support projects including planned development districts, subdivisions and site plans incorporating innovative lot and housing types, clustered detached houses, clustered semi-attached houses and a variety of lots and housing types within a site.

LU-2.22: Support projects that incorporate quality features, such as additional window details, consistent architectural features on all facades, above average roofing and siding entry porches or trellises where innovative site or subdivision designs are permitted.

LU-2.23: Encourage the construction of cottages on small lots through incentives such as density bonuses.

LU-2.24: Support standards that allow cottage housing developments with the following features in residential zones, provided the cottages are limited by size or bulk:

- Allow increased density over the zoned density;
- Allow reduced minimum lot size, lot dimensions, and setbacks;
- Allow both clustered and non-clustered cottages;
- Allowing clustered parking; and
- Base the required number of parking spaces on unit size, or number of bedrooms.

LU-2.25: Support accessory dwelling units as strategies for providing a variety of housing types and as a strategy for providing affordable housing, with the following criteria:

- Ensure owner occupancy of either the primary or secondary unit;
- Allow both attached and detached accessory dwelling units and detached

carriage units, at a maximum of one per single-family house, exempt from the maximum density requirement of the applicable zone;
- Require an additional parking space for each accessory dwelling unit, with the ability to waive this requirement for extenuating circumstances; and
- Allow a variety of entry locations and treatments while ensuring compatibility with existing neighborhoods.

LU-2.26: Encourage Planned Development District development with higher residential densities provided this type of development incorporates innovative site design, conservation of natural land features, protection of critical area buffers, the use of low-impact development techniques, conservation of energy, and efficient use of open space.

Objective: Continue to allow manufactured home parks and manufactured home subdivisions on land that is specifically zoned for these uses.

Policy:

LU-2.27: Maintain existing manufactured home developments that meet the following criteria:
- The development provides market rate housing alternatives for moderate and low-income households;
- The housing is maintained and certified as built to the International Building Code and Federal Department of Housing and Urban Development standards; and
- Site planning includes pedestrian amenities, landscaping, and a community facility.

Objective: Allow the use of quality modular or factory-built homes on permanent foundations.

Policy:

LU-2.28: Allow and encourage the use of "gold seal" modular homes built to the standards of the International Building Code, and "red seal" manufactured homes built to the standards of the Federal Department of Housing and Urban Development in any zone allowing residential uses, as long as the housing meets all applicable City codes, looks similar to site-built housing, and is placed on a permanent foundation.

GOAL LU-3: Ensure that there are housing opportunities for people with special needs, such as seniors, people with disabilities, and the homeless.

Objective: Increase the supply of special needs housing.

Policies:

LU-3.1: Periodically review the City's land use and development regulations and remove any regulatory barriers to locating special needs housing and

emergency and transitional housing throughout the City as required by the federal Fair Housing Act, to avoid over-concentration, and to ensure uniform distribution throughout all residential and mixed-use zones.

LU-3.2: Support the housing programs of social service organizations that provide opportunities for special needs populations.

LU-3.3: Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design in residential construction, or through the retrofitting of homes.

LU-3.4 Support the establishment and operation of emergency shelters.

LU-3.5: Support proposals for special needs housing that:

- Offer a high level of access to shopping, services, and other facilities needed by the residents;
- Demonstrate that it meets the transportation needs of residents;
- Helps to preserve low-income and special needs housing opportunities in a neighborhood where those opportunities are being lost; and
- Disperse special needs housing throughout the residential areas of the City.

LU-3.6: Support development proposals by sponsors of assisted housing when applicants document efforts to establish and maintain positive relationships with neighbors.

LU-3.7: Allow a broad range of housing to accommodate persons with special needs (such as neighborhood-scale congregate care, group or assisted living facilities, or transitional housing) in all residential areas and in certain appropriate non-residential areas.

LU-3.8: Continue allowing accessory dwelling units (ADUs) to assist people in remaining independent or in retaining a single-family lifestyle on a limited income, subject to specific regulatory standards.

LU-3.9: Establish an administrative review process to enable detached ADUs in order to expand ADU capacity.

LU-3.10: To support mobility for those with special needs, locate special needs housing in areas accessible to public transportation.

LU-3.11: Utilize design standards to make special needs housing compatible with the character of the surrounding area.

LU-3.12: Where appropriate, provide density bonuses and modified height restrictions to encourage the development of senior and disabled housing.

LU-3.13: Continue to promulgate the senior housing overlay district created under an earlier version of the Comprehensive Plan in order to encourage the concentration of senior housing proximate to shopping and services.

LU-3.14: Support the provision of emergency shelters and ancillary services that address homelessness and domestic violence and intervene with those at risk.

LU-3.145: Maintain cooperative working relationships with appropriate local and regional agencies to develop and implement policies and programs relating to homelessness, domestic violence, and those at risk.

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

Objective: Preserve and protect the existing housing stock.

Policies:

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

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

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

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

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

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

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

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

LU-4.9: Identify areas in the City for priority funding for rehabilitation by non-

profit housing sponsors.

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

Objective: Improve the quality of multifamily housing choices.

Policies:

LU-4.11: Develop regulations guiding appearance, scale, and location of new development to enable a range of dwelling types and amenities.

LU-4.12: Improve the existing multi-family housing stock by encouraging, through public-private partnerships, revitalization and replacement of existing apartment complexes in appropriate locations throughout the city.

LU-4.12: Direct multi-family housing to locations that support residents by providing direct access to public transportation, employment, services, open space, and other supporting amenities.

LU-4.13: Encourage a high quality pedestrian environment around multifamily housing sites through the provision of walkways, lighting, outdoor furniture, bicycle parking, open space, landscaping, and other amenities.

LU-4.14: Require that on-site amenities such as walkways, trails, or bike paths be connected to adjacent public facilities.

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

Policies:

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

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

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

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

LU-4.19: Use design standards to encourage housing types that protect privacy, provide landscaping or other buffering features between structures of different scale, and/or promote investments that increase property values where housing that is more dense is allowed in existing single-family neighborhoods.

LU-4.20: Development standards for flats and triplex developments should encourage design at the scale of single-family developments by limiting building length and heights.

LU-4.21: Relate the size of structures to the size of lots in order to create development that fits into a neighborhood.

LU-4.22: New single-family subdivisions should provide pedestrian and vehicular connections to adjoining residential development unless a determination is made that a physical features of the site, such as a ravine, wetland or pre-existing developed property prevents practical implementation of this provision.

Objective: Recognize the unique requirements of residences located on busy arterials and other heavily used corridors.

Policies:

LU-4.23: Allow greater flexibility with regard to development standards for residential properties located on busy road corridors.

LU-4.24: Examine where transportation design tools, attractive fences or walls, and landscaping may be used to buffer homes from adjacent traffic.

Objective: Support those who wish to work from home while preserving the residential character of the residentially designated areas.

Policies:

LU-4.25: Continue allowing home-based businesses that do not conflict with typical neighborhood functions.

LU-4.26: Provide opportunities for "invisible" home businesses and support appropriate independent business and trades people and service providers to use their homes as a business base.

LU-4.27: Incorporate emergent business trends and state licensure requirements into use standards for home-based businesses.

Objective: Relate development of public amenities such as parks, recreation centers, libraries, and other services to residential neighborhoods.

Policy:

LU-4.28: Coordinate capital improvements with targeted growth and expected redevelopment.

Objective: Increase the percentage of homeownership in the City.

Policies:

LU-4.29: Allow zero lot line developments and flats with common wall construction on

separately platted lots in designations that permit attached unit types.

- Encourage condominium and fee simple townhouse developments with ground access and small yards.
- Encourage the development of small-detached houses on platted lots or condominium developments where lot areas with yards are established without platting.

LU-4.30: Support first time homebuyer programs such as those available through the Washington State Housing Finance Commission and other similar private or not- for-profit programs with similar or better program elements and rates.

GOAL LU-5: Recognize relocation issues brought about by demolition or conversion to another use.

Policies:

LU-5.1: On an annual basis, provide a report to policy makers on the loss of affordable housing due to demolition or conversion.

LU-5.2: Identify affordable housing resources that may be lost due to area-wide redevelopment or deteriorating housing conditions.

LU-5.3: Enforce the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,* as amended by the *Uniform Relocation Act Amendments of 1987* and any subsequent amendments, to provide financial and relocation assistance for people displaced as a result of construction and development projects using federal funds. Lakewood shall also enforce Section 104(d) of the *Housing and Community Development Act of 1974,* as amended, requiring the replacement of low- and moderate-income housing units that are demolished or converted to another use in connection with a CDBG project.

LU-5.4: Consider the use of CDBG funds for relocation payments and other relocation assistance to persons displaced as a result of demolition, conversion to another use, or public actions such as targeted crime reduction programs.

2022-04 Review of Zoning, Policies and Code related to Adult Family Homes (focus on potential allowance of AFHs in Air Corridor 1 (AC1) & Air Corridor 2 (AC2) zones)

Amendments to the following Comprehensive Plan and related LMC text and maps will be presented to the Planning Commission after the City Council takes action to include it in the approved 2022 Comprehensive Plan amendment docket.

2.1.1 Air Corridor 1 and 2

The Air Corridor areas are affected by Joint Base Lewis McChord (JBLM) McChord Field aircraft operations. The potential risk to life and property from hazards associated with military aircraft operations within the Air Corridor necessitate control of the intensity, type, and design of land uses within the designation, with uses tailored to limiting the number of persons placed at risk.

* * *

2.1.1 Application of Designations and Population Densities

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

Land-Use Designation	**Major Housing Types Envisioned**	**Density**[1]		**Acres**
		Low	***High***	
Residential Districts:				
Residential Estate	Larger single-family homes	1	4	1044.97
Single-Family Residential	Single-family homes	4	9	4,080.77
Mixed Residential	Smaller multi-unit housing	8	14	344.07
Multi-Family Residential	Moderate multi-unit housing	12	22	313.59
High Density Multi-Family	Larger apartment complexes	22	40	442.82
Mixed Use Districts:				
Downtown	High-density urban housing	30	80-100	318.69
Neighborhood Business District	Multi-family above commercial	12	40	287.30
Arterial Corridor	Live/work units	6	6	18.85
Air Corridor 2	Single-family homes	2	2	235.77
Non-Residential Districts:				
Corridor Commercial	N/A	--	--	471.48
Industrial	N/A	--	--	752.48
Public/Semi-Public Institutional	N/A	--	--	807.18
Air Corridor 1	N/A	--	--	376.18

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

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

As may be derived from this information, over 82% of that portion of Lakewood allowing residential uses is dedicated to clearly urban densities, with about 17.5% of residentially designated densities constrained by environmental or unique air corridor considerations. This equates to an overall average density of more than 15.5 du/ac throughout those areas designated for residential and mixed uses.

These figures do not capture existing residential densities in areas currently designated for no new residential development, such as, but not limited to, the air corridor. Owing to pre-incorporation zoning practices, the existing land-use patterns in Lakewood are jumbled. Despite being designated for redirection away from residential uses, it is likely that newer or sounder housing stock within non-residentially zoned areas will perpetuate beyond the life of this plan.

* * *

LU-2.19: Except for parts of the Woodbrook neighborhood which is slated to be redeveloped as Industrial, and existing mobile home parks located in commercially designated zones or in Air Corridors, encourage preservation, maintenance, and improvements to existing subsidized housing and to market- rate housing that is affordable to low and moderate-income households.

* * *

Policies:

LU-34.1: Air Corridors Established. (Figure 3.14)

The two air corridor areas (Air Corridor 1 and 2) extend northward from the McChord Field runway and are subject to noise and safety impacts of military flight operations. Figure 3.14 shows the Air Corridor boundaries. The potential risk to life and property from hazards that may be associated with military aircraft operations, as distinguished from general/commercial aviation corridors necessitates control of the intensity, type, and design of land uses within the designation.

A. Air Corridor 1 (AC1) comprises the Clear Zone (CZ) and the Accident Potential Zone Designation I (APZ I) as identified through the Air Installation Compatible Use Zone (AICUZ) program. The CZ is a 3,000 by 3,000 foot zone at the end of the runway where there is the highest statistical possibility of aircraft accidents. Any existing or future development in the CZ is of concern. USAF analysis indicates that 28% of all air accidents

occur within the CZs. Development in the CZ increases the likelihood of flight obstructions such as physical structures, smoke, and glare, and challenges the military's ability to safely carry out missions. Development should be prohibited in this zone. Any use other than airfield infrastructure (e.g., approach lighting) is incompatible in the CZ. The APZ I designation has somewhat lower accident potential than the CZ, but it is high enough that most types of development in this zone are discouraged, including residential uses.

B. Air Corridor 2 (AC2) comprises the Accident Potential Zone Designation II (APZ II), again, as identified through the Air Installation Compatible Use Zone (AICUZ) program. The APZ II designation has a lower accident potential, and some compatible uses are appropriate; however, uses that concentrate people in the APZ II, including residential uses at densities greater than two dwelling units per acre, are considered incompatible per federal guidance.

C. Special Note on Air Corridor 1 and 2 boundaries: There are minor discrepancies in boundary locations between the Air Corridors and the CZ, APZ I and APZ II. The Air Corridor boundaries follow property lines whereas the CZ, APZ I and APZ II are based in imaginary surface areas. The CZ is 3,000 feet by 3,000 feet, measured along the extended runway centerline beginning at the end of the runway; APZ I is 3,000 feet wide by 5,000 feet long; APZ II is 3,000 feet wide by 7,000 feet long.

LU-34.2: Compatible Land Use Policies.
Regulate land uses and/or activities that could adversely impact present and/or future base operations and protect JBLM and McChord Field from further incompatible encroachment. Regulate land use within the AC1 and AC2 zones to protect public health and safety, ensure a compatible mix of land uses, and support ongoing McChord Field operations, consistent with the GMA, CPPs, JBLM Joint Land Use Study (JLUS) recommendations.

A. Land use decisions regarding proposals located in the AC1 and AC2 zones shall consider regional and national needs as well as local concerns.

B. Review proposed Comprehensive Plan and zoning amendments for compatibility with the JBLM Air Installation Compatible Use Zone (AICUZ) program and Joint Land Use Study. Identify priority areas in which to resolve inconsistencies with AICUZ regulations.

C. Comprehensive Plan amendments and zone reclassifications within AC1 and AC2 that would increase residential densities, geographically expand residential zones, establish a new residential designation, change an existing commercial or industrial designation to a residential designation, or allow residential uses in commercial or industrial zones are prohibited.

D. Sensitive uses that have a high concentration of people such as, but not limited to, schools, religious institutions, theaters, public assembly facilities and day care facilities are prohibited from locating near McChord Field and/or within the AC1 and AC2 zones.

