

Lakewood 2024 Comprehensive Plan Periodic Review Partners Meeting

August 4, 2023

Tiffany Speir, Long Range & Strategic Planning Manager

tspeir@cityoflakewood.us | 253.983.7702

Where to track and participate in 24CPPR Process for Lakewood

<https://cityoflakewood.us/24periodicreview/>

<https://lakewoodwaspeaks.org/>

The Planning Commission is holding a series of discussions on topics being considered during the 2024 Comprehensive Plan Periodic Review. You can see these discussions [by clicking here](#) and opening the Planning Commission meeting tab.

The City Council is also holding a series of study sessions about the 2024 Periodic Review. You can [see those discussions here](#) by opening the City Council meeting tab.

Contact Tiffany Speir, Long Range & Strategic Planning Manager, at 253.983.7702 / tspeir@cityoflakewood.us

2024 Comprehensive Plan Periodic Review (24CPPR)

What is it?

State law requires Lakewood to complete a periodic review of its entire Comprehensive Plan and development regulations, including regulations for critical areas and natural resource lands, every 10 years. Lakewood must complete the current review by [December 31, 2024](#).

Lakewood's Comprehensive Plan and Regulations must comply with the requirements of:

- the Growth Management Act;
- multi-county planning policies (VISION 2050) and the Regional Growth Strategy; and
- Pierce County countywide planning policies.

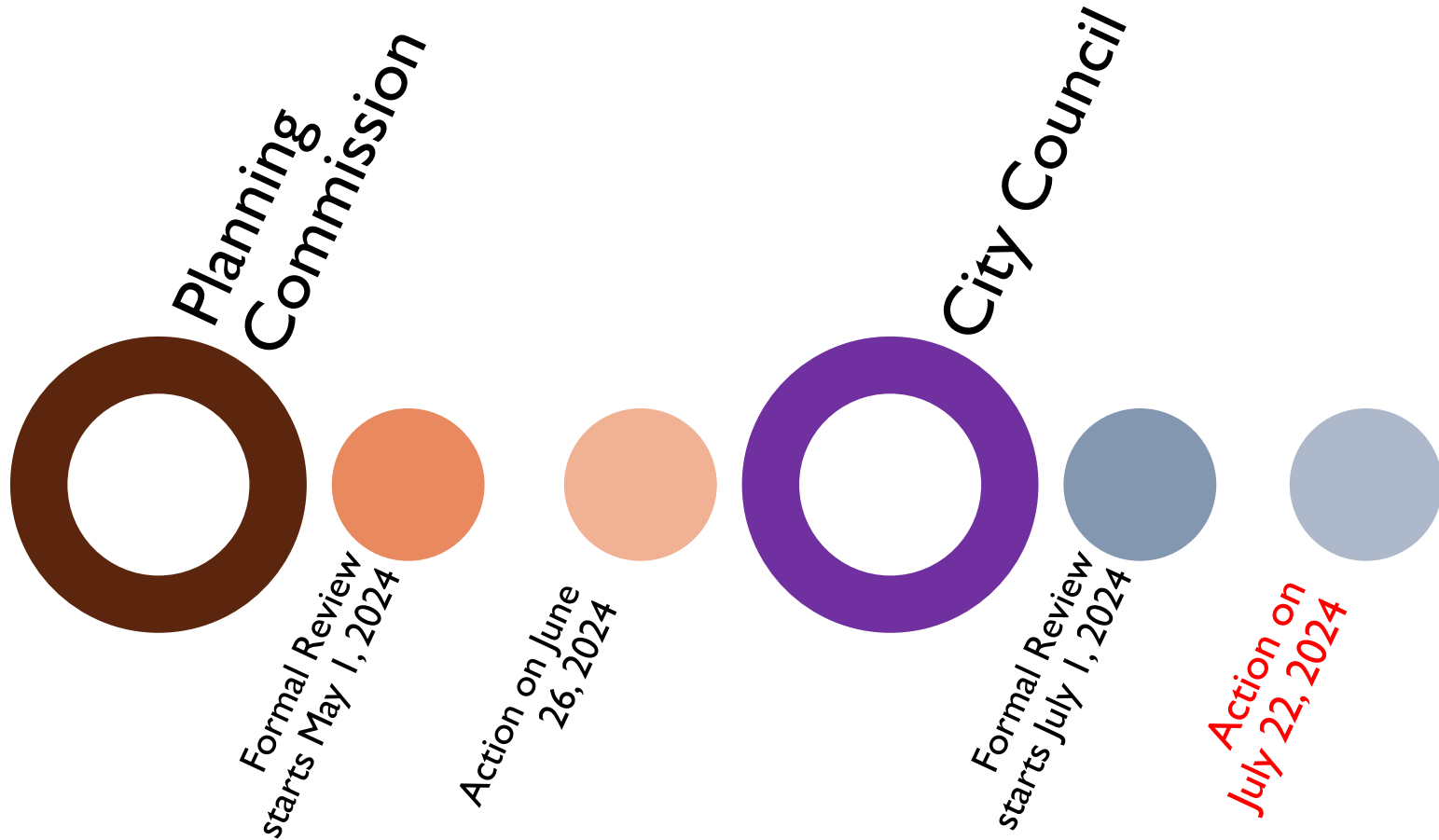
In addition, Lakewood will be preparing its first Comprehensive Plan [Implementation Progress Report in 2029](#) in accordance with state law.

What is being reviewed?

Every mandatory and optional “element” or chapter of the City's Comprehensive Plan and implementing development regulations.

The City will also be reorganizing the Comprehensive Plan as part of the review to make it more readable.

Legislative Schedule
Subject to change



Review by Commerce and
PSRC prior to Council action

Lakewood's Partners in the 24CPPR Process:

Tribes

- Nisqually
- Puyallup

Utilities

- PC Sewer
- Lakewood Water District
- Lakewood Light & Power
- Tacoma Public Utilities
- Puget Sound Energy

Special Districts

- West Pierce Fire & Rescue
- Pierce County Library District

Education Partners

- Clover Park School District (SD #400)
- Steilacoom Historical School District (SD #001)
- Bates Technical College
- Clover Park Technical College
- Pierce College

Agencies

- Pierce Transit
- Sound Transit
- TPCHD
- WSDOT
- DSHS
- PSRC

Other Government Partners

- JBLM
- Camp Murray
- Pierce County
- Steilacoom, UP, and Tacoma
- WA Department of Commerce
- WA Department of Ecology
- WA Department of Fish & Wildlife

Community Partners

- Residents
- CBOs & Cultural Contacts
- Business Organizations
- Environmental Organizations

Anyone else?

Thank you for helping the City!

Coordination with Lakewood's Partners for 2024 Comprehensive Plan Periodic Review:

Tribal Participation:

- Mutually agreeable memorandum of agreement between local governments and tribes in regard to collaboration and participation in the planning process unless otherwise agreed at the end of a mediation period;
- Policies consistent with countywide planning policies that address the protection of tribal cultural resources in collaboration with federally recognized Indian tribes that are invited, provided that a tribe, or more than one tribe, chooses to participate in the process.

Interjurisdictional Coordination:

- The plan must be coordinated with the plans of adjacent jurisdictions.

Military Coordination:

- Policies, land use designations, and zoning to discourage the siting of incompatible uses adjacent to military bases employing 100 or more personnel.

Service Provider Coordination:

- Utility capacity
- Special Districts needs and plans
- Community Partners' expertise (i.e., housing & human services providers, veteran service providers, etc.)

Coordination with Lakewood's Partners for 2024 Comprehensive Plan Periodic Review:

Capital Facilities:

- Definition = water systems, sanitary sewer systems, stormwater facilities, reclaimed water facilities, schools, parks and recreational facilities, police and fire protection facilities, transportation, and utilities.
- Inventory of existing capital facilities owned by all public entities;
- Forecast of all needed capital facilities based on projected population and adopted levels of service (LOS) over the planning period;
- Proposed locations and capacities of expanded or new capital facilities owned by the City;
- A 6+ year plan that will finance such capital facilities within projected funding capacities and clearly identify sources of public money to finance planned capital facilities;
- Provisions for corrective action for failing septic systems that pollute waters of the state.

A great deal of increased housing density with a 2044 planning horizon is now required by changes to state law that will affect schools, police, fire, and other services and facilities.

Case law elaborates that capital facilities are not limited to those necessary to support development.

RCW 36.70A.030:

(20) "Public facilities" include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

(21) "Public services" include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Transportation facilities are included in a separate transportation element per RCW 36.70A.070(6).

Coordination with Lakewood's Partners for 2024 Comprehensive Plan Periodic Review:

Transportation:

- A description of intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan;
- Limitations on the amount of parking local governments can require for low-income, senior, disabled and market-rate housing units located near high-quality transit service;
- A projection of state and local system needs to meet current and future demand;
- Adopted levels of service (LOS) standards for all arterials, transit routes and highways;
- A description of any existing and planned transportation demand management (TDM) strategies, such as HOV lanes or subsidy programs, parking policies, etc.

Utilities:

- General location, proposed location and capacity of all existing and proposed utilities;
- Provisions for protection of the quality and quantity of groundwater used for public water supplies;
- Policies and regulations protect the functions and values of critical aquifer recharge areas.

Coordination with Lakewood's Partners for 2024 Comprehensive Plan Periodic Review:

Land Use:

- Identification of lands useful for public purposes such as schools, utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, and other public uses;
- Identification of open space corridors within and between urban growth areas, including lands useful for recreation, wildlife habitat, trails, and connection of critical areas;
- Policies to designate and protect critical areas including wetlands, fish and wildlife habitat protection areas, frequently flooded areas, critical aquifer recharge areas, and geologically hazardous areas;
- Regulations include a process for siting Essential Public Facilities (EPFs) and ensure EPFs are not precluded;
- Regulations require written findings to approve subdivisions establish adequacy of public facilities, including:
 - Streets or roads, sidewalks, alleys, other public ways, transit stops, and other features that assure safe walking conditions for students;
 - Potable water supplies, sanitary wastes, and drainage ways;
 - Open spaces, parks and recreation, and playgrounds;
 - Schools and school grounds.