E. Existing Industrial uses in the AC1 (but outside of the Clear Zone) and AC2 zones are to be preserved and industrial uses that complement aviation facilities are encouraged. The siting of warehousing, storage, open space, and other appropriate land uses within the air corridor areas are encouraged.

* * *

LU-64.2: Work with JBLM to minimize noise exposure at McChord Field and development of noise attenuation programs within the air corridors.

LU-64.3: Require new development along arterial streets, I-5, SR 512, and within the air corridors to include noise attenuation design and materials where necessary to minimize noise impacts from roadways and aircraft.

2022-05 Update of Comprehensive Plan text regarding Western State Hospital to reflect adoption of new Master Plan (continued from 2021 cycle)

Amendments to the following Comprehensive Plan and related LMC text and maps will be presented to the Planning Commission after the City Council takes action to include it in the approved 2022 Comprehensive Plan amendment docket.

3.2.7 Housing Characteristics

* * *

I. Group Quarters

There were 1,544 people living in group quarters in Lakewood at the time of the 2010 census, the most recent data available. This was equal to 2.7% of the total population in Lakewood. Group quarters includes Western State Hospital which is a regional facility serving 19 counties in Washington. There were 794 people counted residing at the psychiatric hospital.

* * *

3.9 Western State Hospital (WSH)

Shortly after the City's incorporation in 1996, the state Department of Social and Health Services (DSHS) completed a master plan for the WSH campus. In 1998, DSHS applied for and received a public facilities permit from the City to formally acknowledge the proposed improvement projects within the master plan. The scope of work under the public facilities permit formed a basis upon which DSHS could then seek capital appropriations for projects upon the WSH Campus. The WSH public facilities permit (LU98059) was approved by the Hearing Examiner on September 22, 1998, and formally ratified by the City after adoption of an interlocal agreement in March 30, 1999. This action permitted DSHS to implement a six year capital facilities plan including the construction of a 163,000 square foot replacement legal offender unit. The plan, in part, was to include the demolition of a women's work release building which in past years was operated by the state Department of Corrections (DOC); demolition was to take place in 2004.

However, the women's work release building was not demolished. In February 2005, the City became aware of a plan by DOC to relocate the Tacoma-based Progress House, a work release facility to the WSH campus, in place of the women's pre-release facility which had been closed. Media surrounding the action made it appear that DOC was not going to pursue a siting process, as required by law, or potentially, City permits to undertake the move. The City, unsure of the actions of DOC, imposed a moratorium on the WSH Campus. The City also instituted revised land use regulations for essential public facilities. Legal action ensued. Both the moratorium and the revised land use amendments were eventually upheld. To-date, the current master plan adopted in 1999 for WSH has never been updated. Only minor additions/alterations have been permitted on the WSH campus.

GOAL LU-40: Recognize the unique nature of federal patent lands at Western State Hospital and Fort Steilacoom Golf Course.

Policies:

LU-40.1: Work with DSHS to update the Western State Hospital Campus Master Plan.

LU-40.2: Enforce the City's public facilities master plan process confirming that: 1) appropriate provisions are made for infrastructure and/or services; 2) approval criteria and mitigation measures are incorporated into project approvals; and 3) the safety of the general public, as well as workers at, and visitors to, Western State Hospital is ensured.

LU-40.3: Avoid as much as possible incompatible uses on the WSH campus which could adversely impact existing uses, adjoining properties, or adversely impact at-risk or special needs populations, including but not limited to children and the physically or mentally disabled.

* * *

7.1 Sanitary Sewers

Sewer service in the City of Lakewood is almost entirely provided by Pierce County Public Works and Utilities. Sewer service was recently expanded to serve the Tillicum and Woodbrook communities. The Town of Steilacoom provides sewer service to Western State Hospital. Steilacoom has indicated that its facilities serving the Western State Hospital currently have additional growth capacity. The City of Tacoma provides sewer service to the Flett subdivision, and to commercial and residential users located in northeast Lakewood (80th Street and 84th Streets). Figure 7.2 describes the locations of all major sewer trunk lines within Lakewood.

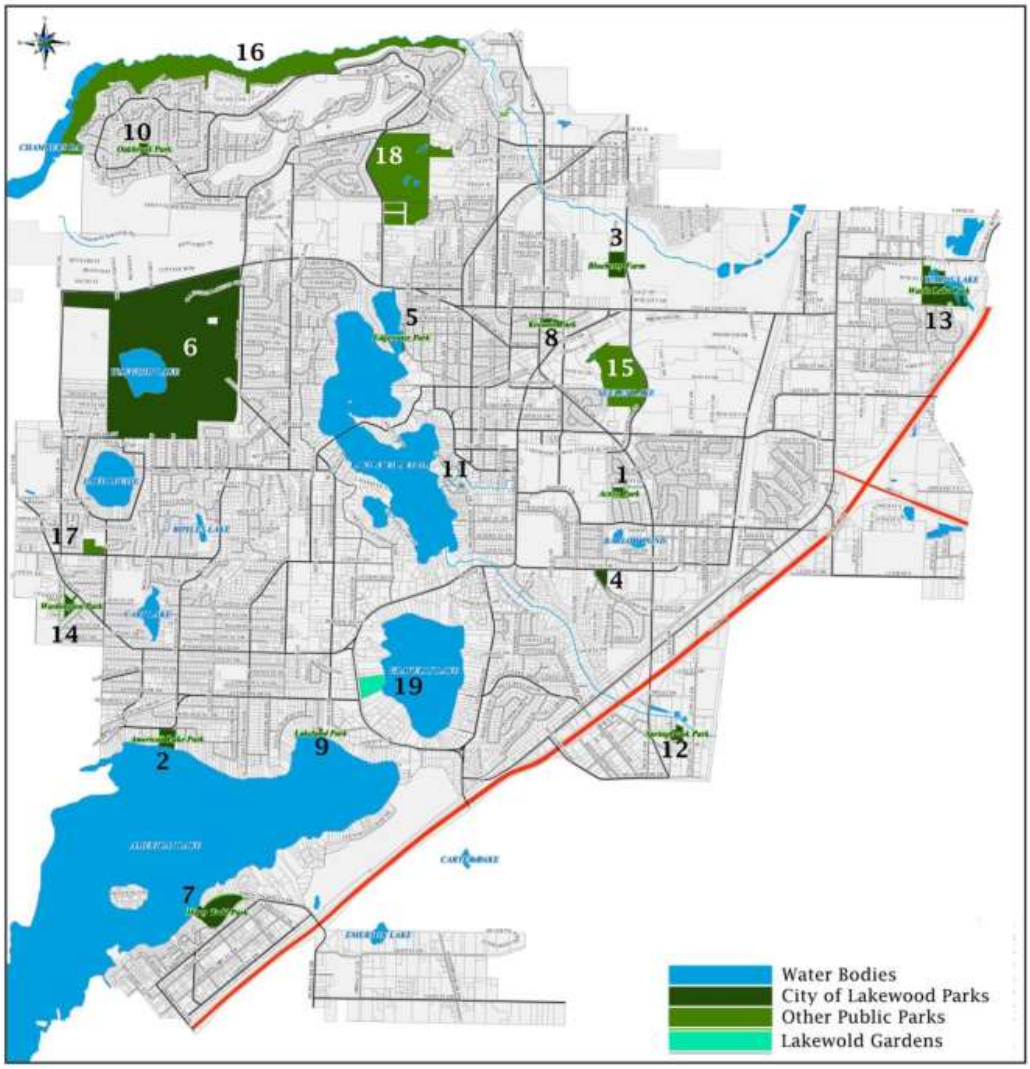
* * *

7.1.1 Other Water Purveyors

Minor portions of the city are served by the Southeast Tacoma Mutual Water Company, and the City of Tacoma. Continued service to these areas is expected to be adequate for the 20-year planning period. Western State Hospital provides its own water service. There are also private wells servicing existing mobile home parks scattered throughout Lakewood.

2022-06 **Update Comprehensive Plan Figures 3-5, 3-6, and 3-8 to reflect adoption of the 2020 Parks Legacy Plan; update Figure 4.1 with an updated Urban Focus Area map depicting the Downtown and Lakewood Station District Subareas, the Tillicum Neighborhood, and the City Landmarks listed in Section 4.4 text.**

Amendments to the following Comprehensive Plan and related LMC text and maps will be presented to the Planning Commission after the City Council takes action to include it in the approved 2022 Comprehensive Plan amendment docket.



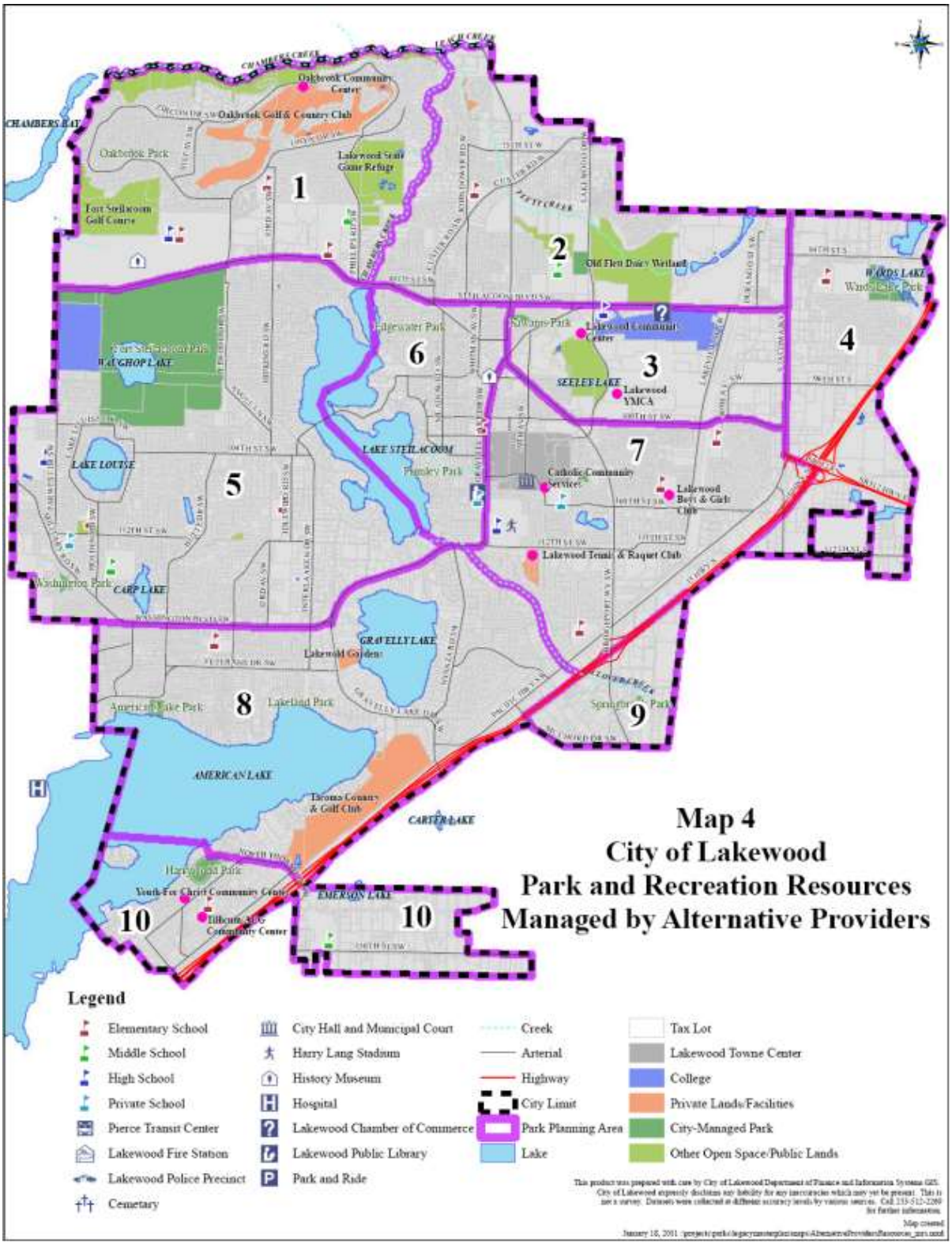
Public parks

City of Lakewood
1 Active Park
2 American Lake Park
3 Blueberry Park
4 Community Garden
5 Edgewater Park
6 Fort Steilacoom Park
7 Harry Todd Park
8 Kiwanis Park
9 Lakeland Park
10 Oakbrook Park
11 Primley Park
12 Springbrook Park
13 Wards Lake Park
14 Washington Park

Pierce County
15 Seeley Lake Park
16 Chambers Creek Regional Park

Other public parks
17 Lake Louise School Park
18 S Puget Sound Urban Wildlife Area
19 Lakewold Gardens