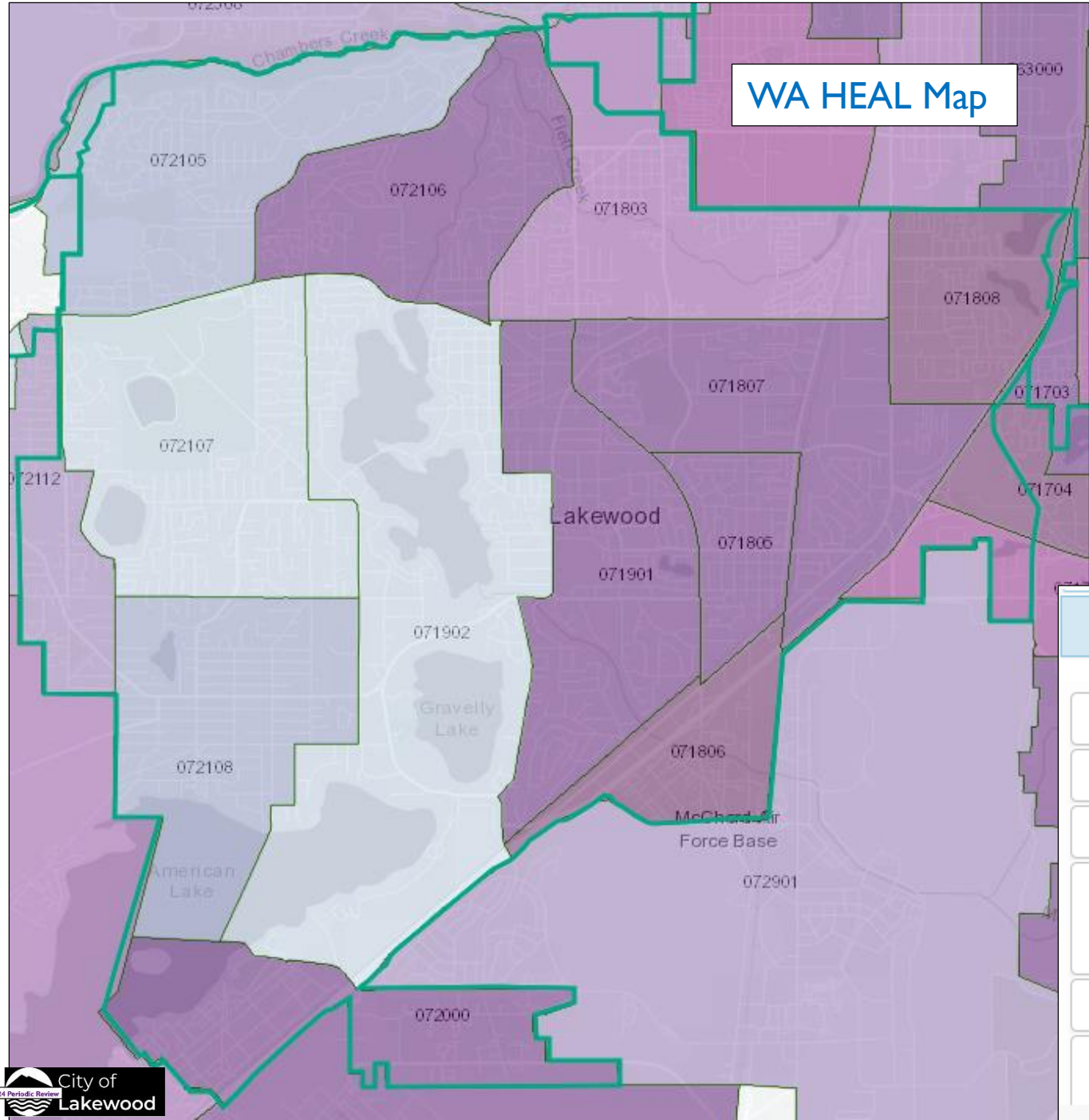
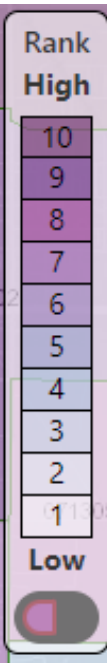
Lakewood 2020 Census Results

Population	White Alone*	Black/African American Alone*	Asian Alone*	Employment	Households	Housing Units	Education: Bachelors+	W/out Health Care
63,612	49.1%	13.1%	9.1%	55.1%	25,323	26,999	23.4%	9.4%

Per US Census 3/22 Report: Except for the category Non-Hispanic White Alone, Census defined race and Hispanic origin groups as “alone or in combination with other groups.”

- **Undercounts** estimated for the groups Black or African American, American Indian or Alaska Native, Some Other Race, and Hispanic or Latino.
- **Overcounts** estimated for White, Non-Hispanic White Alone, and Asian.