Figure 3.5


Map 4
City of Lakewood
Park and Recreation Resources
Managed by Alternative Providers
Legend
Elementary School
Middle School
High School
Private School
Pierce Transit Center
Lakewood Fire Station
Lakewood Police Precinct
Cemetary
City Hall and Municipal Court
Harry Lang Stadium
History Museum
Hospital
Lakewood Chamber of Commerce
Lakewood Public Library
Park and Ride
Creek
Arterial
Highway
City Limit
Park Planning Area
Lake
Tax Lot
Lakewood Towne Center
College
Private Lands/Facilities
City-Managed Park
Other Open Space/Public Lands
CHAMBERS BAY
Oakbrook Community Center
Oakbrook Golf & Country Club
Oakbrook Park
Lakewood Small Game Refuge
Fort Steilacoom Golf Course
Old Fleet Dairy Wetland
WOODS LAKE
Woods Creek Park
Edgewater Park
Fort Steilacoom Park
WAUGHOP LAKE
Seeley Park
Lakewood Community Center
SEELEY LAKE
Lakewood YMCA
LAKE LOUISE
LAKE STEILACOOM
Pixley Park
Catholic Community Services
Lakewood Boys & Girls Club
Lakewood Tennis & Racquet Club
Washington Park
CARP LAKE
GRAVELLY LAKE
Lakewood Golden
American Lake Park
Lakeland Park
Springbrook Park
AMERICAN LAKE
Tacoma Country & Golf Club
CARTER LAKE
Harry Todd Park
Youth For Christ Community Center
EMERSON LAKE
Tillicum Senior Community Center
1
2
3
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8
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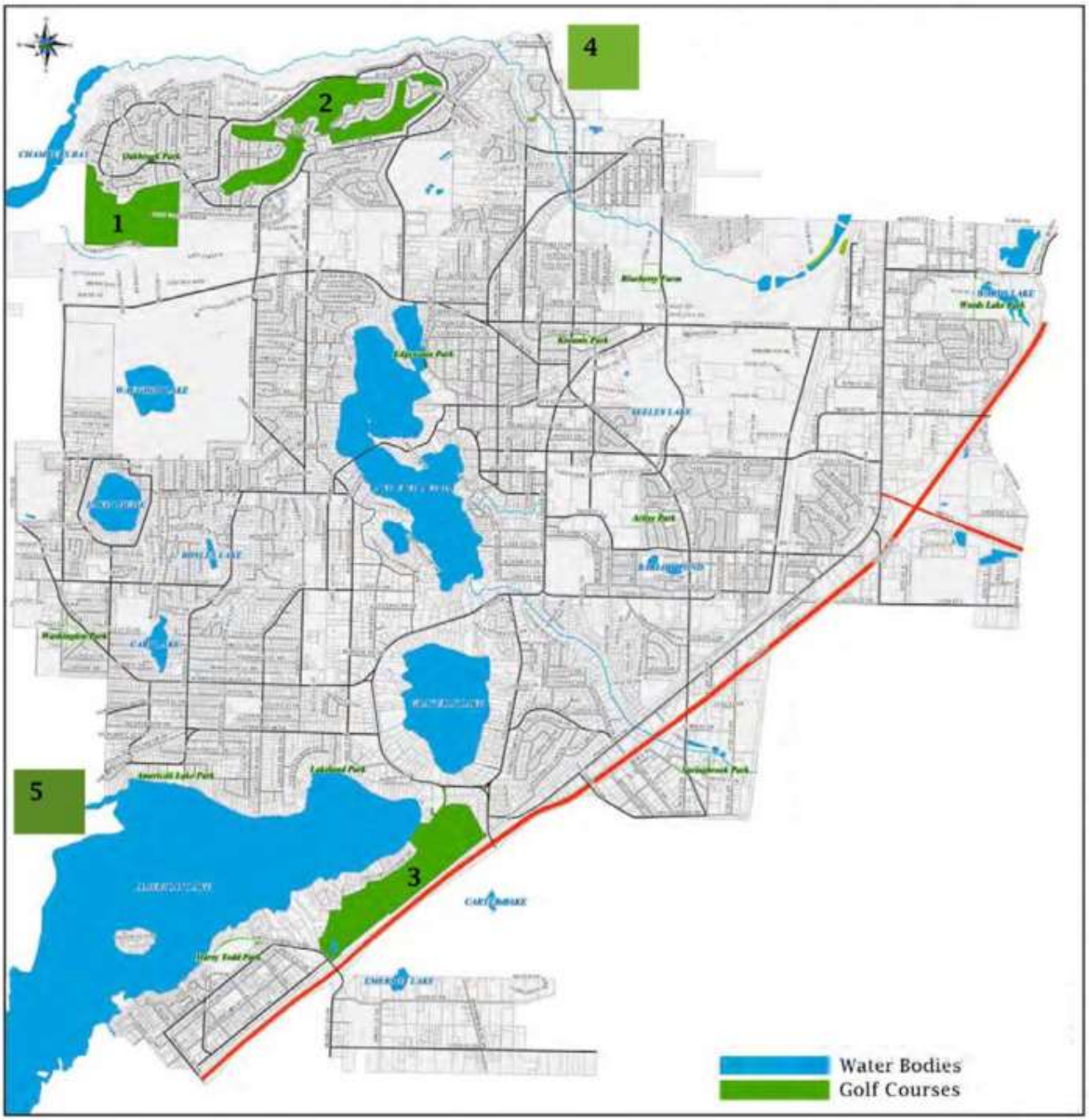
10
10

Figure 3.6

* * *



Golf Courses

1 Fort Steilacoom Golf Course
2 Oakbrook Golf & Country Club
3 Tacoma Country & Golf Club
4 Meadow Park Golf Course
5 VA Golf Course

Figure 3.8

* * *

Figure 4.1

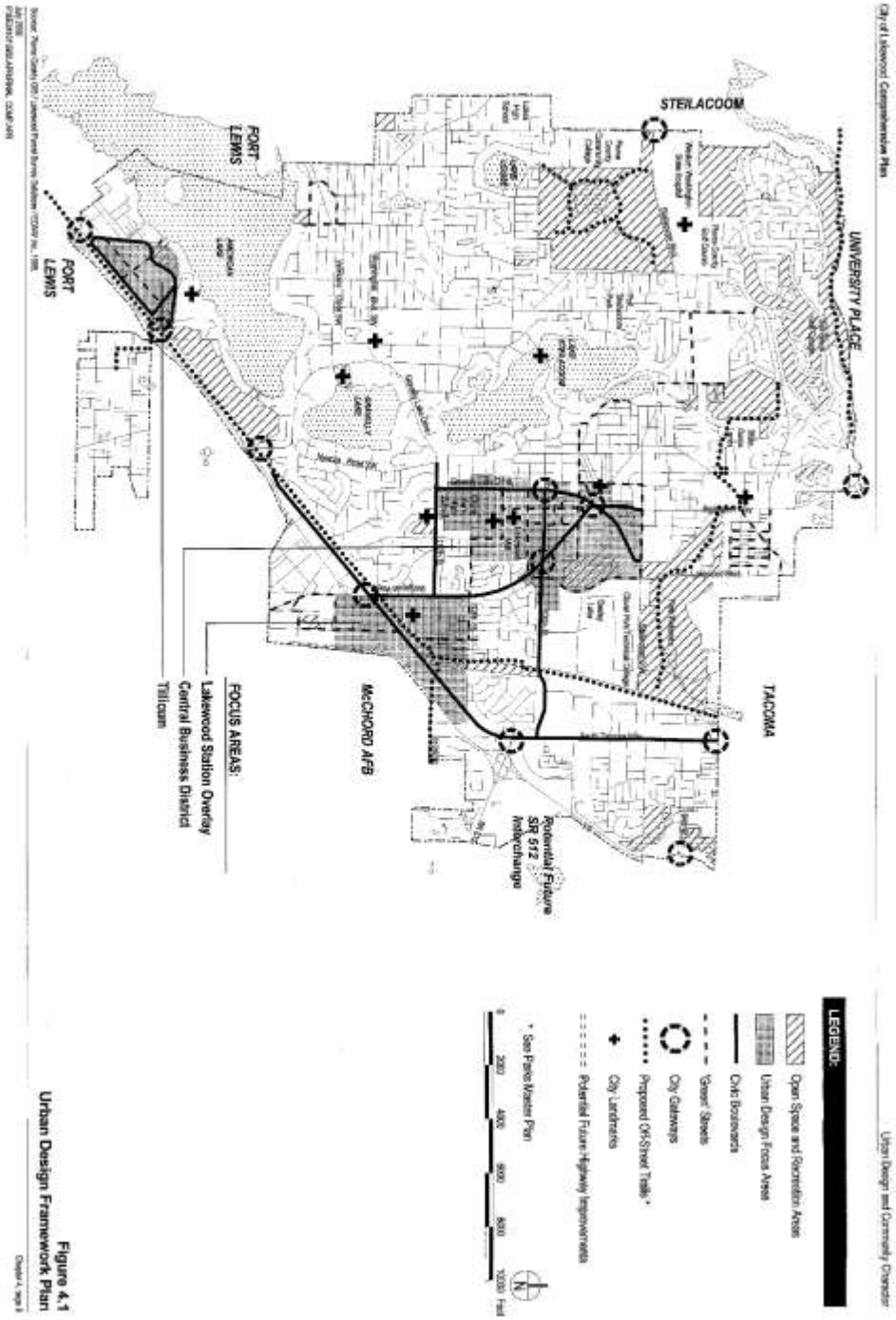


Figure 4.1
Urban Design Framework Plan

2022-07 Review Parking requirements in LMC Chapters 18A.80 and in 18C.600 (Lakewood Station District Subarea Plan)

18A.80.020 General requirements

G.Location. Off-street parking facilities shall be located on the same property as the use they are required to serve and within three hundred (300) feet of the use, except as provided below. Where a distance is specified, such distance shall be the walking distance measured from the nearest point of the parking facilities to the nearest point of the building that such facility is required to serve.

1. For a nursing home, assisted living facility, convalescent home, or group home, the parking facilities shall be located within one hundred (100) feet of the building they are required to serve.

2. For multifamily dwellings where the lot cannot accommodate all the required parking on site for its needs, up to forty (40) percent of the required parking may be located on a lot adjacent to the development; provided, that the lot is legally encumbered pursuant to LMC 18A.80.060.

3. For all nonresidential uses where the lot cannot accommodate all the required parking on-site for its needs, parking facilities shall be located not farther than seven hundred fifty (750) feet from the facility; provided, that the lot is legally encumbered pursuant to LMC 18A.80.060. Parking shall not be permitted on properties zoned single-family residential (R1, R2, R3, R4), mixed-residential (MR1, MR2), multi-family (MF1, MF2, MF3), or open space (OSR1 and OSR2) unless the parking is being provided for a use that is permitted in said district.

TABLE 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* *See process in subsection (B)of this section to prepare parking study to reduce further near station.	Meet rates and standards of: Chapter 18A.80 LMC
Retail. Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80 LMC

Office	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80 LMC
Street-Level Retail 3,000 sq. 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 LMC

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 (1) 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 fifty (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 (8) hours.

4. Reduction for Housing in Proximity to Sounder Station (RCW 36.70A.620). When located within one-quarter (0.25) mile of the Sounder Station, an applicant may apply for an exception allowing minimum parking requirements to be reduced at least to one (1) parking space per bedroom or three-quarters (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. [Ord. 751 § 2 (Exh. B), 2021.]

ATTACHMENT B

15 September 2021

To the Planning Commission:

Thank you for having decided to put the Tree Preservation Code and related zoning matters and regulations on the docket for the 2022 comprehensive plan amendment cycle. **Please make me a party of record.**

While it is nice to rezone the small area of Garry oaks behind St. Clare's as a park, one must not lose sight of the multiple threats to Garry oaks that stem from the weak Tree Preservation Code.

As you undoubtedly recall, there need to be fundamental changes regarding the protections for oaks and other trees, ones that will serve as a model to other tree-rich municipalities who also seek to find effective ways to protect their arboreal resources.

There needs to be a **moratorium** on tree destruction while these amendments are considered, for reasons that should be obvious. During this long process, much can happen.

Some main points to remember while amending the Tree Preservation Code are:

- The need to aim for **zero tolerance for tree destruction**, unless there is an imminent danger (not that an oak is impinging on a driveway, for example, as I have seen in the permit requests!) ***We need to preserve the trees at this crucial time in history.***

- Significant trees, and especially Garry oaks, **need to be protected on all properties**, and so exemptions for small properties and no-permit allowances for properties above 17,000 square feet, as well as industrially zoned properties must be abolished immediately.

- Arborists assessing trees may not be hired by the same person that would then hire that arborist to destroy the tree.

- The City should enact changes that would bring it in line with the requirements for being a **Tree City USA**, such as making an Arbor Day proclamation and having an urban forestry program.

- Fines should be such that they cannot be considered a mere "business expense". A fine of $1,000 **per** year of Garry oak growth, for example, could be a starting figure. Illegally destroying a an oak 250 years old would incur a fine of $250,000.

- A change in mentality must be encouraged to preserve the Trees of Lakewood: these are living beings, who were often here for hundreds of years, and they must be given the respect that they deserve. The wanton killing of animals is not allowed – nor should this horrific destruction of life in the form of trees.

- Lakewood has a treasure in its trees – this is something that should attract those who value it. If stricter regulations discourage or annoy some people, then those people can easily go elsewhere, where there are no trees. There is no worry that we won't find someone else to find their place. We have trees here, we want these trees to continue representing our beloved Lakewood. If they want to live, work or build here, they will have to abide by the rules that protect our trees.

Thank you for your attention.

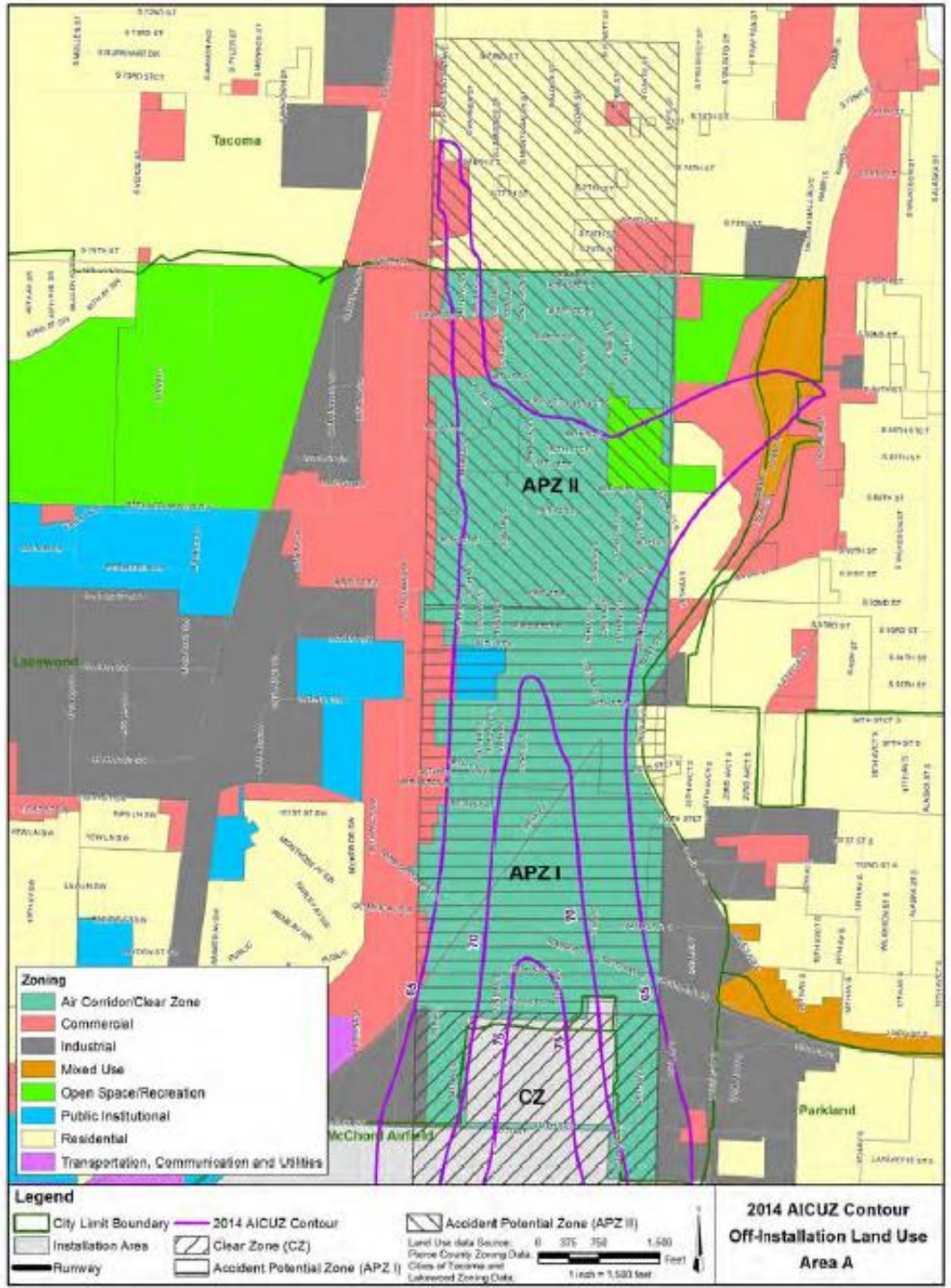
Christina Manetti

Christina Manetti, Ph.D.