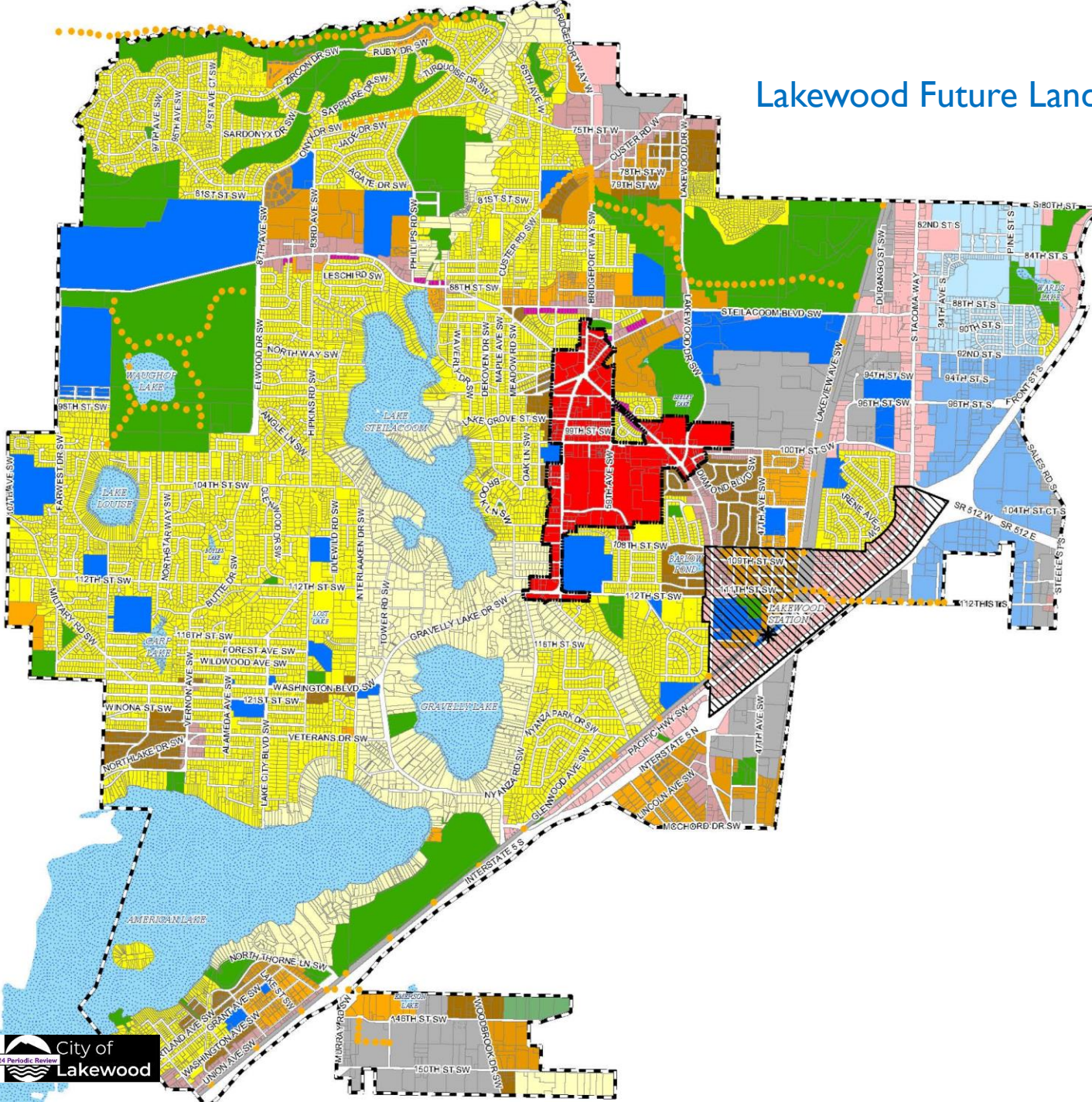
WA HEAL Map



Socioeconomic Factors

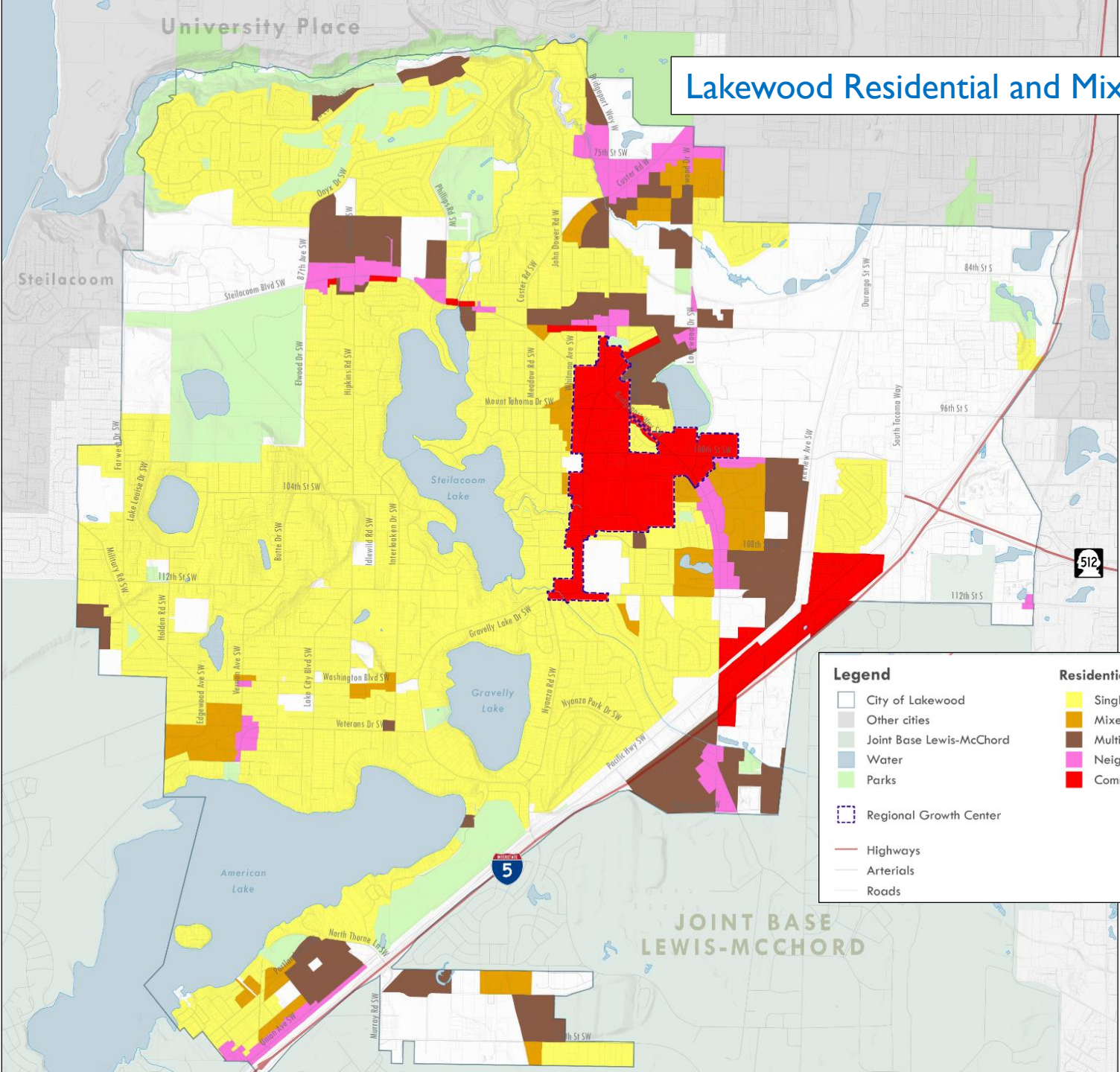
- ACS: Limited English (LEP)
- No High School Diploma (%)
- People of Color (Race/Ethnicity)
- Population Living in Poverty <=185% of Federal Poverty Level (%)
- Transportation Expense
- Unaffordable Housing (>30% of Income)

Lakewood Future Land Use Map



- Air Corridor 1
- Air Corridor 2
- Arterial Corridor
- Corridor Commercial
- Downtown
- High-Density Multi Family
- Industrial
- Public & Semi-Public Institutional
- Multi-Family
- Military Lands
- Mixed Residential
- Neighborhood Business District
- Open Space & Recreation
- Residential Estate
- Single Family
- Off-Street Trail
- Downtown Boundary
- Lakewood Station District Subarea
- Tax Parcel
- Lakewood City Limit

Lakewood Residential and Mixed-Use Zones



Legend		Residential and Mixed-Use Zoning Categories	
	City of Lakewood		Single-Family Residential
	Other cities		Mixed Residential
	Joint Base Lewis-McChord		Multifamily
	Water		Neighborhood Business
	Parks		Commercial (Mixed-Use)
	Regional Growth Center		
	Highways		
	Arterials		
	Roads		

Lakewood Residential Development Capacity, 2020–2044

Zone	Vacant	Underutilized	Vacant Single Unit	2021 Pipeline	Total
CBD	181	2,405	0	67	2,653
MF1	132	1,251	16	5	1,404
MF2	304	1,240	0	80	1,624
MF3	152	1,164	0	1	1,317
MRI	0	147	0	1	148
MR2	42	636	5	5	688
NC1	2	17	0	42	61
NC2	49	458	0	2	509
R1	7	26	17	1	51
R2	15	91	39	20	165
R3	172	739	91	34	1,036
R4	23	237	58	24	342
TOC	124	478	0	771	1,373
Total	1,203	8,889	226	1,053	11,371

If City finds it doesn't have enough capacity for lower income housing needs (80% or below AMI), it will need to add more zoning capacity for higher density housing types.