Adult Family Homes (AFHs) located in the & the JBLM Air Installation Compatible Zones (AICUZ) Accident Potential Zone (APZ) I & II (Lakewood Land Use Zones AC1 & AC2)

October 6, 2021

Planning Commission



What will this presentation cover?

1. What is an Adult Family Home (AFH)?
2. Review of state law for AFHs
3. Review of Department of Defense (DoD) and Lakewood regulation for AICUZ Clear Zone, Accident Potential Zone I (AZ I), and Accident Potential Zone II (AZ II)
4. Recently proposed AFHs at:
   a. 3114 91st Street SW
   b. 3330 92nd Street SW
5. Existing land uses in the Lakewood regulatory zones Clear Zone (CZ), Air Corridor 1 (AC1) and Air Corridor 2 (AC2) zones
6. Existing AFHs in Pierce County and Lakewood
7. AFH locations adjacent to municipal/regional airports elsewhere in the Puget Sound
8. Next steps

What is an Adult Family Home (AFH)?

- A residential home licensed to care for two to six adults not related by blood or marriage to the person or persons providing the services.
- Provides room and meals, laundry, supervision, assistance with activities of daily living and personal care. Some homes provide nursing or other special care.
- Generally at a residential home address (but sometimes located in commercial zoning districts.)
- A single family residence, a duplex unit, or other type of dwelling for one or two families.
- A unit in an apartment building or condominium cannot be licensed as an AFH because this type of dwelling is for more than two families.

Washington State Code Requirements

RCW 70.128.140: Compliance with local codes and state and local fire safety regulations.

(1) Each adult family home shall meet applicable local licensing, zoning, building, and housing codes, and state and local fire safety regulations as they pertain to a single-family residence. It is the responsibility of the home to check with local authorities to ensure all local codes are met.

(2) An adult family home must be considered a residential use of property for zoning and public and private utility rate purposes. *Adult family homes are a permitted use in all areas zoned for residential or commercial purposes, including areas zoned for single-family dwellings.*

Preemption of Zoning Ordinances Related to Residential Care Facilities Licensed by the State

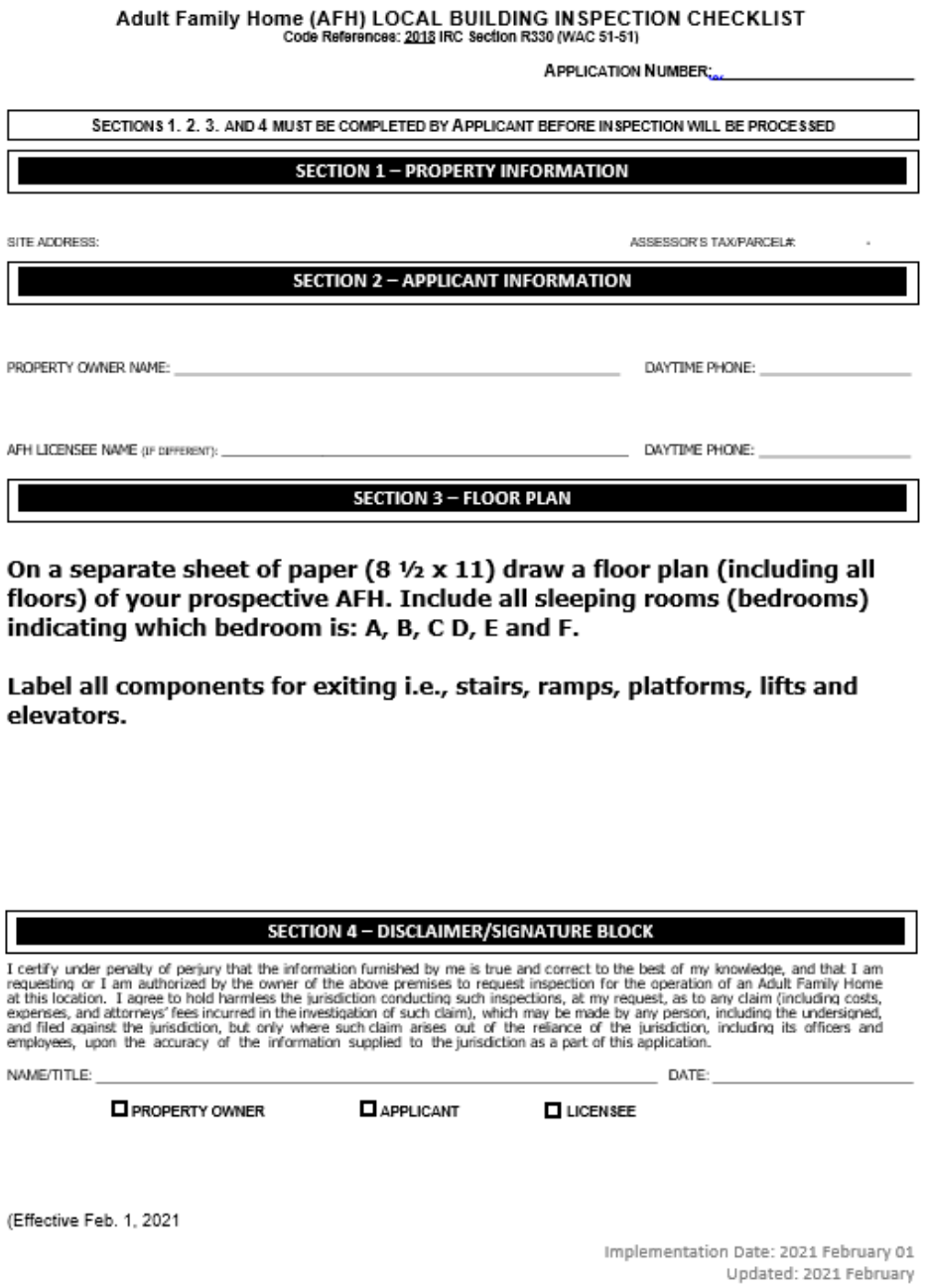
AGO 1992 No. 25 - Oct 20 1992: Attorney General Ken Eikenberry

CITIES AND TOWNS--ZONING--PREEMPTION--Preemption of Zoning Ordinances Related to Residential Care Facilities Licensed by the State.

1. RCW 70.128.175(2) provides that adult family homes shall be permitted uses in all areas zoned for residential or commercial purposes. This statute preempts local zoning ordinances that prohibit the location of an adult family home within a certain distance of other similar facilities.

WAC 51-51-0330, sets minimum building code standards for an AFH (use of “WABO Checklist”)

- 14 code requirements for the structure
- 6 code requirements for bedrooms
- 4 code requirements bathroom



Adult Family Home (AFH) LOCAL BUILDING INSPECTION CHECKLIST
Code References: 2018 IRC Section R330 (WAC 51-51)

APPLICATION NUMBER: _____

SECTIONS 1. 2. 3. AND 4 MUST BE COMPLETED BY APPLICANT BEFORE INSPECTION WILL BE PROCESSED

SECTION 1 – PROPERTY INFORMATION

SITE ADDRESS: ASSESSOR'S TAX/PARCEL#: -

SECTION 2 – APPLICANT INFORMATION

PROPERTY OWNER NAME: _____ DAYTIME PHONE: _____

AFH LICENSEE NAME (IF DIFFERENT): _____ DAYTIME PHONE: _____

SECTION 3 – FLOOR PLAN

On a separate sheet of paper (8 ½ x 11) draw a floor plan (including all floors) of your prospective AFH. Include all sleeping rooms (bedrooms) indicating which bedroom is: A, B, C D, E and F.

Label all components for exiting i.e., stairs, ramps, platforms, lifts and elevators.

SECTION 4 – DISCLAIMER/SIGNATURE BLOCK

I certify under penalty of perjury that the information furnished by me is true and correct to the best of my knowledge, and that I am requesting or I am authorized by the owner of the above premises to request inspection for the operation of an Adult Family Home at this location. I agree to hold harmless the jurisdiction conducting such inspections, at my request, as to any claim (including costs, expenses, and attorneys' fees incurred in the investigation of such claim), which may be made by any person, including the undersigned, and filed against the jurisdiction, but only where such claim arises out of the reliance of the jurisdiction, including its officers and employees, upon the accuracy of the information supplied to the jurisdiction as a part of this application.

NAME/TITLE: _____ DATE: _____

☐ PROPERTY OWNER ☐ APPLICANT ☐ LICENSEE

(Effective Feb. 1, 2021

Implementation Date: 2021 February 01
Updated: 2021 February

Military Clear Zone* & Accident Potential Zones* (CZ, APZ-I & APZ-II) Descriptions

"Clear Zone (CZ) surface" means an obstruction-free surface (except for features essential for aircraft operations) on the ground symmetrically centered on the extended runway centerline beginning at the end of the runway and extending outward three thousand (3,000) feet. The CZ width is three thousand (3,000) feet (one thousand five hundred (1,500) feet to either side of runway centerline). It has the highest accident potential of the three zones. The Air Force adopted a policy of acquiring property rights to areas designated as CZs because of the high accident potential.

"Accident Potential Zone (APZ) I " means a zone that lies beyond the Clear Zone, and is in an area of lower, but still considerable, aircraft accident potential.

"Accident Potential Zone (APZ) II" means a zone that lies beyond APZ-I and possesses less aircraft accident potential than APZ-I, but the potential is still high enough to warrant land use restrictions.

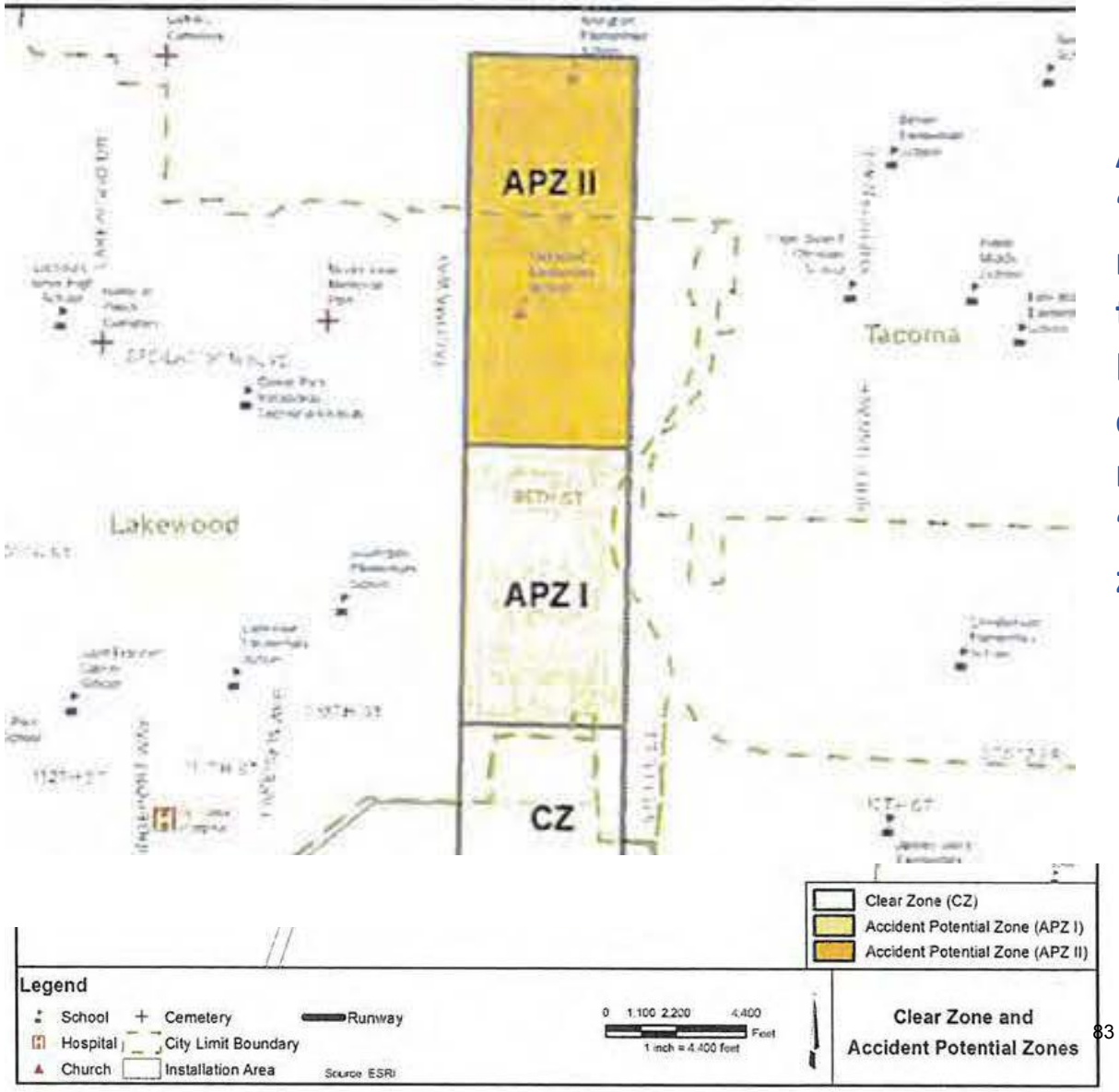
***The use of the term "zone" here does not refer to a regulatory land use zone as adopted by the City of Lakewood.**
Lakewood's land use zones are called the Clear Zone (CZ), Air Corridor 1 (AC1) and Air Corridor 2 (AC2).