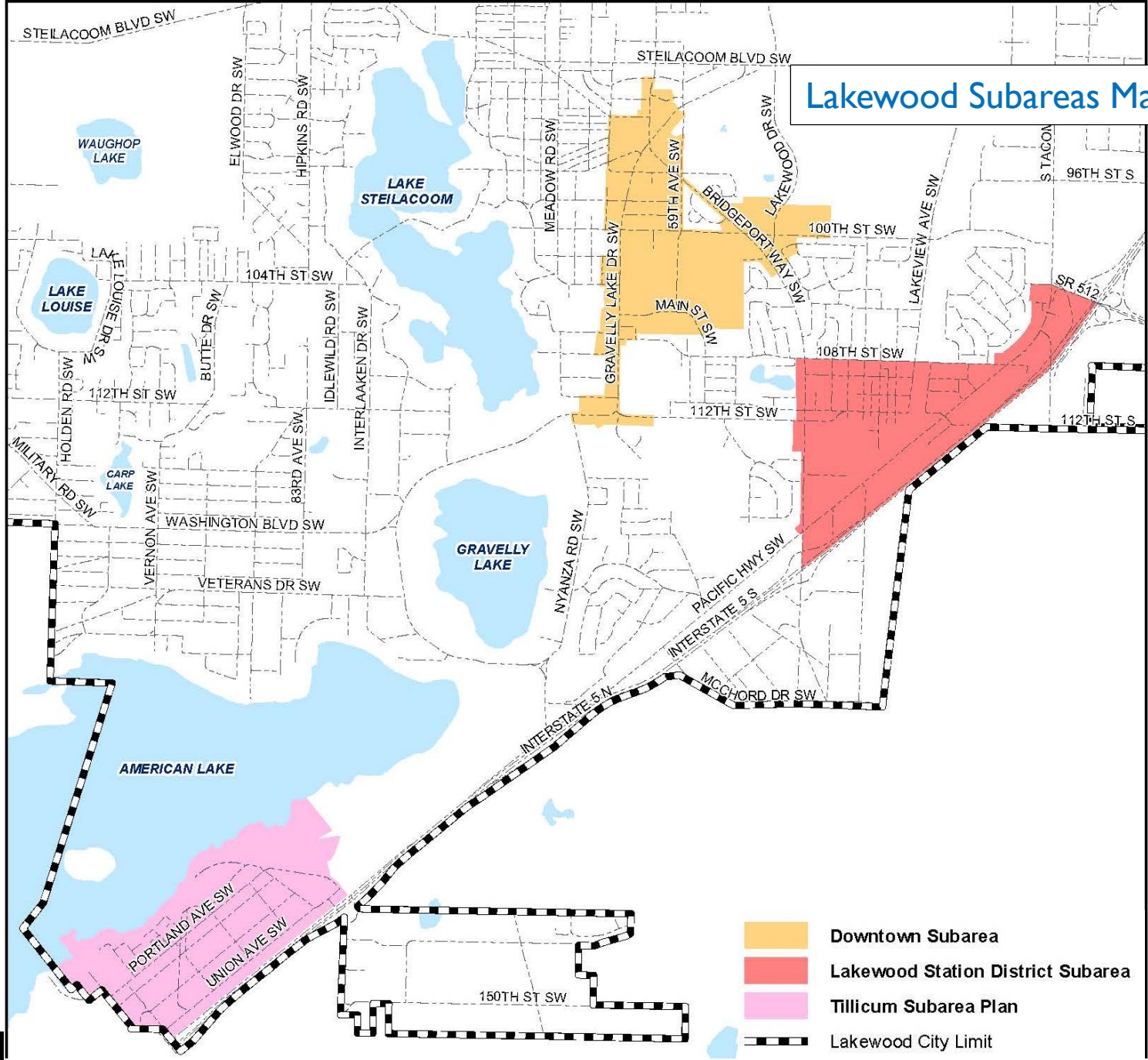
A large majority - 78% - of the housing growth capacity in Lakewood is on “underutilized” sites.

- Accommodating future growth will require significant redevelopment and infill.

Most currently zoned residential capacity is in multifamily development.

- A major focus of future growth in the City will be on multifamily and mixed-use projects.

Lakewood Subareas Map



- Downtown Subarea
- Lakewood Station District Subarea
- Tillicum Subarea Plan
- Lakewood City Limit

Lakewood 2044 Housing and Employment Growth Targets in Relation to Subareas

Permanent Housing Needs by Income Level (% of Area Median income (AMI))*										
		Total	0-30%		30-50%	50-80%	80-100%	100-120%	120%+	Emergency Units
			PSH*	Non-PSH						
Lakewood	'20 Estimate	26,999	588	101	4,565	11,699	4,347	2,250	3,449	8
	'44 Allocation	9,378	1,212	1,367	1,739	1,375	592	536	2,287	574