Military Clear Zone & Accident Potential Zones, cont'd

The risk to people on the ground being killed or injured by aircraft accidents is small. However, an aircraft accident is a high consequence event, and when a crash does occur, the result is often catastrophic. The Air Force does not attempt to base its safety standards on accident probabilities.

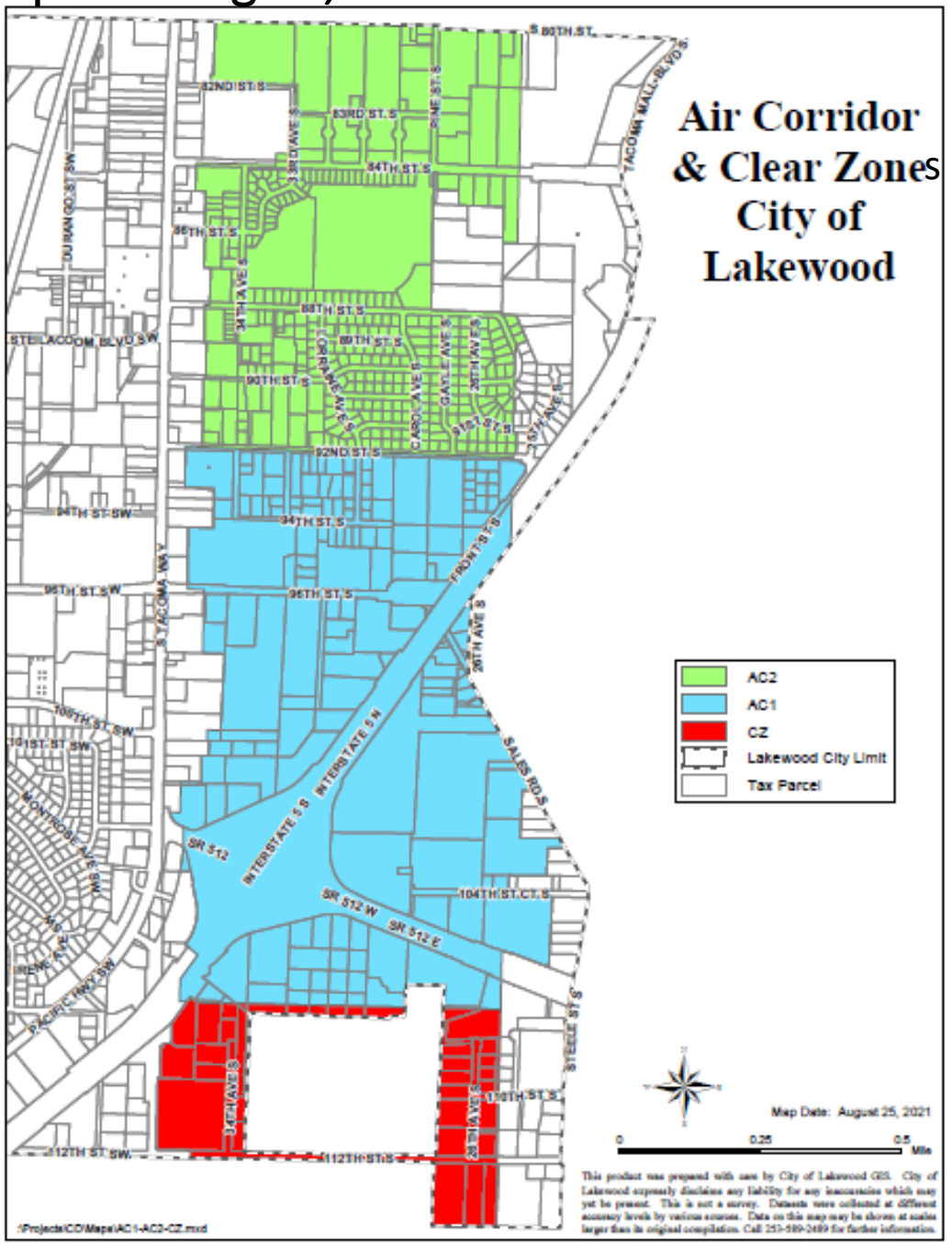
Air Force approaches this safety from a land use planning perspective. Increases in density and/or intensity of activity, often referred to as "encroachment" are primary concerns. Encroachment becomes a major concern when DoD initiates Base Realignment and Closure (BRAC) procedures.

Map showing 2015 AICUZ CZ, APZ I & APZ II "Zones"

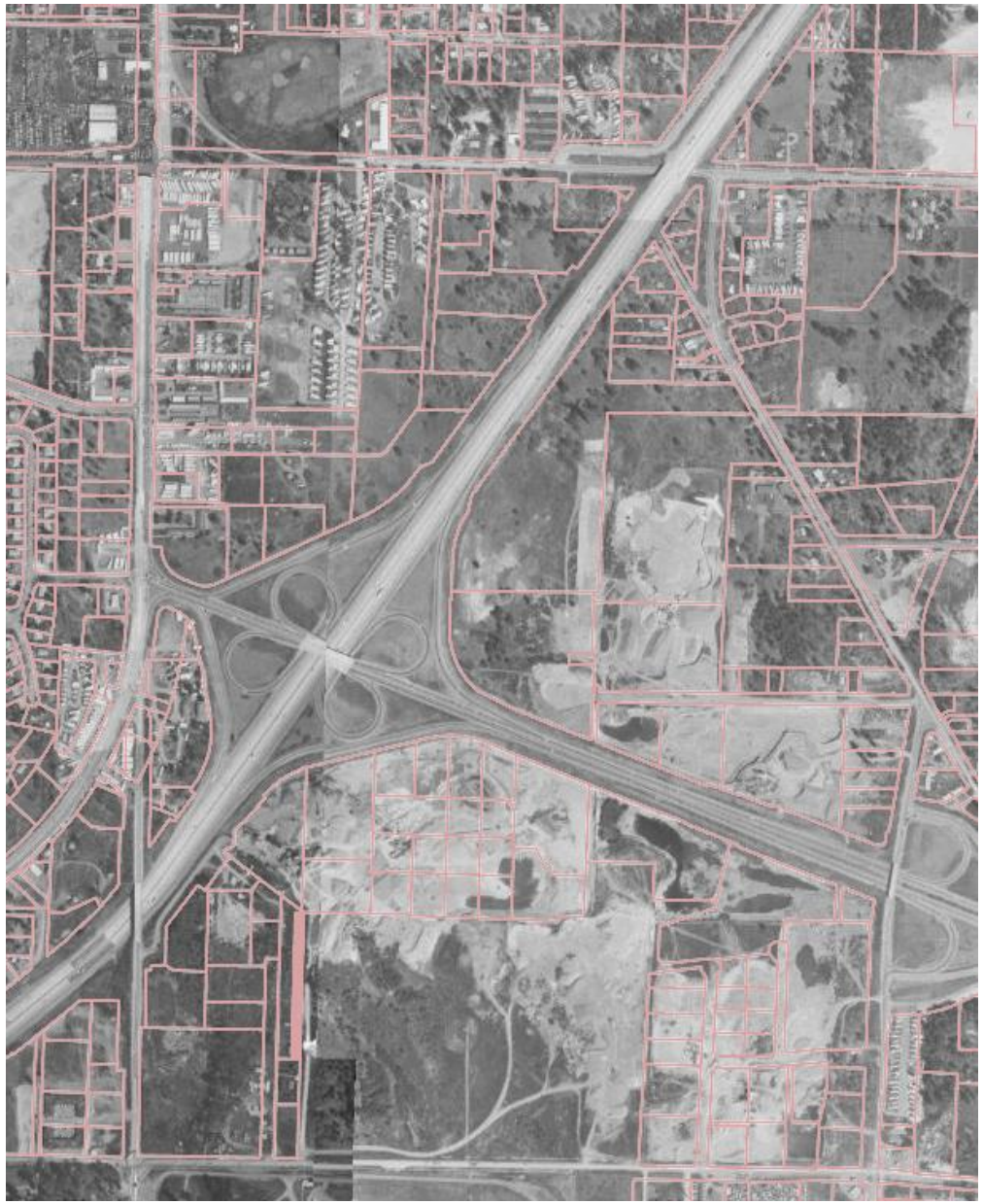


AICUZ term "zone" does not mean the same as Lakewood's official regulatory "land use zone" term.

Map showing CZ, AC1 & AC2 Land Use Zones



JBLM CZ, APZ I & APZ II Over Time



1970

2018

Why is potential for BRAC affecting JBLM important to Lakewood & Pierce County?

REGIONAL ECONOMIC IMPACT POINT ESTIMATES

JBLM Payroll (Military, Civilian, Contractor) **$4,120,359,073**	Military Retiree Pensions **$1,269,087,336**
FY19 JBLM Garrison Budget (O&M) **$529,722,995**	Active Duty Military Employed Spouses **$285,373,658**
FY19 Madigan AMC Budget (DHP) **$635,500,000**	Impact Aid Funding **$27,327,110**
Purchased Care Healthcare **$55,383,820**	GI Bill/Tuition Assistance Spending **$148,792,241**
Local Contracts **$994,901,989**	Off-base housing for AD SM Families (BAH) **$607,896,036**

SOUTH SOUND MILITARY & COMMUNITIES PARTNERSHIP

CENTER FOR BUSINESS ANALYTICS
UNIVERSITY of WASHINGTON | TACOMA
Milgard School of Business

LMC 18A.40.130 C. 7.

In October 2015, the South Sound Military Communities Partnership (SSMCP) Elected Officials Council, of which the City of Lakewood is a member, unanimously accepted the JBLM Joint Land Use Study (JLUS). The most recent JBLM AICUZ Study is part of the information used to create the JLUS.

2015 JLUS recommendations:

- incorporating land use compatibility in updates to its comprehensive plan;
- establishing or strengthening the permitting process for structures that could pose risks to aviation operations;
- **consider the use of disclosure, deed restrictions, hold harmless agreements, etc., to address aircraft safety and noise**;
- **incorporating specific land use compatibility requirements into local zoning codes and ordinances (e.g., density or height limits in sensitive areas);** and
- **incorporating considerations of aircraft safety and military operational noise into local jurisdiction planning and permitting processes.**

Lakewood City Code Requirements

2019 - Lakewood adopts Ordinance No. 726, a new Title 18A, Land Use & Development Code and related section amendments elsewhere.

- Three separate City zoning districts established: Clear Zone (CZ), Air Corridor 1 (AC1), and Air Corridor 2 (AC2).
- 18A.40.120 “Special Needs Housing” regulation in CZ, AC1 and AC2
- A new municipal code section is created, 18A.40.130: “Air Installation Compatible Use Zones (AICUZ) and uses.”

2020 - Ordinance No. 747, Title 15 adoption of the International Building Codes. These codes include Washington State amendments that address AFHs.

AFHs are treated as single family dwellings and not group homes, which have a higher minimum building code standard.

LMC 18A.10.120: Military Lands (ML), Clear Zone (CZ), Air Corridor 1 (AC1), Air Corridor 2 (AC 2) Zone Descriptions

Purpose.

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 Air Force Base (AFB) aircraft flight operations. **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.**

Applicability.

The CZ, AC1, and AC2 zoning districts are applicable to lands located within the area designated as Air Corridor 1 and Air Corridor 2 in the comprehensive plan and within the area identified as the Clear Zone in the most recent JBLM Air Installation Compatible (AICUZ) study.

LMC 18A.40.130 - AICUZ land use table

- The AICUZ land use table contains a category called “Special Needs Housing.” Within this category is listed Type 1 Group Home.
- Type 1 Group Home “…means publicly or privately operated living accommodations for related or unrelated individuals having handicaps, subject to compliance with all applicable federal, state, and/or local licensing requirements. For the purposes hereof, “handicap” shall mean a physical or mental impairment which substantially limits one or more of the person’s major life activities, a record of having such an impairment, or being regarded as having such an impairment; however, the term does not include current, illegal use of or an addiction to a controlled substance. A Type 1 Group Home includes an “adult family home.”

LMC 18A.40.130 Uses not permitted

Type 1 Group Homes or Adult Family Homes are not permitted uses in APZ-I & APZ-II

Land Use Categories	**APZ-I**	**APZ-II**	**CZ**	**Density**
Special Needs Housing (Essential Public Facility)				
Type 1 group home	–	–	–	N/A
Type 2 group home	–	–	–	N/A
Type 3 group home	–	–	–	N/A
Type 4 group home	–	–	–	N/A
Type 5 group home	–	–	–	N/A

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

Also not permitted *(partial list)*:

Land Use Categories	APZ-I	APZ-II	CZ	Density
Residential Uses				
Accessory dwelling unit	–	–	–	N/A
Cottage housing	–	–	–	N/A
Detached single-family on lot greater than 20,000 square feet	–	–	–	N/A
2-family residential, attached or detached dwelling units	–	–	–	N/A
3-family residential, attached or detached dwelling units	–	–	–	N/A
Multifamily, 4 or more residential units	–	–	–	N/A
Mobile home parks	–	–	–	N/A
Child care, child day care & family day care	–	–	–	N/A

Existing uses – continuation, alteration, modification

Land Use Categories	APZ-I	APZ-II	CZ	Density
Existing Uses				
Continuation of uses already legally existing within the zone at the time of adoption of this chapter. Maintenance and repair of existing structures shall be permitted.	P	P	–	N/A
Alteration or modification of nonconforming existing uses and structures.	C	C	–	N/A

Total housing units APZ I & APZ II

Type	APZ I	APZ II	Total units by type
Dwelling units – apartments	308	458	766 (41%)
Dwelling units - duplex	50	22	72 (4%)
Dwelling units - triplex	0	3	3
Dwelling units – mobile homes	236	450	686 (37%)
Dwelling units - RVs	0	6	6
Dwelling units – single family	36	287	323 (17%)
Total units by zone	**630**	**1,226**	**1,856**
About 7.5% of Lakewood's total housing stick is found in APZ I & APZ II.			

18A.40.120 Special Needs Housing

B. *Special Needs Housing Table.*

		Zoning Classifications
Description(s)	**Number of residents (size)**	**ML, CZ, AC1, AC2**
Assisted Living Facility	N/A	–
Confidential Shelter (C)(5)	Max. of 15, plus resident staff	–
Continuing Care Retirement Community	N/A	–
Enhanced Services Facility	Max. of 16, plus resident staff	–
Hospice Care Center	N/A	–
Nursing Home	N/A	–
Permanent Supportive Housing	N/A	–
Rapid Re-Housing	N/A	–
Transitional Housing	N/A	–
Type 1 Group Home, adult family home (C)(1)	Max. of 6 or 8 per (C)(1)	–
Type 2 Group Home, Level 1	Max. of 7, plus resident staff	–
Type 2 Group Home, Level 2	Max. of 10, plus resident staff	–
Type 2 Group Home, Level 3	More than 10, plus resident staff	–
Type 3 Group Home, Level 1	Max. of 8, plus resident staff	–
Type 3 Group Home, Level 2	Max. of 12, plus resident staff	–
Type 3 Group Home, Level 3	More than 12, plus resident staff	–
Type 4 Group Home	N/A	–

Why does the City prohibit AFHs in Air Corridor 1 (AC1), Air Corridor 2 (AC2) Land Use Zones?