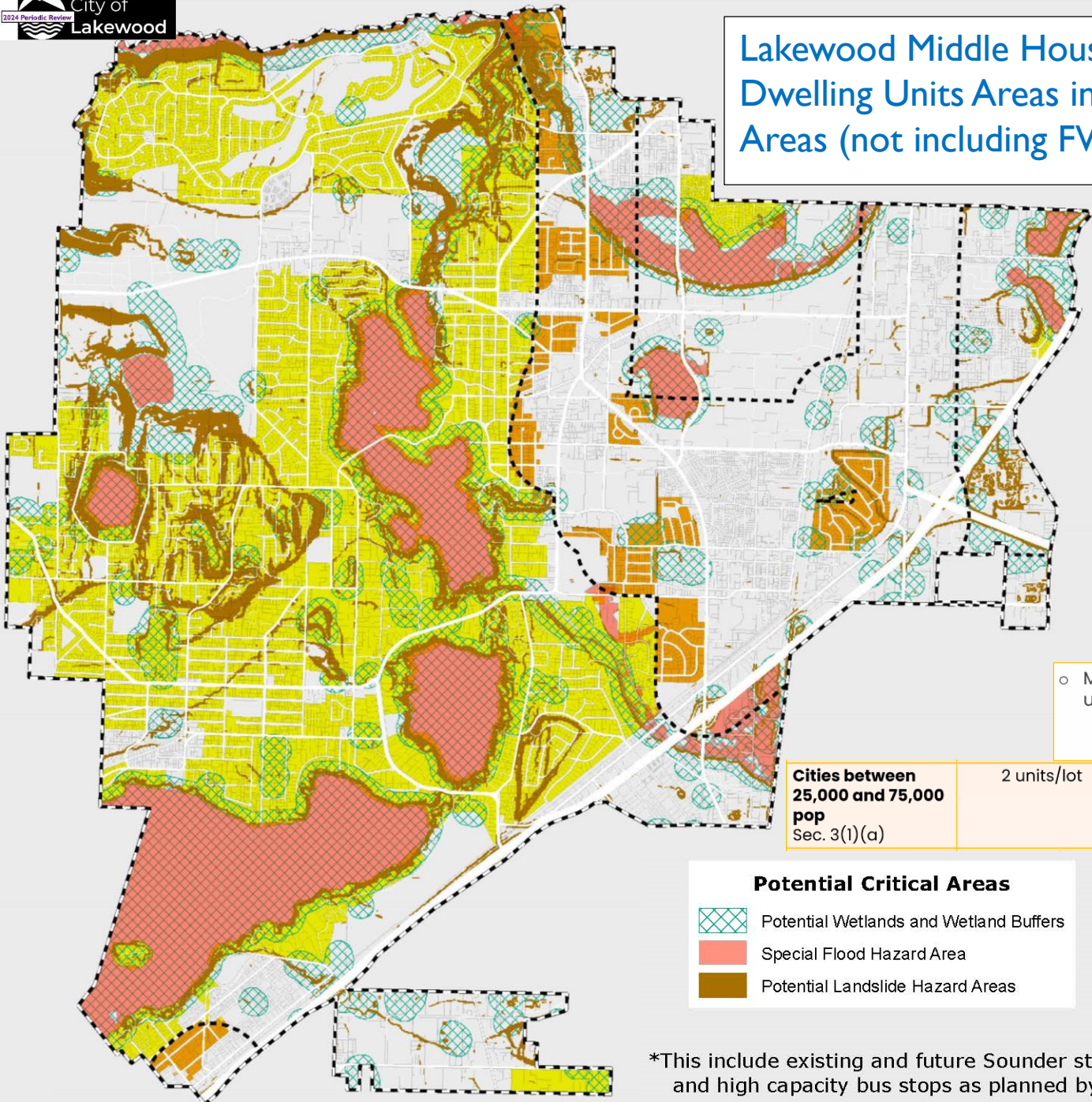
*Housing Units by AMI will need to be allocated within subareas along with the rest of the City.

**Emergency shelter (ES) and housing units (EH) are allowed in all zones where hotels and motels are allowed, including the Downtown (DSAP) and Station District (LSDS) subareas.

Permanent supportive housing (PSH), rapid rehousing (RRH), and transitional housing (TH) are allowed citywide in all zones that allow residential units.

	2044 Growth Target	ID'd for DSAP by 2035	ID'd for LSDS by 2035	Elsewhere	Emergency Units
Housing Units*	9,378	2,257 (24% of total)	1,722 (18% of total)	5,399 (58% of total)	574**
Jobs	9,863	7,359 (75% of total)	1,276 (13% of total)	1,228 (12% of total)	-

Lakewood Middle Housing and Accessory Dwelling Units Areas in relation to Critical Areas (not including FWHAs)





Historic deed restrictions/ CC&Rs, critical areas, critical area buffers, and infrastructure deficiencies affect where and when requirements for Middle Housing and ADUs apply




- Must allow at least **3 units per parcel** in all urban areas
 - At least 6 in some cities near transit or with affordability

Cities between 25,000 and 75,000 pop Sec. 3(1)(a)	2 units/lot	4 units/lot within 1/4 mile walk of major transit stop	4 units/lot if 1 is affordable
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Potential Critical Areas

-  Potential Wetlands and Wetland Buffers
-  Special Flood Hazard Area
-  Potential Landslide Hazard Areas

R1 through R4 Zoned Parcels

-  Inside 1/4 Mile Transit Distance
-  Outside 1/4 Mile Transit Distance
-  1/4 Mile Transit Buffer*

*This include existing and future Sounder stations, Bus Rapid Transit (BRT) lines, and high capacity bus stops as planned by Pierce transit and Sound Transit.

Lakewood 24CPPR Next Steps

- Make sure Lakewood has identified proper Partner contacts
- Schedule Steering Committee Meetings
- Seek Data and Expertise from Partners and Incorporate into New City Comprehensive Plan and Development Regulations
- Provide Updates to Partners, Planning Commission, and City Council throughout 24CPPR Process
- Hold Open Houses and Provide Public Updates starting Fall 2023

Questions? Comments?

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Thank you for helping the City!

HB 1181 Climate Change Planning Framework

Integrates climate change into the Growth Management Act (RCW 36.70A).

By July 1, 2027, the Growth Management Act (GMA) now requires:

- Public participation must emphasize the participation of vulnerable populations and overburdened communities.
- Land Use Element:
 - Green spaces, urban and community forests are now considered land uses that must be considered and planned for;
 - must give special consideration to achieving environmental justice and reducing environmental health disparities;
 - must also promote physical activity, reduce wildfire risks, and reduce vehicle miles traveled.
- Transportation Element:
 - analysis of greenhouse gas emissions and per capital vehicle miles traveled;
 - must also include an analysis of impacts to state-owned transportation facilities and locally owned arterials from multimodal levels of service (transit and non-motorized);
 - active transportation facilities and environmental justice are focus areas;
 - transit availability must be reviewed from equity of access and ADA accessibility standpoints.

By July 1, 2027, the Growth Management Act (GMA) now requires:

- Capital Facilities Element
 - must include an inventory of City-owned green infrastructure;
 - must also include a good faith effort to inventory the capital facilities (schools, parks, roads, utilities, etc.) for all public entities (WRSD, outside utility providers, counties, etc.)
- Utilities Element
 - must include an inventory of telecommunications.
- The Open Space and Recreation Element (Parks)
 - must consider green space, enhancement of fish and wildlife habitat and tree canopy coverage.
- Environment Element
 - must include enhancement rather than just protection of the environment, including air and water quality.
- Climate Change and Resiliency Element is required in Comprehensive Plans. Goals include reduction of overall greenhouse gas emissions and climate change resiliency including a natural hazard mitigation plan. This section has to be adopted within five years.
- The Shoreline Master Plan is now considered an Element of the Comprehensive Plan.
 - HB 1544 Moves the update cycle for the Shoreline Master Program from an eight-year to a ten-year cycle and synchronizes the updates with the update cycle in the GMA effective July 1, 2025.

SB 5412 (effective September 30, 2025):

- Creates a new SEPA categorical exemption for residential development projects within incorporated UGAs and middle housing projects within unincorporated UGAs if the proposed development is consistent with local development regulations.
- Establishes requirements for objective design review and provides SEPA Exemptions for residential development consistent with a comprehensive plan mainly with the urban growth areas and requires the Comprehensive Plan to have undergone an Environmental Impact Statement.

ESHB 1042 (Must be adopted by June 30, 2025):

- Requires code cities to adopt an ordinance allowing buildings zoned for commercial or mixed use to be converted to residential uses at a density of 50% more than is allowed in the underlying zone provided the building envelope does not change and that the zone permits multifamily housing.
- Building and fire codes apply; additional parking requirements are permitted, though cities may require retention of existing spaces;
- No additional permitting requirements, including design standards beyond those already required for residential uses, are permitted except for emergency and transitional housing uses;
- Only the new use may be required to meet energy code requirements regardless of how the remaining portion of the non-residential building is treated;
- Non-conforming elements may remain as-is without proof of significant detriment to the surrounding area;
- No transportation concurrency or environmental studies are permitted.

HB 1110 (Implement by June 30, 2025)

For Lakewood, based on office of financial management population estimates:

- (i) The development of 2+ units per lot on all lots zoned predominantly for residential use, unless zoning permitting higher densities or intensities applies;
- (ii) The development of 4+ units per lot on all lots zoned predominantly for residential use, unless zoning permitting higher densities or intensities applies, within 1/4 mile walking distance of a major transit stop; and
- (iii) The development of 4+ units per lot on all lots zoned predominantly for residential use, unless zoning permitting higher densities or intensities applies, if at least one unit is affordable housing.
 - The units must be maintained as affordable for a term of at least 50 years;
 - The units dedicated as affordable must be provided in a range of sizes comparable to other units in the development;
 - To the extent practicable, the number of bedrooms in affordable units must be in the same proportion as the number of bedrooms in units within the entire development;
 - The affordable units must generally be distributed throughout the development and have substantially the same functionality as the other units in the development.

25% of the lots in the entire city might be exempted but only if:

- There is a risk of displacement;
- There is limited infrastructure capacity;
- Within critical areas and buffers;
- There's a risk of climate change effects, or
- There might be racially disparate discriminatory effects

HB 1110 (Implement by June 30, 2025)

- Middle Housing Types
 - Must allow at least 6 of the 9 types of middle housing to achieve the unit density required. Accessory dwelling units (ADUs) can be ID'd as one type to achieve the unit density.
 - Not required to allow ADUs or middle housing types beyond the density requirements (except per HB 1337)
 - Only administrative design review can be required
 - Must not have any development standards for middle housing that are more restrictive than those required for detached single-family residences.
 - objective development regulations that are required for detached single-family residences, including, but not limited to, set-back, lot coverage, stormwater, clearing, and tree canopy and retention requirements to ensure compliance with existing ordinances intended to protect critical areas and public health and safety.
- A city must also allow zero lot line short subdivision where the number of lots created is equal to the unit density.
- Are not required to achieve the per unit density under this act on lots after subdivision below 1,000 square feet unless the city chooses to enact smaller allowable lot sizes.

HB 1110 (Implement by June 30, 2025)

- Parking

- Shall not require off-street parking as a condition of permitting development of middle housing within ½ mile walking distance of a major transit stop;
- shall not require more than one off-street parking space per unit as a condition of permitting development of middle housing on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits;
- shall not require more than 2 off-street parking spaces per unit as a condition of permitting development of middle housing on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits

HB 1110's middle housing provisions also do not apply if based on an empirical study that clearly demonstrates that the application of the parking limitations of for middle housing will be significantly less safe for vehicle drivers or passengers, pedestrians, or bicyclists than if the jurisdiction's parking requirements were applied to the same location for the same number of detached houses.

The Department of Commerce must develop guidance to assist cities on items to include in the study.

HB 1110 (Implement by June 30, 2025)

Commerce must publish model middle housing ordinances no later than six months following the effective date of the new law.

- For cities that have not passed ordinances, regulations, or other official controls within the timeframes provided, the model ordinance supersedes, preempts, and invalidates local development regulations until the city takes all actions necessary to implement the act.

Amendments to development regulations and other non-project actions taken by a city to implement the requirements of this act are not subject to administrative or judicial appeals under this chapter.

The department may issue guidance for local jurisdictions to ensure that the levels of middle housing zoning under this act can be integrated with the methods used by cities to calculate zoning densities and intensities in local zoning and development regulations.