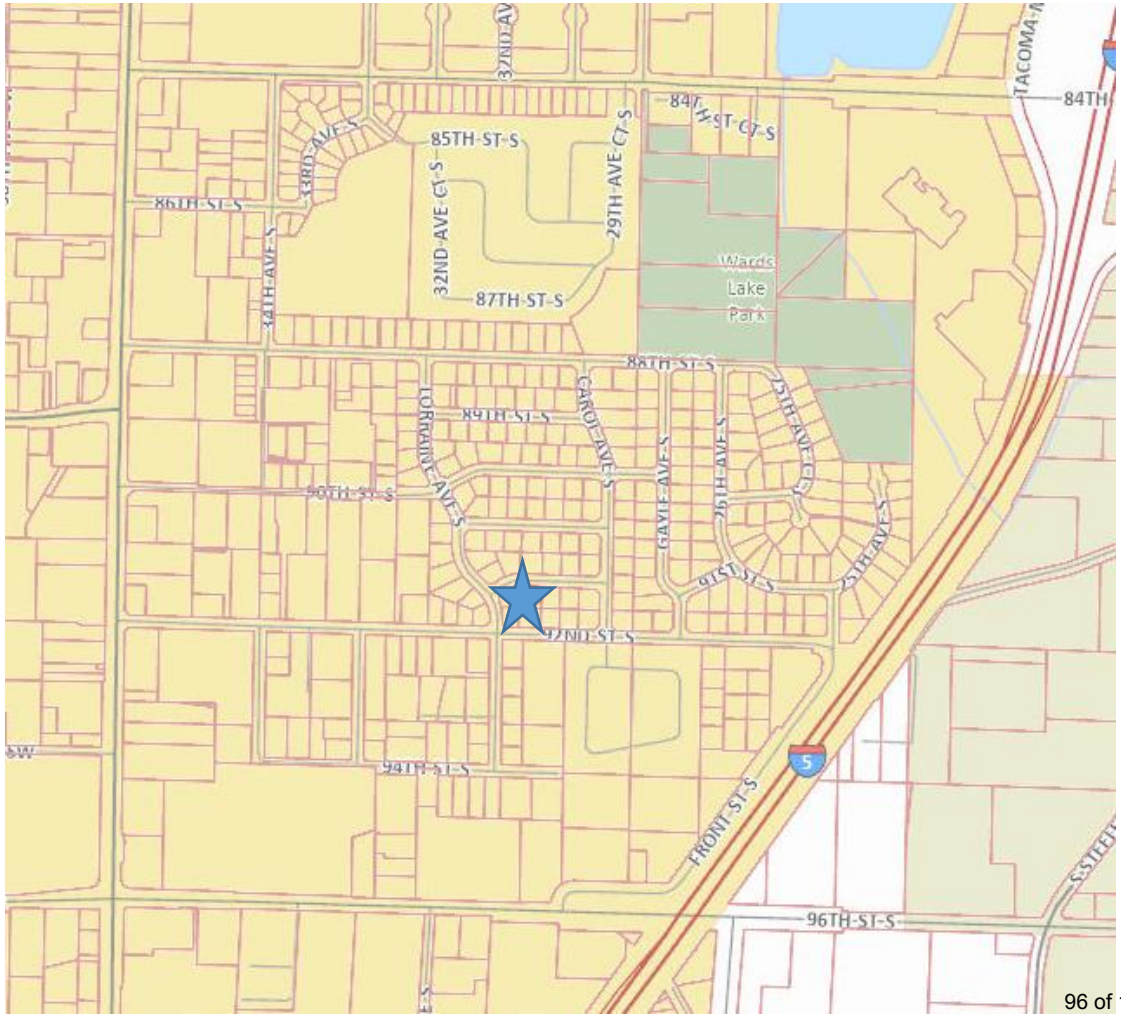
18A.40.130 Air Installation Compatible Use Zones (AICUZ) and Uses Purpose Statement

- "Regulate, in a manner consistent with the rights of individual property owners and the requirements of military operations at Joint Base Lewis-McChord (JBLM), **(prohibit) development of uses and structures that are incompatible with military operations**;

- Protect and preserve the public health, safety and welfare from the adverse impacts associated with high levels of noise from flight operations at McChord Field JBLM **and the potential for aircraft accidents associated with proximity to airport operations**;

- Ensure that the construction of residential use group buildings or portions thereof, located within those areas of Lakewood likely to be affected by aircraft noise associated with flight operations at JBLM, provide for appropriate sound reduction to minimize the impact of such noise on occupants."

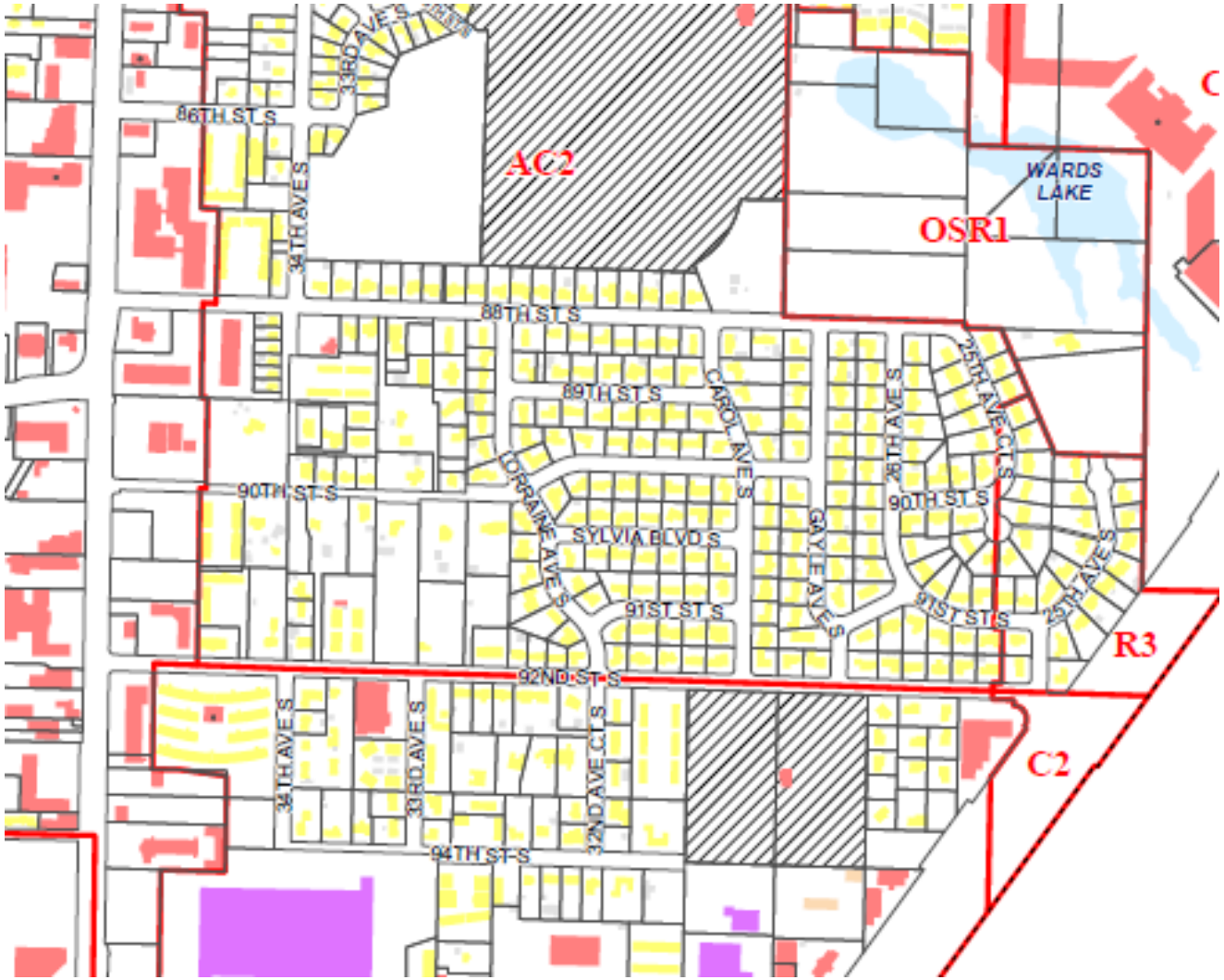
City receives building permit application, 3114 91st Street SW in AC2 Zone



Permit Application: BP-21-00365

Site Address:	3114 91ST ST S LAKEWOOD WA 98499	**Parcel / APN:**	8880910080
Applicant: **Address:**	YOO OH 35609 56TH AVE S AUBURN, WA 98001	**Phone:**	(425) 330-5642
Owner: **Address:**	MUNJUNG PARK 32417 8TH AVE SW FEDERAL WAY WA 98023	**Phone:**	(253) 298-1366
Contractor: **Address:**	CONTRACTOR NEEDS BLIC	**Phone:**	
		Business Lic#:	
Contact:	KAY CONSTRUCTION LLC	**Phone:**	
Description:	PARK SFR - RMDL *EMAIL INTERIOR RMDL, RECONFIGURE NON-BEARING WALLS,1 NEW BTHRM, RMDL 2 BTHRMS, RMV/RPL 5 WINDOWS, INSTALL NEW INTERIOR DOORS		

Surrounding land uses

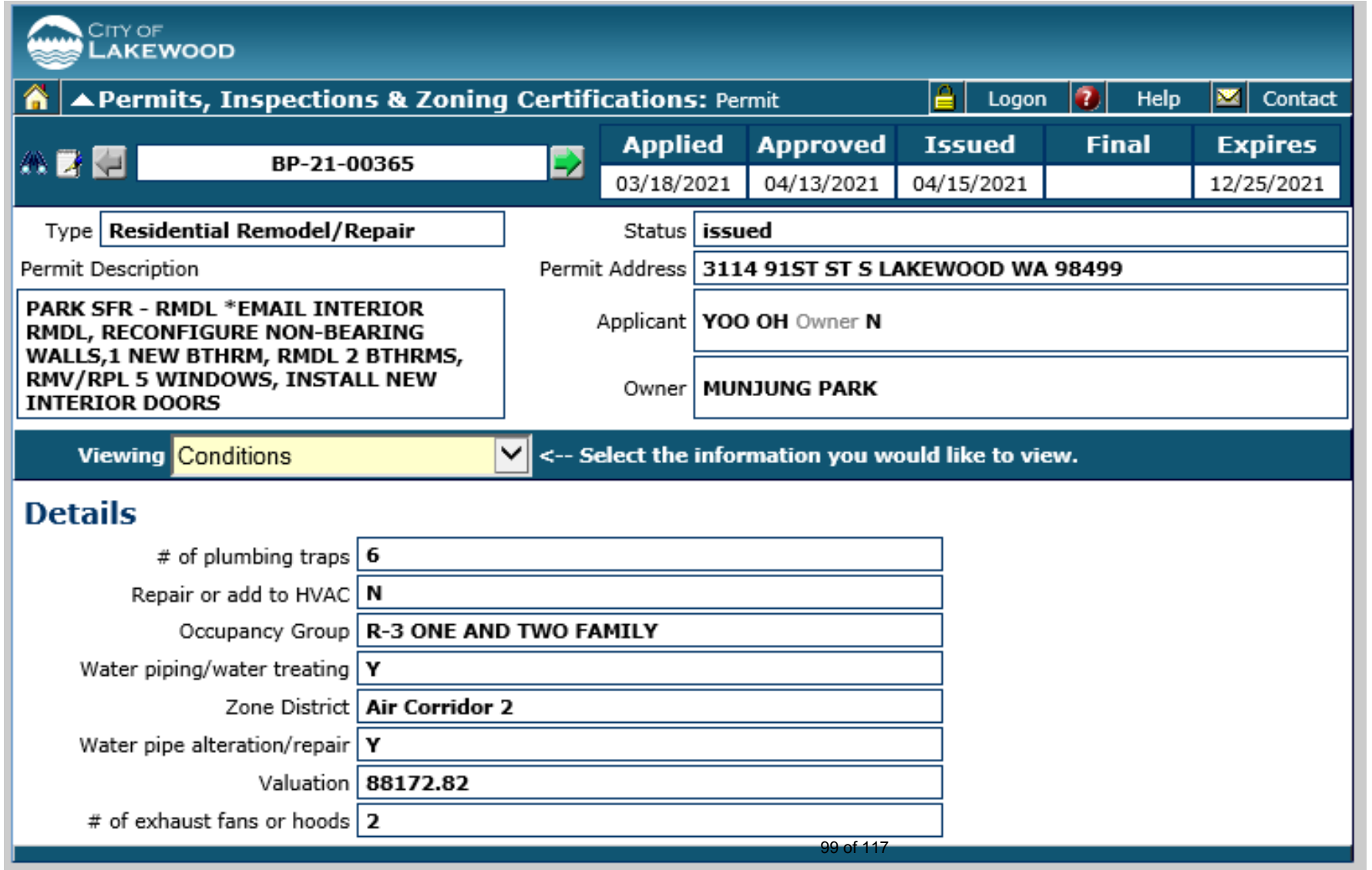


Building (Type)

- Commercial
- Commercial/Residential
- Education
- Government
- Industrial
- Out Building
- Residential

- Lakewood City Limit
- Mobile Home Park
- Tax Parcel
- Zoning Boundary

1st Permit for Remodel Status: BP-21-00365



CITY OF LAKEWOOD

Permits, Inspections & Zoning Certifications: Permit | Logon | Help | Contact

BP-21-00365

Applied	Approved	Issued	Final	Expires
03/18/2021	04/13/2021	04/15/2021		12/25/2021

Type: **Residential Remodel/Repair**

Status: **issued**

Permit Description

PARK SFR - RMDL *EMAIL INTERIOR RMDL, RECONFIGURE NON-BEARING WALLS,1 NEW BTHRM, RMDL 2 BTHRMS, RMV/RPL 5 WINDOWS, INSTALL NEW INTERIOR DOORS