HB 1110 (Implement by June 30, 2025)

An implementation extension may be applied only to specific areas where a city can demonstrate that water, sewer, stormwater, transportation infrastructure, including facilities and transit services, or fire protection services lack capacity to accommodate the density required, and the city has:

- Included needed improvements within its capital facilities plan to adequately increase capacity (which isn't due for another 10 years); or
- Identified which special district is responsible for providing the necessary infrastructure.

If an extension is requested due to lack of water supply, Commerce shall evaluate based on the applicable water system plans in effect and approved by the department of health. Water system plan updates initiated after the effective date of this law must include consideration of water supply requirements for middle housing types.

CC&Rs cannot be used to circumvent the density. Governing documents of associations within cities subject to the middle housing requirements that are created after the effective date of the law may not actively or effectively prohibit the construction, development, or use of additional housing units.

HB 1337 (Must be adopted by June 30, 2025):

- Mandates 2+ accessory dwelling units (ADU) per residential lot (except those under 2,000 sf), with preemption on parking requirements and a variety of development regulations.
 - Impact fees are capped at 50% of the primary dwelling rate or may be waived.
 - The owner is not required to dwell on the lot or within any of the up to three structures (primary home and two ADU).
 - The ADU may be attached or detached.
 - ADU must be allowed on any lot compliant with the underlying zone's minimum lot size.
 - ADU minimum gross floor area must be at least 1,000 sf.
 - Roof height limitations must allow 24 feet high or more.
 - Setbacks are the same as the primary dwelling or less.
 - ADU must be allowed to be sited on lot lines if the line abuts an alley.
 - ADU may be created from conversion of existing structures, even if those structures are non-conforming in some way.
 - ADU may not be placed within critical areas or buffers.
 - The requirement for public street improvements is waived.
 - Parking requirements are limited to one space per ADU for lots under 6,000sf and two spaces for larger lots.

HB 1695 Affordable Housing on Surplus Public Property

- defines affordable housing in the context of surplus public property and provides for rental housing or permanent affordable homeownership within the definition of public benefit.

SB 5258 Increasing the Supply & Affordability of Condominiums and Townhomes

- A condominium association created after the effective date of this act must include a written report from a construction defect professional in a construction defect claim. The intent appears to be limiting future assessments for construction defects present at the time the units were constructed.
- The act also limits the amount of impact fees versus single family housing. The changes to impact fees must be enacted within six months of the completion of the Comprehensive Plan Update.
- Short plat regulations and procedures for unit lot subdivisions must allow division of a parent lot into separately owned unit lots. Portions of the parent lot not subdivided for individual unit lots shall be owned in common by the owners of the individual unit lots, or by a homeowners' association comprised of the owners of the individual unit lots.

HB 1293 Streamlines Development Regulations – Design Review (Must be adopted by June 30, 2025):

- Only clear and objective development regulations governing the exterior design of a new development are allowed in design review.
- The standards must have at least one ascertainable guideline, standards or criterion by which an applicant can determine whether a given design is permissible.
- The design guidelines may not reduce density, height, bulk, or scale beyond the underlying zone.
- Objective review emphasizes quantifiable guidelines and clear instructions that remove all aspects of subjectivity.
- Design review must be conducted concurrently with the consolidated review and must have only one public meeting.
- Expedited review is encouraged for developments that comply with adopted development regulations or are affordable to low- and moderate-income households.

HB 1326 Waiving Utility Connection Fees and General Facility Charges for Affordable Housing

- Allows municipalities to waive utility connection fees and general facility charges for affordable housing, emergency shelters, transitional shelters, and permanent supportive housing.

HB 1425 Annexation Sales Tax Credit

- Establishes a new version of the annexation sales tax credit to incentive annexations of UGAs.

SB 5290 Consolidates Local Process Review (Must adopt by January 1, 2025)

- Projects with interior alterations only are exempt from site plan review provided no new sleeping quarters or bedrooms are added and/or the project does not exceed the 5,000sf threshold or other fire code conditions.
- The Department of Commerce must establish a consolidated permit review grant program for building permits to reduce review times by consolidating review with other land use permit reviews. The grant requirements include quarterly progress reports to Commerce.
- Commerce must establish a grant program to facilitate digital permitting processes, virtual inspection, electronic review and video storage. The digital permitting system grant will require the city to allow the development of 2+ units per lot on all lots zoned primarily residential.
- All land use permit application forms must be explicit and exhaustive.
- Certain permit types and timelines for processing project review may be excluded per RCW 36.70B.140.

SB 5290 Consolidates Local Process Review (Must adopt by January 1, 2025)

- Timeclocks (Can be altered by ordinance to address consolidated review time periods or to accommodate larger projects and projects that are nonresidential. Certain other caveats apply.)
 - Must include every calendar day.
 - For projects that do not require public notice, the final decision must be issued within 65 days of the determination of completeness (RCW 36.70B.0110 and RCW 36.70B.070).
 - For projects that do require public notice, the final decision must be issued within 100 days of the determination of completeness (RCW 36.70B.110 and RCW 36.70B.070).
 - For project permits which require both notice and a hearing, the final decision must be issued within 170 days of the determination of completeness (RCW 36.70B.110 and RCW 36.70B.070).
 - Applicant delays in providing requested information over 60 days from the date of request automatically add 30 days to the City's review timeline.
 - Failure to adhere to the above timeline results in a requirement for the City to refund the applicant's permit fees on a pro-rated basis up to a 20% refund depending on the length of the delay.
- Annual reports posted on the City's website are required that will report the number of permits by type and length of processing decisions. These reports must also be submitted to Commerce. This requirement begins March 1, 2025.
- The Department of Commerce will provide technical guidance in setting fee structures to ensure that fees are reasonable and sufficient to recover true costs.

SB 5536 Controlled substances, counterfeit substances, and legend drug possession and treatment.

- Opioid treatment programs (OTPs), mobile or fixed-site medication units within OTPs, recovery residences, and harm reduction programs including syringe service programs, are recognized as essential public facilities for the purpose of local land-use regulations.
- Cities may only impose such reasonable conditional use requirements as are similarly applied to other essential public facilities and health care settings.
- Cities are prohibited from imposing a maximum capacity on OTPs.