Permit Address: **3114 91ST ST S LAKEWOOD WA 98499**

Applicant: **YOO OH** Owner **N**

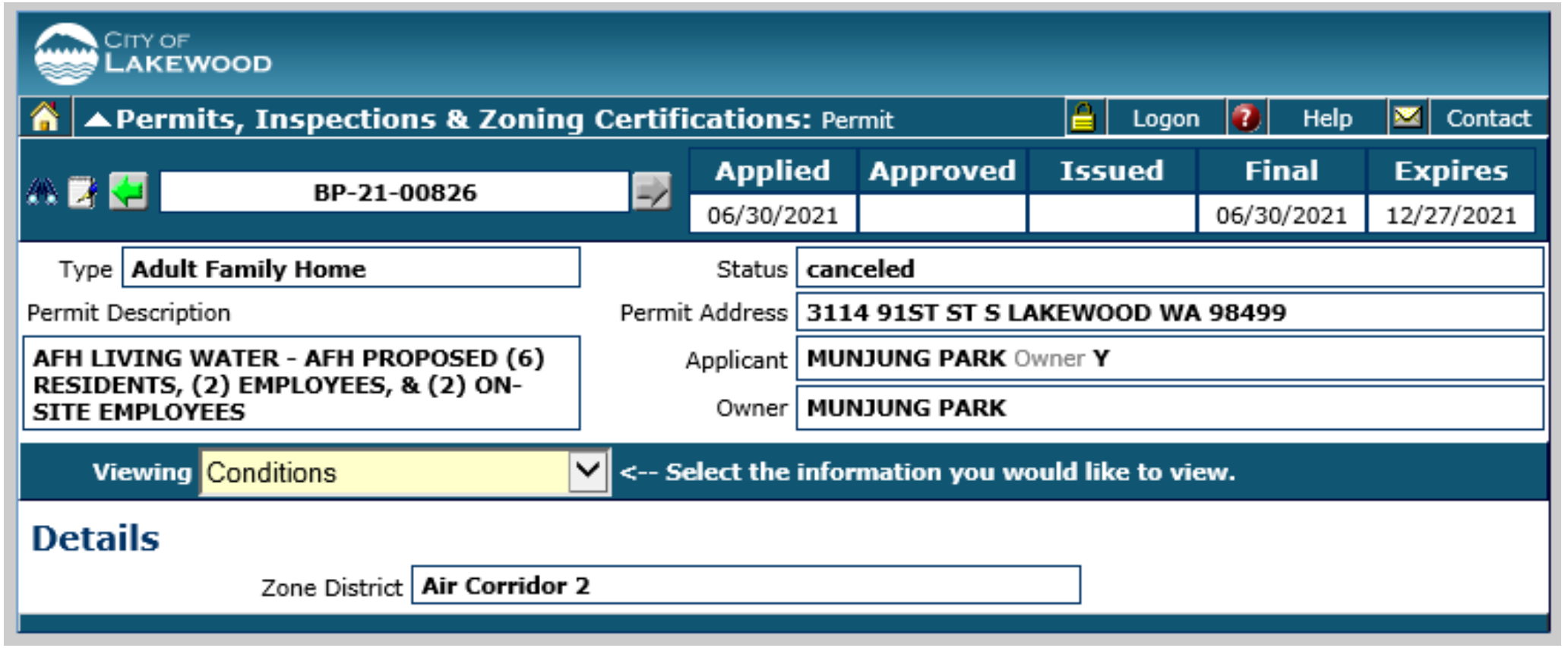
Owner: **MUNJUNG PARK**

Viewing: Conditions <-- Select the information you would like to view.

Details

# of plumbing traps	6
Repair or add to HVAC	N
Occupancy Group	R-3 ONE AND TWO FAMILY
Water piping/water treating	Y
Zone District	Air Corridor 2
Water pipe alteration/repair	Y
Valuation	88172.82
# of exhaust fans or hoods	2

2nd Permit for AFH (WABO Inspection): BP-21-00826

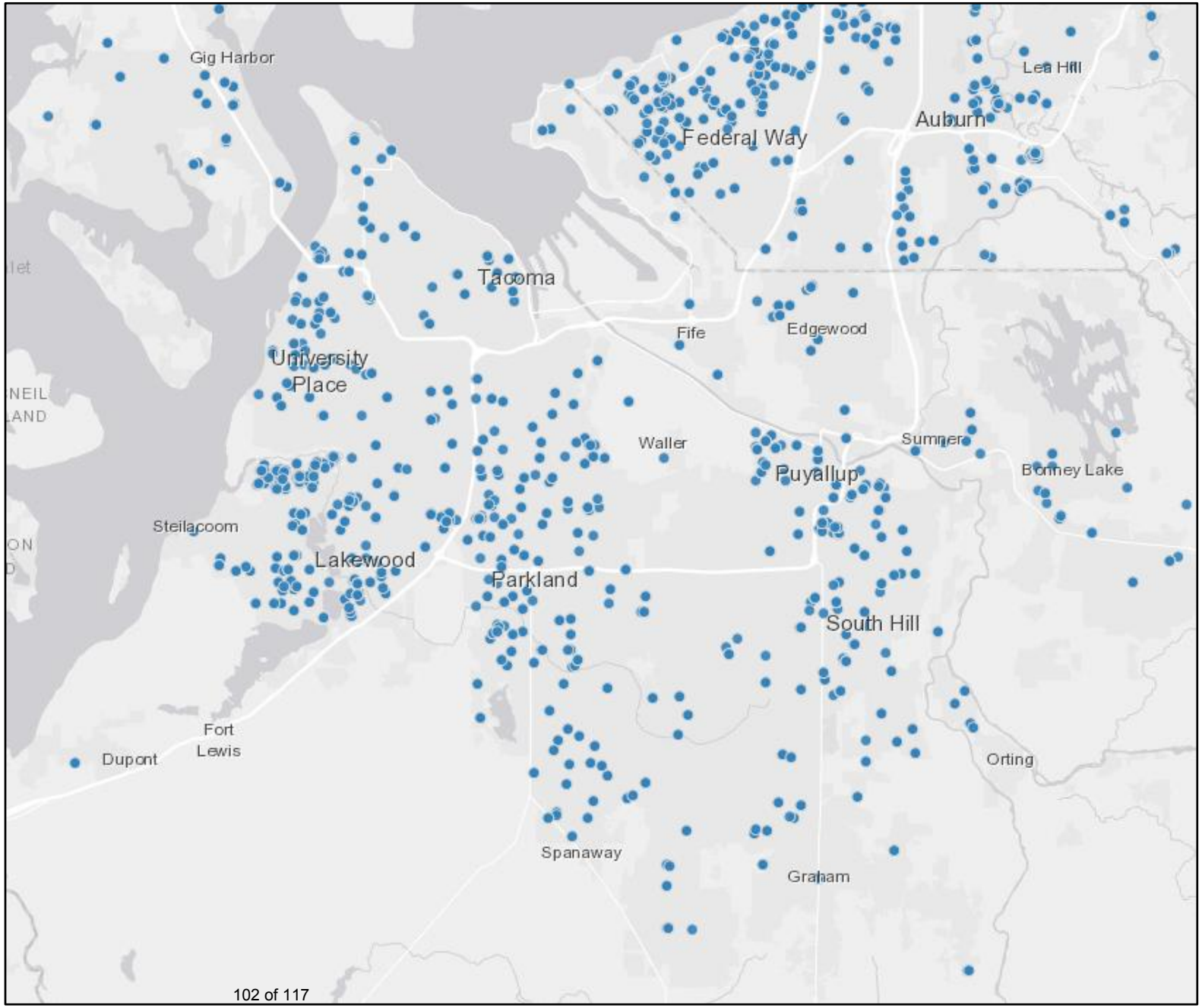


2nd proposed AFH in AICUZ in AC 1 zone

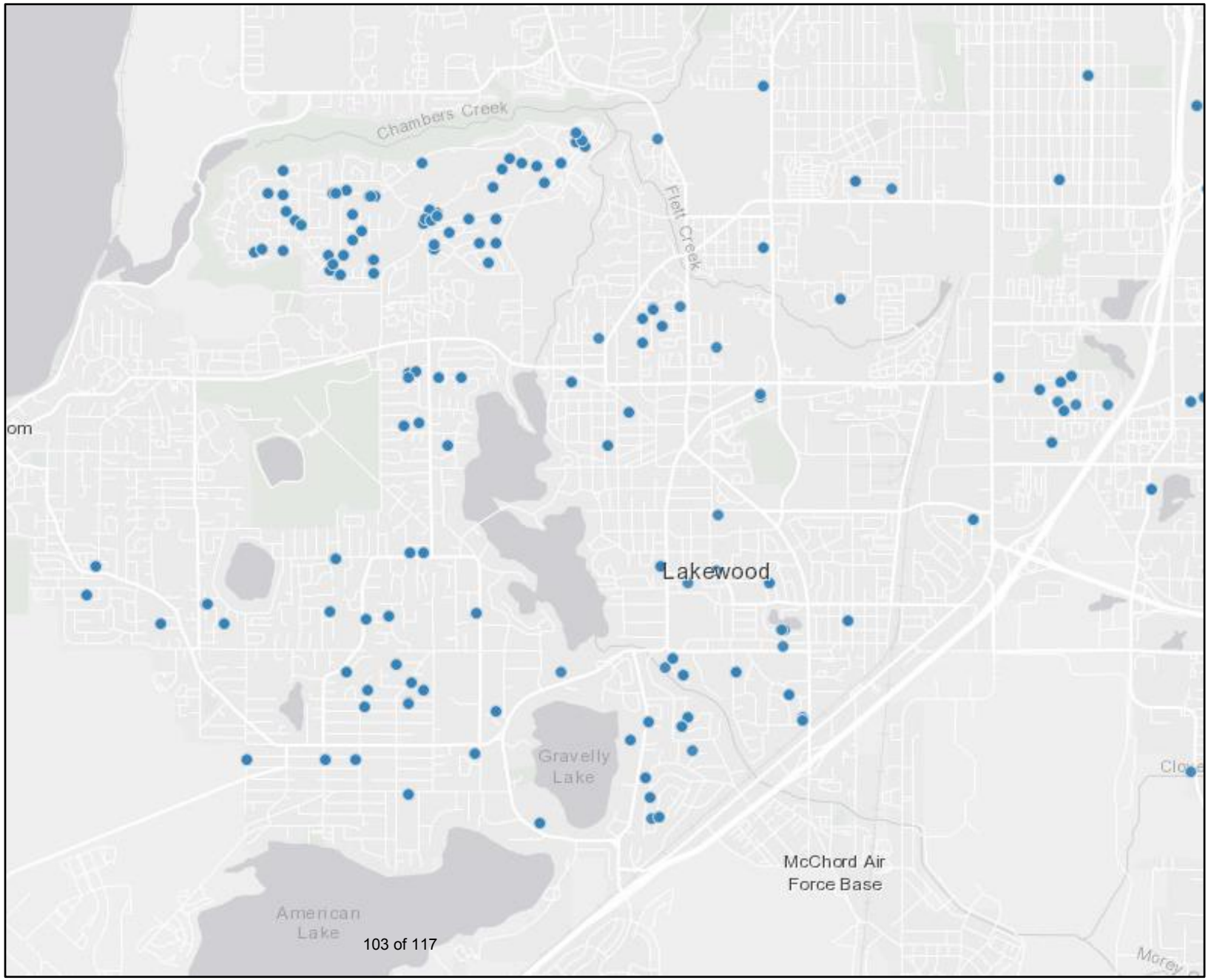
Location 3330 92nd Street SW

Application received and denied, September 9, 2021

AFHs in Pierce County & parts of south King County

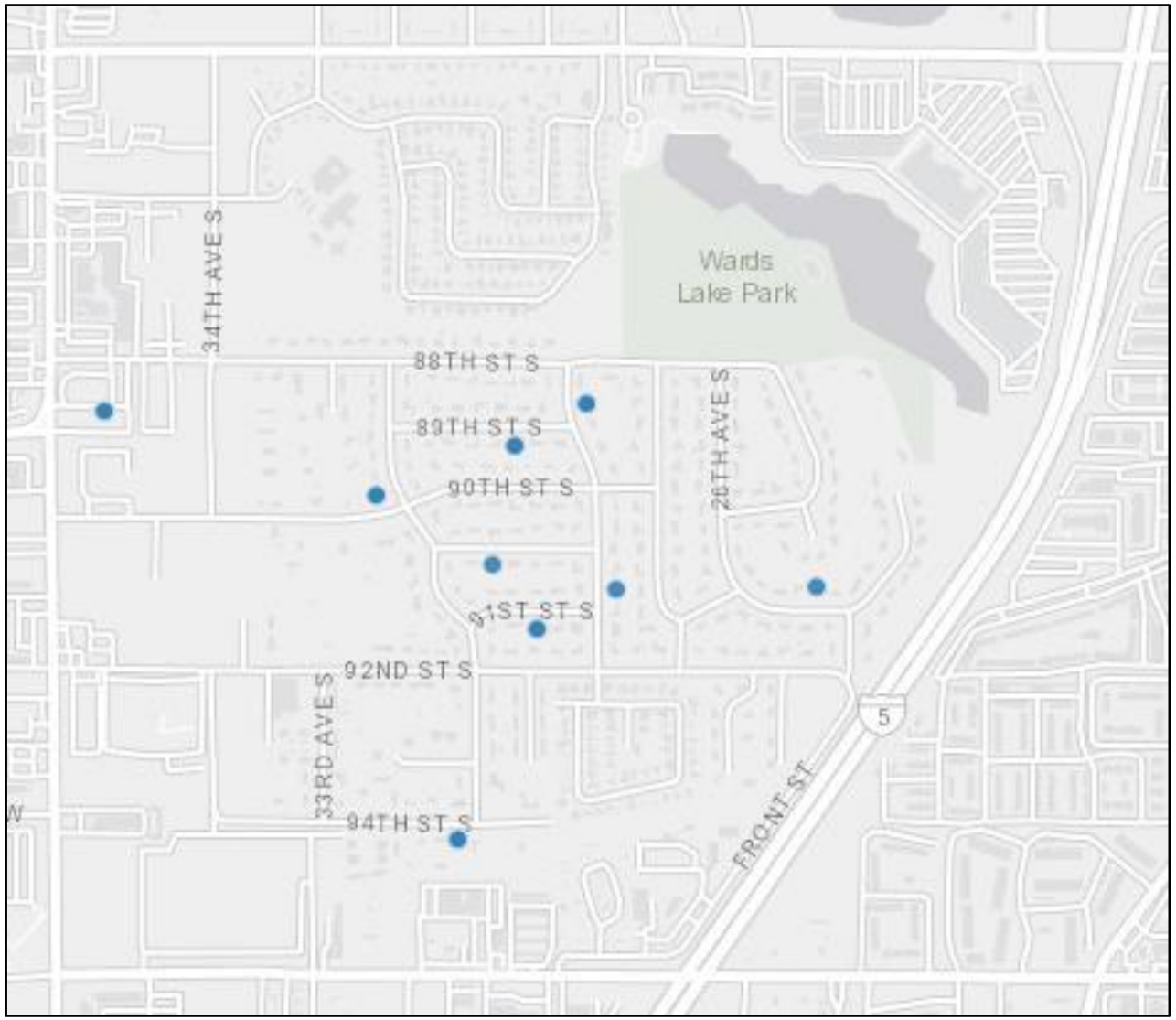


AFHs in Lakewood



AFHs in the Air Corridor

No.	Name of facility	Facility contact	Address
1	Comfort Meadows AFH 1	Gitonga, Robert	3206 94th St SW Lakewood WA 98499
2	Ivy Manor Adult Family Home	Malejan, Ma Norma A.	2509 91st S Lakewood WA 98499
3	Grace Garden LLC	Kim, Kwang S.	9029 Carol Ave S Lakewood WA 98499
4	Happystay LLC	Njeri, Elvis	3102 91st St S Lakewood WA 98499
5	Mangu Adult Family Homecare	Kimani, Mary W.	3128 Slyvia Blvd S Lakewood WA 98499
6	Avian AFH LLC	Njoroge, Dedan	3253 90th St S Lakewood WA 98499
7	Healing Garden LLC	Kim, Esther	3118 89th St S Lakewood, WA 98499
8	Rainbow House	Rawlins, Pamela K.	8807 Carol Ave S Lakewood, WA 98499



AFHs Adjacent to Airports in the Puget Sound

Olympia Municipal Airport	McChord Field	Tacoma Narrows
Thun Field	SeaTac North	SeaTac South
Boeing Field	Renton Municipal Airport	Paine Field North
Paine Field South		

AFHs: Olympia Municipal Airport

AFHs: North McChord Field

AFHs: Tacoma Narrows

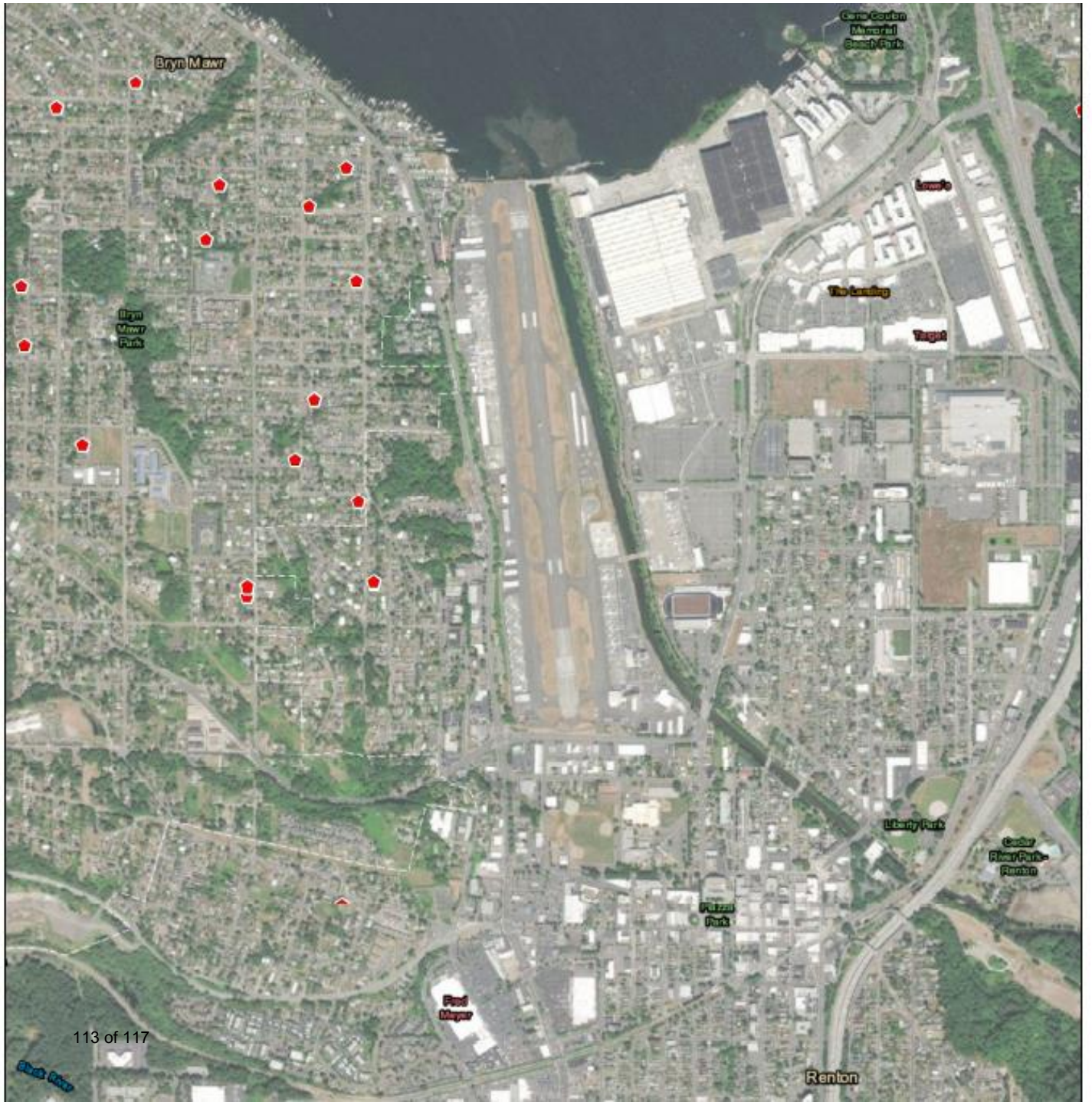
AFHs: Thun Field

AFHs: SeaTac North

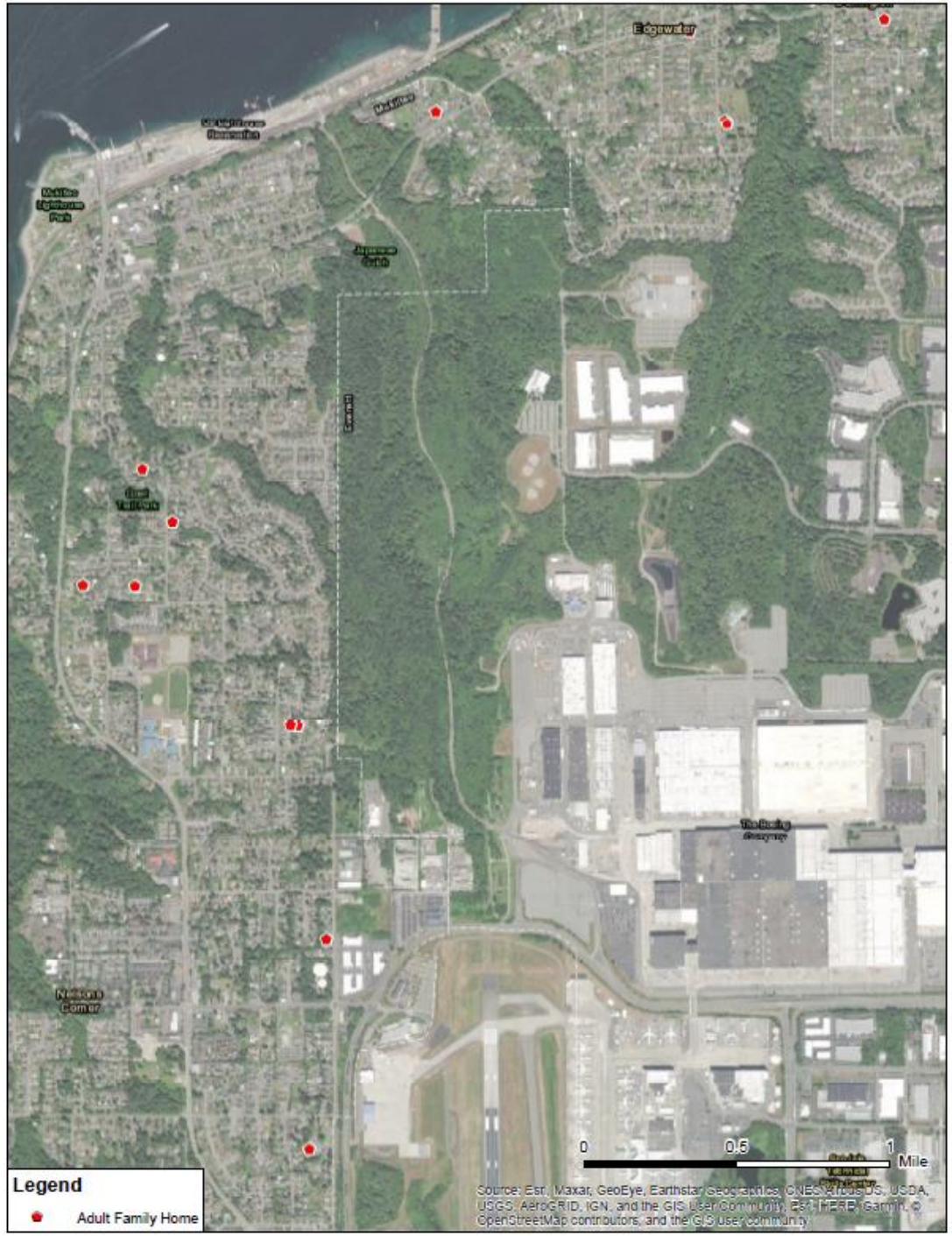
AFHs SeaTac South

AFHs: Boeing Field

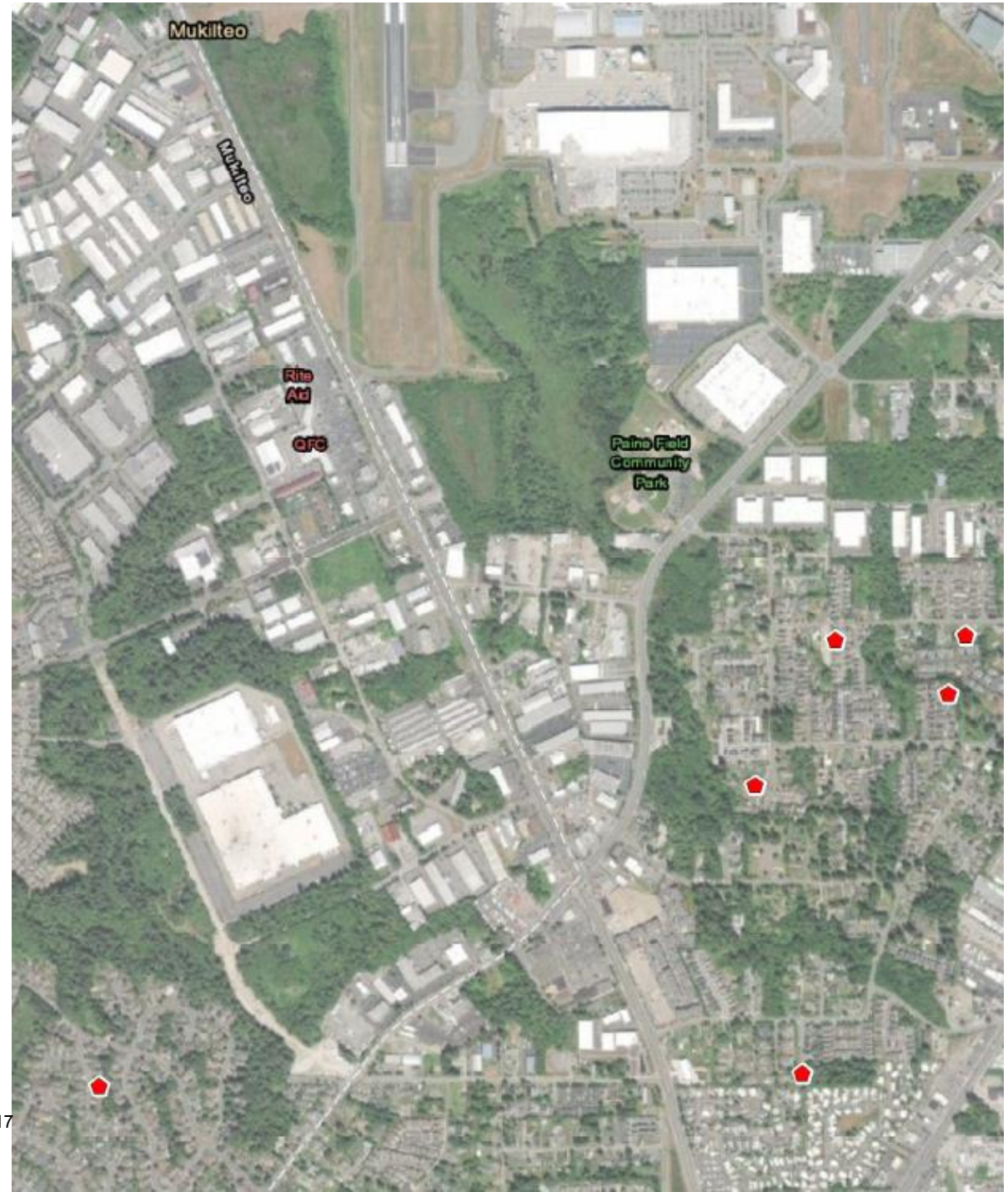
AFHs: Renton Municipal Airport



AFHs: Paine Field north end



AFHs: Paine Field, south end



Next Steps

Outreach to:

- Recent AFH applicants in the AC1 and AC2 zones
- Other AFH providers in the AC1 and/or AC2 zones
- Washington State Department of Social & Health Services, Aging and Long-Term Support Administration
- Adult Family Home Council
- South Sound Military Communities Partnership (SSMCP)
- Joint Base Lewis McChord (JBLM)

Seek recommendations from the Planning Commissions to forward to the City Council.

Supplemental Information

See website:

“Sex Offender Placement in Adult Family Homes”

> Lakewood opposes the placement of high-risk sexual predators into residential adult family homes intended for vulnerable persons. The City also objects to the placement of potentially violent patients into distant communities in which they have no history or support network

“Lakewood Averts Placement of Level III Sex Offender into Adult Family Home”

> State legislators prevent export of offender from eastern Washington; City objects to placement practices

“Tipping point: Adult family home businesses in Lakewood”